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Date 10 June 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, following on from the previous HCC Highways consultation responses dated 13 October 2022 and 22 December 2022, it is noted that further updated information and plans have been submitted in regard to the application.

Following a review of this information, there is no objection in principle to the proposals, however there are disparities between some of the information contained within the submitted Transport Statement (May 2023) and the Transport Note Addendum (May 2023).

Confirmation of the correct drawings is required, with amendments made as necessary, prior to a positive recommendation being issued by HCC as Local Highway Authority. Conditions as outlined below should also be applied.

As outlined below, there are two drawings submitted, but elements of each appear to be incorrect when considered against the agreed junction improvements, and the submitted architects site plan, with issues essentially being:

A. Drawing NJC-001:

The drawing shows an incorrect junction access from the highway (no upgrade), but a

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near correct internal site layout

**B. Drawing NJC-008:**

The drawing shows a correct junction access from the highway (with upgrade), but an incorrect internal site layout.

**SITE ACCESS JUNCTION:**

Whilst the Transport Note Addendum demonstrates an update to the existing vehicle access, utilising a formal priority junction / bell mouth arrangement, with associated tracking diagrams (see Drawing NJC-008), the corresponding drawing in the Transport Statement shows a different access arrangement (see Drawing NJC-001). It is assumed that drawing NJC-001 was inserted in error.

If it can be confirmed that Drawing NJC-008 is indeed the access arrangement being put forward as part of this application, then there would be no objection to the proposals on this element, subject to the S278 process being entered in to accordingly, with approval gained prior to the start of works on site. 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 (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.

Again this shows a disparity between the Transport Note Addendum and the Transport Statement, both showing on the portal as being submitted on the 12 May 2023.

The plan utilised for the internal vehicle tracking in the Transport Note Addendum is NJC-008, however the plan referenced in the Transport Statement is NJC-001.

Whilst drawing NJC-001 appears to show a layout closest to the submitted site plan drawing submitted by the architects - Drawing 7912\_D01/K (submitted on the 12 May 2023 and titled Amended Proposed Site Plan Part 1 of 2), neither drawing is the same as that submitted by the architects, with NJC-008 showing 3 building blocks rather than 2, and NJC-001 showing the 2 building blocks but with an additional 6 vehicle parking spaces located to the northern edge of the internal road.

Whilst both drawings NJC-001 and NJC-008 are acceptable from a vehicle tracking perspective, clarification should be sought as to which is correct.

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As outlined in previous consultation responses, once on site, the layout essentially provides for a one-way circuit, which allows for forward gear movement and adequate movement for the vehicles anticipated to access the site, and again any delays caused by deliveries / waiting HGV's will be internalised (if they occur) and will be for on site management with no highway impacts anticipate to occur due to the length of the access road.

### **TRIP GENERATION:**

Again as outlined in previous consultation responses, and confirmed in the updated Transport Statement (May 2023), 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.

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**Gary Westbrook**

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.

Yours sincerely,

Matt Grantham

*Director of Hampshire 2050*  
**Gary Westbrook**