

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 13 September 2023

My reference 050538

Your reference APP/23/00379

Email havantdc@hants.gov.uk

Dear Mr Weaver,

Proposed Unit 5, Dunsbury Park, Fitzwygram Way, Havant

Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3No. B2/B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A11, A14, A17, A18, B9, B10 and B11; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. (Revised application APP/21/01267).

Thank you for your reconsultation on the above planning application. In response to the Highway Authorities previous comments dated 30 June 2023 and following direct discussions with the applicant, the applicant has submitted the following revised information:

- Drawing DP-UMC-500-XX-DR-A-1085 P02 - Unit 500 HGV tracking;
- Drawing DP-UMC-500-XX-DR-A-1086 P02 - Unit 501 HGV tracking;
- Drawing DP-UMC-500-XX-DR-A-1087 P03 - Unit 502 and Plot 5 HGV tracking; and
- Dunsbury Park - Plots 500-502 Delivery Service Management Plan (DSMP)

The Highway Authority have reviewed this revised information and have the following comments to make.

Trip Generation Assessment

Following a request within the Highway Authorities previous response, the applicant has undertaken a trip generation assessment, comparing the trips for the proposed B2 use and the consented B8 use. The Highway Authority were particularly interested in the

Director of Hampshire 2050
Gary Westbrook

change of HGV trips being generated by the B2 use. Following direct discussions, the applicant provided a trip generation assessment which found a 72% daily decrease in the number of HGV movements from 93 to 26 spread over the 3 units. Therefore, whilst the addition of the parking spaces within the loading areas reduces the available maneuvering space for HGVs, the Highway Authority are satisfied that there is a reduction in HGV trips and thus, the movements are to be less frequent than the previously approved RM consent for B8 use.

Tracking

Tracking has been provided for units 500-502 within the aforementioned drawings. The introduction of the parking spaces within the loading bays for the industrial units looks tight and movements appear challenging to achieve should HGV's be parked in certain loading bays. The Highway Authority requested that a Delivery Service Management Plan (DSMP) was provided to support this application to manage HGV arrivals and movements within the site to ensure that access is maintained at all times to prevent any queuing back on the wider highway network. In summary the document lays out the following regarding the management of the individual units:

- Units 500 - HGVs are to access the loading bays from South to North;
- Unit 501 - HGVs are to access the loading bays from East to West; and
- Unit 502 - HGVs are to access the loading bays from East to West

The DSMP also provides commentary regarding HGV management both when arriving at the designated units and further afield upon accessing the site. The contents of this DSMP are agreed to be sufficient with appropriate measures in place to ensure that access can be maintained at all times. The DSMP should be secured through an appropriate planning condition to ensure compliance.

As highlighted above, the reduction in HGV movements for the B2 use provides further comfort to the Highway Authority that the likelihood of several HGV deliveries at units occurring at the same time is low. Should all loading bays be blocked, the Highway Authority is satisfied that there is appropriate management in place to prevent any queuing back of HGVs onto the wider highway network.

CTMP

The applicant has confirmed that the buildings have already been built under RM planning consent (reference APP/21/01267) and was subject to the CTMP of the outline planning consent. A CTMP is therefore not required as part of this planning consent subject to the additional works only being in the form of white lining to mark out the additional parking bays required to meet the parking requirements for the proposed B2 use. The Highway Authority will therefore not be providing any additional comments on the CTMP submitted.

Having regard to the above, the Highway Authority provide no objections to this

Director of Hampshire 2050
Gary Westbrook

planning application.

Yours sincerely,

Sophie Osborne
Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook