

Full Discharge (Condition 38) - Phasing Plan

- The Phasing Plan should be supported by a summary confirming compliance of the programme with the Works Area Summary and that the secured overlap of road closures etc has been considered and accounted for within the works programme. Subject to this confirmation the Highway Authority raises no further comments on the proposed phasing.
 - Both the approved Work Area Summary (WAS) and Phasing Plan are live documents – dates included at the time of approval have now been superseded based on the current programme for the main works – the overall order and resulting overlap of activities however has not changed. Both documents will be regularly updated to ensure they are in line with the current construction programme.
 - Any overlap of lane/road closures will continue to be considered and accounted for within subsequent updates (subject to approval) to the WAS and within the works programme. Consideration will also continue to be taken of other ongoing projects and their requirements/impacts.
- The programme may be influenced by road space availability and the applicant should engage with the Highway Authority directly via the S278 process on road space availability.
 - We are actively engaging with the HCC Highways Authority regarding the required S278 licences (and subsequent required road space bookings) across the full route, as well as other proposed lane/road closures, as per the WAS and subsequent detailed CTMP's (required to be approved for each phase of works).

Partial Discharge (Condition 24, 25, 28) - W2/W3 CTMP (WAB-PI-W2-PL-W-0001)

- The vehicle routing is from the reservoir site where deliveries to site will be managed from but this is not set out in the CTMP that vehicles are required to go to the main compound first.
 - The CTMP states the required routes in Section 5.1 f), Table 5.2 and Table 5.3, shown in Appendix B, C, D, starting at the Construction Support Site (CSS).
 - As agreed within the WAS, starting at the CSS is not a requirement for all vehicles (e.g concrete deliveries, muck away etc.) that require direct access to site.
 - The CTMP has been amended (Section 5.1 f) and Section 5.1 g)) with text from 4.2.3 of the agreed WAS for vehicles requiring direct access to clarify.
- There are no commitments to provide wheel washing on site or road sweeping if necessary.
 - Details regarding this are included within Section 5 b), Section 7 e), Section 13 e). Section 13 e) amended to include wheel washing if required.
- The access to the haul road has been set back from the highway but the gates should also be set back for the access to the Hook's Farm Way compound so as not to obstruct the footway.
 - All access gates to be set back from the highway so as not to obstruct the footway. This has been clarified in Section 5 a), Section 6 a) and Section 13 c). Site Layouts in Appendix A are indicative. Technical Drawings from W2/W3 S278 Technical Approval have now been included in the appendices.

- The existing PRow and associated diversion route should be shown on a plan within the CTMP.
 - The PRow diversion route has now been included within the CTMP, see amended Section 7 a). The route of the original proposed diversion included within the approved WAS has been amended at the request of the HCC Highways team following further input from HCC Estates and Schools Team and St Thomas More's School. These routes are now shown in Appendix E.
- Parking suspension timing proposals amended in Section 7g) in relation to school pick-up/drop-off.

Partial Discharge (Condition 33) - W2/W3 Site Compound Details (HTR-WAB-PI-ZZ-RP-W-0018)

- The compound details are subject to S278 requirements of the Highway Authority in order to permit the access arrangements and ensure compliance with the Works Area Summary secured through the consent.
 - We acknowledge that access details and works on Highways Land are subject to agreement via the S278 process, having agreed access points to each compound at high level within the WAS.
- The Highway Authority have only received the compound S278 submission for the Rugby Club compound areas at present and these are subject to the S278 review process. We are therefore unable at this time to recommend the partial discharge of this condition. A revised request should be made when the information has been approved by the Highway Authority.
 - The partial discharge of this condition is relevant to both compound areas (W2 & W3) sited within the playing fields. The commencement of any access works is reliant upon the relevant S278 agreement.
 - Commencement of the works is reliant on both discharge of the compound condition and the S278 agreement and subsequent permissions – the compound details document has been amended to state that works cannot commence until the S278 agreement and relevant permits and permissions are in place.
 - Technical Drawings from W2/W3 S278 Technical Approval have now been included in the appendices.