

Project Name:	Hazel Road, Southampton
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1. INTRODUCTION

1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Siva Plastics Limited to support a planning application for the demolition of Unit 11 to construct a new logistics office and 8 parking spaces at Siva Plastics, Hazel Road, Southampton. The application site is identified below in **Figure 1**, with the proposed site layout attached as **Appendix A**.



Figure 1: Site Location

1.2 Siva Plastics are located within the industrial estate on the eastern bank of the River Itchen, with a number of small industrial units provided to the east of their primary building. A number of buildings within this section of the industrial estate form part of Siva Plastics operation.

- 1.3 The wider Siva Plastics site has been subject to a number of planning applications. In 2016 Siva Plastics received planning permission for the construction of a new high bay and pallet storage area (planning reference: 16/00600/FUL). It is understood that the docking station was implemented to improve the movement of stock to/from the main building whilst the new warehouse was under construction (planning reference: 16/00844/FUL). The temporary docking station has 2 bays which are supported by an access ramp and air-lock shutter, that provide access into the main factory. A planning application has been submitted by the client to formalise the loading bay (18/01255/FUL) as shown within **Photograph 1**.



Photograph 1: Existing HGV loading Bay

- 1.4 This TN will discuss existing conditions, site proposals, trip generation, highway impact, access arrangements and parking provision before drawing conclusions from this assessment.

2. EXISTING SITE CONDITIONS

- 2.1 The application site is located approximately 4.5km to the east of Southampton City Centre on Hazel Road. As previously described the application site forms part of an industrial estate, with the majority of buildings in this section of the wider estate occupied by Siva Plastics. The site itself comprises of Unit 11, which is currently occupied by an engine repair and scrap car garage. Unit 11 is having a Gross Floor Area (GFA) of circa 120m².
- 2.2 The existing site is accessed onto Hazel Road, via a formal bellmouth arrangement, as shown within **Photograph 2** and **3**. Currently informal parking occurs along the southern side of the existing access, with space for vehicles also provided to the front of the existing unit. Given the use of the existing unit it is likely that the majority of vehicles stored in an area of soft landscaping to south of the access are associated with the engine repair and scrap car garage.



Photograph 2: Existing site access (towards the east)



Photograph 3: Existing site access (towards the west)

Hazel Road

- 2.3 Hazel Road runs along the site boundary north to south and provides access to a number of industrial uses. Hazel Road measures approximately 7.5m wide and as like other industrial estates is subject to on-street parking for its extent. To the south Hazel Road facilitates access onto local strategic roads within Southampton, which in turn facilitates access onto the M27 and the wider strategic network.
- 2.4 Approximately 100m to the south of the site a c.2m wide footway is provided along the western side of Hazel Road. This footway facilitates pedestrian access into the site and the wider industrial estate. To the south this footway connects onto the wider pedestrian network, which provides access into local amenities along Portsmouth Road and Victoria Road.

3. PROPOSED DEVELOPMENT

- 3.1 This application proposes the demolition of Unit 11 to provide a 34m² logistics office and 8 car parking spaces. The site layout is provided in **Appendix A**.
- 3.2 As previously mentioned the wider site has been subject to a recent planning application which involves the construction of a new warehouse. At present staff members have been relocated to a temporary warehouse and will return once the main warehouse has been completed. As a result of the wider works, the existing logistics office would need to be replaced and hence arisen the need for this application.
- 3.3 The logistics office would be manned by 2 members of existing staff who would record vehicles entering and exiting the new warehouse site and docking station. A separate gate house would be provided as part of the main warehouse and therefore vehicles would not be required to wait on Hazel Road or at the existing access.

Trip Generation

- 3.4 The site does not propose an increase in the number of staff and therefore the logistics office will not result in a net increase in the number of vehicles associated with the development, given that the wider operation of the site would remain as existing. The proposals are anticipated to have a beneficial impact on the operation of the surrounding highways network, given that the trips generated by the existing occupants (engine repair and scrap car garage) would be removed from the network.

Access

- 3.5 The site will continue to be accessed from Hazel Road via the existing bellmouth arrangement. Utilising the existing access is considered to be suitable given that the site would result in a net reduction in trips.
- 3.6 To facilitate access into the 8 car parking spaces and the logistics office, it is proposed that a dropped kerb would be provided along the length of the existing frontage of unit 11, with the existing area of soft landscaping to be removed. This arrangement is similar to that currently provided on the northern side of the access and is therefore considered to be suitable on this occasion. As part of this arrangement the western telegraph pole would be relocated.

