

# Planning and Rights of Way Panel

## ADDITIONAL INFORMATION

Tuesday, 4th June, 2019  
at 6.00 pm

### ADDITIONAL INFORMATION RELATED TO THE LISTED REPORTS

#### **Contacts**

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# ADDITIONAL INFORMATION

Additional information for Item 6

Friday, 24 May 2019

DIRECTOR, LEGAL AND GOVERNANCE



## OPERATIONAL MANAGEMENT PLAN

### 1. Background

- 1.1 To support its various planning applications, Siva Plastics Limited (the “Company” or “Siva”) has been asked to prepare an operational management plan (the “Plan”).
- 1.2 The Plan is required to cover those elements that are entirely in Siva’s control and the roads that Siva owns that are relevant to the Plan (identified in Appendix 1) and therefore can determine traffic flow. The Plan does not address elements that Siva has no control over including (inter alia): management of traffic and parking on Hazel Road and use of the Oakbank Lorry Park under the Itchen Bridge. Siva will ensure all employees are aware of the Plan.
- 1.3 Siva has shared drafts of the Plan and/or received comments or input on the same from businesses involved in the Traffic Committee (including: Day Group, Spitfire Garage, TEW Brothers, A1 Powder Coatings Limited and DF Coatings) to try to produce as comprehensive and collaborative a Plan as possible. Siva has also sought the advice of the Southampton City Council Planning Department.
- 1.4 The plan has been produced in support of all four current planning applications and would be implemented following the granting of all such permissions and completion of the building work.

### 2. Traffic Flow

- 2.1 Please see the current vehicular operation plans (Appendix 2) vs the proposed plans (Appendix 3).
- 2.2 The differences between existing and proposed are as follows:
  - 2.2.1 certain goods in/out will be routed to the new high bay warehouse which will hold space for 6 HGVs;
  - 2.2.2 The warehouse has been designed to ensure that sections of the warehouse can be stopped for maintenance without the entire operation being suspended. A total shut down of the warehouse is not expected;
  - 2.2.3 In the event there is a total or partial shut down of the warehouse or bridge, then should this occur:
    - 2.2.3.1 Siva will commit to using fork lift trucks to move goods from Spitfire House to the warehouse and loading will continue from the warehouse;

- 2.2.3.2 Siva would only use the Docking Station in accordance with any planning conditions attached to the relevant planning permission.
  - 2.2.3 there is not expected to be any change in the volume of vehicles accessing the back of Spitfire House during the normal working day;
  - 2.2.4 the implementation of the planning permissions will enable the long-term use of Yard 3 (adjacent to Willment Ship Yard) to be reviewed;
  - 2.2.5 the road between Spitfire House and RJ Mitchell Centre will become one-way traffic, north to south;
  - 2.2.6 subject to operational requirements, Day Group's access can provide a means of turning Siva HGVs in a forward gear; and
  - 2.2.7 Siva will install an automated gate opening system on its property to prevent a build-up of traffic behind Spitfire House.
3. **Processing of traffic**
- 3.1.1 A full time banksman is to be provided with a schedule of goods in/out each day and the timing of such loads. The banksman will be based in the new monitoring station.
  - 3.1.2 HGV trucks are advised prior to arriving at the site of their collection/delivery time and the collection/delivery gate. Clear instructions are given that timing is to be adhered to and Siva will endeavour to ensure hauliers comply with such instructions.
  - 3.1.3 When entering the industrial estate, the banksman is able to identify the truck and establish: (1) if it is on time; and (2) its destination. The banksman is able to do this visually. For the future, Siva will investigate whether CCTV could be used to improve the situation.
  - 3.1.4 In the event a vehicle arrives on time, clear signage will identify which gate the truck is to attend: (1) Gate 1 – the back of Spitfire House, (2) Gate 2 – the warehouse, (3) Gate 3 – the open storage facility known as Yard 3. If the banksman thinks it is necessary to wave the direction the vehicle should travel he may. It is reasonable to expect the driver to be able to follow the signage without stopping. This procedure will govern the majority of the Company's traffic flow.
  - 3.1.5 In the event a vehicle arrives outside of its designated time the Company proposes a minor amendment to the design of the Unit 11 monitoring station so that an HGV truck may turn into the property and wait off the road whilst instructions are provided. A map will be provided to the driver identifying the route to be taken to leave the estate, via the one-way system along the service road between Spitfire House and RJ Mitchell Centre and directing the driver to alternative parking on Oakbank Lorry Park. The procedure note will be in several languages to reflect the language skills of the majority of drivers. It would greatly assist this scheme if the Oakbank Lorry Park could be restored to full, unimpeded use. This procedure will enable the Company to deal with such trucks without it causing delays on Hazel Road or Quayside Road and without it affecting the proposed one-way system. Please see Appendix 4 for details.
  - 3.1.6 In the event an HGV arrives at the wrong time, the banksman is ignored and the HGV:
    - 3.1.6.1 proceeds down Quayside Road, it will be stopped at the barrier proposed in paragraph 2.2.7. Siva will commit to maintaining a turning space behind the main Spitfire House factory to

enable such HGVs to turn and leave the premises in a forward gear. In the unlikely event turning is not possible, such vehicles will be advised to drive through Day Group's premises (further described in paragraph 2.2.6 above); or

3.1.6.2 proceeds down Hazel Road and enters Gate 2, it will stop on our site off the road and it will be dealt with by staff there and will be able to proceed through the warehouse forecourt and head to off site parking.

3.1.7 Siva will continue to work with the local business community to implement the one-way traffic system and gate.

#### **4. Signage**

4.1 Siva will install improved signs so vehicles collecting/delivery for Siva can identify their correct destination.

4.2 Siva will install a sign for Spitfire Garage so that its customers are able to locate the garage. It is expected to be a similar size to the Siva Group sign that will be installed and will measure no less than 4ft x 2.66ft. If requested, Siva will also move the sign above the entrance of Spitfire Garage so that it is as visible after the bridge is installed as it is presently.

4.3 Siva will ensure the height of the bridge is clearly signposted so that drivers of vehicles that use Spitfire Garage need not worry they will hit the bridge. Please see Appendix 6

4.4 Siva will install suitable signage to reflect the revised flow of vehicle movements.

4.4 SIVA will contribute to any working party to look at signage for the whole estate.

#### **5. Use of Quayside Road**

5.1 Double yellow lines will be painted along the entirety of Quayside Road. Additionally, no goods will be stored on the road.

5.2 All businesses will commit to keeping open access to Quayside Road including by not parking, loading, unloading or waiting for protracted periods on Quayside Road. Siva will work with Day Group and Spitfire Garage to formulate a plan for notifying any breaches of this commitment with an aim of resolving the issue before it causes disruption.

#### **6. Pedestrian Safety**

6.1 Following the granting of permission a formal footpath will be located in front of the warehouse.

6.2 Siva is investigating (subject to a Health and Safety assessment) providing a pedestrian walk way so that there is a safer route for pedestrians across the entire front of its premises. Appendices 4 and 5 shows a proposed route.

6.3 Siva will commit to reviewing other pedestrian walkways it owns that are damaged with a view to carrying out repairs<sup>1</sup>.

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<sup>1</sup> The cost of such work to be borne by the local businesses according to the title deeds.

**7. Road repairs**

7.1 Siva will, together with the other Hazel Road/Quayside Road businesses, liaise with the owner of Hazel Road to assess the measures that can be taken to improve traffic flow and safety.

**8. Parking**

8.1 Siva will endeavour, where practical, to keep all traffic caused by Company employees from parking on Hazel Road.

8.2 As advised in 3.1.5 all drivers will be aware of the availability of lorry parking at Oakbank Lorry Park. In addition, Siva will work with other local businesses and the Hazel Road Business Association to lobby Southampton City Council to regain the unimpeded use of the restored Oakbank Lorry Park.

**9. Traffic Committee**

9.1 In February 2019, following the submission of the applications, the Company together with other local businesses formed a traffic committee. The Company commits to continuing to participate in such meetings with a view to improving the communication between neighbouring businesses and considering any future traffic issues that affect the estate.

9.2 The Company also encourages businesses to liaise with it outside of the formal committee meeting process in the event there is something urgent that requires resolution.

**10. Conclusion**

10.1 As part of the implementation of the planning permissions the Company:

10.1.1 will commit to extending the double yellow lines along the length of Quayside Road in addition to the existing;

10.1.2 has increased the height of the bridge to 5.1m (being the minimum height of a motorway bridge) from the minimum height of 4.4m to address the concerns of the customers of Spitfire Garage;

10.1.3 proposed to revise the design of the monitoring station on Unit 11 to enable increased off-road parking for cars and for an HGV that arrives outside of its usual collection/delivery time to be dealt with off the road;

10.1.4 agreed to continue to take part in the discussions with local businesses;

10.1.5 committed to improved signage for the Company and the revised flow of vehicle movements;

10.1.6 committed to investigate improved pedestrian safety measures by introducing walkways that have not existed before and improving existing pavements it owns;

10.1.7 will, with the implementation of the permissions, increase the number of off-road spaces for HGV's from 0 to 5;

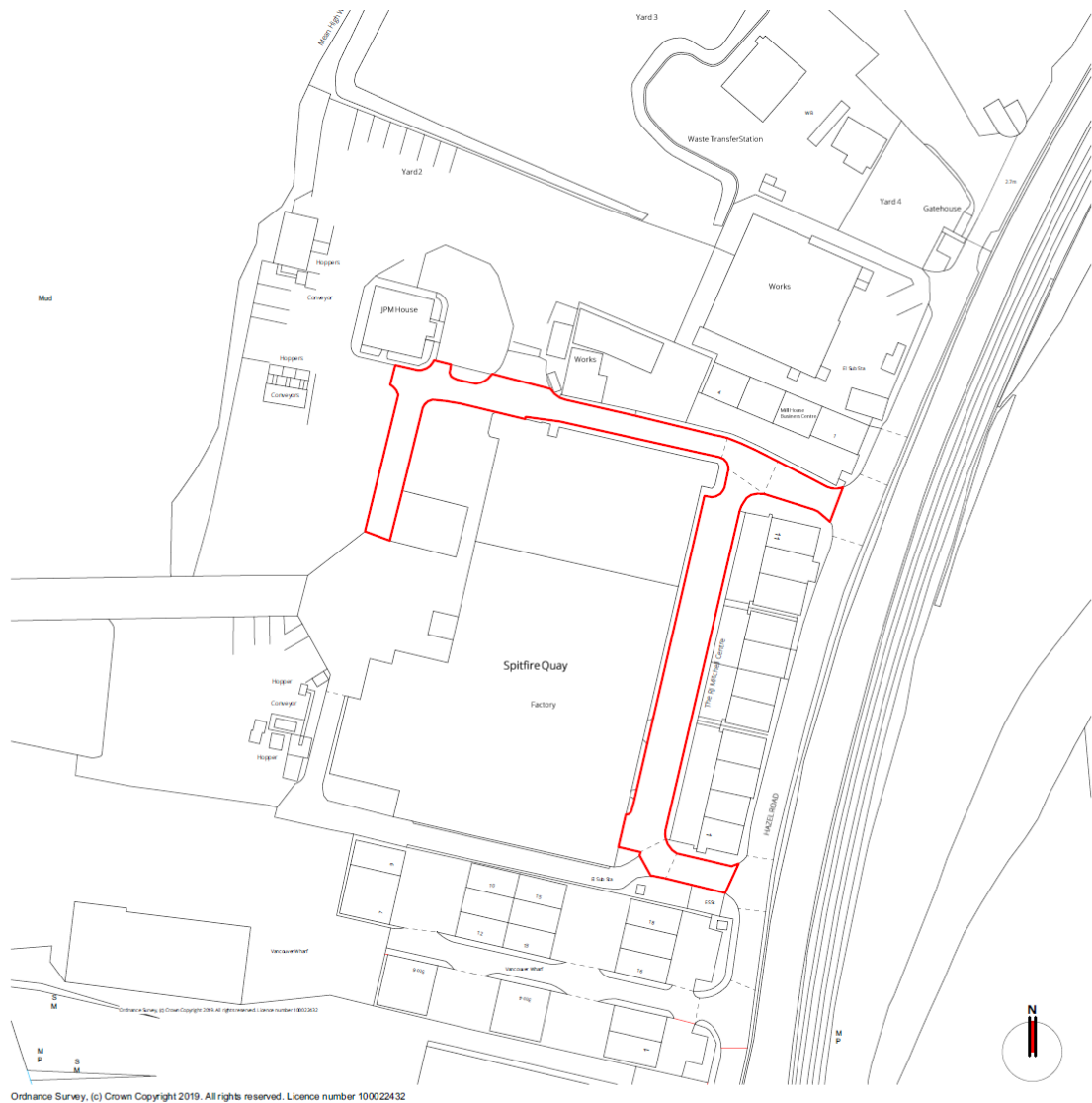
10.1.8 will commit to keeping open access to Quayside Road including by not parking, loading, unloading or waiting for protracted periods on the roadside; and

- 10.1.9 will commit to planning soft landscaping in an agreed section in front of the warehouse to improve the aesthetics of the industrial estate;
- 10.1.10 will commit to work with other local businesses and the Hazel Road Business Association to lobby Southampton City Council to regain the unimpeded availability of the restored Oakbank Lorry Park

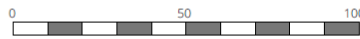
Submitted: 24 May 2019

# APPENDIX 1


## SIVA OWNED ROADS THAT ARE RELEVANT TO THE PLAN



Site Location Plan  
Scale 1:1250



Scale in Metres. (1:1250 @ A3)  
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 <p>Youngs Yard, Churchfields, Twyford, Winchester SO21 1NN T: 01962 715770 E: info@southernplanning.co.uk W: www.southernplanning.co.uk</p>	<p>CLIENT: Siva Group</p>	<p>DRAWING: Site Location Plan</p>	<p>REV: DATE: AMENDMENTS:</p>
	<p>PROJECT: Vehicle Operation Plans Spitfire House Hazel Rd, Woolston Southampton SO19 7GB</p>		<p>SCALE: 1:1250 @ A3 DATE: May 2019</p>
	<p>DWG NO: S-ID-318.7.03 REV: .</p>		

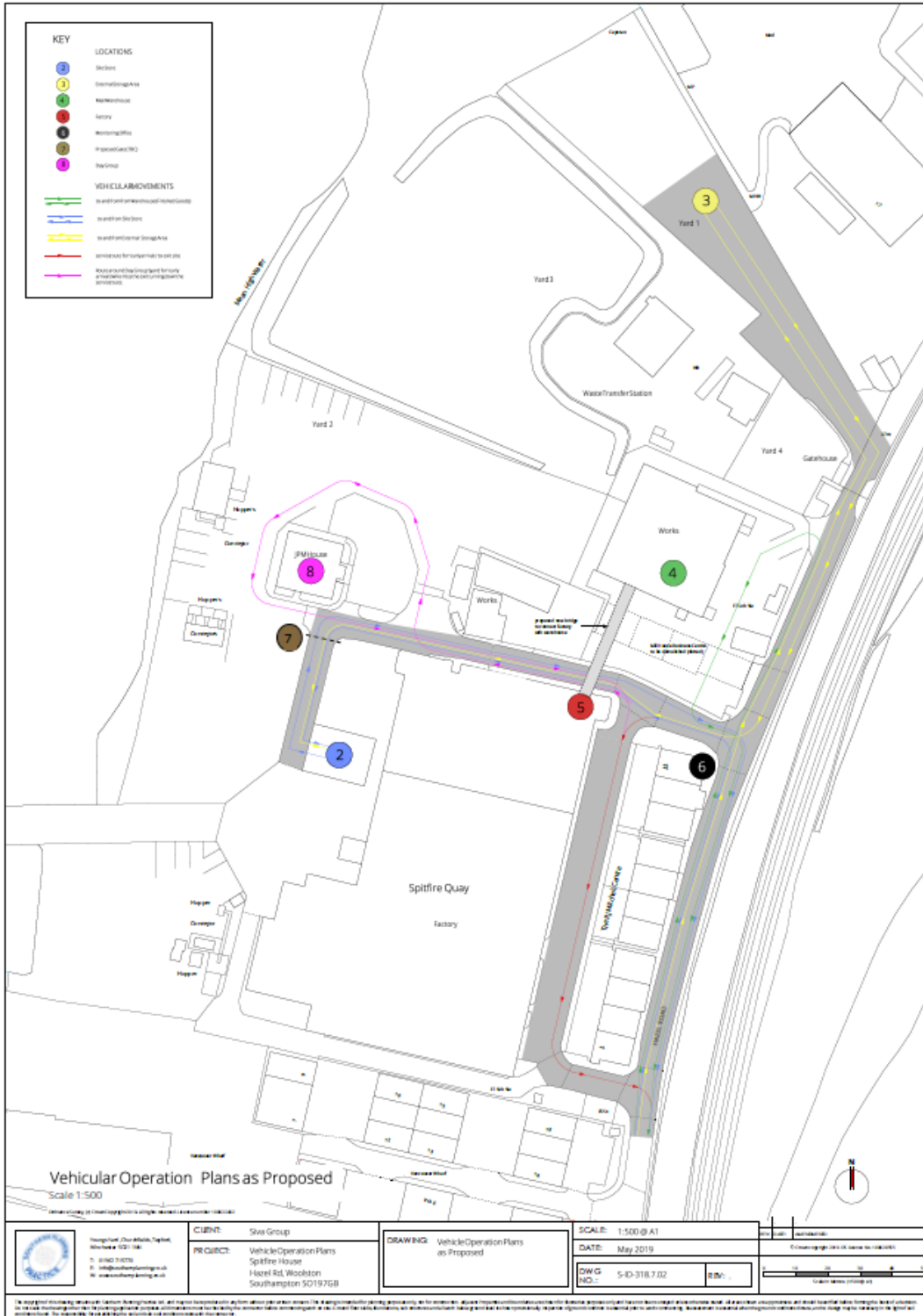
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# APPENDIX 3

## VEHICLE OPERATION PLANS AS PROPOSED

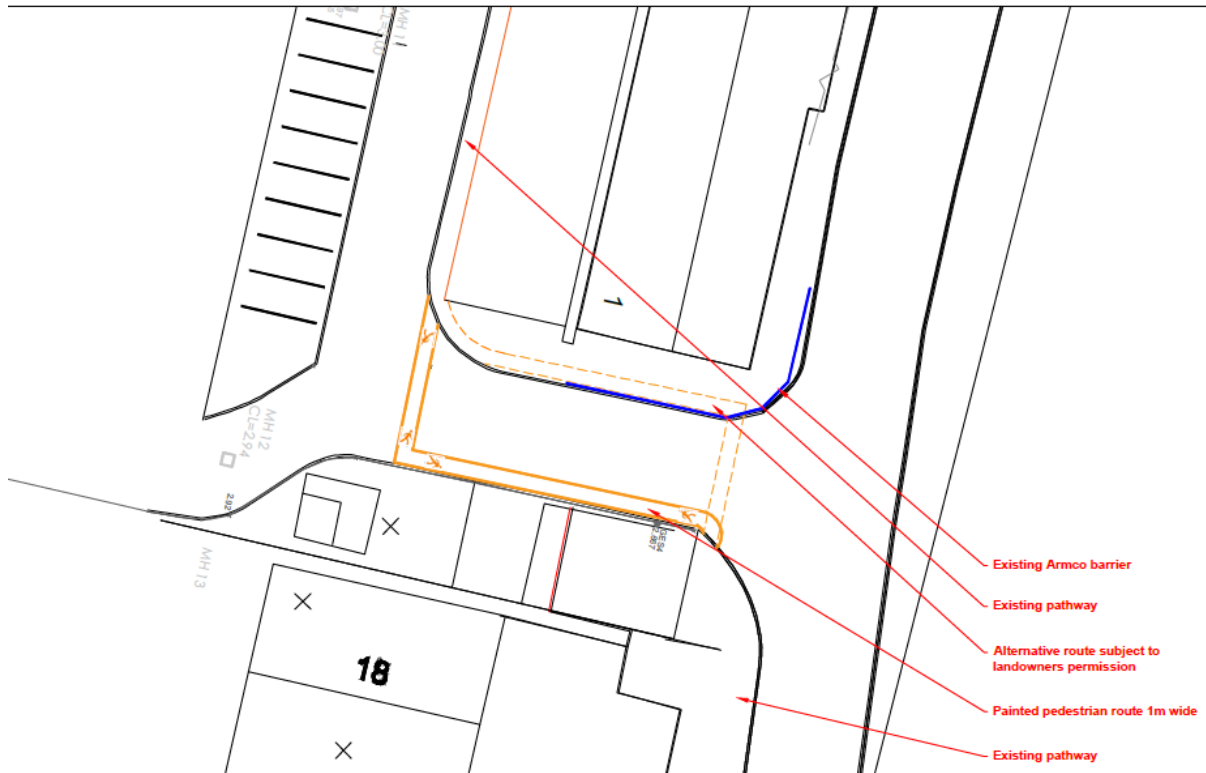




# APPENDIX 5

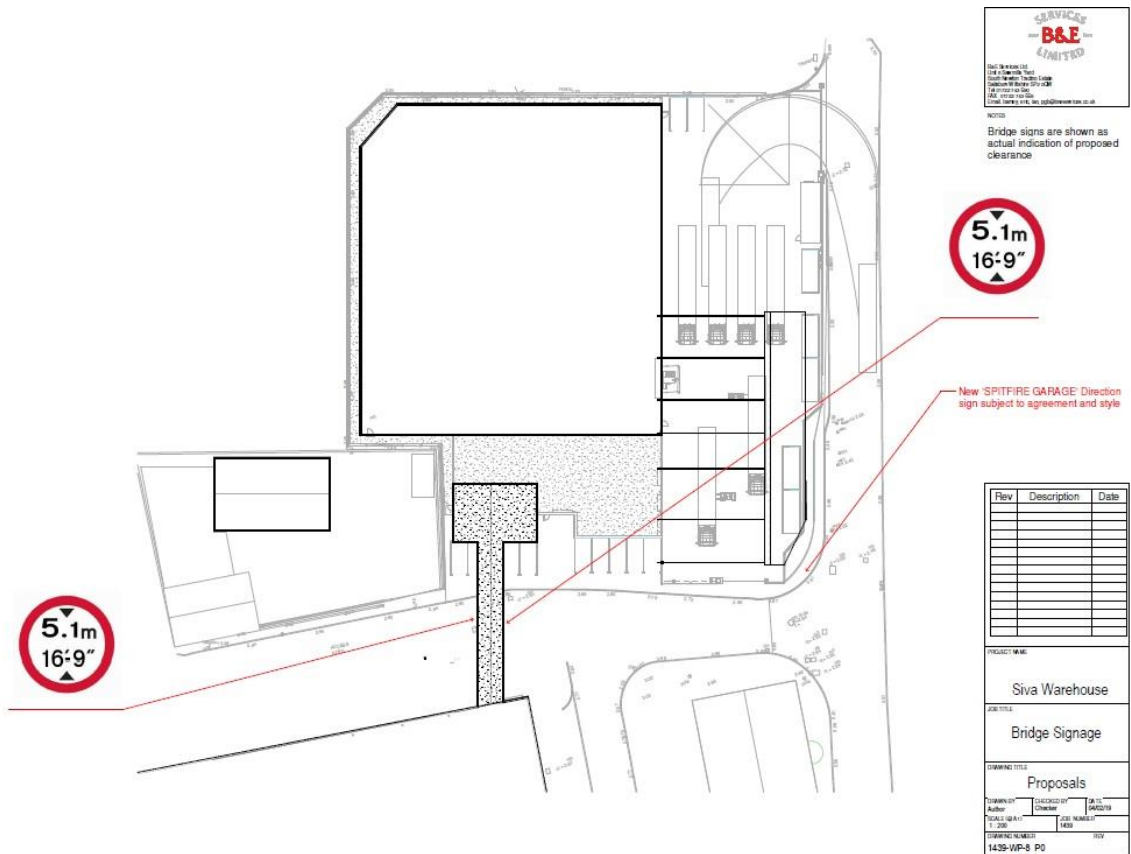
## SOUTHERN END PROPOSED PEDESTRIAN WALKWAY

Proposed Southern Pedestrian Route



# APPENDIX 6

## SIGNAGE RELATING TO THE HEIGHT OF THE WAREHOUSE



# APPENDIX 7

## AREA OF SOFT LANDSCAPING

