

Site: Pipeline from proposed reservoir near Middle Park Way to Bedhampton Pumping Station

Proposal: Discharge of Conditions listed below re planning permission APP/24/00405:

Condition No. 6 (Community Liaison Plan),
Condition No. 26 (Framework Construction Traffic Management Plan),
Condition No. 38 (Phasing Plan)

Partial Discharge for the conditions below:

Condition No. 20 (Pollution Management and Mitigation Plan) for Phases 2 and 3 of the development;
Condition No. 25 (Construction Traffic Management Plan (CTMP) for Phases 2 and 3 of the development;
Condition No. 33 (Details of Works Area/Compounds) for Phases 2 and 3 of the development.

Application Number: APP/25/00796

Our Reference: NH/25/13856

Dear Narinder

Thank you for your letter dated 24 November 2025 consulting us on the above application to discharge condition 26 attached to application APP/24/00405. National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest lies in the A3(M).

National Highways responded to application APP/24/00405 on 16 July 2024 recommending that a condition for a Construction Traffic Management Plan (CTMP) be attached to any permission that will be granted.

The CTMP states that construction traffic will be restricted to up to 12 HGVs per hour (6 arrivals and 6 departures) with no more than 54 in a day (27 arrivals and 27 departures). The northern access road to the construction site provides direct access to the main trunk road, the A3(M) via the B2149. To mitigate the impact that the construction traffic has on residential areas, the pipeline has been split up into thirds. Construction traffic for the lower two thirds of the pipeline will access the pipeline corridor directly from junctions 2 and 3 of the A3(M). The applicant has confirmed

that the arrival and departure of HGVs will be timed to avoid the AM and PM peak hours (08:00-09:00 and 17:00-18:00 respectively).

A Construction Support Site (CSS) will provide an area for the management of the construction works, car parking for site operatives and visitors, and areas for storage of construction equipment as well as areas for laydown of materials. We note that the proposed arrangements for wheel washing are included in the CTMP. Based on the relatively low trip generation and traffic avoiding the peak hours on the SRN.

National Highways has no objection to the discharge of conditions 6, 26 and 38, together with the partial discharge of conditions 20, 25 and 33.

Regards

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