- 3.7 The kerb line on this corner is also proposed to be realigned to assist large vehicle movements around the site boundary (see **appendix A**).

Parking Provision

- 3.8 Parking standards for the local area are provided by Southampton City Councils, Parking Standards Supplementary Planning Document (SPD) (September 2011). The relevant standards are stated below within **Table 1** and applied to the proposed development of 34m².

Class Use B2	Maximum Car Parking Standards	Parking Spaces Required
34m ² Floor space	1 space per 45m ²	1
Amount provided	-	8

Table 1: Parking standards

- 3.9 The standards suggest that a maximum of 1 parking space is provided for the proposed logistics office. Given that the logistics office would not result in an increase in members of staff no additional parking would be required to support the logistics office.
- 3.10 As previously described the existing site and wider Siva Plastics operation is subject to high levels of informal on-street parking. To improve conditions on-site this application proposes that 8 additional parking spaces would be provided to support users of the wider Siva Plastics operation. This would provide a benefit to existing site users and would improve conditions within the internal site for all users, by reducing the demand for on-street parking.
- 3.11 To ensure that these spaces are convenient and accessible car park vehicle tracking is attached within **Appendix B**.

4. CONCLUSIONS

- 4.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Siva Plastics Limited to support of the planning application for a new logistics office and 8 car parking spaces at Siva Plastics, Hazel Road, Southampton.
- 4.2 The wider site has been subject to a recent planning application, which involves the construction of a new warehouse. At present staff members have been relocated to a temporary warehouse and will return once the main warehouse has been completed. The logistics office would be manned by 2 members of existing staff who would record vehicles entering and exiting the new warehouse site and docking station. A separate gate house would be provided as part of the main warehouse and therefore vehicles would not be required to wait on Hazel Road or at the existing access.
- 4.3 The proposed development is not anticipated to generate any new trips, given that staff members are already present on-site. The site is also anticipated to have a beneficial reduction in trips, with the trips associated with the existing engine repair and scrap car garage to be removed from the network.
- 4.4 Access into the site would be maintained from Hazel Road, with no fundamental amendments to this access proposed as part of this application. To facilitate access into the logistics office and the proposed parking spaces, it is proposed that a dropped kerb would be provided along the north-western length of the existing frontage of unit 11. This arrangement is similar to that currently provided on the northern side of access.
- 4.5 To improve conditions within the site it is proposed that 8 parking spaces would be provided. These spaces would not be associated with the logistics office and would be used by staff members of Siva Plastics as a whole. The provision of these spaces would reduce the number of vehicles currently parked informally on-street and would therefore improve conditions with the site by reducing the demand for on-street parking.
- 4.6 The proposed development is anticipated to result in a net reduction in trips and we would therefore encourage Southampton City Council to look favourably on this application with regard to highways.

