Hampshire Water Transfer and Water Recycling Project

Draft Statement of Common Ground - National Highways

VOLUME NUMBER: 8

PLANNING INSPECTORATE SCHEME NUMBER: WA010002

APPLICATION DOCUMENT REFERENCE: 8.13

APFP REGULATION: 5(2)(q)

23 November 2026

Version 0

from Southern Water

Document Control		
Title	Draft Statement of Common Ground - National Highways	
Version History		
Version	**Date**	**Status/Reason for Issue**
Version 0	23 Nov 2026	Deadline 1

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1 Introduction

1.1 Overview of the project

1.1.1 Southern Water Services Limited (hereafter referred to as the 'Applicant') is developing proposals for the Hampshire Water Transfer and Water Recycling Project (the Project). The Project is a water supply scheme that will ensure the Applicant can maintain essential water supplies to customers, especially in a drought, while protecting the rare and sensitive River Test and River Itchen chalk streams.

1.1.2 The Project would use advanced treatment techniques to turn highly treated wastewater, that is usually pumped far out to sea, into purified recycled water at a new water recycling plant in Havant. This purified recycled water would be pumped via a pipeline to the Havant Thicket Reservoir where it would mix with spring water. Water from the reservoir would then be pumped along another pipeline to the Applicant's Otterbourne Water Supply Works where it would be treated to strict drinking water standards before being sent into supply.

1.2 Purpose of this Statement of Common Ground

1.2.1 The purpose of this Statement of Common Ground (SoCG) is to set out the areas of agreement and disagreement between the Applicant, and National Highways Limited in relation to the Development Consent Order (DCO) application for the Project.

1.2.2 National Highways Limited's role within the DCO process is as the operator of England's Strategic Road Network (SRN). This SoCG sets out the areas of agreement and those requiring further discussion specifically in relation to matters within National Highway's statutory functions.

1.2.3 This SoCG should be read alongside National Highways Limited's Relevant Representation [RR-220], which sets out National Highways Limited's detailed position on matters relevant to the Examination. References in this SoCG are intended to complement, and where appropriate cross-reference, the issues raised in that Relevant Representation.

1.3 Parties to this statement

1.3.1 This SoCG has been prepared by (1) Southern Water Services Limited as the Applicant and (2) National Highways Limited.

1.3.2 Collectively, Southern Water Services Limited and National Highways Limited are referred to as 'the parties'.

1.4 Terminology

1.4.1 Table 1-1 outlines the terminology in the status column of **Table 3-1**. It can be taken that any matters not specifically referred to in **Table 3-1** are not of material

interest or relevance to the parties' representation and therefore have not been considered in this document.

Table 1-1: Status terminology

Term	Explanation
Matter agreed with other party	Indicates that both Southern Water and National Highways have reached a consensus on the specific issue, with no disagreements.
Matters subject to further discussion	Indicates that the specific issues are still under discussion, and no final agreement has been reached yet.
Matter not able to be agreed	Indicates that an agreement on the specific issue has not been reached, and it is unlikely that further discussions will resolve the disagreement.

2 Record of post DCO submission engagement

2.1.1 The Applicant engaged with National Highways Limited during the development of the DCO application. This engagement provided opportunities to discuss the Project and matters of interest to National Highways Limited, and has continued following submission of the application.

2.1.2 The Examining Authority's Rule 6 letter dated 6 October 2026 requested that a SoCG be prepared between the Applicant and National Highways Limited. The Applicant agrees with the merit of entering a SoCG to provide a clear record of the parties' engagement, identify matters agreed and outstanding, and support focused discussions aimed at resolving the issues raised by National Highways Limited.

2.1.3 As no draft SoCG was submitted with the DCO application, this is the first version of the SoCG and is submitted at Examination Deadline 1 (DL1). It has been prepared in response to the Rule 6 letter and reflects the engagement undertaken with National Highways Limited to date, where appropriate, and the current position of the parties. The SoCG is currently unsigned but has been reviewed and agreed by the relevant officer(s) at National Highways Limited. The Applicant confirms that it accurately reflects the matters discussed and the current position between the parties. Formal agreement and signing of the SoCG will be progressed as engagement continues during the Examination.

2.1.4 Table 2-1 records the engagement undertaken between the Applicant and National Highways Limited following submission of the DCO application. Engagement remains ongoing and this SoCG is a live document, which will be updated and resubmitted as appropriate to reflect further engagement, progress in resolving outstanding matters and any changes to the parties' positions.

Table 2-1: Record of post-submission engagement

Name	Purpose	Date
HWTWRP and National Highways	Monthly meeting to discuss Trenchless Strategy, Electronic Service Delivery for Abnormal Loads and Lands update	04.06.26
HWTWRP and National Highways – ESDAL team	Explore interfaces with National Highways, Confirm approach to abnormal load processes, Gather initial feedback from National Highways	10.06.26
HWTWRP and National Highways	Geotechnical Assessment Programme Introduction	07.08.26
HWTWRP and National Highways	Geotechnical Assessment Programme Introduction with wider structures team	02.09.26
HWTWRP and National Highways	Discuss next steps for SoCG, Land matters, Relevant representations made to PINs, Feedback on Stakeholders Issues Log and Legal note	03.09.26

Name	Purpose	Date
HWTWRP and National Highways	Geotechnical assessment progress Statements of Intent (SOIs) Statement of Common Ground (SoCG) Construction access strategy for Compound B1 Abnormal Indivisible Load (AIL) requirements Construction traffic impacts on the Strategic Road Network (SRN) Land and cost recovery matters	07.10.26
HWTWRP and National Highways	Geotechnical Assessment Programme update and demonstrate progress made along with oversight of deliverables for review	22.10.26
HWTWRP and National Highways	To review the status of discussions with National Highways, agree the process and programme for finalising the Statement of Common Ground (SoCG), and progress outstanding technical, land, access and cost recovery matters ahead of Examination milestones	30.10.26

3 Statement of Common Ground

3.1.1 **Table 3-1** provides a summary of the key matters discussed between the Applicant and National Highways Limited in relation to the DCO application for the Project. Each matter is categorised according to its status, as defined in section 1.4. **Table 3-1** aims to clearly present the areas of agreement, those still under discussion, and any unresolved issues.

Table 3-1: Summary of matters

Row ID	Topic	National Highways Limited position	Latest position in resolving the issue	Application document reference	Status
Principle of development					
NH-01	Need for Project	NH raises no objection to the need for the project.	Matter agreed between parties.	[APP-056] – 5.5 Planning Policy Statement [APP-057] – 5.6 Case for the Project	Matter agreed with other party
DCO and planning					
NH-15	Land Rights and Easements	NH requires SW to obtain tunnel easements and land rights arrangements to protect affected land interests.	Discussions ongoing regarding appropriate legal mechanism and land rights strategy, protective provisions and for the grant in due course of the necessary easements.	[APP-027] – Book of Reference [APP-009 to APP-011] – Land Plans (3 documents	Matters subject to further discussion
NH-16	Compulsory Acquisition Powers	NH objects to compulsory acquisition powers. This could affect up to 40 plots, pending detailed plot-by-plot review.	The Applicant provided shapefiles of the detailed plot information for NH to review on the 10th September 2026. NH maintains objection until the plot-by-plot review has been undertaken and their consent via a voluntary property agreement can be obtained and appropriate protective provisions agreed.	[APP-023] – Draft Development Consent Order [APP-027] – Book of Reference	Matters subject to further discussion
NH-17	Draft DCO Articles	NH seeks amendments to articles concerning street works, access, traffic regulation, discharge of water, CA powers, surveys and temporary possession to ensure it is able to discharge its duties in regard to the safe and efficient operation of the SRN, as per its Licence.	Detailed legal discussions continuing. The Applicant considers the relevant articles to be drafted appropriately and seeks to address NH's concerns via protective provisions.	[APP-023] – Draft Development Consent Orde Articles 11-56	Matters subject to further discussion
NH-18	Deemed Consent Provisions	NH objects to 28-day deemed consent provisions because of potential safety and operational risks. NH requires 28 days, followed by a letter giving a further 28 days before deemed consent applies. This is to ensure it is able to discharge its duties in regard to the safe and efficient operation of the SRN, as per its Licence.	NH seeks extended timescales and removal of automatic deemed consent. The Applicant maintains that deemed consent is appropriate and is consistent with other development consent orders including those obtained by National Highways itself.	[APP-023] – Draft Development Consent Orde Article 56 ; Schedule 2 discharge provisions	Matters subject to further discussion
NH-20	Protective Provisions	NH considers agreement of Protective Provisions in line with its preferred standard form would resolve many outstanding concerns regarding SRN protection, approvals and land interests.	Drafting under negotiation. No agreement reached to date.	[APP-023] – Draft Development Consent Orde Schedule 10 Part 6; NH Protective Provisions Appendix 1	Matters subject to further discussion
Engagement and consultation					
NH-19	Consultation on Discharge of Requirements	NH seeks consultation rights for Requirements relating to landscape, biodiversity, CEMP and OEMP where SRN interests and NH land interests are affected. Given the importance of the CTMP to the safe and efficient operation of the SRN, NH seeks approval rights for the requirement relating to the discharge of this document.	Applicant considering NH consultation role in relation to NH's network management functions. In relation to NH's existing assets, such matters are to be addressed via protective provisions and not requirements.	[APP-023] – Draft Development Consent Orde Schedule 2 Requirements 4, 5, 6 and 13	Matters subject to further discussion
Design and construction					

