



Hampshire County Council

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Date	19 October 2012	Email	david.murphy@hants.gov.uk

For the attention of Steve Weaver

Dear Sir

Trade Park 4-10 Solent Road, Havant

I refer to the submission of additional information supplied to address previous comments raised in the County Council's letter dated 29th August.

This letter raised a number of items which I will address in turn below:

Vehicle parking:

The layout of parking arrangements has been adjusted on drawing 'HA SR TP 01 Rev N' which now indicates all units having parking provision for the maximum permitted within the Core Strategy and County standards.

Cycle parking

Revision N now shows 13 stands which would allow for 26 cycles. The provision at the rear of units 1 and 2 may be in direct conflict with HGVs entering the yards and so the exact location may need to be located further east. In addition, whilst on the plan the stands appear too close together to allow 2 cycles per stand in practice, it would appear that there is sufficient room to install the stands appropriately.

It is noted that the number of stands shown on the plan accommodates 26 cycles rather than 29 and no provision is indicated at the frontage of Unit 3. I note that the application for Units 3 and 4 is in Outline only and I am confident that additional stands can be provided at the north east corner. The provision of cycle parking should be conditioned.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Servicing

The revised layout has removed the egress from Brockhampton lane which is welcomed and a turning circle provided indicated to be of 25m diameter. HGVs exiting units 1 and 2 will now need to egress onto Solent Road. It is noted that this turning circle directly abuts units 3 and 4 resulting in limited manoeuvrability.

Due to the compact nature, swept paths should be provided demonstrating the necessary manoeuvres can take place. I would also reiterate the apparent difficulty for HGVs exiting unit 1 in that the swept paths previously provided indicate an overlap of unit 4 and the phone mast compound. The conflict with cycle stands mentioned above should also be noted.

Pedestrian provision

In terms of pedestrian provision, there is still potential for conflict between manoeuvring HGVs and pedestrians – this could be addressed through advisory pedestrian routes, particularly in the vicinity of the turning circle. The pedestrian access to the east is noted which also retains one of the existing planters which is welcomed.

Comments were previously made regarding the need to update the Travel Plan. I would be content with securing the provision of an approved Travel Plan through a Section 106 agreement.

Recommendation

The applicant has addressed a number of concerns raised, however before being in a position of a positive recommendation I will require demonstration in the form of swept paths of the HGVs adequately turning within the turning circle and exiting unit 1.

I trust the above is clear however should you have any further queries please do not hesitate to contact David Murphy on (01962) 846826.

Yours sincerely



Steve Jenkins

Team Leader – Highways Development Planning