Your Ref: APP/10/00199

21st October 2010

Our Ref: 1918-003

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Mrs A Wright
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

HAVANT BOROUGH COUNCIL
22 OCT 2010
RECEIVED

By email and post

Dear Mrs Wright

Development at 325 Milton Road, Cowplain, Waterlooville.
Service Vehicle Lay-By

We are in receipt of a copy of a letter from Hampshire County Council Highways (ref BC/6/3/13/131) dated 7th September 2010 to yourself commenting on highway matters associated with the proposed development, and have been instructed to comment on the details.

With regard the current delivery lay-by arrangement, we appreciate a delivery lorry will need to reverse approximately 6.00m before being able to exit the lay-by in forward gear. This type of manoeuvre is frequently undertaken by professional HGV drivers and in this instance completed entirely within the confines of the lay-by without the vehicle needing to encroach onto the main carriageway or cross pedestrian routes whilst doing so. There will only be one delivery per day to this site, which is likely to be undertaken at off-peak times, representing a negligible increased risk for conflict with other road users.

In addition, the audible reversing alarm fitted to the vehicle plus provision of fixed bollards preventing over-running of the footway will ensure pedestrian safety in the vicinity of the lay-by. The bollards can also be continued around the northern end of the lay-by adjacent the pedestrian crossing point to safeguard against possible conflict in this location. Again, it is worth noting that there is only one main delivery per day.

The topographical site survey indicates that the dimension from kerb line to site boundary at the narrow (northern) end of the lay-by is 3.75m. With the 3.00m wide lay-by suggested this will only leave 0.75m for the footway. This was considered during the early stages of the project and a decision taken to provide a wider lay-by of 3.6m, giving additional room for the vehicle manoeuvres discussed above, and to divert the footway around it as shown on the current drawings. As you suggest the private land can be dedicated as public highway via the S278 agreement and demarcation shown by brass studs or similar.

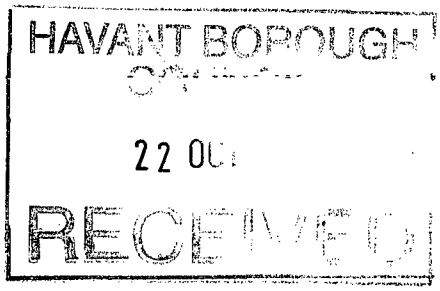
With regard the size of delivery vehicle, our client is involved in a number of developments relating to the provision of convenience stores throughout the country, from Nottingham in the Midlands to Rochford in Essex. All of the stores are leased to "Blue Chip" companies on a 20 year lease, as will this development.

The longest vehicle servicing any of the stores is a 12.65m artic and the smallest a 10.7m artic. There is an intermediate 11.0m rigid vehicle, but this is only used occasionally and is being phased out in favour of the 10.7m artic as the fleets are renewed.
Such provision has been accepted by all other Highway authorities when considering access and loading/unloading criteria, therefore we consider it unreasonable for our client to consider the use of any vehicle larger than a 12.65m artic in this instance.

Consequently, taking all of the above into consideration we do not believe the delivery vehicle manoeuvres to be unnecessarily dangerous or perceived to provide significant increased risk to other road users, and therefore suggest the lay-by geometry remain as proposed.

We trust you find the above in order, however should you have any queries, or require any further information, please do not hesitate to contact us.

Yours sincerely
For and on behalf of Structa LLP





Derek Marston

STRUCTA
consulting engineers