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Date	9 December 2024	Email	

For attention of Mr Huckfield

Dear Sirs

**Re: F/24/98415 At UNIT F1, MANATON WAY, HEDGE END,
SOUTHAMPTON, SO30 2XW**

Proposed construction of single storey building to provide a coffee shop within part of existing car park area, together with associated rearrangement of car park access and layout and landscape planting.

In regard to application F/24/98415, following on from the previous HCC Highway consultation response dated 13 November 2024, additional information has been received from the developers in order to answer the questions / issues previously raised.

Having reviewed this information, there would be no objection to the proposals from a highway perspective, subject to the application of conditions as outlined below.

ACCESS:

As previously outlined, it is proposed that access in and out of the site continues to be via two vehicle crossovers, one to the northern end of the existing car park area, and one to the south.

It was previously outlined that due to the southern vehicle crossover being relocated from its present position, even though Hamilton Way is not adopted highway, there would be a requirement for the existing southern crossover to be re-instated to full height kerbs and footway. Additionally, the new southern vehicle crossover will need to be provided prior to the development

commencing, in order to fully retain access to the car park for the existing Wickes customers.

It is however noted that the full length of the car park actually consists of a drop kerb, and as such no kerb works will actually be required.

Appropriate signage highlighting access and egress points only will however be required, as shown on plans, and will need to be in place prior to the start of works.

PARKING:

As previously outlined, the parking quantum of the site will need to be fully assessed by EBC as Local Parking Authority, ensuring parking meets the EBC Parking Standards for all users of the car park. Numbers do however appear acceptable, evidenced through parking surveys.

In terms of layout, this is acceptable with adequately sized bays and turning aisle widths matching the existing.

TRIP GENERATION:

It is not anticipated that trip rates in the local vicinity will alter significantly as a result of development, given the various other coffee purchasing options within a short distance of the site. It would be anticipated that trips will largely be pass-by, existing, or diverted trips from another local coffee destination.

SERVICING:

One element previously raised as a concern was that of servicing, and how it would affect car parking availability. And how well the associated vehicles could move around the site.

It is noted that updated vehicle tracking drawings have now been submitted which clarify that vehicle movements can be accommodated, although at times some parking spaces will need to be closed off from public use. This however will be covered via a Delivery Management Plan, the production of which is a commitment that the applicants have made, which should be provided prior to opening, and enforceable via a condition.

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 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 MANAGEMENT PLAN

No development shall start on site until a Delivery Management Plan has been submitted and approved by the Local Planning Authority in consultation with the Highway Authority.

This plans must outline elements of on-site management, inclusive of how the vehicle parking spaces will be managed when deliveries are due, in order to ensure that (a) deliveries take place on-site and (b) unobstructed movement of customer vehicles through the site can be retained at such times.

Details on how this plan will be reviewed on a periodic basis and updated as necessary should also be provided.

Reason: In the interests of highway safety.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050