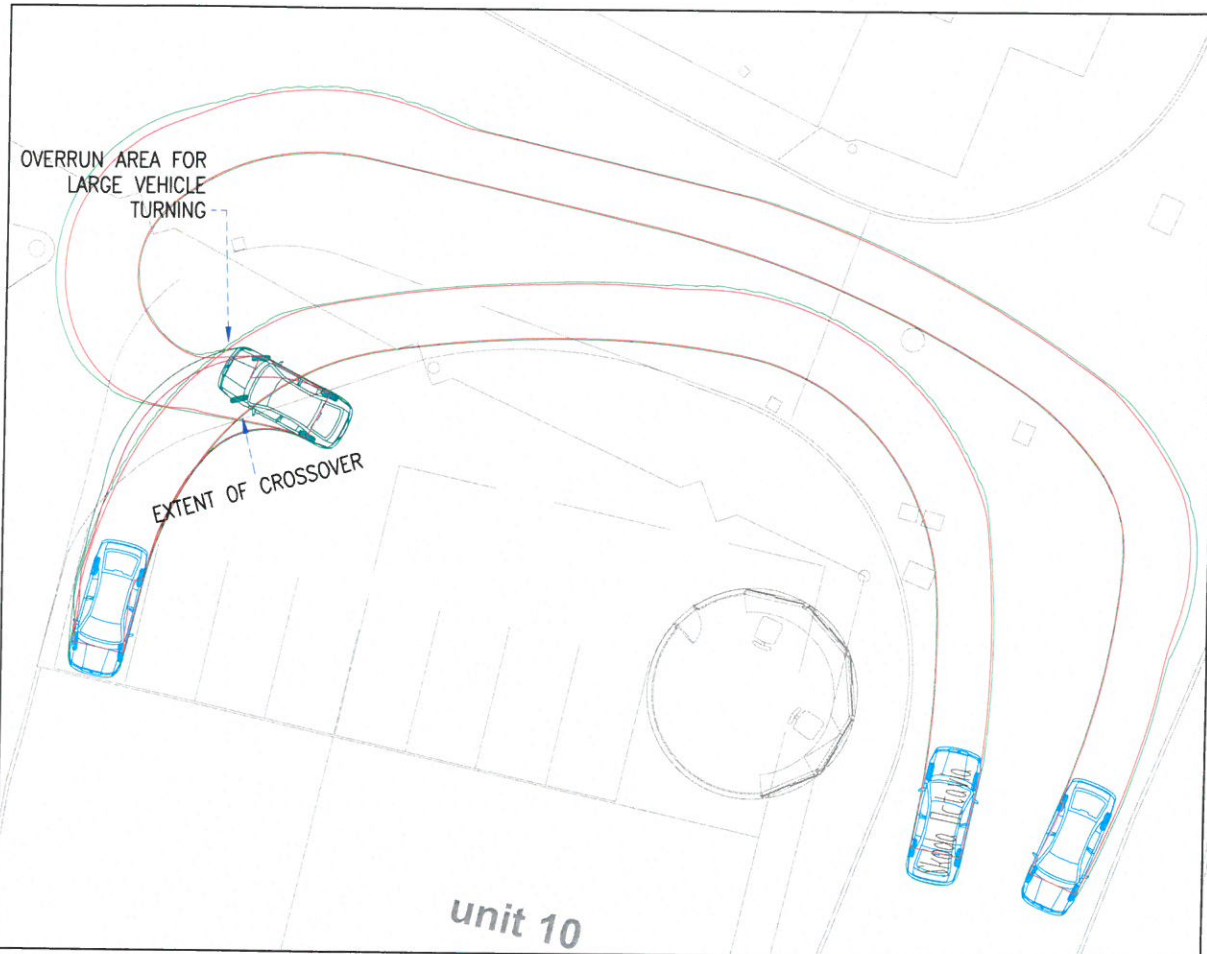
would be provided as part of the main warehouse and therefore vehicles would not be required to wait on Hazel Road or at the existing access.

- 4.3 The proposed development is not anticipated to generate any new trips, given that staff members are already present on-site. The site is also anticipated to have a beneficial reduction in trips, with the trips associated with the existing engine repair and scrap car garage to be removed from the network.
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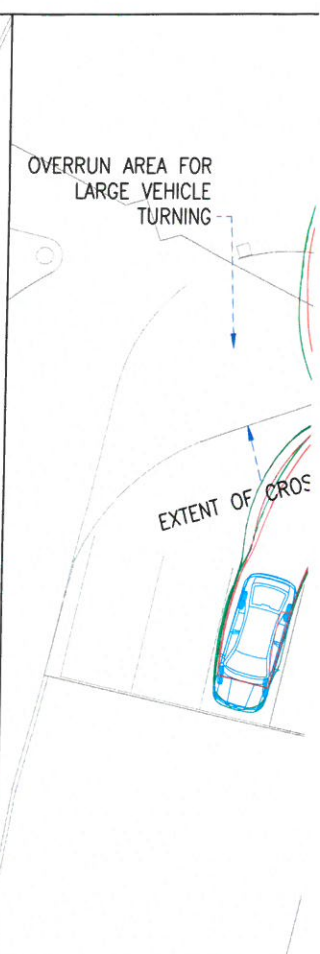
Appendix A



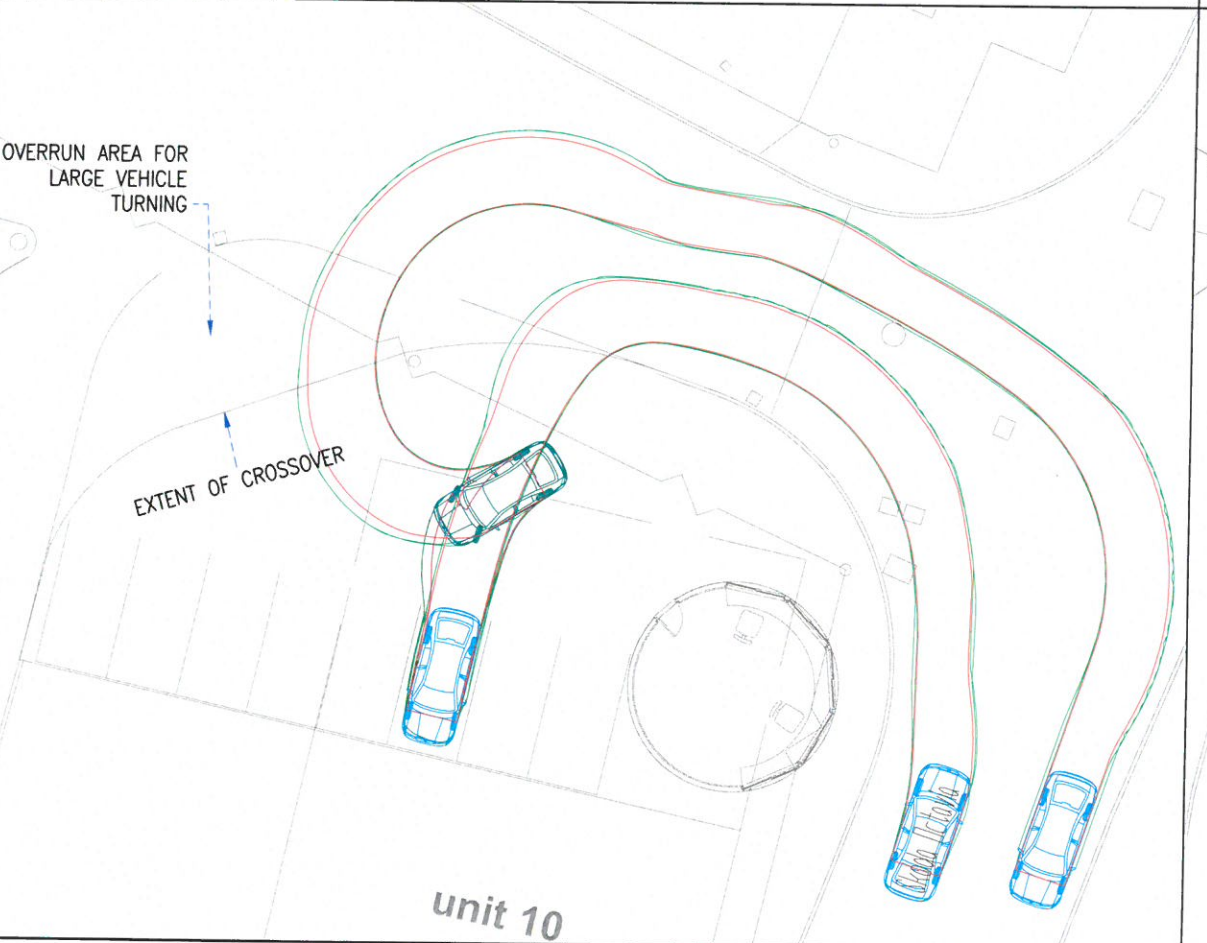




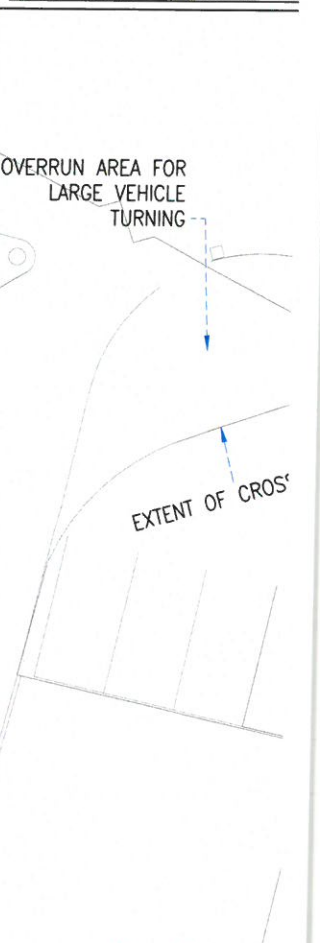
CAR PARK VEHICLE TRACKING 1



CAR PARK VEHICLE TR



CAR PARK VEHICLE TRACKING 3



CAR PARK VEHICLE TR

Project Name
HAZEL ROAD
SOUTHAMPTON

Project Phase
PRELIMINARY

Title
CAR PARK VEHICLE TRACKING

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HAZEL ROAD, SOUTHAMPTON

TRANSPORT STATEMENT




December 2018

Siva Plastics Limited

**COMMERCIAL DEVELOPEMNT
HAZEL ROAD
SOUTHAMPTON**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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COMMERCIAL DEVELOPMENT
HAZEL ROAD
SOUTHAMPTON

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Siva Plastics Limited to support a planning application for the demolition of Units 3 and 4 to construct a new full automated bridge and transfer station, that will move goods from the existing factory to the warehouse located at Hazel Road Southampton.
- 1.2 The application site covers approximately 0.65 hectares in total and is located approximately 4.5km east of Southampton City Centre. The application site comprises two former industrial units known as Units 3 and 4. The application site is identified within **Figure 1**.

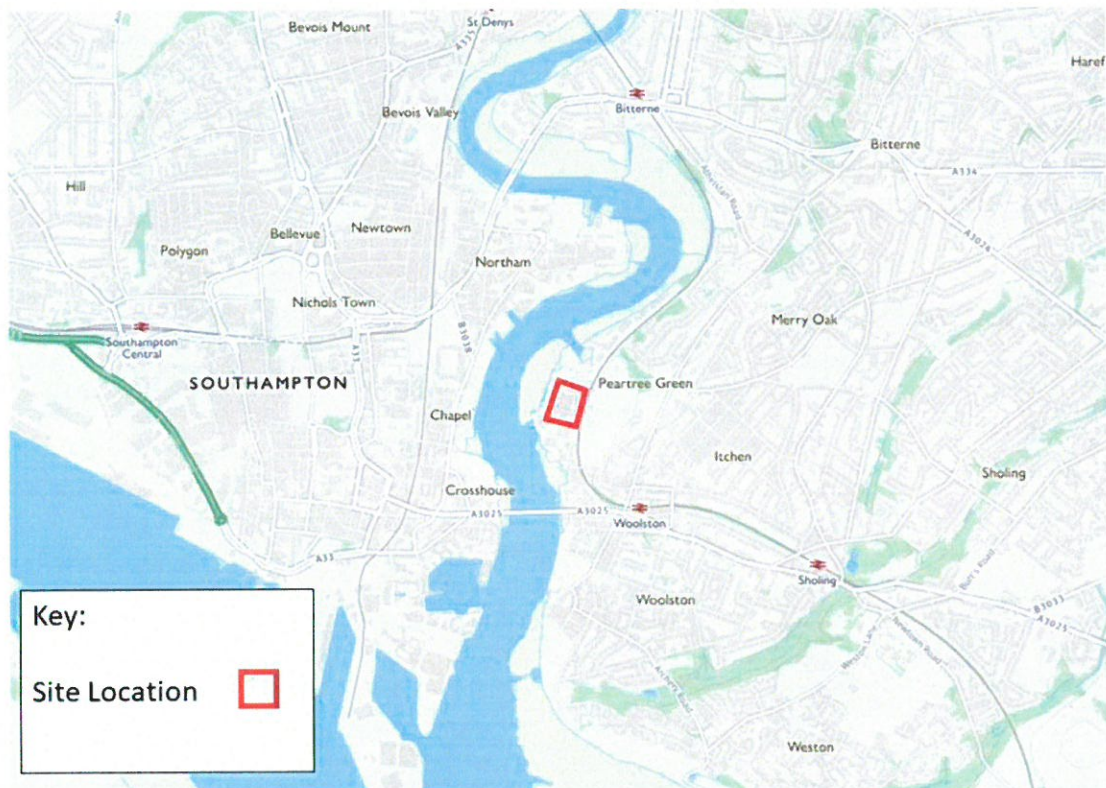


Figure 1: Application Site Location

Site Planning History

- 1.3 The wider Siva Plastics site has been the subject of numerous planning applications, which all form part of works to automate and improve inefficiencies on-site. A summary of relevant planning applications associated with the site are summarised below:
- Application 15/01079/FUL was for the extension to the existing factory to create a new loading bay and was granted approval in May 2015.

- Application 15/01272/PLDC was for the proposed use of site for vehicle parking and external materials storage and erection of 600mm high boundary wall, this application was approved in June 2015.
 - Application 16/00600/FUL was for the construction of new high bay storage and new pallet storage area, this was granted approval in April 2016.
 - Application 17/01699/FUL was submitted for the construction of a new fully automated storage facility with covered loading bay, this application was refused in April 2018, and was refused on the following highways grounds:
 - Reason 02: The applicant has failed to provide adequate supporting information demonstrating that the proposed automated storage facility will not lead to a significant net increase in associated vehicular movements as a result of increased productivity/growth from the factory.
 - Reason 03 i: application failed to submit a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer
 - Application 18/01255/FUL for the installation of a 2-bay vehicle loading dock and waste compactor chute was refused in October 2018 for the following highways reason:
 - Reason 1: The position of the 2-bay vehicle loading dock results in HGV delivery vehicles having to undertake multiple reversing manoeuvres which obstruct the flow of traffic within Spitfire Quay Industrial Estate and access into neighbouring businesses. The proposal, therefore, prejudices the operation of neighbouring businesses and undermines the vitality and viability of Spitfire Quay Industrial Estate.
- 1.4 During initial discussions with Southampton City Council prior to this application, it was requested that a TS is prepared to support this application and provide an overarching update on the impact of the applications that have already been consented.
- 1.5 This TS therefore considers site history accessibility, proposed trip impact on the local road network, car parking requirements, access and servicing arrangements and draws a conclusion from the assessment.



2. EXISTING SITE CONDITIONS

- 2.1 The site is located within the Spitfire Quay Industrial Estate, c.4.5km to the east of Southampton City Centre. The site is bordered by Hazel Road to the east, the River Itchen to the west and other industrial uses to the north and south.
- 2.2 The application site is currently owned by Siva Plastics Limited, as are many of the other buildings surrounding the site. Units 1-4 were previously occupied by a number of different industrial uses. Since being owned by Siva Plastics Units 1 and 2 have been demolished and an application for the development of a warehouse and loading yard has been approved (planning application reference: 16/00600/FUL). The main factory is shown in **Photograph 1** and Units 3 and 4 are shown in **Photograph 2**.



Photograph 1: Main Factory

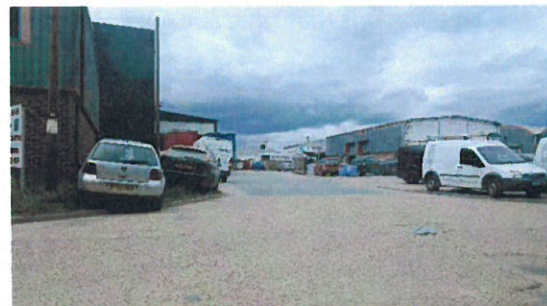


Photograph 2: Units 3 and 4

- 2.3 The existing site is accessed via Hazel Road, via a formal bellmouth arrangement, as shown within **Photograph 3** and **4**. To the north of the site access a number of small industrial units are present. Currently, informal parking occurs along the southern side of the existing access, with space for vehicles also provided to the front of the existing unit. Given the use of the existing unit, it is likely that the majority of vehicles stored in an area of soft landscaping to the south of the access are associated with the engine repair and scrap car garage.



Photograph 3: Existing site access (towards the east)



Photograph 4: Existing site access (towards the west)

Hazel Road

- 2.4 Hazel Road runs along the site boundary north to south and provides access to a number of industrial uses. Hazel Road measures approximately 7.5m wide and like other industrial estates are subject to on-street parking for its extent. To the south Hazel Road facilitates access onto local strategic roads within Southampton, which in turn facilitates access onto the M27 and the wider strategic network.
- 2.5 Approximately 100m to the south of the site a 2m wide footway is provided along the western side of Hazel Road. This footway facilitates pedestrian access into the site and the wider industrial estate. To the south, this footway connects onto the wider pedestrian network, which provides access into local amenities along Portsmouth Road and Victoria Road.

Cycle Network

- 2.6 National Cycleways 2, 6, and 23 are located approximately 500m to the south of the site. These routes connect into a mixture of national and local cycleways that link the site to the rest of the city, public transport links and the wider area. A map of the cycleways in the area can be found in **Figure 2**

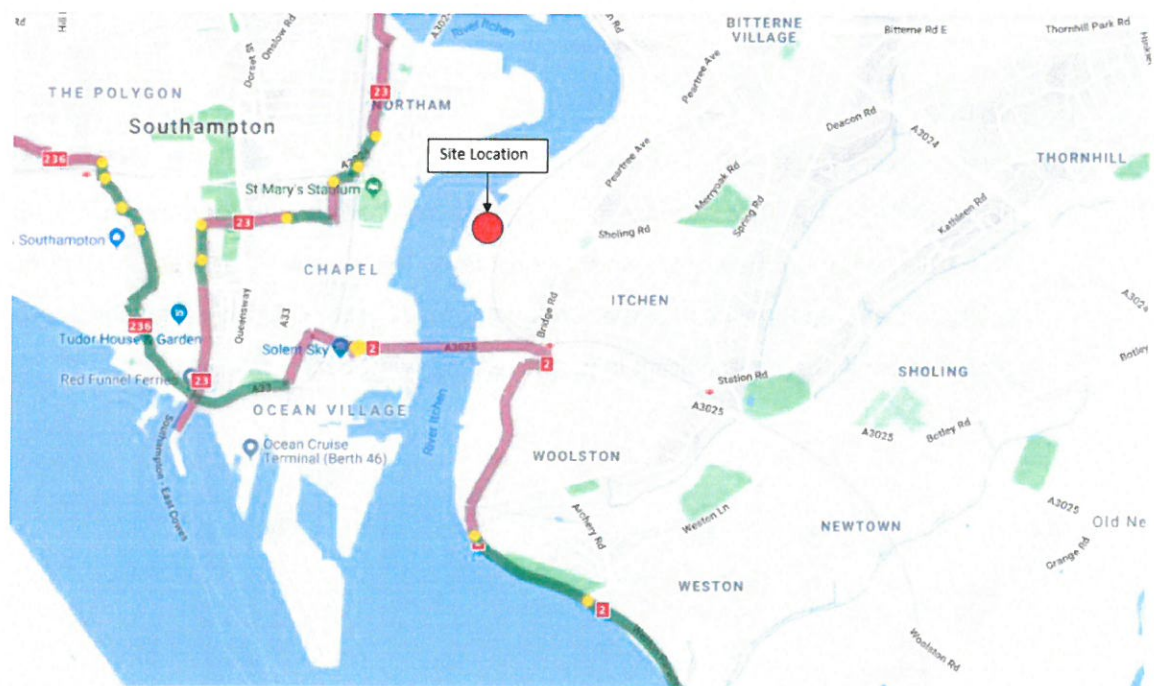


Figure 2: Local Cycleway Map

Public Transport

- 2.7 The closest bus stop is located approximately 425m to the east of the site located on Bridge Road, with an additional bus stop located approximately 580m to the east on Radstock Road. A summary of the services accessible from the bus stop on Bridge Road can be found below in **Table 1**.

Bus Number	Destinations	Service provider	Monday – Friday	Saturday	Sunday
13 (Bridge Road)	Harefield, Bitterne, Woolston, Southampton City Centre	First Portsmouth, Fareham, and Gosport	Every 30 minutes	Every 1 hour	No service
9 (Radstock Road)	Southampton City Centre, Woolston, Bitterne, Sholing	First Portsmouth, Fareham, and Gosport	Every 30 minutes	Every 30 minutes	Every 1.5 hours
6 (Radstock Road)	Southampton City Centre, Woolston, Netley, Hamble	First Portsmouth, Fareham, and Gosport	Every 30 minutes	Every 30 minutes	Every 1 hour

Table 1: Bus Service Summary

- 2.8 Woolston Train Station is located approximately 600m to the southeast of the site and is by accessible by both walking and cycling. The station provides connection to Southern Rail and South Western Railway services to Southampton Central and, Portsmouth & Southsea.
- 2.9 The site benefits from good public transport services and it would, therefore, be feasible for site users and employees to travel via public transport modes.

PIA Data

- 2.10 Personal Injury Accident (PIA) data was obtained in the vicinity of the site for the most recent five year period (2013 – 2017). This data indicates that there have been no recorded accidents in the past 5 years on Hazel Road or on the surrounding road network. This suggests that there are no existing highway safety concerns on Hazel Road or the surrounding road network. It is therefore not anticipated that the proposals would have a significant impact on exiting safety conditions.



3. PROPOSED DEVELOPMENT

- 3.1 This application proposes the demolition of Units 3 and 4 and the erection of a fully automated bridge and transfer station. The bridge would connect the main factory to the permitted warehouse (located to the north via the proposed transfer station). The existing access arrangements to the site would be maintained as existing.
- 3.2 The proposal is for the bridge to sit 8.3m from the road and measures approximately 4m high, 4m wide and 21m long. The bridge would connect to the transfer station to the north, which would have geometries of approximately 4m high, 8.5m long and 12m wide. The transfer station would sit on a steel frame level with the bridge. Details of the proposed development can be seen within **Appendix A**.
- 3.3 The implementation of the bridge and transfer station would improve current inefficiencies on-site and would allow the process of moving goods from the factory to the warehouse to be streamlined. Currently, goods are transferred from the main factory to the existing storage yard via the use of forklift trucks. These vehicles currently operate on the Spitfire Quay access road, causing an inconvenience for other uses of the estate. The implementation of the bridge and transfer station will, therefore, reduce the requirement for forklifts to be operated on the access road.

