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Enquiries To Matt Grantham

My reference 052055

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Your reference F/23/96586

Date 18 January 2024

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Dear Ms Sharpe,

MOORLANDS FARM, BOTLEY ROAD, WEST END, SOUTHAMPTON, SO30 3HD

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).(Application Resubmission)

In regard to application F/23/96586, having reviewed the information provided within the application pack, there would be no objection to the proposals from a highway perspective, subject to conditions being applied as outlined below.

SITE ACCESS JUNCTION:

As shown in the associated 'Highways Technical Note' dated December 2023, it is proposed that the existing over-wide vehicle crossover will be improved as part of the application. As shown on drawing NJC-008 Rev B the access will be upgraded to a formal bellmouth junction with associated tactile paving, capable of taking both the level of vehicle flows anticipated for the development, along with the increased weight of vehicle requirements.

Drawings have demonstrated that the appropriate visibility splays are achievable, even when taking into account the fall in levels to the west, and that two-way vehicles can easily pass each other at the site access to ensure that a wait on the highway (whilst one vehicle exits as another enters) is not required.

It should however be noted by the developer that the works will require a S278 to be entered into with HCC, details of which can be found via the following web address:

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

Given that additional information such as formal engineering drawings and a Road Safety Audit will be required for this process, which could result in updates being required, it would be recommended that the applicants enter into this process at their earliest convenience (subject to planning approval being issued).

INTERNAL SITE LAYOUT:

Whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the information provided has been undertaken.

From its access junction with Botley Road, access into the site is via a private internal road. This is initially of a sufficient width to cater for two-way traffic for approximately 45.0m and ensure that (given the anticipated vehicle flows as outlined below) back up onto the highway does not occur.

After this point, there is a narrowed section of approximately 100m which restricts two-way traffic to some extent, particularly that of an articulated lorry and car passing, before the access road splits into dedicated in and out lanes. It would be recommended that the developer investigates additional passing places on the narrowed section, to enable easier movement of vehicles, however it is not anticipated that any issues would affect the highway.

Once into the development area of the site, the layout provides a two-way circulation road with formal parking to the side of this. Vehicle tracking drawings demonstrate that the layout is suitable for the access and turning of delivery vehicles with a turning head at the north-eastern end, and there looks to be sufficient space for multiple delivery vehicles to be accommodated (should this situation occur), though movement will be very tight. This issue will however be for an on-site private management plan to deal with, and again would not be a highway issue.

PARKING:

Whilst the quantum of parking has not been assessed, as this is a function for EBC as Local Parking Authority, it is noted that 33 car parking spaces have been provided (1 space per 33sqm for a 1,077sqm development) along with 18 cycle parking spaces (1 space per 60sqm for a 1,077sqm development).

In terms of vehicle parking layout, this has been reviewed and would be acceptable with adequately sized parking bays and aisle widths of sufficient size to allow for easy turning in and out of spaces. It would however be recommended that 0.3m step out strips are afforded for spaces adjacent to landscaping.

With regard to cycle parking, no details of either type or location have been provided, and so this should be via condition, to be agreed and in place prior to occupation.

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the internal access road proceeds into site

TRIP GENERATION:

Whilst trip generation is outlined within the associated Transport Technical Note, it is noted that this has been calculated on a development proposal of 1,359sqm of development (180sqm office / 1,179sqm industrial), where as the application form outlines a slightly lower development proposal of 1,077sqm of development (162sqm of office / 915sqm of industrial).

As such, the trip rates provided obviously give a fully robust assessment and suggest that, when considering proposed less existing development, there would be just 14 additional trips in the AM Peak (9 in / 5 out), 11 additional trips in the PM Peak (3 in / 8 out), and 125 additional trips in a Daily Period (63 in / 62 out).

Clearly in terms of an individual development, this additional trip generation is minimal in the key peak hour periods, when set against the existing traffic flows in the local highway network such as the B3035 Botley Road from which the site is accessed.

In terms of accumulative impact when considered in conjunction with other development in the area, there will however be a need to improve highway related infrastructure in the local area for the benefit of future users. As such, developer contributions are requested.

DEVELOPER CONTRIBUTIONS:

As outlined in the submitted Highways Technical Note, developer contributions were agreed for a previous site application - F/22/93835. It is onwards suggested that these agreed contributions are pro-rata'd down in accordance to the development now proposed compared to that previously proposed.

This methodology is accepted in this specific case, and the developer suggested contribution figure of £32,707 (plus indexation) is accepted.

Whilst the exact utilisation of this funding would be outlined as part of the S106 agreement, and so schemes may change during any interim period that arises between now and the signing of such an agreement, initially it would be anticipated that contributions would be secured for:

1. Highway improvements on West End Highway Street, through which some users of the development site will undoubtedly travel;
2. Junction improvements on the Tollbar Way corridor, through which some users of the development site will undoubtedly travel; and
3. Sustainable transport improvements (bus, cycle and/or pedestrian) in the local vicinity of the site anticipated to be utilised by users of the development site.

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Finally, should the Case Officer be minded to approve the planning application as proposed, it would be requested that the following conditions be applied:

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No occupation of the development shall start on site until the access, including the footway and/or verge crossing shall be constructed in accordance with the S278 process, with lines of sight provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

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

ACCESS ROAD PROVISION

No occupation of the development shall start on site until the access road, including any areas of widening shall be constructed in accordance with the approved plans. The access road shall be kept free of any obstruction and shall be subsequently maintained thereafter.

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

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.

CAR PARKING

Before use of the development is commenced 33 car parking spaces shall be provided within the curtilage of the site and subsequently maintained and kept available solely for

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that purpose, in accordance with the details that have first been submitted to and approved in writing by the Planning Authority.

Reason - To ensure adequate car parking provision within the site.

CYCLE STORE - DETAILS REQUIRED

Before use of the development is commenced, plans and particulars showing details of the provisions of cycle storage within the site must be submitted and approved in writing by the Planning Authority. The development shall be carried out in accordance with the approved details before the use of the development is commenced and shall be retained thereafter.

Reason - To ensure adequate provision within the site.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook