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Your reference F/23/94668

Date 24 May 2023

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Dear Ms Altman,

Land East of Knowle Lane, Fair Oak, SO50 7DZ

Construction of 5no. general industrial buildings (Use Class B2) containing 15 separate units, including landscaping, parking and associated works (amended description)

In regard to application F/23/94668, following on from the initial HCC Highways consultation response dated 05th April 2023, it is noted that amended plans and additional information has been submitted.

This information has been submitted, and it can be confirmed that there remains no objection to the proposals from a highways perspective, subject to conditions as outlined below, and consideration of amendments to the plans for the benefit of future occupiers as outlined below.

ACCESS:

As outlined in the initial consultation response, access for vehicles and pedestrians will be via the existing access from Knowle Lane, which serves the East Horton Business Park. This is an acceptable arrangement, with footways linking from the access out onto Knowle Lane and the wider highway network, and adequate geometry and visibility to cater for the vehicles anticipated to utilise the proposed site.

INTERNAL SITE LAYOUT:

Whilst as a commercial site, the internal roads would not be adopted by HCC as Local Highway Authority, a review of the updated internal layout plan (Drawing No. SL01 Rev.

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D) has been undertaken. The key updates to the drawing are:

- a. An additional HGV passing spot / layby has been added to the west of unit 8;
- b. A tightening of the HGV turning area to the eastern end of the site has been undertaken; and
- c. Minor landscaping updates have taken place.

In regard to the additional HGV passing spot, whilst this looks to provide an area wide enough for two HGV's to pass, unfortunately no tracking has been supplied to fully demonstrate this. Additionally, there are no details of how this will be kept clear of parking, and if parking were to occur, then the HGV passing element would be lost.

In terms of the tightening of the HGV turning area, it is not clear from the information provided why this has occurred. The HGV tracking undertaken for the superceded site layout clearly required the widened area, and its removal will mean elongated HGV reversal movements will be required within the private site. This is not beneficial to the users.

Whilst the above would not be a specific highway issue, given that the extended access road passes through the East Horton Business Park access road, where there is space for HGV's to pass, this could cause issues internally for users of the proposed site.

As such it is recommended that the HGV passing place is tracked to ensure widths are adequate to pass, and a site management plan is put in place to ensure the area isn't parked on. Onwards, it would be recommended that the widened HGV turning area is re-instated.

Additionally, as outlined in the previous HCC Highways consultation response, the developer may wish to provide a footway adjacent to the access road, linking up to that already in place from the access of the east Horton Business Park. This would be beneficial to users of the site, and help promote safe and sustainable pedestrian access.

In terms of parking, there is no change to that previously proposed and it would be noted that the developer may wish to introduce an additional 0.3m step out strip for spaces located against landscaping to both enable doors to be opened properly, and to prevent the need to step onto the landscaped areas.

TRIP GENERATION:

As previously outlined in the original HCC Highways response, it is acknowledged, that the site has previous site permissions (which could be built out). However, the original HCC Highways consultation response requested developer contributions, neglecting to

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appreciate that this would essentially have been double counting trips, given developer contributions had already been received.

The Case Officer has confirmed, that for the specific area of the site that the current application relates to, the uplift in development will be as follows:

Total original floor area of previous application = 2,563.5m²

Total proposed floor area of current application = 2,817m²

Overall increase in floor area = 253.5m²

Given the minimal uplift in floor area, and the associated trips that would be anticipated to result (over and above that already permitted), the request for highways developer contributions for this current application is withdrawn.

Finally, if permission is to be granted by the Case Officer, the following condition would be requested:

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

COMMERCIAL VEHICLE ACCESS PLAN

Prior to occupation of the site, a Commercial Vehicle Access Plan must be submitted to and approved in writing by the Planning Authority, in conjunction with HCC as Highway Authority. The plan must include:

- (a) An HGV and commercial vehicle routing plan in and out of the site;

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(b) Agreement that HGVs and commercial vehicles will not access the site from the southern end of Knowle Lane; and

(c) Agreement that HGVs and commercial vehicles will not egress the site in the direction of the southern end of Knowle Lane.

Reason – In the interests of highway safety and the amenity of residents to the south of the site on Knowle Lane.

Yours sincerely,

Matt Grantham

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