



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Network Delivery and Development
South East Region
Highways England.
PlanningSE@highwaysengland.co.uk

To: Havant Borough Council – FAO Lesley Wells

CC: transportplanning@dft.gov.uk
Spatialplanning@highwaysengland.co.uk

Council's Reference: APP/19/01226

Referring to the planning application for “Construction of 44 dwellings with access, open space, landscaping and associated works” referenced above, dated 20th February 2020 at Land west of Coldharbour Farm Road, Emsworth. Notice is hereby given that Highways England’s formal recommendation is that we:

~~a) offer no objection;~~

b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);

~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

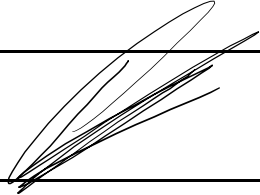
~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk.

Signature: 	Date: 03/12/2020
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Annex A Highways England recommended Planning Conditions /

HIGHWAYS ENGLAND (“we”) 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 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.

This response represents our formal recommendations with regard to the Land west of Coldharbour Farm Road, Emsworth application and has been prepared by Glen Strongitharm.

Highways England has no objection to the Construction of 44 dwellings with access, open space, landscaping and associated works subject to the below proposed planning conditions to mitigate the impact on the A27 by the development proposal:

1. No development shall take place until a detailed Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England). This CEMP will include details regarding:
 - The proposed construction traffic routes to the site, to be identified on a plan;
 - Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods);
 - an estimate of the daily movement of the construction traffic, profiled for each construction phase, identifying the peak level of vehicle movements for each day;
 - the hours of construction work and deliveries;
 - area(s) for the parking of vehicles of site operatives and visitors;
 - area(s) for the loading and unloading of plant and materials;
 - area(s) for the storage of plant and materials used in constructing the development;
 - details of wheel washing facilities;
 - the mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;

- a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- details of waste management arrangements;
- the storage of materials and construction waste, including waste recycling where possible;
- the storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- the proposed maintenance and aftercare of the site;
- measures to avoid impacts on the non-statutory designated sites and retained habitats;
- details of drainage arrangements during the construction phase identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas as a result of the construction programme;
- protection measures for hedgerows and grasslands;
- Risk Assessments and Method Statements for the works;
- contact details of personnel responsible for the construction works;
- soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use; and
- Details of the size and location of the construction site compound to be established and the access arrangements to this.

Reason: To mitigate any adverse impact from the development on the A27. To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

2. Prior to the installation of any drainage systems, full details of drainage and its location shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or in to any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.

Reason: To mitigate any adverse impact from the development on the A27. To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

3. Prior to the installation of any external lighting full details of lighting and its location shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification.

Reason: To mitigate any adverse impact from the development on the A27. To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

4. The proposed acoustic fence shall be carried out in accordance with the *Acoustic Fence Detail* drawing (Havant Borough Council Planning Portal Reference *APP_19_01226-ACOUSTIC_FENCE_DETAIL-1440436.pdf*) unless otherwise agreed in writing by the Local Planning Authority (in consultation with Highways England). The development shall be carried out in accordance with the approved details.

Reason: To mitigate any adverse impact from the development on the A27. To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

We recommend that the applicant engages with the operator of the Emsworth Eastbound Services, to discuss the proposed provision of a pedestrian and cycle link from the proposed residential development to the Services and how and where it will access the services to ensure the safe passage of pedestrians and cyclists within the Services. To avoid any risk to the safe and efficient operation of the A27, we strongly recommend that the connection to the services from the proposed development is further north than what is indicatively set out on plans supporting the application.