

From: Mountain, Steve
Sent: 13 August 2019 08:59
To: Pickup, Tina <Tina.Pickup@havant.gov.uk>
Cc: Haywood, Daphney <Daphney.Haywood@havant.gov.uk>
Subject: RE: APP/19/00626 - Emsworth footpath

By the way the fencing detail is as per the attached - using the 4-rail detail
<http://documents.hants.gov.uk/highway-construction-standard-details/c-series/HCC10C136-TimberPostandRailFenceDetails.pdf>

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Herewith revised drawing 648-sheet 3 of 4 rev C showing the post and 4-rail fencing.

We will be using Flexiglo lighting discs along the path edging at 1500mm c/c in accordance with manufacturer's instructions:
http://docs.wixstatic.com/ugd/f3c847_db1b14609c2e447fa8a2c1241c0e14bc.pdf

The terms of the agreement with the landowner is that minimal cost is involved in their later removing the construction applied for when the Interbridges West access road is constructed. At that time the permissive right of way will be subsumed and maintained as part of any new access road / emergency access provided as part of that development.

The licence has been negotiated on the basis of this 'light touch' which therefore requires whatever is provided to be able to be removed at minimum cost to the landowner. Flexipave can be taken up quickly and recycled; the stone sub-base can be re-used and recycled into the sub-base of the future road route. Fencing can be dismantled and re-used. However conventional lighting requires an electricity supply to be provided with ducting and metered connections to the supply (and the ongoing cost of the electricity). This is work that would be in the way of any new road built as the alignment will be different in the final form and providing conventional lighting would therefore be in breach of the terms of negotiation that the licence reflects. We therefore propose to use 'Flexiglo', a solar powered route indicating system, to supplement spilled light from the station.

The reason for the route (flooding / access to station) is addressed in the Design and Access Statement.

Hope that helps.

Steve