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**Demolition of all existing buildings and detailed planning approval for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)] and estate office (Use Class E(g)(i)) Moorlands Farm, Botley Road, West End, Southampton, SO30 3HD**

## **Introduction**

This Highway Technical Note has been produced in support of a planning application submission to Eastleigh Borough Council for a development at Moorlands Farm, West End. This follows planning application numbered F/22/93835 for a larger scheme which was refused planning consent on planning grounds.

This application now seeks a development consisting of 1179sqm of Class E use together with an Estate Office (Class E) with a floor area of 180sqm.

The highway implications of the previous scheme were considered by Hampshire County Council as Local Highway Authority (LHA) and these were found to be acceptable subject to the payment of a financial contribution toward off site highway improvements. The principle of this application should also therefore be acceptable to the LHA.

## **Access**

The means of access is to be improved with the creation of a bell mouth junction and this is shown on drawing numbered NJC-001 which is included as [Appendix 1](#) to this Note.

The junction has been designed to accommodate the swept path tracking requirements of an articulated lorry passing a large car and this is shown on drawing numbered NJC-008, included as [Appendix 2](#) to this Note.

These access arrangements have previously been agreed as being acceptable by the LHA, subject to the provision of a Section 278 Agreement to cover works to the public highway.

The access road is to take the form of a shared surfaced road, which will accommodate vehicular traffic, pedestrians and cyclists. The road will have low level lighting bollards and warning signs to advise motorists that that pedestrians maybe present.

It is not anticipated that the use will generate any significant pedestrian movements, but if deemed necessary, a virtual footway can be provided on the access road which would give pedestrians a degree of safe refuge.

### **Traffic Impact**

The previous scheme was accompanied by a comprehensive Transport Statement which set out the additional traffic impact, using TRICS data, which was agreed to be representative by the LHA. This application now seeks to provide less floor space, therefore the likely traffic impact from the reduced scheme is shown within the table below.

| TRICS Trip Rate Industrial Estates        |          |            |               |
|-------------------------------------------|----------|------------|---------------|
|                                           | Arrivals | Departures | Total Two-way |
| AM Peak Hour                              | 0.818    | 0.499      | 1.317         |
| PM Peak Hour                              | 0.395    | 0.712      | 1.107         |
| Daily Traffic                             | 6.238    | 6.185      | 12.423        |
| Vehicle Trip Generation based on 1359 sqm |          |            |               |
| AM Peak Hour                              | 11.17    | 6.78       | 18            |
| PM Peak Hour                              | 5.37     | 9.68       | 15            |
| Daily Traffic                             | 84.77    | 84.05      | 169           |

Until very recently the site had a lawful consent for a dog training centre, where it was predicted to generate 44 two-way traffic movements. It was agreed that 10% of these movements could take place in the AM and PM peak periods, therefore the table below shows the likely increase in traffic, allowing for the existing permitted use.

| Likely Traffic Impact Allowing for Previous Permitted Use |          |            |               |
|-----------------------------------------------------------|----------|------------|---------------|
|                                                           | Arrivals | Departures | Total Two-Way |
| Existing Use                                              | 4        | 4          | 44            |
| Proposed Use                                              | 18       | 15         | 169           |
| Net Increase                                              | 14       | 11         | 125           |

From the above, it can be seen that if approved the development would result in an additional 14 movements in the AM Peak, 11 in the PM Peak and a total of 125 additional two-way traffic movements. Such a modest increase is not considered to have any material impact on the highway network.

### **Parking and Servicing**

A total of 33 car parking spaces is to be provided which equates to a ratio of 1 space per 41sqm of development. Such a level is a slight increase from that submitted as part of the larger scheme, which was deemed to be acceptable from a highway perspective.

The development also includes a total of 18 secure and undercover cycle parking spaces provided within three separate storage sheds located conveniently to the 3 main units.

The site layout also makes adequate provision for the turning of a large articulated vehicle to be able to enter the site, turn and leave in forward gear. This is shown on drawing numbered NJC-010, included as [Appendix 3](#) to this Note.

### **Highway Contributions**

In recommending no objections, the LHA requested a financial contribution of £54,970 toward three schemes within the surrounding area. Such a contribution based on a floor area of 2284sqm equates to a contribution ratio of £24.06 per sqm.

This application now seeks a total of 1359sqm, therefore based on a contribution of £24.06 sqm the figure now required would be £32,707.

### **Summary and Conclusion**

This Technical Note addresses the highway implications of a Class E development at Moorlands Farm, Hedge End, following the refusal of a larger scheme.

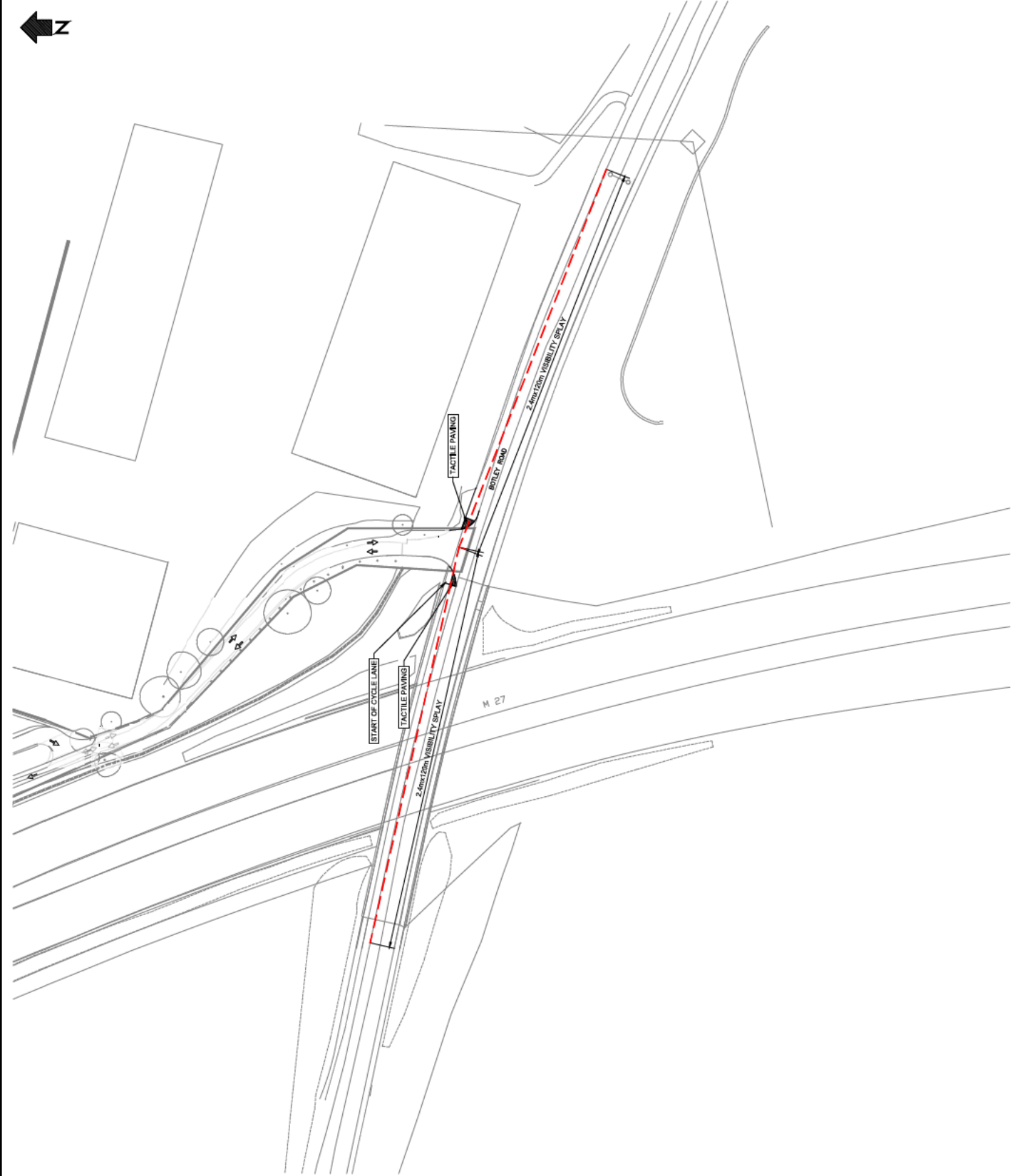
The larger scheme was found to be acceptable to the Highway Authority subject to an improvement to the site access junction and subject to a financial contribution.

The access arrangements now proposed are the same as that previously agreed, whilst car parking is proposed at a slightly higher level from that agreed with the previous scheme.

The likely traffic impact from this revised proposal will also be less than previous deemed acceptable, therefore the amount of financial contribution should also be reduced accordingly.

