

Our Ref: A118240

23rd February 2021

David Eaves
Havant Borough Council Planning Department
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

RESPONSE TO CASE OFFICER COMMENTS- APP/20/01109

Dear David,

Further to your comments dated 27th and 29th January, we have responded to your queries as set out below.

How does this proposal relate to the wider aspirations for the Portsmouth Water site and Solent Road land?

Portsmouth Water are currently reviewing several of their sites and how they operate and as part of that overall review are looking to change the storage strategy across the various sites. This process is at an early stage but the intention is to move the current pipes and storage facility from the Palk Road site to the upper yard area on the Headquarters site off Brockhampton Road. This would enable the existing yard to be rearranged to make better use of the space. As a result, the lower yard area and The Tannery will need a new access from Brockhampton Road and this will be the only access to this part of the site. The main (upper) part of the yard will be used for the day to day storage and collection of pipes and material and this will be accessed, as before, from the current entrance in Brockhampton Road. The lower yard will only be used for overflow and long term storage.

The level of vehicular movements that would take place via the access proposed and a breakdown of the vehicle types. Hours of the access use - could vehicular movements after 6pm and before 8am be directed to the existing access points to reduce potential increased disturbance to residents close to the proposed access?

The proposed new access will primarily be used by vans and not HGV's. The intensity would not increase significantly from the movements currently associated with the site as HGV's will use the existing access. Portsmouth Water would prefer not to have the use of the access restricted in any way to give flexibility in how they manage and use the yard but if you think there will be a problem from a disturbance perspective then we may be able to agree to a condition restricting the larger HGVs outside of 'normal' delivery times as they would use the existing access. We do not think it would be reasonable to restrict any use of the access by smaller vehicles as the relationship is no different to a road junction opposite a house. Smaller vehicles using this access are unlikely to have a detrimental impact on the occupiers of Brockhampton Road.

The detailed relationship to No.7 Brockhampton Lane with regards to the impact on this properties residential access point, levels changes and increased overlooking from drivers in high vehicles together with any proposals to address potential increased overlooking. It would be helpful to provide photographs from the yard towards this boundary.

There are no significant land level changes proposed or required. Drivers accessing and leaving the site will be focusing on the road and other vehicles and will not be looking into no.7's habitable rooms. No.7 Brockhampton Road is set back a considerable distance from the access point and they are at liberty to put up screening if they should wish but the yard is already used by lorries without concern. The new access would include vehicles driving past their property only briefly and they would be looking at the exit. This is not an unusual situation as mentioned above and a site visit may be the best way to allay any concerns. It should also be noted that No.7 Brockhampton Road has recently been granted planning permission to re-locate their access away from the Tannery (APP/2000956). The existing access for no.7 will be closed off and so the relationship will improve. Even if their permission is not implemented, there is, in our opinion still no significant harm. It should also be noted that the Council's conservation officer has not objected to the removal of walling from no.7 to form an access in this part of the conservation area.

How does the tracking take account of parked cars in Brockhampton Road?

An amended tracking plan is attached. It's worth pointing out that it is contrary to the Highway Code Rule 243 to park opposite or within 10 metres (32 feet) of a junction, so those cars would/should not be there in the event of the junction being constructed.

Drainage management strategy –confirmation that Portsmouth Water will manage and maintain the access road drainage system – we will consider the appropriateness of a planning condition but need an indication how it is intended to address the Southern Water comments.

Southern Water's comments are the generic informatives that are attached to almost all development proposals and they do not object to the proposals. The development proposals consist of breaking through an existing wall and this will not affect how the site already drains as the proposed works will not impact on surface water drainage or increase flood risk elsewhere. We can confirm that Portsmouth Water will manage and maintain the access road drainage system as it is not in their interest to have their yard flooded.

justification for the works: It is suggested that a plan of the wider site illustrating existing routes for the service vehicles including their existing destination parking within the Portsmouth Water site is submitted with the routes marked. Indicate where conflicts exist between service vehicles and pedestrians and where issues arise with service vehicles and staff parking. There appear to be well defined pedestrian routes within the site – why do these not provide the appropriate separation of pedestrians and vehicles? Given the change in impact on residential properties resulting from the proposed new access it is necessary to provide a more detailed justification for the change

The intention is for the new access to keep several vehicles away from the office areas where there is pedestrian footfall in order that vehicles visiting this part of the site will not have to drive through the whole yard. This will improve safety but, as mentioned above, as Portsmouth Water are looking to reorganise their storage across all of their estate, the existing yard will be reorganised either way. The new access will allow better separation of materials and better access to the yard adjacent to the Tannery which is considered an improvement and gives more flexibility. Any vehicles using this access will result in a reduction in those using the existing access and the impact that has on those residents.

Conservation comments

A streetscene elevation plan is included which will address the comments made by the conservation officer. The entrance will accommodate a gate, this has to be robust and secure for the industrial nature of the site, where expensive assets are stored. However, we consider that the final detailing of this gate can be secured via condition.

Yours sincerely,



Ed Allsop
Senior Planner
Tetra Tech Planning