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Enquiries To Matt Grantham

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Your reference F/23/96253

Date 23 November 2023

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Dear Ms Morris,

Unit One, Strategic Park, Southampton, SO30 4DA

Change of use from Class B8 and/or Class E (g)(iii) with ancillary offices, to a flexible use including Class E(g), Class B2 and Class B8. Replacement of 2.no loading bays with sectional shutter doors and other alterations to the fenestration. External storage compound. External works and alterations including plant and landscaping.

In regard to application F/23/96253, having reviewed the information contained within the application form , there would be no objection to the proposals from a highway perspective.

ACCESS:

Access in and out of the site is via Comines Way, with pedestrian footways leading to the surrounding residential areas of Hedge End, West End, and the wider Southampton area. Combined with localised bus stops and cycling opportunities, the site is in a location where sustainable travel options are available.

Vehicle access is also achieved via Comines Way, with the adjacent Kanes Hill roundabout providing easy access to the same residential areas, as well as the strategic highway network with junction 7 of the M27 located approximately 1KM to the east.

INTERNAL SITE LAYOUT:

Whilst the internal site is not being put forward for adoption, with Comines Way

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becoming a private road just east after its junction with Upper Northam Road, a review has been undertaken accordingly. This shows that vehicle access is easily achievable for all types of vehicle, as has been the case for historical uses, and with no site layout changes being applied for, other than for the removal of existing dock loaders, this is acceptable.

PARKING:

In regard to parking, whilst the quantum of parking has not been formally assessed, as this is a function for EBC as Local Parking Authority, whereby the EBC Parking Standards (emerging draft) for Commercial Development should be adhered to, it is noted that parking is covered within the submitted Transport technical Note.

This outlines that the existing parking quantum of 117 vehicle parking spaces allocated to Unit 1 are not proposed to be amended in terms of layout or number.

Onwards, a parking accumulation exercise has been undertaken in combination with trip rates generated from the TRICS trip rate survey database, and this suggests that as a maximum, 62 vehicle parking spaces would be required at any one time, representing a 53% capacity utilisation. As such, with regard to the parking quantum, whilst as outlined above this will be for EBC to formally assess, there are no concerns raised with the number of parking spaces proposed from a highway perspective.

The layout of the car park is also acceptable, with no changes proposed to the existing layout and with adequately sized parking bays and aisle widths within which to easily turn.

TRIP GENERATION:

The submitted Transport Technical Note covers various scenario's of anticipated vehicle trip generation associated with the differing potential combination of uses that the application proposals would allow.

As a worst case scenario, interrogation of the TRICS database has shown that if the site were to be utilised as 100% B2 General Industry, there is the potential for an additional 763 two way vehicle trips to be generated on the local highway network, being 370 in and 394 out during a typical 24 hour period.

Interrogated further, in terms of the key peak period trip rates, when comparing existing permitted development and worst case (100% B2) scenario data, the Transport Technical Note outlines that an anticipated increase in trip rates across the peak hour would be:

AM Peak Trip Generation: +31 Two-way vehicle trips (20 in / 11 out); and
PM Peak Trip Generation: +17 Two-way vehicle trips (5 in / 12 out).

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Whilst any increase in vehicle trips could obviously have an impact on the local highway network, it should be noted that split evenly over the peak hours, this would equate to a maximum of approximately 1 vehicle movement associated with the site every 2 minutes. Additionally, whilst not outlined within the Transport Technical Note, if this were to be applied as a percentage increase compared to existing traffic flows on the local network, such as the A27 Moorhill Road / Kanes Hill or the A334 Charles Watts Way, it would be anticipated to be in the region of 1.5% to 3%.

It should be further noted that it is outlined within the Transport Technical Note that a tenant for the unit has reportedly been lined up for the occupation of the building. Whilst this proposed tenant could of course change, particularly over the life span of the building in future years, the potential end user is described within the Transport Technical note as being a low trip generator with '35-50 staff members' working on site and 'it is envisaged only one HGV movement per day, with a low number of deliveries once up and running from smaller vehicles, and trips generated by staff based at the premises'. As such it would be anticipated that overall 'user specific' trips rates will be significantly lower than standard proposed or existing.

Given the above, it would not be anticipated that the effects that likely trip generation would have on the local highway network would be a justifiable reason for a refusal, particularly given the close proximity of the site to the Strategic Transport Network (M27), the direction of which would be anticipated to be the primary route in and out of the site.

Yours sincerely,

Matt Grantham

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