## **Appendix 1**

### **Access and Visibility**



Project

MOORLANDS FARM

Drawing Title

ACCESS AND VISIBILITY

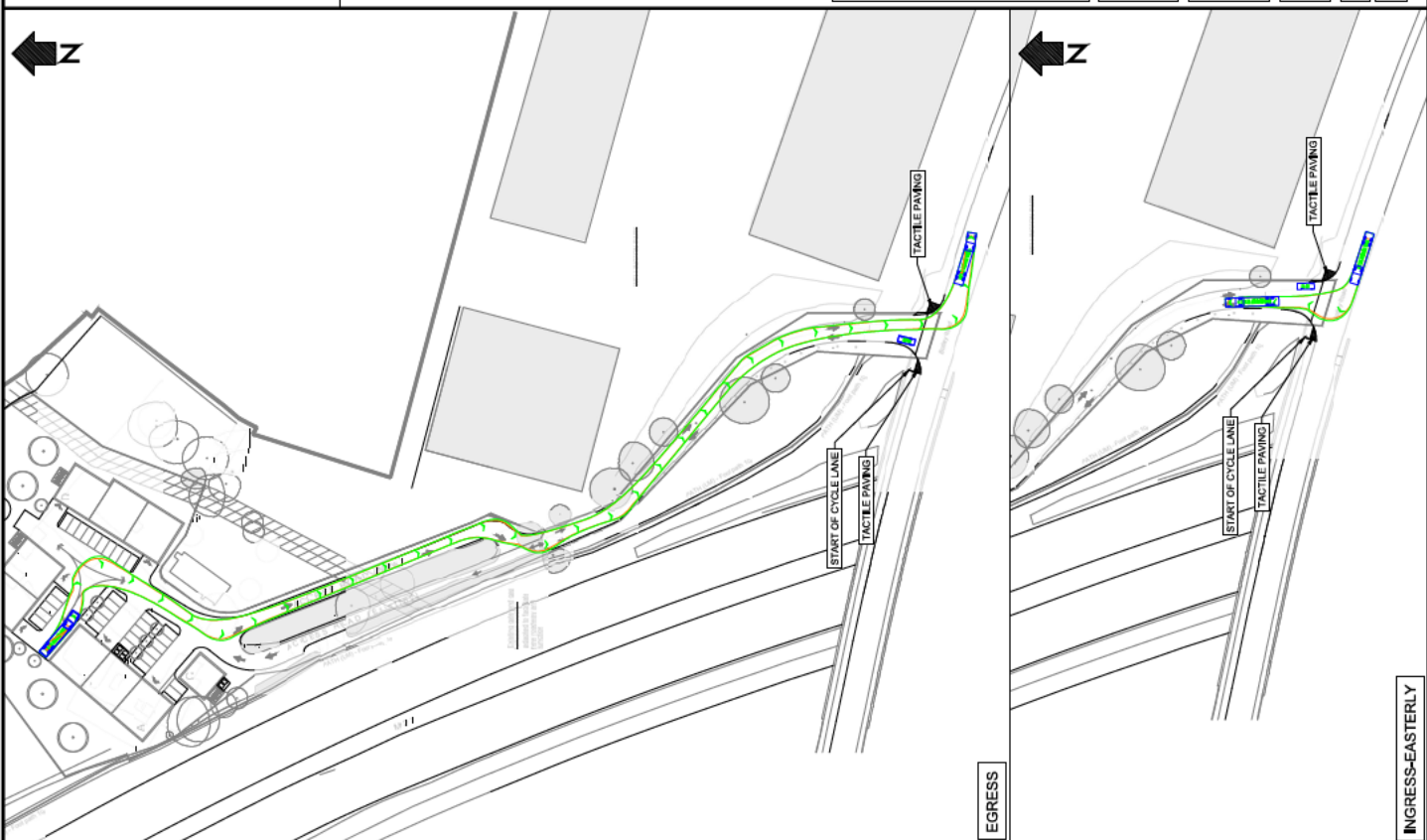
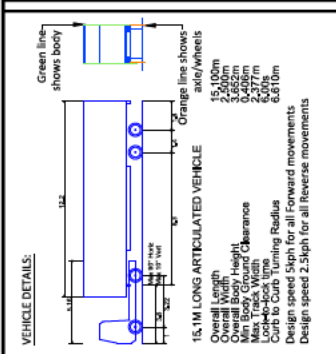
Drawing Status

FOR INFORMATION

|              |         |          |    |      |          |       |       |      |    |
|--------------|---------|----------|----|------|----------|-------|-------|------|----|
| Drawn        | AT      | Designed | NC | Date | JUL 2023 | Scale | 1:750 | Size | A2 |
| Checking No. | NJC-001 |          |    |      | Rev      | A     |       |      |    |

## **Appendix 2**

### **Access Swept Path Tracking**



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**Project**

MOORLANDS FARM

**Drawing Title**

ACCESS AND TRACKING

**Drawing Status**

FOR INFORMATION

|             |    |          |    |       |       |      |         |
|-------------|----|----------|----|-------|-------|------|---------|
| Drawn       | AT | Designed | NC | Scale | 1:500 | Size | A2      |
| Drawing No. |    |          |    |       |       |      | NJC-008 |
| Revision    |    |          |    |       |       |      | B       |

### **Appendix 3**

Swept Path Tracking. – Articulated Vehicle

