

DELIVERY MANAGEMENT PLAN

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.

Date: 29/04/24

APP/23/01062

1 INTRODUCTION

1.1 SITE

The site is located at Dunsbury Park off Junction 3 of the A3(M) the site is a new build commercial unit designed for high bay storage with mixed use. The building is currently vacant, and the lease recently been taken over by InchcapeUK.

1.2 PROPOSED USE

Service factory to support the main Porsche dealership at Lakeside Business Park. Works to be carried out are vehicle repair servicing, and prep. Parts delivery required to support vehicle repair. External wet wash bay with shelter to support vehicle preparation. The purpose of this document is to support the delivery management associated with Parts deliveries and also future provisions allowing for HGV and transporter deliveries.

1.3 CONSTRAINTS

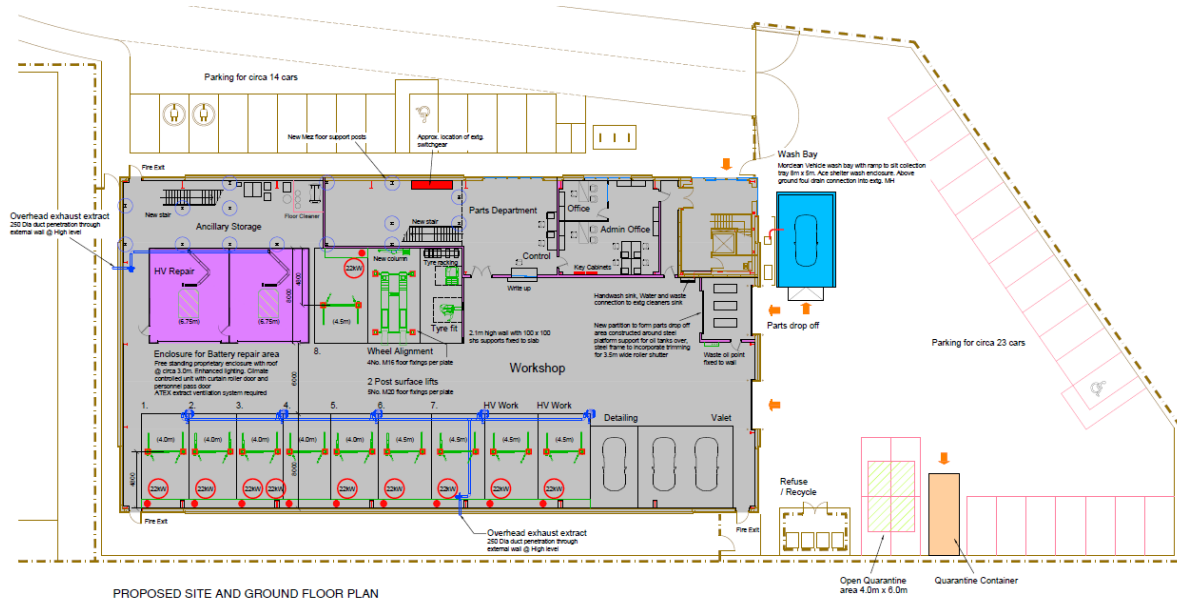
The service compound to the building has limited space although it was designed for high bay storage. The compound will require parking for service vehicle further restricting the site. Vehicle tracking assessment has been carried out for delivery vehicles and service vehicles. Time management will be crucial to this site when fully operational.

1.4 SERVICING AND LINK TO PORSCHE CENTRE PORTSMOUTH

Impact on local amenities would be kept to a minimum with the building being located on a newly constructed business park. The site has direct access off the A3(M) with no need to impose on residential streets. Service vehicle from the main Porsche showroom site at Lakeside business park also have direct access to the motorway with no need to drive on residential streets. The proposal for servicing will also for a much-needed requirements to service EV vehicle in a safe environment which cannot be provided within the current workshop at the main showroom.

