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Planning Application F/22/93835

**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)).
MOORLANDS FARM, BOTLEY ROAD, WEST END, SOUTHAMPTON, SO30 3HD**

This Highway Technical Note Addendum has been produced in response to comments made by Hampshire County Council (HCC) and National Highways (NH) on the above planning application in their formal consultation dated 13th October and 25th October 2022 respectively.

The concerns of HCC specifically related to the available visibility at the site access, the use of the existing vehicular crossover junction with Botley Road and the use of the internal access road. The concerns of NH relate to the potential impact that the development would have on the M27.

In commenting, NH said:

“National Highways interest in case of this particular development proposal is in the impact of the proposal on the safe operation of the M27.

We have reviewed the information provided on your planning portal in relation to this proposal. We acknowledge that the trip generation and traffic impact of the proposal is unlikely to have significant impact on the operation of the M27.

However, we require further details of the proposed internal works, particularly the proposed widening of the internal access road that abuts the SRN boundary in accordance with requirements set out in the Design Manual for Roads and Bridges.”

It should be noted that a review of the proposals has been undertaken in accordance with advice contained within Design Manual for Roads and Bridges. All widening of the existing access road is being undertaken within the constraints of the existing site boundary and will have no effect on the adjacent public footpath or the M27 embankment.

The proposals therefore have no impact on the M27, so no additional information is required to be submitted for this matter.

Visibility

Taking the visibility issue first, whilst accepting the available visibility for the previous application which generated greater traffic movements, HCC have now questioned whether the splays can be physically achieved due to a fall in levels to the west and the brow of the hill, in this direction.

Drawing numbered NJC-007 is included as [Appendix 1](#) to this Note which shows a cross section through Botley Road at the point of the existing access. The drawing shows the ability of a driver to see from an eye height of between 1.05m and 2.0m to an object height of between 600mm and 1.05m. It is evident that the levels and the brow of the hill do not affect the ability for appropriate visibility to be achieved.

Junction Design

Concern was raised as to the increased use of the existing footway crossing, and potential conflicts with pedestrian and cyclists. Drawing numbered NJC-008 is therefore included as [Appendix 2](#) to this Note which shows the access now redesigned as a formal bell-mouth junction with tactile paving, to aid pedestrians at this point. The drawing demonstrates the principle of the proposal, although a more detailed design including construction details can be formulated as part of a formal Section 278 submission.

Internal Access Track

The access junction with the Botley Road has been designed to allow for a vehicle and an articulated lorry to pass one another at this point and this is demonstrated on drawing numbered NJC-010. Vehicles will not have to reverse out onto the Botley Road, therefore there will be no endangerment to pedestrians or cyclists using this section of Botley Road. The introduction of the Bellmouth junction with tactile paved dropped crossings will also enhance pedestrian safety at this point.

It is not anticipated that the site will generate much in the way of articulated vehicles, or HGV traffic in general. It is likely that the majority of traffic will be private cars, or transit type vans. Drawing numbered NJC-009 is included as [Appendix 3](#) to this Note which shows the ability of such vehicles to adequately pass one another along the entire route of the internal access road. The majority of the access road will also allow for such a vehicle and an articulated vehicle to pass one another, although it is recognised that there is a small length between opposing bends in the road where passing may not be possible. Suitable give-way signage will be erected notifying drivers of this situation. In the event that such vehicles do meet, one could reverse to allow the second to pass, which is a common occurrence on many roads throughout the UK. Whilst this may cause some minor inconvenience, there will be no detrimental impacts to highway safety.

The internal access road has also been redesigned to provide one-way working, to allow for the adequate passage of the largest vehicles likely to be generated by the development.

Conclusion

The County Council's response to the December 2022 submission was received 22nd December 2022 (their ref 048336). It confirms that the amended site access plans with Botley Road and the internal site layout are acceptable.

The proposed works and the new arrangement of the service road from Botley Road up to the entrance of the main built site area remain unchanged within the further updated plans. The one way exit road from the courtyard has also been kept, together with the side access into the open yard next to Unit B, at the northern end of that road. The second exit further south along the exit road, however, is no longer required, given that Unit C has been relocated to the main internal courtyard next to Unit A. This simplifies the arrangement of the exit route.

The internal road around the courtyard has been shortened slightly to concentrate the works further away from the site's eastern boundary the adjoining SSSI. Vehicle and cycle parking have also been reconfigured to follow the new positions of Units C and D and the new configuration of service doors for Units A and B. Vehicle parking will continue to be supported by electric charging points, the locations of which will be confirmed later.

