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Date 21 December 2023

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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, it is understood that the proposals involve the construction of up to 34 dwellings, accessed from an existing end stub of highway to the south western end of Cobbett Way. Cobbett Way itself is accessed via Brook Lane, which itself links into the wider highway network via a priority junction onto the A334 Broad Oak.

It is further understood that this application is for the consideration of access into the proposed development only at this point, with no assessment of the internal layout proposed.

Having reviewed the information submitted as part of the overall application pack, most notably the Transport Statement (187.0012/TS/5 - Original, dated November 2023), whilst there would be no objection in principle to the development proposed, there are concerns and questions which have not been fully covered by the TS, as outlined below. It would be requested that this information is provided prior to a formal no objection being issued from HCC as Local Highway Authority.

*Director of Hampshire 2050
Garry Westbrook*

VEHICLE ACCESS:

As outlined in the TS, an additional (up to) 34 dwellings are proposed on site, and it would be anticipated that this would 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).

This is of course in addition to the trips already on the local network associated with the approximate 30 dwellings located in Cobbett Way, vehicles utilising the access into the rear of the adjacent car sales garage, and vehicles accessing facilities such as Manor Farm to the south, all of which already utilise Brook Lane, and its junction with Broad Oak.

Whilst the additional trips are relatively low when compared to the existing trip levels on Broad Oak, there are concerns with how the additional trips may impact the working of Brook Lane, which as outlined in the TS is single lane at points, and requires a cursory give way between oncoming vehicles. Historically there have been concerns raised as to how any increase in traffic flow may affect this.

It would therefore be requested that the applicants undertake an exercise to clearly demonstrate the nature of Brook Lane and how it may be impacted, via:

- 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.

This information would enable the assessment of the suitability of Brook Lane to accommodate additional traffic flows, and potentially inform the requirement for additional transport modelling to be undertaken dependant on the findings.

Additionally, again given the intensification of use that the development will bring, it would be requested that a visibility splay drawing is provided to demonstrate that the access junction of Cobbett Way and Brook Lane conform to current standards.

In terms of the proposed connection between Cobbett Way and the development site, drawings submitted within the TS (dimension, tracking and visibility splay) have been assessed and would be acceptable. Whilst again there is a narrowing of road width which will require a cursory give way between opposing vehicles, this will be between the lower level resident specific traffic flows, and with good intervisibility it is not

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foreseen that highway safety issues will arise. It may however be prudent for formal give way / build-outs to be provided to clarify priority, and the developer may wish to investigate this.

Finally, in terms of vehicle access, it is noted that there is an existing field gate access from the site directly onto Broad Oak. Clarification as to whether this access has been investigated as a potential vehicle access is requested, given it has potential to reduce the impact on the road users of Cobbett Way and Brook Lane, and negate potential issues as outlined above.

Whilst visibility splays have not been assessed, there is the potential for a dedicated vehicle access into the site, and with the future reduction in vehicle flows on Broad Oak as the Botley By Pass is finalised, it may be a more appropriate location with less neighbour impact.

PEDESTRIAN ACCESS:

It is proposed 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.

In regard to the field gate access, in its current form it would only be promoted for access to the adjacent bus stop, with no adjacent footway or formal crossing point. As such, clarification of purpose of this access is requested, and also investigation for the potential to either provide a formal pedestrian crossing point with appropriate visibility splays, and/or provide a footway link to the existing footway network to the east.

Alternatively, utilisation of the existing footway link between the northern end of Cobbett Way and Broad Oak is proposed, and this would be acceptable in the main as a short safe link option. It is however noted that its convenience for residents in the northern end of the proposed development in particular is debatable, and does not necessarily fully promote sustainable journeys given the need to essentially double back on yourself to reach the link. As such, it would be requested that the applicants investigate potential links between the application site and Cobbett Way to the north to give adequate permeability.

Finally, in regard to pedestrian movements, and indeed cyclists who may wish to link into the local cycleway's after an initial walk and push, clarification of where safe pedestrian crossing points are located is requested. Whilst there is a formal signalised crossing of Broad Oak to the east of its junction with Brook Lane, which will be beneficial for users accessing the village amenities, and primary school, where is the nearest safe crossing point for users heading west? It would be anticipated that future residents will require this movement for secondary school journeys (anticipated to be on Woodhouse Lane). Drop kerbs and tactile paving will be required as a minimum, and more formal crossing points (i.e. refuges) should be fully investigated.

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If the applicants can provide details and clarification of the issues as outlined above, then a re-assessment of the application can be undertaken, and an updated consultation response supplied.

This updated response will also cover any highway infrastructure requirements; the level of developer contributions required; and details of any conditions that would need to be applied should a permission be granted.

Yours sincerely,

Matt Grantham

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