1.5 PROPOSED LAYOUT

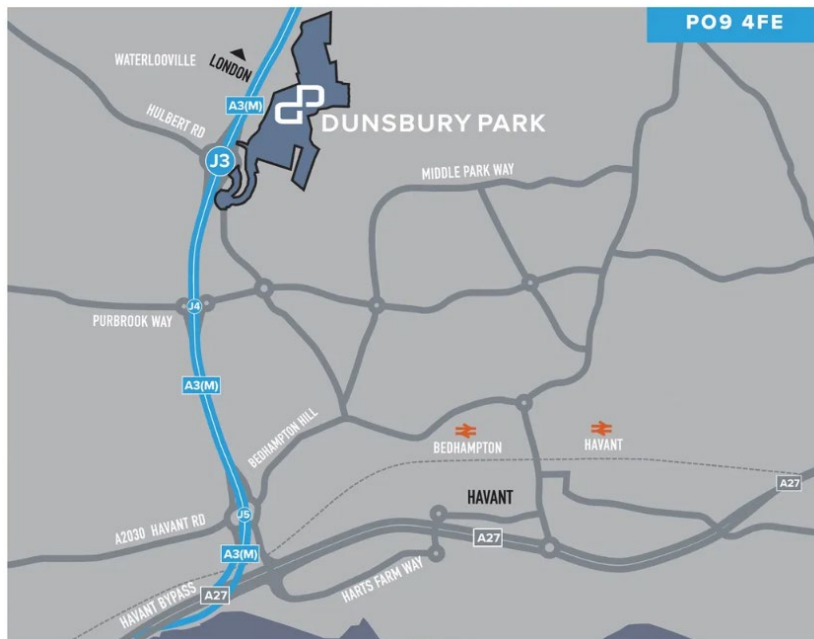
The proposed layout is shown in the below extract. Figure 1.



2 SITE LOCATION

2.1 LOCAL NETWORK

The site is located off junction 3 of the A3(M) within the Dunsbury park development, the building sits between the A3 and commercial units within the development with direct access from Fitzwygram Way to the motorway. See Figure 2 below.

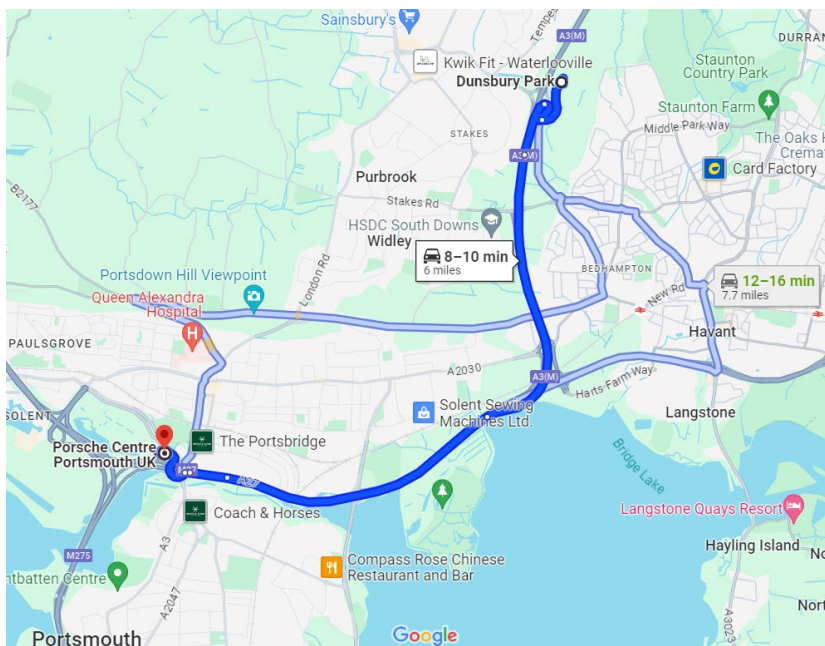


The wider site provides access from the A3(M) North to the M25 and London and the South towards the M27 and Portsmouth. See Figure 3 below.



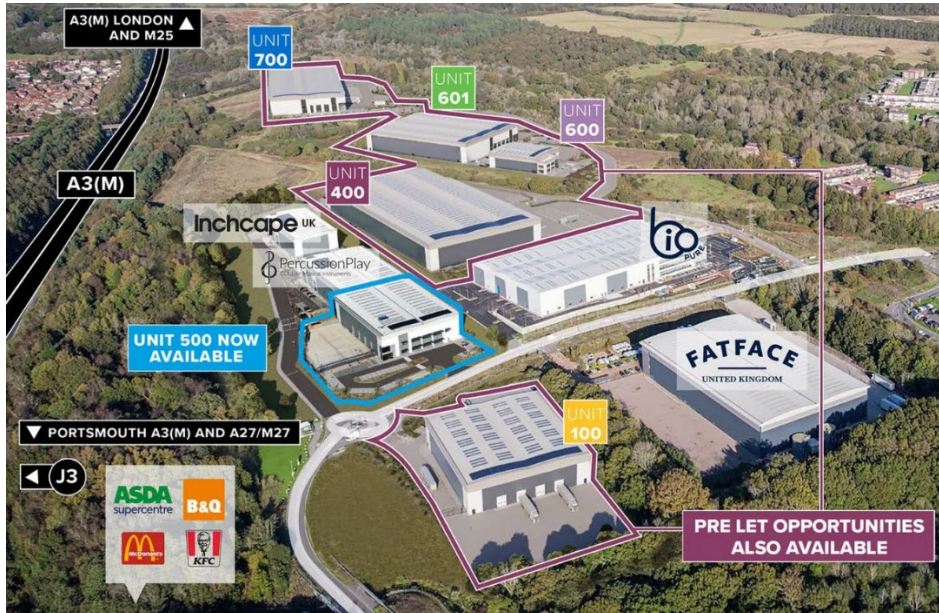
2.2 PORSCHE CENTRE PORTSMOUTH

The proposed use is to supplement the existing servicing and vehicle prep facilities within the existing Porsche Centre located in Lakeside Business park off the M27. The new workshop will include EV servicing with temperate controlled work bays. The Porsche Centre is located 6 miles to the South of Dunsbury Park. See Figure 4 below.



2.3 ACCESS ARRANGEMENTS

Access to the compound and building is via a service road to 3 units. See Figure 5 below development image (Note unit InchcapeUK). Which has been completed under the planning app APP/23/00379.

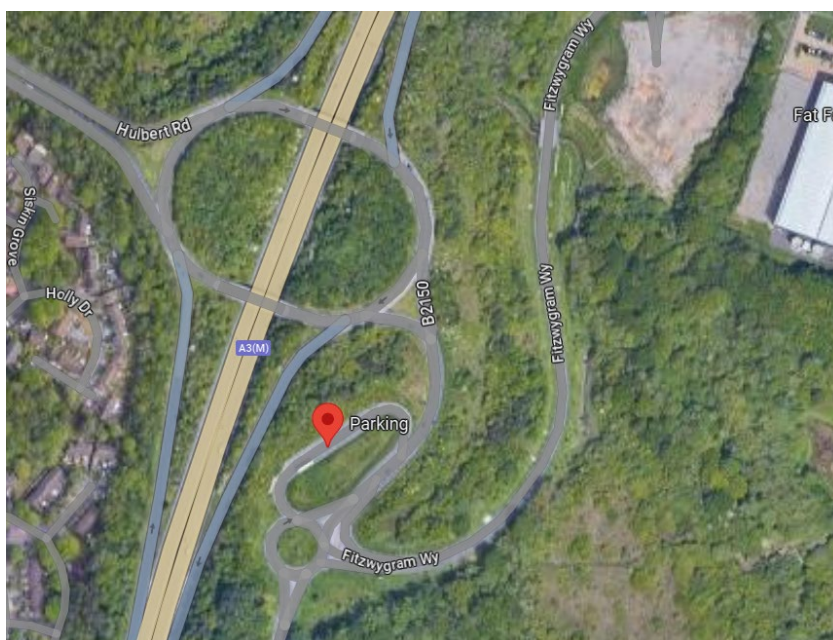


3 SERVICING INFRASTRUCTURE

3.1 ACCESS ROAD

The access road into Dunsbury park is via Fitzwygram Way as shown in figure 6 below. off the access road there is parking for trucks available for drivers' taking breaks.

Figure 6



3.2 DELIVERY ACCESS PROCEDURES

Deliveries of parts for servicing and repair will be provided by a parts delivery van (see section 4.2 vehicle specification) parts will be sent from Porsche Centre Portsmouth. This is the proposed procedure with a future plan that will include HGV and Transporter deliveries as the business grows (see section 8 future Provisions for deliveries). To illustrate delivery van tracking please see:

DRAWING REF: 332611463_STN_HGN_XX_DR_C_0102 Swept Path Analysis Sheet 3 of 4

3.3 EMERGENCY VEHICLE ACCESS

Emergency vehicle access will be view the compound gates to allow fire appliance access within the building (see section 4.2 vehicle specification). Typical fire tender vehicles measure 8m-10m in length and 2.5m in width, thus they would be safely accommodated by the service road and within the compound. To illustrate fire tender tracking please see:

DRAWING REF: 332611463_STN_HGN_XX_DR_C_0101 Swept Path Analysis Sheet 2 of 4

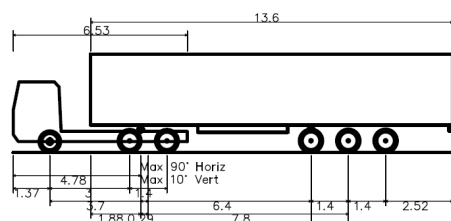
4 DELIVERY ARRANGEMENTS

4.1 UNLOADING ACTIVITY

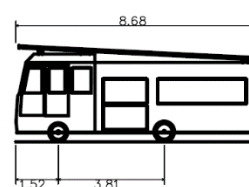
Unloading would be carried out within the building when deliveries are carried out by van. Future deliveries via HGV would make use of the parts drop off area (see section 8 future Provisions for deliveries). Initial delivery would be via HGV and stock would be maintained with the van. Service and repair vehicles to only be parked in the designated bays. As to not impact on the manoeuvring space within the compound.

4.2 VEHICLE SPECIFICATIONS

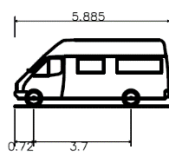
The dimensions of vehicles that may be needed at the site are summarised as follows:



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

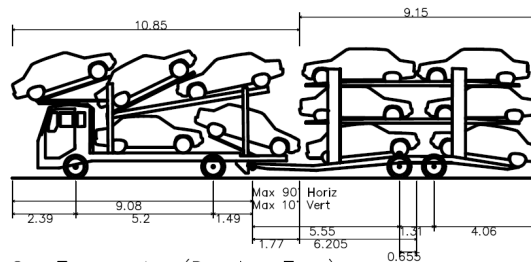


DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



4.6t Light Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.885m
2.000m
2.526m
0.299m
1.765m
4.00s
6.000m



Car Transporter (Drawbar Type)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Wall to Wall Turning Radius

20.000m
2.500m
4.884m
0.185m
2.500m
6.00s
10.500m

4.3 DELIVERY FREQUENCIES & DURATION

Establishing the frequency of deliveries has a number of variables.

1. The requirements of individual parts.
2. Availability of parts and lead times.
3. Delivery of parts to the main site frequency.

The deliveries of parts via the van would be of an as and when required frequency and duration would depend on the number as parts.

5 DELIVERY MANAGEMENT MEASURES

5.1 MANAGEMENT PROCEDURES

Taking into account the above points in section 4.3 a number of measures can be implemented to reduce the frequency of parts deliveries required.

1. The requirements for parts can be managed through servicing and repairs schedule of works. Planning of works allows for a list of components needed that can be pre ordered and grouped to be delivered as one.
2. Pre vehicle checks before works are carried out would help prepare for the required parts in good time.
3. Working with the main dealership to schedule deliveries with their delivery schedule so parts can be received within their delivery.

6 WASTE STORAGE AND COLLECTION

6.1 WASTE STORAGE

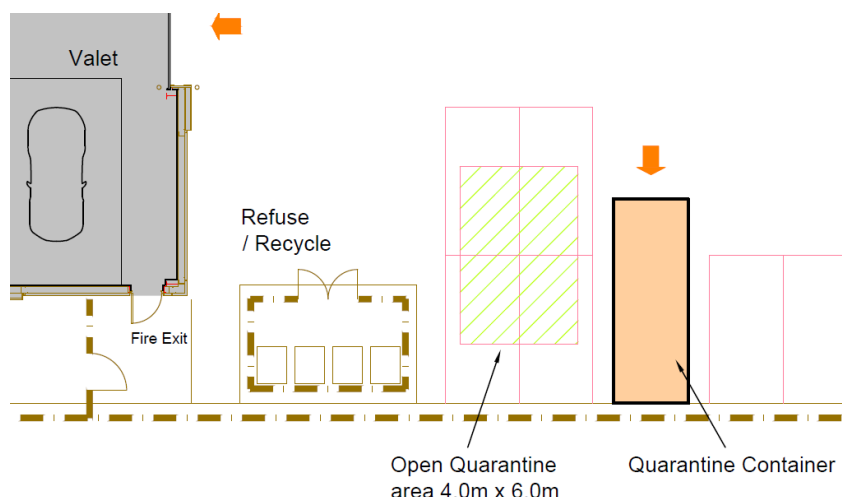
Waste storage would be within the existing refuse and recycling storage area, with the nature of the business waste would be to a minimum with the majority coming from parts packing. Packing complies with the following

1. The Packaging (Essential Requirements) Regulations 2015 (SI 2015/1640) ("the Regulations") consolidates and revokes all earlier Regulations.
2. The Regulations implement those provisions of the European Parliament and Council Directive on Packaging and Packaging Waste (94/62/EC) ("the Directive") that relate to the essential requirements for packaging. The Regulations also implement relevant provisions of EU instruments amending the Directive: Directives 2004/12/EC, 2013/2/EU

and (EU) 2015/720 and Commission Decisions 1999/177/EC, 2001/171/EC, 2006/340/EC and 2009/292/EC.

6.2 WASTE COLLECTIONS

The site is designed to accommodate safe and convenient refuse collections, from the designated area already provided on site. The site's internal layout has been planned as such that no complex turning procedures would be required by collection vehicles. Following the completion of waste removals from each designated collection point, vehicles would egress the site safely in a forward gear. See figure 7 below.



6.3 WASTE MANAGEMENT PROCEDURES

To assist in minimising the duration of refuse collections, respective management of the commercial units and residential buildings will ensure that a member of staff is available prior to collections to greet the contracted collection team and unlock the refuse stores in preparation for scheduled collections. Staff of the commercial units will also ensure that access to their respective refuse store is kept clear at all times and to safely remove any items obstructing the store.

The site management will ensure that all signage and information stickers on, and within, the refuse store are clear. Replacement signage will be ordered by site management when necessary. This includes labelling on bins to assist with the correct sorting of waste on-site.

The site management would request the services of a cleaning company in the unlikely occurrence that large spillages occur within the refuse stores or should any issue be identified regarding the condition of bins on-site. Owing to the design of the refuse stores and their location away from the public highway, spillages within the store would not affect pedestrian or vehicle movement.

Additionally, management of the commercial uses will be instructed to inform employees of the refuse / recycling processes to ensure that they are fully aware of the requirements. This approach will be maintained via up-to-date information placed on the staff notice board. Following the opening of the site, operational targets should be set by site management to encourage staff procedures that further enhance sustainability of waste disposal.

7 SERVICE & REPAIR VEHICLE MANAGEMENT

- 7.1 Service and repair vehicles will arrive on site directly from customers at Porsche Centre Portsmouth, should vehicles require to be on site for more than 24 hours they will either be parked in the workshop bay where works are being carried out or within the designated parking bays within the compound.

All service and repair vehicles will be parking within designated parking bays as not to impede on the available manoeuvring space.

Once vehicles have been service and or repaired, they would be valeted ready for return to the main dealership. Customers would not drop vehicles at site, these would be collected by the workshop technicians.

8 FUTURE PROVISIONS FOR DELIVERIES

8.1 PARTS DELIVERY

Information for future parts deliveries are included in this section of the report. When the building is fully operational the requirement may be that additional parts be required to meet the needs of the business. This would be achieved with an independent delivery of goods removing the reliance on the main dealership.

Planning for deliveries would coincide with the scheduling of service and repair requirements. As part of this requirements the parts drop off area would be installed, under the first phase of the project this would not be installed until it was required as business increased.

Possibilities of even further reduction of parts as more EV vehicles are included in the UK vehicle network. With less moving parts that a equivalent combustion engine a slight reduction in the requirements of parts might be achieved.

Parts deliveries are to be schedules for out of business hours to the secure parts drop off area within the building. Use of key switch to sectional door would allow access to the parts drop area. This will minimise the impact of servicing before service and repair vehicles turn up from Porsche Centre Portsmouth.

See table below in section 8.3 for frequency of deliveries.

SEE DRAWING: 332611463_STN_HGN_XX_DR_C_0100 Swept Path Analysis Sheet 1 of 4

8.2 TRANSPORTER DELIVERIES

Information for future transporter deliveries.

Pre delivery inspection of new vehicles before delivery to Porsche Centre Portsmouth.

This is for future allowance if require as part of this planning application and highways comments, there is a possibility that transporters won't need to deliver to the site.

SEE DRAWING: 332611463_STN_HGN_XX_DR_C_0103 Swept Path Analysis Sheet 4 of 4

8.3 DELIVERY FREQUENCIES & DURATION

Table 1

	Frequency
Parts deliveries	1 every 2 weeks.
Transporter delivers	1 every 4 weeks *frequency dependant on stock and requirements

* External factors may influence the frequency of transporter deliveries which depends on availability and demand for vehicles. Market fluctuations will impact this.

Deliveries of Parts and transporters will be managed on site to not be on site at the same time. If this does occur there is a truck stop at Junction 3 of the A3(M) shown in section 3.1 Figure 6. To allow a vehicle to wait should it turn up when another delivery is taking place. Management of delivery times will be implemented to avoid this with Parts being delivered before or after the business operating hours.

9 SUMMARY AND CONCLUSIONS

This document sets out a series of clearly defined procedures relating to the anticipated delivery arrangements and waste storage / removal requirements associated with the proposed refit of Unit 502 Dunsbury Park. This report demonstrates the following:

- i) Site location and convenience of its connections to the near by A3(M) required by delivery and service vehicles.
- ii) Tracking for the larger vehicles shown within the supporting vehicle tracking drawings, showing vehicle manoeuvrability within the site.
- iii) Frequency of deliveries and how they are managed with regards to site constraints.
- iv) Secure refuse store maintained on site and the management of its use.
- v) Deliveries and waste collections will be coordinated and monitored to ensure that only one vehicle is present at the site at a given time. A range of delivery and waste management measures are defined in this document with the purpose to reduce any potential impact on neighbouring properties or the local highway network. These measures should be implemented by the respective commercial management following the site's opening.