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Enquiries To Matt Grantham

My reference 051810

Direct Line

Your reference O/23/96467

Date 11 January 2024

Email eastleighdc@hants.gov.uk

Dear Ms Morris,

Land adjoining Chalcroft Business Park, Burnetts Lane, West End, SO30 2HH

Outline application for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. Formation of vehicular and pedestrian access to estate road. Access considered only.

In regard to application O/23/96467, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to consideration of the comments below being considered, and conditions being applied:

ACCESS:

Vehicle access into the site from the highway is via the existing arm from the Chalcroft Way / Burnetts Lane / Chalcroft Business Park roundabout. This leads onto the private 'Estate Road' where a bellmouth junction is then provided to allow access and egress into the specific site. No updates are proposed to this roundabout or the public highway, and this is acceptable given it is designed for and caters for such a use as that proposed.

Onwards, it is proposed that the site will provide pedestrian and cycle access from the site to the wider highway network via a link path from the site access on the southern side of the private 'Estate Road' where it then links into the wider pedestrian and cycle route provision that leads off of the Chalcroft Way / Burnetts Lane / Chalcroft Business

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Park roundabout.

It should be noted that given these pedestrian / cycle improvements link directly onto existing highway infrastructure, a S278 will be required by the developer, details of which can be found via the following link:

<https://www.hants.gov.uk/transport/developers/section-278>

Additionally, it should be noted that further improvements proposed as part of the wider One Horton Heath development can be linked into by this development once implemented, which will link into a wider access area and increase the sustainable transport options to and from the site.

SITE ACCESS AND INTERNAL LAYOUT:

Whilst the site specific access is not being put forward for adoption, given that it is located off of the private 'Estate Road', a review has been undertaken regardless.

The access is proposed to be via a priority junction access, with footways provided on both the east and west side leading into the development itself, providing safe passage for pedestrians within the site.

The parking layout also appears to be acceptable, with adequately sized spaces and aisle widths will easily allow turns in and out of the specific parking spaces. The quantum of parking has not however been assessed as this is a function for EBC, ensuring that their Parking Standards SPD (draft) is adhered to.

In regard to movement around the internal site, no vehicle tracking has been provided for this 'Access Only' application, and so no comment is made at this stage.

Vehicle Tracking drawings have however been provided for the priority access junction, and these have been reviewed. It is noted that both the refuse vehicle and Articulated Vehicle tracking takes up more than half of the available road width when turning in and out of the access. This would prevent dual movement in and out of the access at any one time, potentially resulting in a temporary obstruction, and as such the developers may wish to review this accordingly.

TRIP RATES:

Trip rate analysis has been undertaken, which suggests that post development up to 51 two-way trips would be anticipated in the AM Peak (34 in / 17 out) and 103 in the PM Peak (43 in / 60 out). It would not be anticipated that this level of additional additional movements, as a single site, would have a severe impact on the local highway network, when considered against existing traffic flow levels. Additionally, when the retail element is considered for variants such as linked and passby trips, the impacts would be diluted even further.

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To demonstrate this, traffic modelling has been undertaken for the two key local junctions, being the Chalcroft Way / Burnetts Lane / Chalcroft Business Park roundabout, and the Chalcroft Way / Bubb Lane roundabout to the east.

Both models demonstrate that even with all committed development included, and growthed to the year 2028, the junctions remain within capacity, though in the case of the Bubb Lane south arm, this is on the limit at a modelled RFC of 0.9.

It should be noted however that this proposed development only adds 0.01 to the RFC, which shows as reaching 0.89 without the development proposals in place. Queue length times also only show a minimal increase in this scenario, rising from 17.74 seconds delay to 20.61 seconds.

Accumulatively with other development that is proposed for the local area however, mitigation measures will be required in the future, be this for highway capacity increases, or sustainable transport measures such as improved foot/cycle links or bus service or infrastructure improvements. for this reason, as with other development in the local vicinity, highway contributions would be requested.

DEVELOPER CONTRIBUTIONS:

In regard to S106 developer contributions, a request for £96,500 is made in order to both mitigate against the impacts of the development proposals, and to improve existing facilities for the benefit of the future site users. Details of appropriate transport schemes can be provided upon request, however they are likely to be allocated towards:

1. Foot / cycleway link between Eastleigh and Hedge End;
2. Bubb Lane / Tollbar Way junction improvements; and
3. Bus service and infrastructure improvements in the local vicinity.

TRAVEL PLAN:

It is noted that a Travel Plan (TP) has been submitted as part of the application pack, and this has been reviewed. Generally the TP would be acceptable, with appropriate measures and targets being proposed, and it would be anticipated to link into the TP for the existing areas of the Chalcroft Business Park, as well as potentially linking into the benefits of the wider One Horton Heath site once this has been developed.

As outlined in the TP a bond will need to be secured within the S106 for £33,000 to cover the monitoring and measures of the TP.

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CONDITIONS:

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 inclusive of routes to and from the site;
- (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.

PEDESTRIAN / CYCLEWAY PROVISION

No occupation of the site shall start until the footway / cycleway links from the site to the public highway have been constructed in accordance with the approved plans..

Reason - To provide satisfactory access and in the interests of highway safety.

Yours sincerely,

Matt Grantham

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