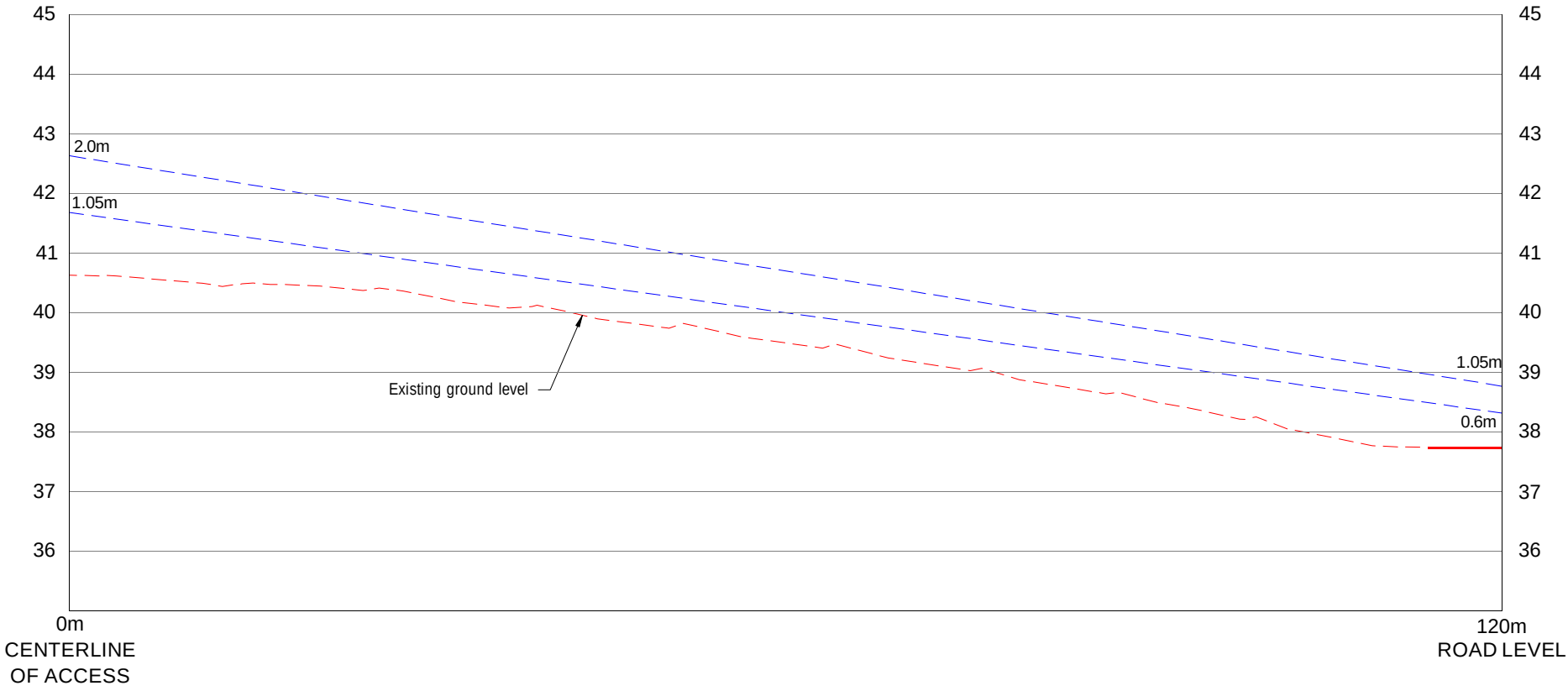
The internal tracking has been confirmed across this new arrangement for 15m articulated lorries.

The proposed number of new buildings and their total sq.m. remains unchanged. The previously agreed Trip Generation figures accordingly also remain unchanged and the principle of the financial contribution towards off-site highways improvements is reconfirmed. It is also again agreed that this contribution will be dealt with by a s106 legal agreement.

