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Date 16 October 2023

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Dear Ms Sharpe,

The Ageas Bowl - Boundary Lakes Golf Course, Botley Road, Southampton, SO30 3XH

Installation of an engineered berm and associated landscaping on the 5th hole to create visual and acoustic screening from the major roads running parallel to the site.

In regard to application F/23/95161, following on from the previous HCC Highway consultation submission dated 29 June 2023, it is noted that (as requested) a Construction Environment Management Plan (CEMP) has been submitted. This has been reviewed and found to be acceptable.

As such, there is no objection to the proposals from a highway perspective providing the CEMP is made a condition of planning should the application be granted permission.

In terms of frequencies of movement and routes to and from site, as outlined in the CEMP it is anticipated that at most there will be 50 two-way HGV movements per day, and that this will be for an anticipated period of 6 months. Given the surrounding vehicle flows levels on the local highway network, this would be acceptable, when (a) reduced down to an hourly rate and (b) when compared to existing levels of vehicle flows, of which this application will increase flows by minimal percentage rate uplift.

Routes to and from the site are also outlined in the CEMP, being a replication of the recent works on site, whereby HGV movements will largely arrive from the M27

*Director of Hampshire 2050
Garry Westbrook*

direction, head down Charles Watts Way, then u-turn at the Kanes Hill Roundabout, heading eastwards back on Charles Watts Way, with a left turn only movement made into site. When exiting site, vehicles will exit onto Moorhill Road before turning left onto Charles Watts Way and heading towards the M27.

These restrictions will need to have appropriate signage erected to inform vehicles accessing the site, and a Temporary Traffic Regulation Order will need to be in place prior to the start of work (i.e. a ban of right turns into site).

Methodology for keeping the highway clear of mud and debris from the works is also outlined in the CEMP, with on-site hard surfacing for the internal routes reducing contact with mud, and then wheel washers provided at the egress point onto Moorhill Road. Onwards, a commitment is made that mechanical road sweepers will be utilised to clear the highway should on-site wheel washers fail.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook