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Enquiries To Matt Grantham

My reference 047611

Direct Line

Your reference F/22/93835

Date 13 October 2022

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

MOORLANDS FARM, BOTLEY ROAD, WEST END, SOUTHAMPTON, SO30 3HD

Demolition of all existing buildings and detailed planning approval for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)], warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i).

In regard to application F/22/93835, whilst there would be no objection in principle to the application, updates to plans, and additional information is required prior to a formal no objection being recommended by HCC as Local Highway Authority.

ACCESS:

Access is via an existing vehicle crossover, which has historically served the site. Whilst the associated Transport Assessment (TA) looks to demonstrate that this provides adequate geometry and visibility, there are concerns as to how appropriate this would be for the proposed development.

Firstly, in terms of visibility whilst drawings suggest that appropriate splays can be achieved, it is not clear whether these have taken in to account the fall in levels to the west, and whether the brow of the bridge restricts forward visibility. This needs to be fully demonstrated in the TA.

Additionally, if a simple vehicle crossover were to be maintained, give way markings would be required to hold vehicles back behind the back edge of the foot/cycleway

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whilst they wait for a break in traffic to exit the site. This would also impact on visibility splays which would need to be revised.

Secondly, in terms of the vehicle crossover itself, in its present layout this is too wide, and amendments would be required to tighten this up appropriately with a narrowing of the existing width onto the highway with some drop kerbs re-instated. This would require a S278 to be entered in to, and appropriate plans to be submitted.

However, due to the frequency and number of vehicle movements anticipated, there are concerns in regard to the suitability of a vehicle crossover, both in terms of functionality and construction, given it is unlikely that the crossover has been constructed to appropriate standards for such heavy and frequent flows.

As such, HCC as Local Highway Authority would request that this should be replaced by a formal bell-mouth junction into site, the design of which would need to take into consideration the potential conflict between vehicles and passing cyclists / pedestrians.

Updated drawings should be provided to demonstrate these proposals, and again the S278 process would need to be entered into.

INTERNAL ACCESS:

Internally, access is achieved up a track which is proposed to be widened in places, presumably to allow for vehicles passing each other. However, whilst vehicle tracking drawings have been produced for a single articulated lorry movement up and down the track, this does not show how two way articulated vehicle movements will be accommodated, or how an articulated lorry and a car will pass each other, or indeed whether adequate space is afforded for even two cars to pass each other.

Without this information, and with minimal intervisibility at times, there are concerns that if vehicles meet along the track, there may be instances where an elongated reversals movement may be required, potentially onto the highway. Given the level of vehicle flows associated with the B3035 Botley Road, plus the cycle and pedestrian movements, this clearly would not be acceptable from a highways safety perspective.

As such, it is requested that plans are updated to provide vehicle tracking drawings clearly showing how these movements will be achievable.

INTERNAL SITE LAYOUT:

Whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the layout has been undertaken. This has shown that the site appears largely acceptable, with parking spaces in an acceptable layout with adequate aisle widths to allow for easy turning in and out of spaces.

Onwards, vehicle tracking has been supplied for the articulated lorry movements,

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demonstrating how they can turn within the site to allow for forward gear access and egress.

TRIP GENERATION:

As outlined in the associated Transport Statement (TS), it is anticipated that as a result of the proposals, there will be an additional 24 vehicle movements in the AM peak, 21 additional vehicle movements in the PM peak and approximately 239 additional vehicle movements over a typical 24 hour period, over and above the permitted site development.

Whilst as an individual site, these additional movements are not anticipated to have a severe impact on the local highway network, accumulated with other local development whose vehicle flows are anticipated to move through the same local highway junctions and utilise the same sustainable travel methods, updates to the local highway network and infrastructure will undoubtedly result.

DEVELOPER CONTRIBUTIONS

For this reasons above, highway developer contributions are requested, which when calculated in the first instance equate to a figure of £54,970 in line with the HCC Transport Contributions Policy.

Whilst the exact utilisation of this funding would be outlined as part of the S106 agreement, and so schemes may change during any interim period that arises between now and the signing of such an agreement, initially it would be anticipated that contributions would be secured for:

1. Highway improvements on West End Highway Street, through which some users of the development site will undoubtedly travel;
 2. Junction improvements on the Tollbar Way corridor, through which some users of the development site will undoubtedly travel; and
 3. Sustainable transport improvements (bus, cycle and/or pedestrian) in the local vicinity of the site anticipated to be utilised by users of the development site.
- If updated plans can be submitted, demonstrating the updated access requirements, and vehicle tracking, etc. as outlined above, then a re-assessment of the application can be undertaken accordingly and a formal recommendation with appropriate conditions given.

Yours sincerely,

Matt Grantham

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