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Enquiries To Sophie Osborne

Direct Line

Date 11 April 2024

My reference 052711

Your reference APP/23/01062

Email havantdc@hants.gov.uk

Dear Mr Toole,

Unit 502, Dunsbury Park, Brooklime Way, Havant, PO9 4FF

Re-fit existing unit as a vehicle service workshop; new external vehicle wash bay and container within existing compound; provision of air intake and extract grills and exhaust extracts on west, east and south elevations.

Thank you for your reconsultation on the above planning application. Since the Highway Authority previously responded, it is understood that B2 is proposed rather than B8 use. The applicant has submitted the following revised drawings which the Highway Authority have reviewed and have the following comments to make:

- Drawing J315-P2 Rev C - Site and Floor Plans
- Drawing J315-P4 - Site Fire Engine Tracking

Parking Provision:

The Highway Authority note that the provision of 38 car parking spaces exceeds the quantum previously approved under planning reference APP/23/00379 by 4 spaces. Notwithstanding, 4 parking spaces appear to be obstructed by an open quarantine area. The Highway Authority are unclear as to what this entails and clarity should be provided on this arrangement and whether the parking spaces are to be freely available.

Layout:

The layout approved under APP/23/00379 was considered constrained with the addition of parking bays within the loading area, however with careful management of HGV movements through the securing of a delivery management plan and when considering the number of HGV movements due to the nature of the B2 use the Highway Authority were content with the layout as the tracking provided was achievable. The delivery management plan for Unit 502 should be submitted to be

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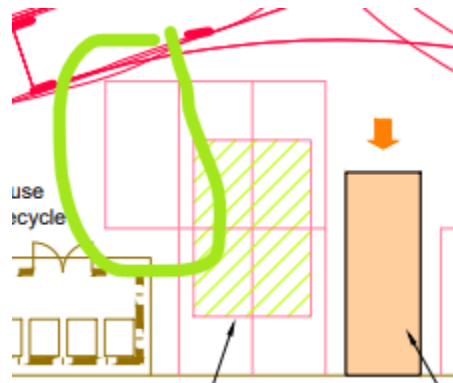
secured as part of this planning application should any future planning consent be provided.

The layout as provided to support this application however differs to that as agreed through APP/23/00379. Comments on the suitability of the layout to accommodate the required movements are discussed further below.

Refuse and Servicing Arrangements:

The proposed layout of the parking spaces within the loading area as well as the provision of a parts drop off area further reduces the available space for HGVs and the fire tender to manoeuvre. The HGV and fire tender appears to skim the parts drop off area when accessing/egressing the site further restricting the movement. No tracking has been provided for the refuse vehicle and this should also be provided to ensure any layout does not hinder the ability of servicing to be undertaken. Dimensions of the vehicles tracked should be confirmed on a drawing and speeds should be confirmed.

Additionally, the space circled below is likely to impact on refuse collection availability and increases the difficulty of the manoeuvre for the fire tender. It is requested that consideration is given to relocating this parking space elsewhere or for its removal considering parking is in excess of that previously agreed.



Further commentary is requested on the frequency of HGV movements to ensure the layout of the loading bay does not impede the ability of the HGV's to manoeuvre within the loading bay to access and egress in forward gear. The design of the layout would mean that only one HGV would be able to access the site at any time and therefore careful management of deliveries would be required to ensure only one delivery is scheduled at a time.

Any additional vehicles that are required in order to service the site should also be tracked for example if a car transporter vehicle is required should the nature of the site require deliveries of this vehicle to be undertaken.

The applicant is required to provide this information before a recommendation can be made. Currently there is insufficient information for the Highway Authority to comment

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on the suitability of the proposals.

Yours sincerely,

Sophie Osborne
Transport Planner - Highways Development Planning
Hampshire 2050

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