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Enquiries To Matt Grantham

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Your reference F/22/93835

Date 5 July 2023

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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)], warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i)).

In regard to application F/22/93835, and following on from the previous HCC Highways consultation response dated 10 June 2023, clarification has been received from the applicant in regard to the correct drawings to be utilised for the application, being:

- A. NJC-001 Rev A - Access and Visibility (July 2023);
- B. NJC-009 - Proposed Access Widening (February 2023);
- C. NJC-009 Rev 1 - Cross Sectional Visibility (November 2022); and
- D. NJC-008 Rev B - Access and Tracking (April 2023).

Having reviewed the information provided, there would be no objection to the proposals from a highways perspective, subject to the conditions outlined below being applied.

SITE ACCESS JUNCTION:

Access into the site is proposed to be via a new formal priority junction / bell mouth arrangement, replacing the existing simple vehicle crossover that has been deemed insufficient due to the potential flows and type of vehicles crossing this, as well as the lack of known strength within its existing construction.

The proposed access is shown on submitted drawings, with vehicle tracking available

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which shows how movements will be achievable for both articulated vehicles and standard cars.

Within the tracking drawings, it is demonstrated how two-way car movements are achievable at the access, and also how an articulated vehicle and a car can pass each other at the access with the articulated vehicle exiting and entering site in to/from the east.

Tracking drawings demonstrating the same combined movements from the west have not been submitted, however it is clear from the articulated left turn in (from the west) drawing that adequate space for a car to be passed is available.

As such, the access from the highway onto site is agreeable in principle for the purposes of planning.

The applicant should however be made aware that subsequent to any planning permission that may be forthcoming from EBC as local planning authority, a S278 will need to be entered into with HCC as local highway authority in order to undertake the access works. Details of this process can be found via the following web address - <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.

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.

The submitted drawings demonstrate that once on site, the layout essentially provides for a one-way circuit, which allows for forward gear movement and adequate space for the movement of vehicles anticipated to access the site.

There are however conflict areas on the mid section of the access track should an articulated vehicle enter site as another is trying to leave, and this would also affect a standard car and articulated vehicle trying to pass each other with a lack of available passing points.

As previously suggested, additional passing points should continue to be investigated by the applicant as they would be beneficial to the users of the site, however this would be an internal site issue and it not anticipated to have an impact on the local highway network with any manoeuvre adjustments having to be made on site.

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To ensure the highway is not affected however (i.e. an articulated vehicle reversing out of site to allow another articulated vehicle to exit), it would be requested that a Delivery Vehicle Management Plan is submitted by the applicants, outlining how deliveries will be managed to ensure this situation (however rare it is anticipated to be) does not occur, i.e. by pre-set delivery timings; a call ahead and hold internal traffic arrangement; etc. This should be undertaken via a condition as outlined below.

TRIP GENERATION:

As outlined in previous consultation responses, it is anticipated that as a result of the proposals, there will be an additional 24 vehicle movements in the AM peak, 21 additional vehicle movements in the PM peak and approximately 239 additional vehicle movements over a typical 24 hour period, over and above the permitted site development.

Whilst as an individual site, these additional movements are not anticipated to have a severe impact on the local highway network, accumulated with other local development whose vehicle flows are anticipated to move through the same local highway junctions and utilise the same sustainable travel methods, updates to the local highway network and infrastructure will undoubtedly result.

DEVELOPER CONTRIBUTIONS:

For this reasons above, highway developer contributions are requested, which when calculated in the first instance equate to a figure of £54,970 in line with the HCC Transport Contributions Policy.

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.
- If updated plans can be submitted, demonstrating the updated access requirements, and vehicle tracking, etc. as outlined above, then a re-assessment of the application can be undertaken accordingly and a formal recommendation with appropriate conditions given.

Finally, should the Case Officer be minded to approve the planning application as

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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.

DELIVERY VEHICLE MANAGEMENT PLAN

No occupation of the development shall start on site until a Delivery Vehicle Management Plan has been submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority. This plan shall outline the

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methodology that will be utilised by the site management to ensure that HGV / Articulated vehicles are able to enter and exit site unobstructed by other vehicles travelling in opposing directions.

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

Yours sincerely,

Matt Grantham

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