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Enquiries to	Matt Grantham	My reference	054874
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Date	28 January 2025	Email	

For attention of Ms Altman

Dear Sirs

Re: RM/24/98388 At Land west of Allbrook Way, Allbrook, SO50 4LZ

Reserved matters relating to layout, scale, appearance and landscaping of the proposed development pursuant to outline permission O/19/86980 for the construction of 49.no residential dwellings.

In regard to application RM/24/98388, following on from the previous HCC Highway Consultation response dated 11 November 2024, it is noted that additional information has been received from the applicant, elements of which set out to address the highway points previously outlined.

As set out in the previous consultation response, it is understood that the site is not going to be offered for adoption to HCC, and as such there are points for the applicant to consider in this regard. Onwards, a further 10 points were outlined, offering comments and some additional information requirements.

The majority of these comments either remain valid as simple observations, or have been responded to, to an extent that there is no longer an issue. There are however 3 points which have not been fully covered, primarily points 2, 3 and 9, even when taking into consideration the 'Applicants Response to Consultation Comments' document dated 17/12/2024 on the EBC Portal.

These points, and subsequent applicant responses were:

3. It would however be requested that refuse vehicle tracking diagrams are produced for the build out section of the access drive, given the narrow width of the highway at this point, in order to fully demonstrate that the manoeuvre can be easily undertaken.

The applicant has outlined that 'Please note that this has already been provided as part of the outline planning application and approved. Please refer to figures 3 & 4 in the approved transport assessment within the outline planning permission'

The TA for the outline planning application has been checked, and the figures do not show the refuse vehicle tracking at the pinch point.

Figure 3 shows the area where the build out is to be placed, but no detail of the actual build out layout, and certainly no refuse tracking.

Figure 4 does show refuse vehicle tracking, but only into the site at the access junction from Knowle Hill, stopping well short of the pinch point.

As such, there remains a request for the refuse vehicle tracking at the pinch point proposed to be provided accordingly.

4. Indeed given the widths of available highway throughout the development, it would be requested that combined car and refuse vehicle tracking is completed for the whole of the internal site in order to identify any pinch points where the two vehicles are unable to pass each other. Not only would this identify any areas where localised widening may be required, but also identify areas where private parking restrictions may be required to ensure the free flow of the refuse vehicle through the site on collection days.

The applicants have commented 'please see separate response addressing this provided by our consultant. In short, the roads are 5.5m wide and within low traffic areas so there is not conflict between refuse and car movement interactions'.

Whilst there may be a road width of 5.5m, refuse and car movements at bends in particular can still conflict due to vehicle overhang, length and tightness of the bend, etc. As such the request for combined tracking remains to ensure there are no conflict points that could (for example) essentially stop refuse collections if a car was inappropriately parked.

Unfortunately, whilst the 'response addressing this provided by our consultant' may indeed clear this point, unfortunately no such document can be found on the EBC portal. As such, a copy of the document, or the tracking diagrams requested, should be supplied.

9. Vehicle parking has been reviewed in terms of layout, which is in the main acceptable with adequately sized bays and turning aisle widths. One area of concern however is the pergolas associated with plots 43 to 46, given that the vertical supports will need to be designed in a manner which will not block the opening of car doors which could render them unusable. The Case Officer may wish to review designs to ensure this is not the case. In terms of numbers, this has not been fully assessed as it

is a function for EBC, ensuring that the EBC Parking Standards are fully adhered to. However, it is noted that that plots 4, 5 and 47 appear to have only been afforded 1 vehicle space per dwelling which may be below required standards.

The applicants have outlined that 'The pergolas have been designed so as to ensure car doors will be able to open fully. Further detail can be provided as part of condition if required'. It would be recommended that the Case Officer does indeed condition plans to ensure the workability for parking.

Additionally, the applicants have outlined 'The quantum of parking is in accordance with EBC's emerging parking standards which is considered acceptable'. It is noted that house type Robin (plots 4 & 5) and Jay (plot 47) are one-bed dwellings, and as such conform to the emerging EBC Parking Standards, if these are indeed the standards now being utilised, rather than the existing standards which would require a minimum of 2 parking spaces.

Recommendation:

Given the above, whilst there would be no objection in principle to the application from a highway perspective, it would be requested that the information outlined as required above for points 3 and 4 are provided by the applicant for assessment prior to a permission being granted.

Onwards it would be recommended that a condition is applied to ensure sight of the final design for the pergola parking, to ensure that the parking is usable and onwards conforms to the EBC Parking Standards in terms of quantum available.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
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