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Enquiries To Matt Grantham

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Your reference F/23/95872

Date 27 June 2024

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Dear Ms Morris,

Land at South Side of , Heath House Lane, Hedge End

Change of use of land to Agricultural with associated works including, engineering works to land to raise ground levels to allow erection of 2 x poly-tunnels and 2 x outbuildings

In regard to application F/23/95872, following on from the original HCC Highway consultation response dated 20 September 2024, it is noted that additional information has been supplied by the applicant.

Having reviewed this information, there remains no objection in principle to the proposals from a highway perspective, however as outlined below there remains a requirement for additional information to be supplied, some additions being made to the Construction Environment Management Plan (CEMP), and the conditions listed below being applied should the proposals be permitted.

ACCESS:

Access into the site continues to be proposed via the existing field gate access from Heath House Lane. This is acceptable, with an existing drop kerb, adequate visibility splays which are achievable subject to the condition below, and the widening of the gated access to 5.0m which will enable two-way movements in and out of the site.

Onwards, the gate has been set back 8.0m from the highway edge (drawing KA/2023/J29 A103 Rev D), which will enable any vehicle waiting to access the site whilst gates are closed, to do so off of the highway given it has been confirmed that the

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maximum length of vehicle entering site will be 7.0m in length.

TRIP RATES:

As outlined within the original HCC Highway consultation response, the application pack outlines that a maximum of 4 staff would be anticipated on site. This is minimal in terms of an increase to the background vehicle movements on Heath House Lane and as such would be acceptable.

In terms of how the grown flowers will either be delivered or picked up for distribution to (anticipated) various florists however, no details are given in terms of numbers of vehicle movements this may involve. It is understood that the proposals are essentially a relocation of an existing flower growing business currently based in Lymington, and as such it would be requested that appropriate details of pick-up / deliveries anticipated are provided so that any potential impacts on the highway can be assessed.

CONSTRUCTION:

Whilst a Construction Site Management Plan (CEMP) has been submitted, unfortunately this does not cover details that are of interest to the highway authority. As such, the CEMP should be updated to also cover:

- i. Details of how the soil will be brought into site in terms of haulage routes;
- ii. Details of the anticipated number of vehicle movements involved in the transferring of soil onto the site in order to achieve the level changes proposed;
- iii. A CAD Autotrack drawing demonstrating how the vehicles bringing soil into the site can both access via the existing entrance, turn on site, and exit safely;
- iv. Details of wheel wash facilities that will be in place to ensure there is no transfer of unloaded soil from the site to the highway, and methodology for cleaning the highway should wheel washers fail (i.e. use of a mechanical road sweeper).

CONDITIONS:

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

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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.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 48.0 metres 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.

GATES SET BACK PROVISION

Any gates provided shall be set back a distance of 8.0m from the edge of the carriageway of the adjoining highway.

Reason - In the interests of highway safety.

It would also be requested that a suitably worded condition is applied to ensure that the site is only utilised for the growing and wholesale / trade distribution of flowers to florists, etc. and does not become open to the general public with an associated shop and till element, as this would greatly change trip rates to and from the site as well as elements such as parking requirements.

If the additional information requested can be supplied, a re-assessment can be undertaken accordingly.

Yours sincerely,

Matt Grantham

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