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Enquiries To Sophie Osborne

Direct Line

Date 22 May 2024

My reference 053398

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. In response to previous comments raised by the Highway Authority dated 11 April 2024, the applicant has submitted revised drawings which the Highway Authority have reviewed and have the following comments to make.

Parking Provision:

In response to previous comments raised the applicant has reduced the number of parking spaces to 34. The revised layout is shown within drawing P315-P2 Rev E. This is consistent with the quantum previously approved under planning reference APP/23/00379. The Highway Authority understand that the open quarantine area would be free to be used for parking by 1 car when not in use as a quarantine. Havant Borough Council in their capacity as the Local Parking Authority should confirm whether this approach is acceptable and still ensures that the parking provision accords with the previously approved quantum. The Highway Authority should be reconsulted for further comment should this be a concern.

Refuse and Servicing Arrangements:

The following tracking drawings have been submitted to support this planning application:

- Drawing 332611463-STN-HGN-XX-DR-C-0100 Rev P02 - 16.50m HGV
- Drawing 332611463-STN-HGN-XX-DR-C-0101 Rev P02 - Fire tender

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- Drawing 332611463-STN-HGN-XX-DR-C-0102 Rev P02 - 4.6t light van
- Drawing 332611463-STN-HGN-XX-DR-C-0103 Rev P02 - 20.0m car transporter

The tracking speeds are considered appropriate based on the slow speed movements that are to be undertaken.

The quantum of parking spaces adjacent to the refuse store have since been reduced. The Highway Authority are content that removal of these spaces removes the previous constraints and provides additional space for vehicles to manoeuvre. This is therefore considered acceptable. Whilst refuse tracking has not been submitted as previously requested, based on the alternative vehicles tracked as laid out above, the Highway Authority is satisfied that there is appropriate space within the loading area for the refuse vehicle to manoeuvre to access and egress in forward gear.

Whilst the layout is tight, the Highway Authority is satisfied that there is appropriate space for the required vehicles to manoeuvre within the loading bay to access and egress in forward gear. Notwithstanding, the constrained layout means that only one HGV or car transporter would be able to access the site at any time and therefore careful management of deliveries is required to ensure that only one delivery is scheduled at a time. The frequency of vehicle movements and delivery arrangements are included within the supporting Delivery Management Plan which is discussed further below.

Delivery Management Plan:

The applicant has submitted a Delivery Management Plan dated 29 April 2024 to support this planning application. The DMP outlines the constraints of the site and outlines a number of management measures as discussed further below.

Paragraph 3.2 outlines that the majority of deliveries are to be undertaken via a parts delivery van. This is noted. However, there are future opportunities for HGV and car transporter movements to be undertaken at the site of which supporting tracking has been submitted to demonstrate the ability of these vehicles to manoeuvre and access and egress the site in forward gear. This is discussed further within the DMP.

Paragraph 5.1 identifies a number of delivery management procedures to reduce the frequencies of deliveries of required. These are noted, however should this be undertaken via the 4.6t light van there is sufficient space for these movements to occur should more than one delivery occur. The concern relates to the HGV and car transporter deliveries which is discussed further below.

The Highway Authority are content that there is appropriate space on site with the revised layout as shown within drawing P315-P2 Rev E to accommodate the required waste collection movements and any emergency vehicle access as laid out within paragraph 3.3 and 6.2 of the DMP.

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Section 8 of the DMP outlines the management for future provisions of deliveries, with Table 1 outlining the frequency of deliveries and the duration. For clarity, parts deliveries are estimated to be once every 2 weeks with transporter deliveries once every 4 weeks. Whilst the likelihood of these deliveries needing to occur at the same time is fairly low, additional management measures have been put in place with a commitment provided to ensure that deliveries of parts and transporters do not occur at the same time. If this is the case however, an appropriate truck stop has been identified where vehicles are to wait whilst the current delivery is being unloaded. This measure is considered acceptable. Additionally, delivery times are to be implemented to further avoid the likelihood of deliveries occurring at the same time which is also considered an appropriate management measure.

The Highway Authority are therefore satisfied that the contents of the DMP is acceptable in managing deliveries due to the constrained layout within the loading bay. Accordance with this DMP should be suitably conditioned as part of any future planning consent.

Recommendation:

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following condition:

DELIVERY MANAGEMENT PLAN

The development hereby approved shall be implemented in accordance with the approved Delivery Management Plan dated 29 April 2024 with all delivery management measures maintained following first use of the industrial unit unless otherwise agreed in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason - In the interest of Highway Safety

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours sincerely,

Sophie Osborne
Senior Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook