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Enquiries To Matt Grantham

My reference 046551

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Your reference F/22/93195

Date 10 July 2022

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Dear Mr Osmond,

BROADWAY FARM, BROAD OAK, BOTLEY

Construction of a Warehouse for storage and distribution (Class B8) together with a parking apron for first response vehicles and ancillary works

In regard to application F/22/93195, having reviewed the information submitted as part of the application pack, and also undertaken a guided on-site tour in order to review the on-site traffic management measures, there is no objection to the proposals from a highway perspective.

It is noted that in layout terms, the scheme proposed is a replication of withdrawn application F/21/91859, against which HCC submitted a holding objection recommendation due to missing, or clarification being required in regard to the information submitted. The missing information has now been submitted as part of a Transport 'Technical Note' which has been reviewed accordingly.

ACCESS:

Access in and out of the site from Broad Oak is made via an existing drop kerb (vehicle crossover), which is already in use and has adequate visibility splays provided left and right.

In terms of the drop kerb, whilst at times an upgrade to a bellmouth junction may be requested for B8 use, given the acceptable condition of the surface, it has obviously been constructed appropriately and as such can remain.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Onwards, as vehicle tracking drawings submitted as part of the Transport 'Technical Note' show, there is adequate space for two HGV's to pass each other close to the access, though it is further noted that internal Traffic Management measures are in place to prevent two vehicles meeting at this point through pre-entry communications, barrier usage, and camera input which were all demonstrated to work extremely well.

Additionally, there were initial concerns with regard to the potential for vehicles to access the site with a right and turn, and egress with a left hand turn, both of which would not be welcomed due to the potential to both slow flowing traffic and potentially need to cross lanes when exiting. It is understood that there is a TRO in place to prevent right turns in, which is strictly adhered to through the sites Traffic Management Plan, along with ensuring right turns out only are made.

Further TRO's are likely which will prevent these movements further, once the Botley by-pass is in place, which will likely restrict movement of HGV's through the village to access only, so again the concerns have been removed.

ON-SITE LAYOUT:

Whilst the internal site would not be for adoption by HCC as Local Highway Authority, a review of the internal elements has taken place and the following comments are made:

- Vehicle tracking drawings have demonstrated achievable movement for an HGV around the site, with the enforcement of the existing one-way system that is in place and appears from a site visit to being strictly adhered to.
- Whilst a parked vehicle could restrict this, given that all vehicles attending site have to be signed in at the access gate, an offending vehicle and its appropriate driver can be easily identified and any obstruction cleared.
- Whilst the quantum of parking has not been assessed, as this is a function of EBC as Local Parking Authority, it was noted that plans showed tight aisle widths in the proposed parking areas. However, on site observations demonstrated that movement in and out of the spaces was achievable, likely due to the angled position of the vehicles, and should issues arise, there appeared plenty of non-obstructive alternative parking options available on the site, with off site overflow parking very unlikely as a result. The Case Officer may wish to assess the parking quantum however to ensure it conforms to EBC parking objectives.

TRIP RATES:

As outlined for the previously withdrawn application F/21/91859, which utilised the same submitted Transport Assessment, at present 104 vehicles access the site on an average weekday basis, and the proposed B8 and NHS usage will increase this by an estimated 60 vehicle movements per day (48 HGV + 12 NHS).

The total post development vehicle flows would represents an increase of 0.4% over and above existing traffic flows on Broad Oak, and when considering the effects that

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the opening of the Botley Bypass will have in reducing traffic utilising the Broad Oak route, it is not anticipated that the development proposals would have a significant effect on the local highway network.

If the Case Officer is minded to permit the application, it would be requested a condition be put in place to formally set out full working details of the Traffic 'Management Plan' operating at the site, as briefly outlined in section 3.2 of the Transport 'Technical Note'.

Given the effectiveness of the existing on-site Traffic Management measures, and how these have demonstrated to alleviate situations that could otherwise be of concern - such as two-way vehicle parking at the access junction - its formalisation and continuation is a key issue for the site, future proofing it against potential future changes such as new owners who may not be so conscientious.

Yours sincerely,

Matt Grantham

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