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Enquiries To Matt Grantham

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Your reference F/24/98162

Date 3 October 2024

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Dear Mr Huckfield,

HAMILTON BUSINESS PARK, HAMILTON WAY, HEDGE END

Change of use of premises from Telecommunications Switch Centre to use for employment purposes within classes B2 and/or B8 and/or E(g), to include removal of existing telecommunications mast tower and alterations to entrance on eastern elevation.

In regard to application F/24/98162, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective.

ACCESS:

Access in and out of the site from the highway for both vehicles and pedestrian is unchanged, with the highway ending at the B3053 Botley Road, prior to entering the Business Park on and onwards the site via Hamilton Way / Manaton Way. This is acceptable with a continuous footway leading to the site and road geometries suitable for taking all vehicles.

TRIP GENERATION:

A Transport Statement has been issued as part of the application, and this outlines the potential trip generation that would be anticipated for both the existing use, as well as the proposed use options.

Firstly looking at the existing trips, the statement outlines that there would unlikely be any trips associated with the Telecommunications Switch Centre, but the general B1 use type (to which the unit could be used without the need for planning permission) would attract approximately 13 trips (10 in / 3 out) in the AM Peak and 6 trips (0 in / 6

out) in the PM Peak.

With regard to the proposed use, this is for B2 and B8, the largest trip generator of the two being B2. This has been assessed and trips anticipated to be generated by the site during peak periods would be 8 (6 in / 2 out) in the AM Peak and 3 (0 in / 3 out) in the PM peak.

Given the above information, it would be anticipated that a reduction in trips to and from the site (in the primary periods of concern) which would be beneficial to the local highway network.

INTERNAL SITE LAYOUT:

Whilst the site would not be for adoption by HCC as Local Highway Authority, a review has been undertaken regardless. This shows that adequate space has been afforded for the turning and movement of both standard cars and HGV's, enabling forward gear access and egress through the existing gated entrance.

Whilst there appears to be room for only one HGV on site at any one time, given the size of the development proposal this appears reasonable, and can be managed by the users through timing schedules if required. Whilst not overly welcomed, there would also be an element of stacking space on Manaton Way which given the location of the site would have minimal impact, certainly no impact on the public highway.

PARKING:

The vehicle parking layout is acceptable, with adequate aisle space for the easy turning of vehicles, and the cycle shelter proposed provides a level of security and shelter which will encourage cycle use to the site.

In terms of the quantum of parking, this has not been assessed as this is a function for EBC, ensuring that their Parking Standards are fully adhered to. However, it is noted that 25 vehicle parking spaces are proposed along with 6 cycle parking spaces.

CONDITIONS:

No conditions are required.

Yours sincerely,

Matt Grantham