Row ID	Topic	National Highways Limited position	Latest position in resolving the issue	Application document reference	Status
NH-05	Pipeline Route Changes	Any future route changes affecting SRN crossings require reassessment under DMRB CD622 and CG300 processes.	Agreed that future changes will be addressed through established approvals.	[APP-023] – Draft Development Consent Order [APP-076] Design Principles Document and [APP-077 to APP-079] Design Approach Document	Matter agreed with other party
NH-06	Construction Methodology Adjacent to A27	NH requires construction methodology statements for works adjacent to the A27 to demonstrate protection of the highway.	Information requirements confirmed. Method statements to be prepared during detailed design.		Matters subject to further discussion
NH-07	SRN Underground Crossings (A27 & A3(M))	Approval in Principle, CD622 and CG300 approvals required for trenchless crossings beneath A27 and A3(M)/A27 Broadmarsh Junction. NH unable to agree principle until approvals completed.	Technical discussions ongoing. Approval pathway identified but formal approval outstanding.	Trenchless Crossings Technical Approval Strategy;	Matters subject to further discussion
NH-08	Geotechnical Risk Assessment (CD622)	Geotechnical risks associated with trenchless crossings require assessment and certification in accordance with DMRB CD622. This process should run alongside the DCO process and be concluded during the Examination to provide NH with the necessary assurance that the pipelines can be delivered safely in the proposed locations.	NH requires further information before concluding risks are adequately managed. The applicant is engaging with NH through a 22 week programme of Geo Tech assessments with key milestones and approach shared with NH. The applicant confirms the assessments will be completed within the timeframe of examination.	Geotechnical Assessment Strategy; DMRB CD622 submissions	Matters subject to further discussion
NH-09	Structural Approvals (CG300)	Pipelines beneath SRN are classified as structures and require approval under CG300.	Structural approval strategy being developed. Locations are: Tunnel crossing: A3(M) slip road to A2030 at Bedhampton RA; A3(M) at Bedhampton RA; A3(M) central reservation at Bedhampton RA; A27 approach to Bedhampton RA; Tunnel crossing of A27 Havant Emsworth Bypass (Slip road to Bedhampton RA); A27 Havant Emsworth Bypass; A27 Havant Emsworth Bypass (Slip road to Harts Farm Way); Trenchless Crossings of: A27 Havant Emsworth Bypass (Nr Mill Ln) Slip road to Harts Farm Way; A27 Havant Emsworth Bypass (nr Mill Ln); A27 Havant Emsworth Bypass (nr Mill Ln)Slip road from Bedhampton RA.	CG300 Approval Documentation	Matters subject to further discussion
NH-10	Trenchless Crossing Approval Strategy	Technical approval strategy for trenchless crossings required to demonstrate compliance with National Highways Standards CG 300 & CD622 and establish approvals process.	The parties have discussed the draft approval strategy and National Highways has not raised any material objections to its content at this stage. Notwithstanding this, formal acceptance remains outstanding and this matter will remain open until the document has been formally issued and accepted through the applicable governance and approval process.	Trenchless Crossings Technical Approval Strategy	Matters subject to further discussion
NH-11	Temporary Access from A27 Slip Road (Compound B1-1)	Proposed temporary access from A27 eastbound slip road for 16.5m articulated lorries and abnormal loads is considered potentially unsafe (subject to traffic management) and contrary to DfT Circular 01/2022. NH is prepared to consider this proposal if the Applicant sets out its proposed approach, including	It is proposed to use the existing access on the A27 on-slip to provide access to temporary construction compound B1-1 for the largest construction vehicles, including 16.5m articulated lorries and any abnormal loads. All other vehicles would access the construction compound from the local highway network, but this route is too constrained for the largest vehicles. Use of the	[APP-415] – Framework Construction Traffic Management Plan [APP-023] – contained within the Draft DCO	Matters subject to further discussion