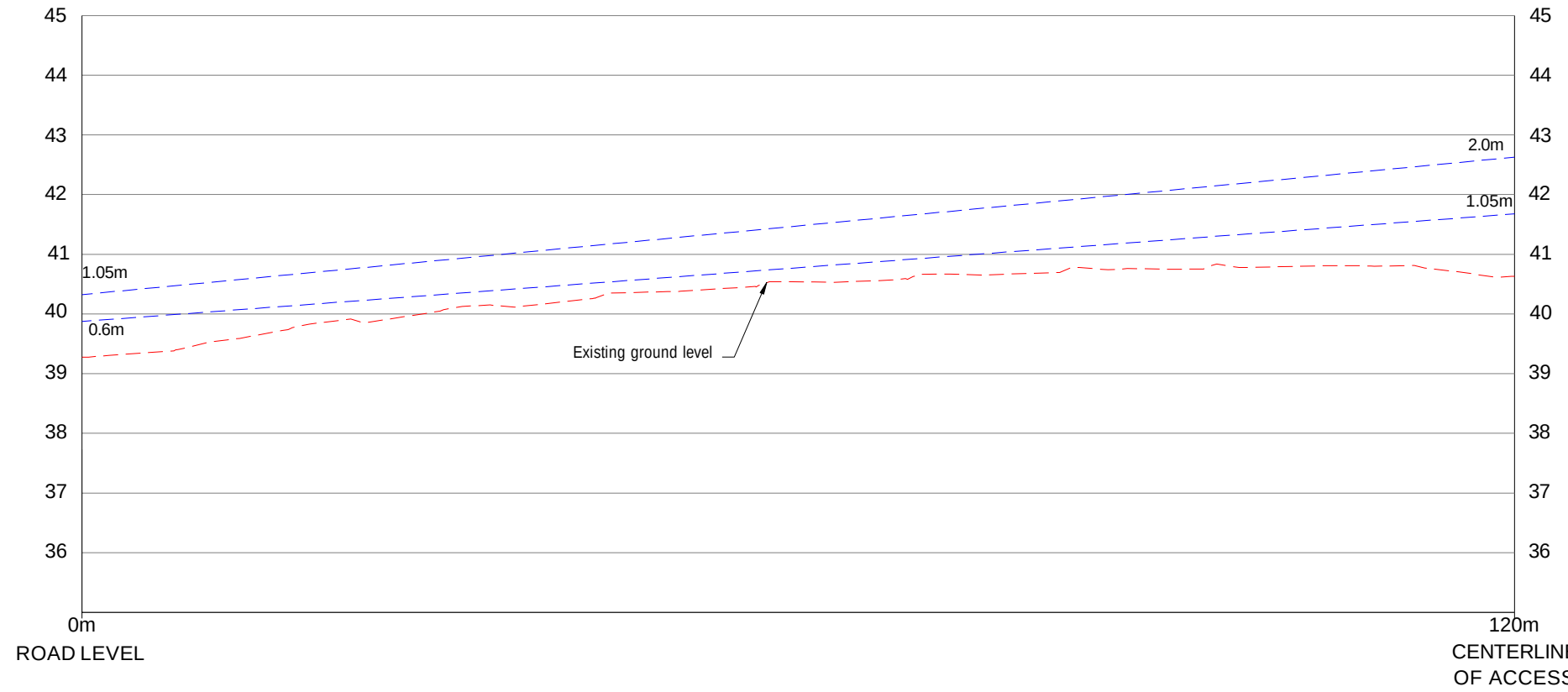
In their letter of 22nd December 2022 the County requested a number of conditions relating to the timing of the access road works and the provision of a Construction Method Statement. The County subsequently agreed to the trigger for the completion of the access works being required before the occupation of the light industrial units, with linked assurances that construction management traffic would be appropriately managed within the site through the Construction Method Statement. These remain also remain unchanged by the new site plans.

