

Comments for Planning Application APP/24/01010

Application Summary

Application Number: APP/24/01010

Address: Interbridges Site, New Brighton Road, Emsworth

Proposal: Proposed employment development, with associated access, parking, yards and landscaping |cr|Classes B2 (General Industry), B8 (storage & distribution) and Class Ec-g.

Case Officer: David Eaves

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Further Comments

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: This is one of a number of similar applications for the site, none of which have been actioned.

One gets rather tired of making the same point about these applications but before doing so I should stress that we have no objection in principle to this application or indeed any both submitted and and granted.

So here goes again. What invariably seems to escape the attention of applicants, despite the massive size of both structures, is the limited headroom on both sides of the proposed access due to low bridges. Admittedly in one application (I think 02/54901/0030) a traffic consultant made the ludicrous assertion that small industrial units only attracted small vehicles. When I had stopped laughing at this preposterous statement I pointed out for the first time that none of the typical commercial contractors refuse collection vehicles at 3.69m will go under the bridge, a typical hi-ab materials delivery lorry will not pass, a few skip lorries have struck the bridge and neither would a ready mixed concrete lorry at 4.01m have a chance.

In short, none of the likely vehicles used in construction of any kind of site will pass under the bridges and gain access to it.

I would simply point out that the railway bridge is hit at least once and very often more than once a year by heavy traffic attracted into North Street which is unsuitable for it and then having to make a difficult turn. I had to inform a local resident on one occasion that her car had been written off by a turning articulated lorry.

Granting this permission would inevitably attract traffic quite unable to access the proposed location.

On land use grounds I would simply make the the observation that the council two years ago granted planning permission for eight light industrial units in seagull lane APP/22/00155 and it seems to this admittedly unqualified observer that this number of units (for which the site is now been cleared) would be sufficient to meet the demand for such accommodation in Emsworth.