Row ID	Topic	National Highways Limited position	Latest position in resolving the issue	Application document reference	Status
		how the access would be managed under safe conditions.	access would be needed very infrequently, would be over night, and with a temporary closure to the slip. A workshop with NH in October outlined the need for this access and the TM traffic management that would be proposed. This will be secured in the Framework CTMP (Deadline 3).		
NH-14	Drainage and Landscaping Interfaces	NH objects to any compromise of SRN drainage, maintenance access or landscaping assets and does not permit new drainage connections into SRN systems.	Protective Provisions are being progressed.	[APP-023] – Draft Development Consent Order (Protective Provisions contained within Schedule 10)	Matters subject to further discussion
Traffic and transport					
NH-02	Operational Impact on SRN	NH confirms operational traffic generated by the proposed development will have no adverse impact on the SRN.	Matter agreed.	[APP-186 to APP-188] – ES Appendix 18.1 Transport Assessment (3 volumes)	Matter agreed with other party
NH-03	Construction Traffic Assessment Methodology	NH satisfied with trip generation, assignment and methodology used in the transport assessment.	Methodology accepted. Further discussion only relates to junction-specific impacts.	[APP-186 to APP-188] – ES Appendix 18.1 Transport Assessment (3 volumes)	Matter agreed with other party
NH-12	Abnormal Indivisible Loads (AILs)	AIL movements require routing agreement and ESDAL approvals. Use of Broadmarsh Junction access remains subject to NH agreement.	Discussions with National Highways' Abnormal Loads Team are ongoing. Final abnormal load routes have not yet been agreed and this matter remains under discussion. Agreement in principle is anticipated before the end of Examination, with detailed route validation and formal approvals to be secured through contractor engagement and the ESDAL process closer to construction in the normal way.	[APP-023] – contained within the Draft DCO	Matters subject to further discussion
NH-13	Construction Traffic Impacts at SRN Junctions	NH seeks assurance that Junction 5 Broadmarsh will operate safely during construction. The Applicant has provided additional information regarding hourly flows at all junctions, which raises potential concerns at three junctions in addition to Broadmarsh. NH is currently reviewing the information and workforce travel proposals in the oCTMP and will review the modelling for both Rusty Cutter and Broadmarsh junctions, before discussing further with the Applicant.	Construction traffic demand forecasts were shared with NH prior to the submission of the DCO at some locations. Further analysis was requested in the Relevant Representation and this was shared with NH at a workshop in October. It was agreed to provide further modelling of the Broadmarsh Teardrop and Rusty Cutter junction which will be included in an updated version of the Transport Assessment, to be issued at Deadline 3.	[APP-186 to APP-188] – ES Appendix 18.1 Transport Assessment	Matters subject to further discussion
NH-21	Outline Construction Traffic Management Plan (oCTMP) and Outline Construction Workforce Travel Plan oWCTP)	NH is generally supportive of these documents but has raised a number of observations which require clarification. NH is also examining the adequacy of the proposed interventions to reduce car use by construction workers and the extent to which they able to be secured.	Further discussions to provide clarification to NH observations to come.	[APP-415] – Framework Construction Traffic Management Plan	Matters subject to further discussion
Cumulative and in-combination effects					
NH-04	Cumulative Effects Assessment	Budds Farm Pumping Station required inclusion within cumulative impact assessment.	Pumping station assessed within cumulative assessments and issue closed.	[APP-205] – ES Appendix 20.2 Cumulative Effects Assessment Long List	Matter agreed with other party

Row ID	Topic	National Highways Limited position	Latest position in resolving the issue	Application document reference	Status
				(assuming reference sought is Appendix 20.2)	

4 Signatories

4.1.1 This SoCG is agreed between Southern Water Services Limited (the Applicant) and National Highway's Limited on the date below.

Signed for National Highway
Name
Position
Date
Duly authorised for and on behalf of National Highways Limited

Signed for Southern Water Services Limited
Name
Position
Date
Duly authorised for and on behalf of Southern Water Services Limited


WATER
for LIFE®
from
Southern
Water®