Appendix 1

Visibility Cross Section



VERTICAL VISIBILITY - EAST
SCALE: HOR:1:500; VER: 1:100



VERTICAL VISIBILITY - WEST
SCALE: HOR:1:500; VER: 1:100

Client



Project

MOORLANDS FARM ACCESS

Drawing Title

CROSS SECTIONAL VISIBILITY

Drawing Status

FOR INFORMATION

Drawn
AT

Designed
NC

Date
NOV 2022

Scale
1:500

Size
A2

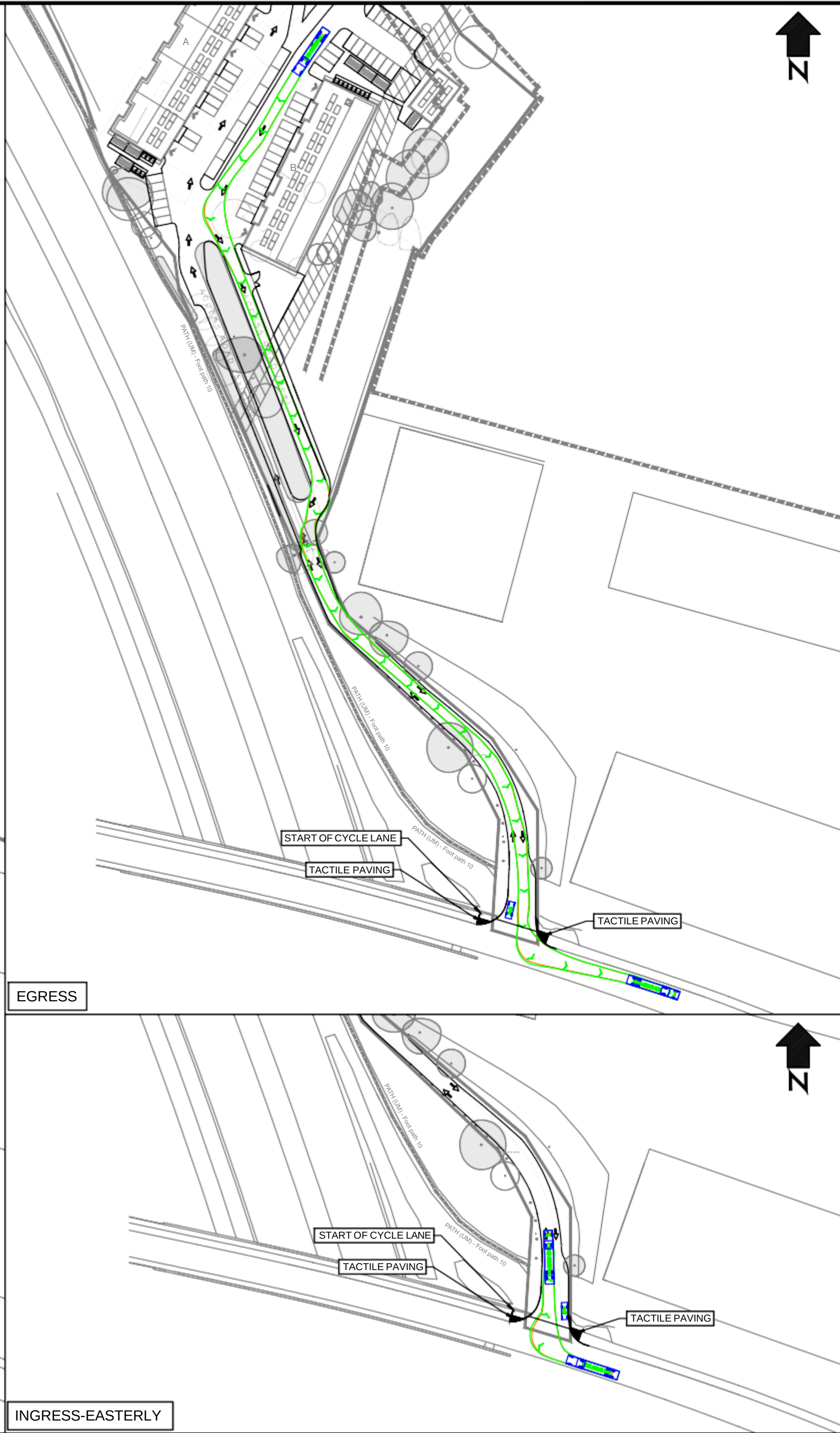
Drawing No.

NJC-001

Rev
1

Appendix 2

Junction Improvements



VEHICLE DETAILS:

15.1M LONG ARTICULATED VEHICLE

Overall Length	15.100m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.610m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client

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Project

MOORLANDS FARM

Drawing Title

ACCESS AND TRACKING

Drawing Status

FOR INFORMATION

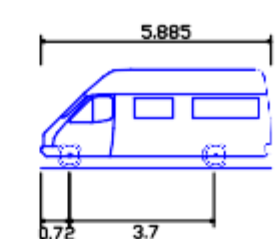
Drawn AT	Designed NC	Date APR 2023	Scale 1:500	Size A2
Drawing No. NJC-008				Rev B

Appendix 3

Swept Path Tracking



VEHICLE DETAILS:



Green line shows body

Orange line shows axle/wheels

4.6T LIGHT VAN

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Client				
				
Project				
MOORLANDS FARM				
Drawing Title				
PROPOSED ACCESS WIDENING				
Drawing Status				
FOR INFORMATION				
Drawn	Designed	Date	Scale	Size
AT	NC	FEB 2023	1:500	A2
Drawing No.				Rev
NJC-009				-