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Enquiries To Matt Grantham

My reference 051813

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Your reference O/23/96432

Date 15 February 2024

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

Land to the west of Cobbett Way (please see location plan) , Land Off Cobbett Way, Botley

Outline application for residential development of up to 34 dwellings and associated infrastructure (access only to be considered).

In regard to application O/23/96432, following on from the previous HCC highway consultation response dated 21 December 2023, it is noted that the applicants have submitted a Highways Response Note (HRN) dated 31 January 2023. This note looks to cover the points of concern previously raised from a highway perspective and has been reviewed accordingly.

Following this review, it can be confirmed that there would be no objection to the proposals from a highway perspective, subject to conditions being applied should the Case Officer be minded to approve the application.

VEHICLE ACCESS:

As outlined in the previous HCC Highway response, the submitted Transport Statement (TS) outlined that the proposals for (up to) 34 dwellings would be anticipated to generate approximately 148 vehicle trips over an average 12 day period, with a peak hour generation of 16 trips in the AM (4 in / 12 out) and 15 trips in the PM (10 in / 5 out).

Due to the additional traffic flows, clarification was sought on the following points:

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- i) A vehicle tracking exercise of Brook Lane between Broad Oak and Cobbett Way, clearly identifying the pinch point positions, and the area required to be kept clear to enable vehicles to adequately manoeuvre past each other in opposing directions; and
- ii) A commentary as to how many vehicles could be accommodated within a give-way queue before the junction of Brook Lane and Broad Oak is reached.
- iii) The investigation into whether formal priority build-outs would be beneficial.

In response to this, as outlined in the HRN:

- i) A vehicle tracking exercise has been undertaken which clearly shows that the only pinch point on Brook Lane has already been identified, and is controlled via non-prioritised give way markings which provide drivers with additional awareness that a pinch point is coming up.
- ii) Formal measurements have been undertaken by the applicants, and this demonstrates that approximately 19 vehicles (heading south) can be accommodated between the junction of Broad Oak and Brook Lane before any queuing back would affect Broad Oak. Given the modest increase in vehicle flows produced by the proposed development (a peak average of 1 vehicle every 4 minutes), it would not be anticipated that the proposed development would cause a significant increase in any queue length and that adequate stacking space exists.
- iii) An investigation into the potential for formal build-outs has been undertaken, which demonstrates that there is inadequate space to fully achieve this within the existing highway constraints. As such, the retention of the existing give way markings is proposed. However, the applicants have outlined a potential improvement scheme, by adding signage to indicate a southbound priority over northbound movements - Drawing 187.0012-0010 Rev P01. This is seen as potentially beneficial, and as such a contribution would be sought to further investigate and onwards implement this additional signage (outlined below).

Visibility splay drawings have also been provided, which show that the existing site access (Cobbett Way) out onto Brook Lane is acceptable with no updates required to accommodate the intensification of use.

Finally, in terms of vehicle access, it was requested that clarification be given in regard to whether a vehicle access direct from the site onto Broad Oak had been investigated. The HRN outlines that this exercise had been undertaken, but was ruled out due to localised flooding issues.

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PEDESTRIAN ACCESS:

As outlined in the previous HCC Highway response, it is understood that pedestrian access in and out of the site onto Broad Oak is made via up to two connections, being (a) via the field gate access and (b) via an existing pedestrian access path from the northern end of Cobbett Way linking into Broad Oak.

Whilst the existing pedestrian access path from the northern end of Cobbett Way linking into Broad Oak was acceptable, further information was requested in regard to the field gate link.

Within the HRN, the applicants have provided an updated drawing (187.0012-0009 Rev P02) which now shows a link path from the site to the existing bus stop hardstanding. Onwards, it is proposed that the bus stop hardstanding will be increased in size and also incorporate tactile paving and dropped kerbs on both sides of Broad Oak to enable an improved pedestrian crossing point and bus stop access, which onwards has adequate pedestrian visibility splays.

These proposed works are acceptable in principle, however the works would need to be provided by the developer as part of the overall site proposals and this would be conditioned to be undertaken prior to occupation. Given that the works are on the highway, the developer should be reminded that the works will need to be undertaken via a S278 agreement with HCC, details of which can be found via the following web address - <https://www.hants.gov.uk/transport/developers/section-278>

DEVELOPER CONTRIBUTIONS:

Finally, whilst it is not anticipated that the development itself as a stand alone entity will have a significant impact on the local highway network, in conjunction with other development in the area it would be anticipated that highway improvement measures will be required in the local vicinity to both mitigate and improve the highways and associate infrastructure for the benefit of both future residents and existing users. As such, highway developer contributions are requested. Indicatively based on the HCC Transport Contribution Policy, with an indicative split of 80% 2 or 3 bed and 20% 4+ bed, the contribution request would be for £139,314.

In the first instance, it would be anticipated that these contributions would be allocated to:

- Bus Service subsidisation for busses serving the site;
- Bus shelters and Real Time Information at the local bus stops;
- Traffic Management measures on Botley Road to encourage Botley By-Pass usage; and
- Pedestrian and cycle improvements in the locality of the site and/or on routes to key destinations.

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Additionally, as outlined above, the applicant has outlined an improvement scheme for the give way markings on Brook Lane, which HCC would wish to investigate further with the aim of implementation via updated TRO's and appropriate signage. A contribution of £10K would be requested to undertake these works.

CONDITIONS:

PEDESTRIAN ACCESS PROVISION

No occupation of the development shall start on site until the pedestrian access improvement works from the site onto Broad Oak, including an increased hardstanding area, drop kerbs and tactile paving, and link path into the development (as shown on approved drawing 187.0012-0009 Rev P02) have been provided in accordance with the approved plans.

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.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook