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Enquiries To Matt Grantham

My reference 048336

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Your reference F/22/93835

Date 22 December 2022

Email eastleighdc@hants.gov.uk

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 response dated 13 October 2022, it is noted that updated information and plans have been submitted in order to address the concerns previously raised.

Following a review of this information, there is no objection to the proposals from a planning perspective, though the applicants should be made aware that the S278 process will need to be entered into (and agreed) with HCC as Local Highway Authority, prior to the start of any highway works commencing. Details of this process can be found via the following link, and it is recommended that the process is entered into at the developers earliest convenience, as additional information (i.e. RSA and Speed data) and updates to highway work designs may be required.

ACCESS:

Following concerns raised in regard to the utilisation of the existing vehicle crossover, the applicants now propose a formal access junction into the site. Whilst this severs the continued pedestrian and cycle route, for safety reasons this is accepted.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCILT MRTPI

As outlined above, the design of the access junction remains subject to the S278 approvals process, but for the purposes of planning, a review undertaken suggests that it will be acceptable. Appropriate visibility splays are achievable, even when taking into account the brow of the hill to the west, and autotracking diagrams demonstrate how vehicles can achieve suitable access and egress.

Whilst there remains minor conflict areas on site, where two HGV's may not be able to pass, any adjusting movements will be contained on site, and with an adequate passing space provided at the entrance to the site, this will not have an impact on the highway.

INTERNAL SITE LAYOUT:

Whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the layout has been undertaken. Internally, as outlined above, autotrack diagrams have demonstrated that there is adequate space for vehicles to pass along the access track, bar a short section where it will be difficult for two HGV's to pass.

However, such instances would be anticipated to be rare, and may be overcome by the additional heights of the HGV's whereby drivers will see oncoming HGV's and make waiting decisions accordingly. This will not however have an impact on the highway, it will be an internal issue.

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 anticipated to occur due to the length of the access road.

TRIP GENERATION:

As previously outlined, the associated Transport Statement (TS) demonstrates that 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 the 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.

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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 proposed, it would be requested that the following conditions be applied:

ACCESS CONSTRUCTION PROVISION

No 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 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;

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- (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

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