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<i>Date</i>	16 th December 2022	<i>Email</i>	Sophie.osborne@hants.gov.uk

For attention of Ms L Wells

Dear Madam,

**Re: Erection of 9No. dwellings together with associated works
(resubmission of APP/21/00683)(1.6.22). Request to discharge conditions
7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 20 and 21 (recd 10.6.22). | Land adjacent
to 54, Long Copse Lane, Emsworth**

Thank you for your reconsultation on the above discharge conditions. The Highway Authority wish to make the following comments. For clarity the further following further information was requested in our previous response dated 26th September 2022:

- Commitment should be provided within the CTMP to state that no deliveries will take place within the weekday PM peak and Saturday Peak;
- Narrative requested as to how deliveries are to be scheduled;
- Applicant should utilise their main site access for all deliveries due to the nature of the temporary access forcing construction vehicles to egress via Westbourne which is unacceptable;
- Commitment should be provided within the CTMP regarding a pre-commencement survey to ensure that the carriageway is reinstated to its pre-commencement standards should any damaged to the highway occur; and
- Commitment should be provided within the CTMP to ensure that no parking should occur on the highway under any circumstances.

Following the previous response, the Highway Authority engaged in direct discussions with the applicant to resolve the issues noted above. The applicant noted that utilisation of the main site access works would result in a temporary widening of the access to 12.0m. Additionally, the temporary access are to be utilised for contractor parking. Following on from these direct discussions, the following was requested to also be included within a revised CTMP:

- A commitment should be provided within the CTMP to ensure that the widening of the site access to 12.0m is only temporary and must be reverted to the approved plan (drawing 01 Rev L) as per condition 6 of the planning consent prior to final occupation;
- A final commitment should be provided within the CTMP noting that use of the existing field gate is also temporary and that it will no longer be used when it isn't required. The use of this access should also be monitored with a separate wheel wash facility required to clean down the wheels of contractor's vehicles should this be required to prevent the spread of mud onto the highway. The verge should be reinstated in the same condition prior to commencement, and this should be done prior to occupation; and
- Page 4 regarding deliveries should explicitly set out that no construction related traffic will route via Westbourne

The Highway Authority have reviewed the revised CTMP and have the following comments to make.

Deliveries:

The CTMP now states that deliveries will not take place within the Weekday AM and PM peak hours and the Saturday Peak (12:00-13:00). The CTMP sets out how deliveries are to be scheduled to ensure that deliveries do not turn up at the same time to avoid waiting on the highway. A commitment has been provided within the document, explicitly stating that no construction related traffic will route via Westbourne. These above points are all agreed.

Access utilisation:

Temporary access:

The CTMP states that the existing field gate access is to be utilised as a temporary access during the groundworks stage before the site road has been constructed. A wheel wash facility will be present at the temporary site access to clean vehicles as they egress the site, helping to prevent the spread of mud onto the highway. A commitment has been provided to ensure that the verge will be reinstated to the same condition as prior to commencement prior to occupation. This is agreed.

Main Site access:

A commitment has been provided within the CTMP stating that the widening of the main site access for construction works is temporary and will revert back to the approved plans as per condition 6 of the planning consent prior to final occupation. This is acceptable.

Pre-commencement survey:

A commitment has been provided within the CTMP regarding a pre-commencement survey to ensure that Long Copse Lane in direct vicinity of the site will be reinstated 'as was'. This is agreed.

Parking:

The CTMP states that No parking on the highway should occur under any circumstances and parking should only occur on the dedicated-on site car parking areas. This is agreed.

Having regard to the above, the Highway Authority are satisfied that all outstanding matters have now been included within the revised CTMP. The Highway Authority therefore recommend no objection to the discharge of condition 7.

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning