Project Name:	Hiflex House, Salisbury
Document Reference:	020.0817/HRN/2
Document Name:	Highway Response Note
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	23.11.23	SKB	Client Comments	CAT

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1. INTRODUCTION

1.1 This Highways Response Note has been prepared on behalf of Store Property Investment Ltd in response to highways comments raised in relation to the planning application for the *"Demolition of existing office building and development of a new building to provide 2no Use Class E(g) / B2 industrial and B8 Storage / Distribution units, including associated infrastructure, access, and parking"* (ref: PL/2023/07414) which was validated in September 2023. The planning application was supported by a tracking diagram illustrating a 16.5t articulated vehicle entering and exiting the site, along with turning around on site. The site layout is shown in **Figure 1**.

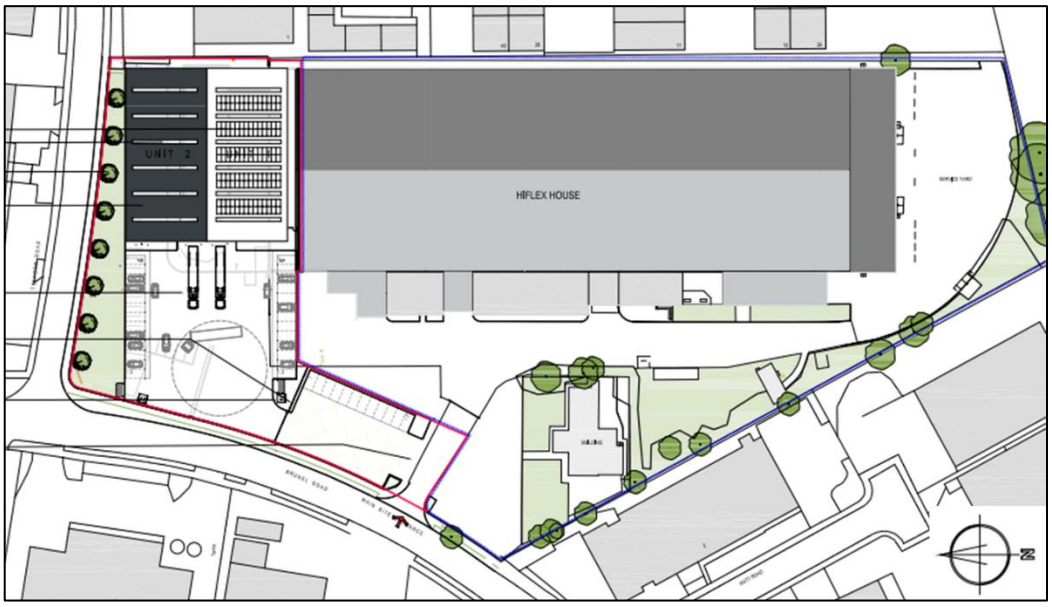

Figure 1: Proposed Site Layout

1.2 The proposals would retain and use the existing access, which also serves the main building located to the south of the site, known as Hiflex House. This building is currently occupied by general industrial uses that have articulated vehicles associated with them which utilise the main access at present without concern or issue

1.3 Prior to this planning application, an application (ref: PL/2021/08333) was submitted and approved for "*Demolition of existing outbuildings and part-demolition of existing industrial unit. Extension of retained building, and subdivision of the property to provide 4no Use Class E(g) / B2 industrial and B8 Storage / Distribution units, including associated infrastructure, access, parking and landscaping details.*" This application was supported by a Transport Statement and unlike the current application, it included the whole Hiflex House site inclusive of the building to the south which currently house the Salisbury City Boxing Club. This application also proposed to retain the existing access.

2. HIGHWAY COMMENTS

2.1 In response to the live planning application (ref: PL/2023/07414) the highway officer from Wiltshire Council raised two concerns which are dealt with in turn.

Presence of On-street Car Parking on Brunel Road

"The carriageway is not drawn and there is 3 lines of traffic, so I can't see that the tracking is within the carriageway. From measuring on screen from both our mapping system and the location plan, the carriage measures between 8.5 and 9m in width, the swept path drawing including all the tracking measures nearly 12m, if this is what is shown, it clearly will not work. Please can this be confirmed, and the tracking be re-drawn showing the extent of the highway/carriageway/footways."

2.2 In response to this comment, the tracking has been updated to show the opposite side of the road along with the existing parking which occurs on the road. This is included in Appendix A and confirms that an articulated vehcile can enter and exit the site. It should be noted that the same arrangements for articulated access occurred as part of the previously approved application (ref: PL/2021/08333). In addition, the access currently facilitates articulated vehicle access, and this does not cause any issues. Therefore, this application is not expected to result in any impact on the operation of this access or the parking on street given its existing and current use with articulated vehicles, as referenced in paragraph 1.2.

Loss of Informal Parking Area

2.3 The planning and highways officer asked for clarity regarding the loss of the informal parking area located directly to the north of the site access road (as shown in red in **Figure 2** below). The existing and proposed parking is demonstrated in **Figure 2**.

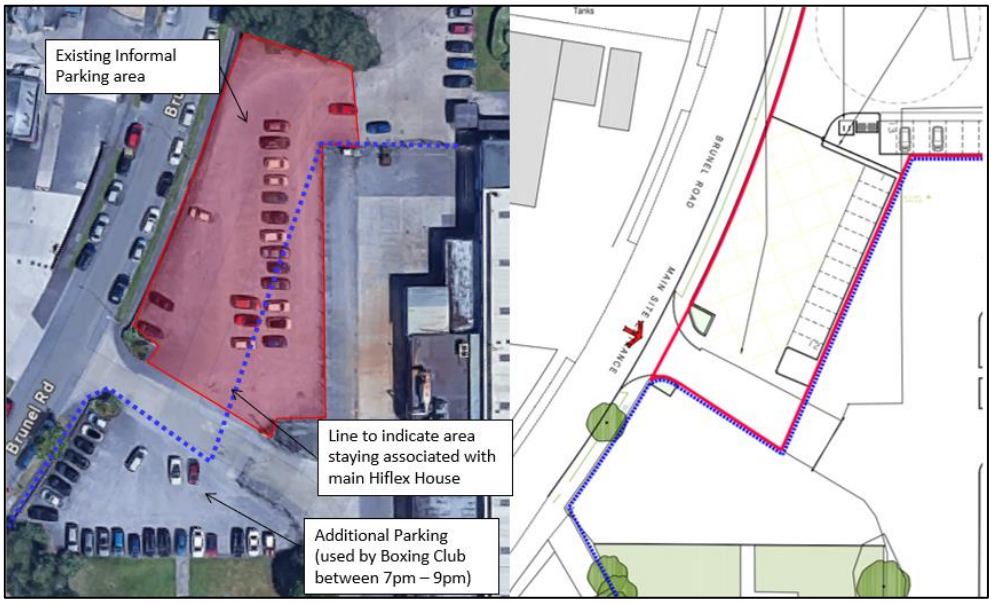

Figure 2: Existing and Proposed Parking

2.4 The existing office space, which is to be demolished measures approximately 1,753m^2 and the proposals are for 1,962m^2 of B2 General Industrial. The existing site currently features 33 car parking spaces, which are formalised, with an additional area directly to the north of the main access road which provides informal car parking. Whilst there are no delineated bays, it is estimated that this area could accommodate up to 40 vehicles. However, not all this parking is utilised and operates informally.

2.5 The development proposals will provide a total of 38 delineated bays. 26 of these will be located next to the entrances to the new buildings. 12 spaces will be located directly to the north of the access road where the existing hardstanding is. The existing hardstanding will be split into two sections, with the western section designated to the new proposals where the 12 bays are situated. There is also space for over-flow within this area if required.

2.6 The eastern side will be designated for use by the retained Hiflex House operations (occupied by Argus Fluidhandling). Currently the area is shared between all uses on site, therefore a direct comparison is not available. This area will be formalised as part of the proposed application to accommodate circa 6 – 7 vehicles however there will remain ample space for parking for the existing use across the site.

2.7 Overall, the parking provision equates to 38 spaces for the two new units and 6 – 7 for the existing Hiflex House. There is also an area of hardstanding to the south of the main Hiflex House building where vehicles can park, therefore, any overspill can be accommodated within the site.

2.8 The Wiltshire Council Car Parking Strategy provides guidance for parking provision by land use. For B2 General Industry, which the site seeks to provide, a total of 1 parking space should be provided per 50m^2 for developments over 235m^2. When applied to the 1,962m^2 of B2 General Industrial proposed, this equates to 39 car parking spaces. Therefore, the proposed 38 spaces only represent a very minor shortfall of one space, which could easily be accommodated within the overflow area to the north of the site access road. Therefore, this is not expected to result in any overspill of car parking on the local road network.

2.9 In addition, the car parking area in-front of the Salisbury City Boxing Club (located to the south of the main site access road) is under the ownership and control of the applicant and has space for approximately 25 vehicles to park. The boxing club is only operational between 7pm – 9pm on weekdays. The existing use within Hiflex House (Argus Fluidhandling) are open between 8am and 4pm. Therefore, the peak activity associated with the parking would be different to the industrial uses on the site. The occupants of Hiflex House will be permitted to utilise this parking during the day. Therefore, all parking will be contained within the wider site.

3. SUMMARY AND CONCLUSION

3.1 This Highways Response Note has been prepared on behalf of Store Property Investment Ltd in response to highway comments raised in relation to the planning application for the *"Demolition of existing office building and development of a new building to provide 2no Use Class E(g) / B2 industrial and B8 Storage / Distribution units, including associated infrastructure, access, and parking"* (ref: PL/2023/07414) which was validated in September 2023.

3.2 In response to the planning application (ref: PL/2023/07414) the highways officer from Wiltshire Council raised two concerns which related to the lack of OS mapping for Brunel Road, requesting the tracking to be updated, along with clarification on the level of parking being lost.

3.3 To address these points, the tracking has been updated using OS mapping which demonstrates that a 16.5t articulated vehicle can manoeuvre into and out of the site. In addition, the proposed uses are expected to generate the same vehicle type as the current occupants of Hiflex House which are sufficiently able to enter and exit the site.

3.4 Clarification has been provided in terms of the level of parking proposed when compared to the existing arrangement. The information provided in this Highways Response Note demonstrates that the proposed 38 spaces for the new industrial units is expected to accommodate all demand associated with these buildings.. The parking for the existing occupier is provided in a shared area at present however the proposals will see this parking arrangements formalised and the existing occupier provided with an area of parking for 6 – 7 vehicles, along with the existing hardstanding to the south of the building which can be used for additional parking if required. Furthermore, given the Boxing Club and industrial uses do not have the same opening hours and the boxing club parking is within the control of the applicant, any additional parking can be accommodated by this parking area. It is therefore considered that there is sufficient parking across the site as a whole to ensure that all uses are accommodated and that there is no overspill onto the surrounding highway network

3.5 This Highway Response Note has suitably addressed all comments raised in response to the planning application and we would encourage Wiltshire Council to look favourably on this application. 2

Appendix A

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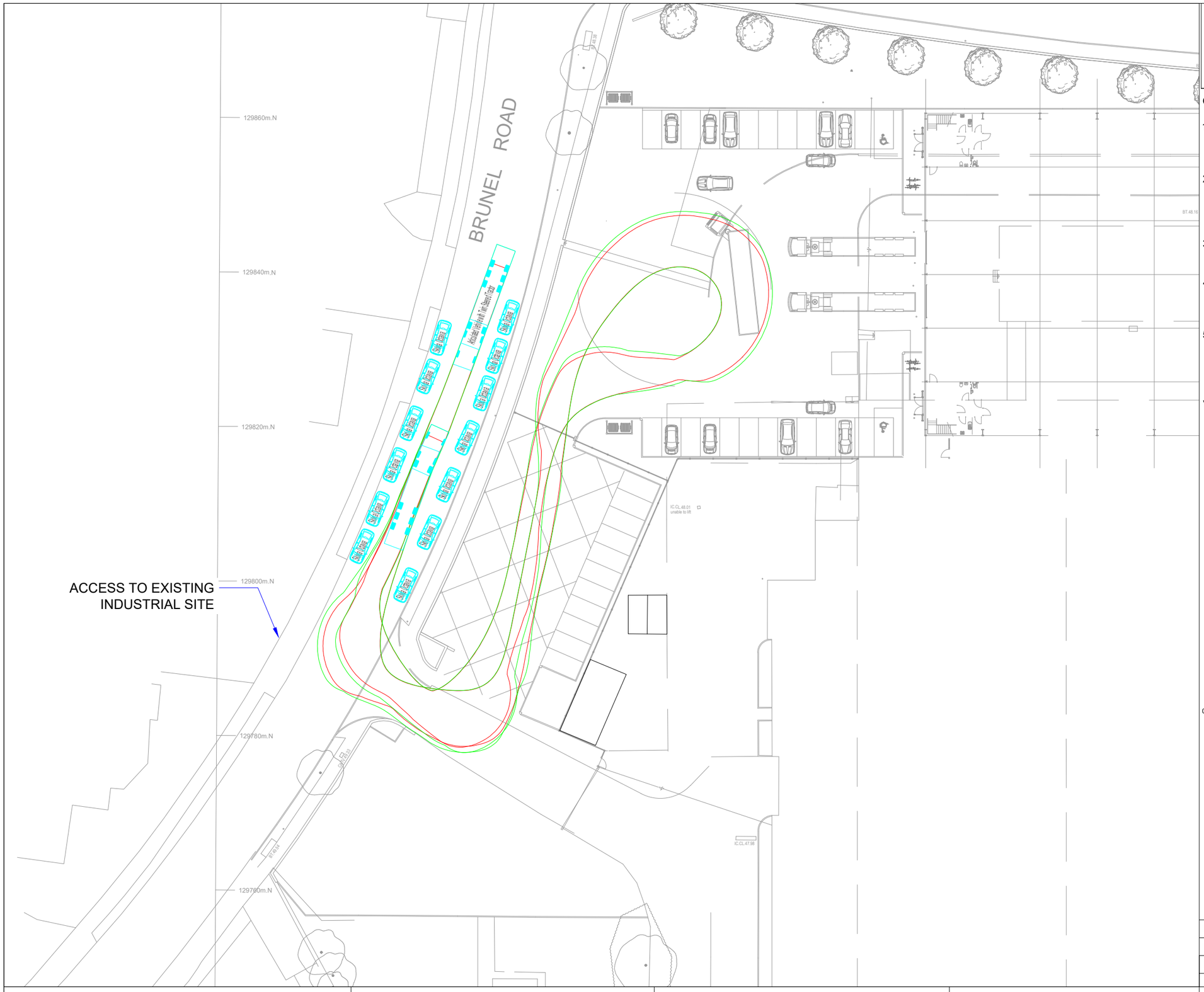

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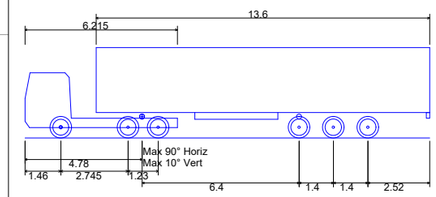
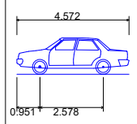
VEHICLE PROFILE



Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	App'd
P03	UPDATED OS MAPPING	10.11.23	CAT	JAM
P02	UPDATED LAYOUT	28.02.23	CD	CT
P01	FIRST ISSUE	08.12.22	LM	CT

Project Name
HIFLEX HOUSE, SALISBURY

Project Phase
PRELIMINARY

Title
16.5M ARTICULATED VEHICLE SWEPT PATH ANALYSIS

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Client
Store Property.

Date Created	Drawn By	Approved By	Suitabilty Code
07.12.22	LM	CT	-

PBA Project Number	Scale
020.0817	1:500 (AT A3)

PBA Drawing No:	Revison
020.0817-0001	P03