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Enquiries To Matt Grantham

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Your reference F/23/94668

Date 5 April 2023

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Dear Ms Altman,

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

Construction of 4no. general industrial buildings (Use Class B2) containing 15 separate units, including landscaping, parking and associated works

In regard to application F/23/94668, having reviewed the information contained within the application pack, it can be confirmed that there is 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.

ACCESS:

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 internal layout has nevertheless been undertaken. This has demonstrated that there is adequate road width for the flow of two-way traffic when considered against standard personal cars and LGV's.

In regard to HGV movement, whilst vehicle tracking has been supplied, and this demonstrates the movement of an HGV through the site, with a turning area available

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at the eastern end of the site, it is also clear that there would not be adequate width to allow for two-way HGV movements on the site, should this situation occur.

Whilst this 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. There is one potential passing space if an HGV manoeuvred into the area adjacent to Unit 5, however it would not be foreseen that it would generate much of an issue for the developer to add some additional passing places, i.e. by widening the road to the west of Unit 8 over a portion of the grassed area, which will undoubtedly get over-run and turn to mud should widening not take place.

Additionally, 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, whilst it is for EBC to assess for an appropriate quantum of spaces, in terms of the layout this is acceptable with adequately sized parking spaces and aisle widths. The developer may however 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:

Whilst it is acknowledged, as outlined in the supporting Transport Assessment, that the site has received previous permissions for uses that would be anticipated to generate trip rates in excess of that proposed by this development, and no objection was made to these in that regard, this site will of course continue to generate its own additional trips on the local highway network.

These trips, accumulative with other development in the local area, will require onwards mitigation to elements such as improvements to the Local Highway Network, and subsidisation to local bus service provision to ensure sustainable modes are provided to serve the proximity of the site.

In this regard, a contribution of £48,600 is requested, based on the HCC Transport Contributions Policy, based on the proposed 2,817sqm of B2 General Industrial use.

Details of schemes that this contribution will be allocated to can be provided upon request.

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

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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.

Yours sincerely,

Matt Grantham

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