Staff

- 3.4 The transfer station much like the bridge would be fully automated and unmanned. It is therefore not anticipated that the implementation of the bridge and transfer station would result in an increase in the number of staff members on-site. As a result, it is not anticipated that the proposals would result in a net increase in trips generated by the site.

Operation

- 3.5 The proposed bridge and transfer station will be fully automated. The bridge would have three automated belts, two of which would carry goods from the factory to the transfer station and into the warehouse. The remaining belt would carry returned/faulty goods to the factory. This would only occur in the instance that damaged or faulty goods are returned to the factory.
- 3.6 Raw materials for the factory will continue to be stored within the silos to the rear of the site. The delivery and distribution of the raw materials on-site will remain unchanged as part of the proposals.



- 3.7 The erection of the automated bridge and transfer station would reduce the risk of conflict between other uses of the industrial estate and forklifts which currently operate along the access road. This application would, therefore, provide an improvement to existing safety conditions within the industrial estate.

Parking

- 3.8 The proposals would not have an impact on the site's existing parking arrangements. Parking provision for staff and visitors would remain as existing. This is considered to be suitable given that the proposed development is not anticipated to result in an increase in staff.

Trip Generation

- 3.9 The site does not propose an increase in the number of staff or deliveries associated with the proposed development due to the proposal being fully automated. It is therefore not anticipated that the proposals would result in a net increase in the number of vehicles associated with the development.
- 3.10 The proposals are however anticipated to have a beneficial impact on the operation of the surrounding highways network, given that the trips generated by the existing use (Light industrial) would be removed from the network.



4. SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Siva Plastics Limited to support a planning application for the demolition of Units 3 and 4 to construct a new bridge and transfer station at Hazel Road Southampton.
- 4.2 The nearest bus stop is located on Bridge Road approximately 425m from the site. this bus stop serves the 13 routes, which provides a route to Southampton City Centre as well a number of surrounding areas. Further bus stops are located on Radstock Road approximately 580m from the site.
- 4.3 Woolston Train Station is located approximately 600m to the southeast of the site and serves the Southern Rail and South Western Railway services. Woolston Station connects to Southampton Central, Portsmouth and Southsea stations which provide connections to the national rail network which links across the country.
- 4.4 Analysis of PIA data for the most recent 5-year period indicates that no accidents took place on Hazel Road or the roads which surround the site. It is therefore not anticipated that the development would impact on existing highway safety conditions.
- 4.5 The proposed development consists of the demolition of units 3 and 4 to be replaced with a bridge and transfer station which are to be fully automated. The bridge would link the factory to the transfer station which would distribute goods from the factory to the warehouse. The bridge would have 3 conveyer belts, 2 for goods out and one for damaged goods in.
- 4.6 The site's access arrangements and parking provision would remain unchanged by the proposals.
- 4.7 The proposed development is not anticipated to result in an increase in vehicle movements over the day. It is therefore not considered that this application would have any noticeable traffic impact on the surrounding highway network.
- 4.8 We would, therefore, suggest that Southampton City Council look favourably on this application with regards to highways.





Exit gateway

Main factory building

Unit 11 Mitchell centre

PROJECT NAME	
<h1>Siva Warehouse</h1>	
JOB TITLE	
<h2>Bridge (first floor) level</h2>	
DRAWING TITLE	
<h2>Proposals</h2>	
DRAWN BY Author	DATE Issue Date
SCALE (@ A1) 1 : 200	JOB NUMBER 1439
DRAWING NUMBER - REV	
1439-WP-2 P2	

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HAZEL ROAD, SOUTHAMPTON




COMBINED TRANSPORT STATEMENT

March 2019

**COMMERICAL DEVELOPMENT
HAZEL ROAD
SOUTHAMPTON**

COMBINED TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Checked by:	Gemma McCart		February 2019
Approved by:	Jon Huggett		February 2019

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2	11.02.19	SN	Client Comment	JH	JH
3	08.03.19	SN	Comments from SCC	JH	JH
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5	21.03.19	SN	Client Comment	GM	GM

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COMMERICAL DEVELOPMENT
HAZEL ROAD
SOUTHAMPTON

COMBINED TRANSPORT STATEMENT

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- Appendix B – Survey Results
- Appendix C – TRICS Outputs
- Appendix D – Delivery Vehicle Arrangements
- Appendix E – Vehicle Tracking



1. INTRODUCTION

1.1 This Combined Transport Statement (CTS) has been prepared by Paul Basham Associates on behalf of Siva Group to support four planning applications at Hazel Road, Southampton. The application site and its surroundings are identified in **Figure 1**.

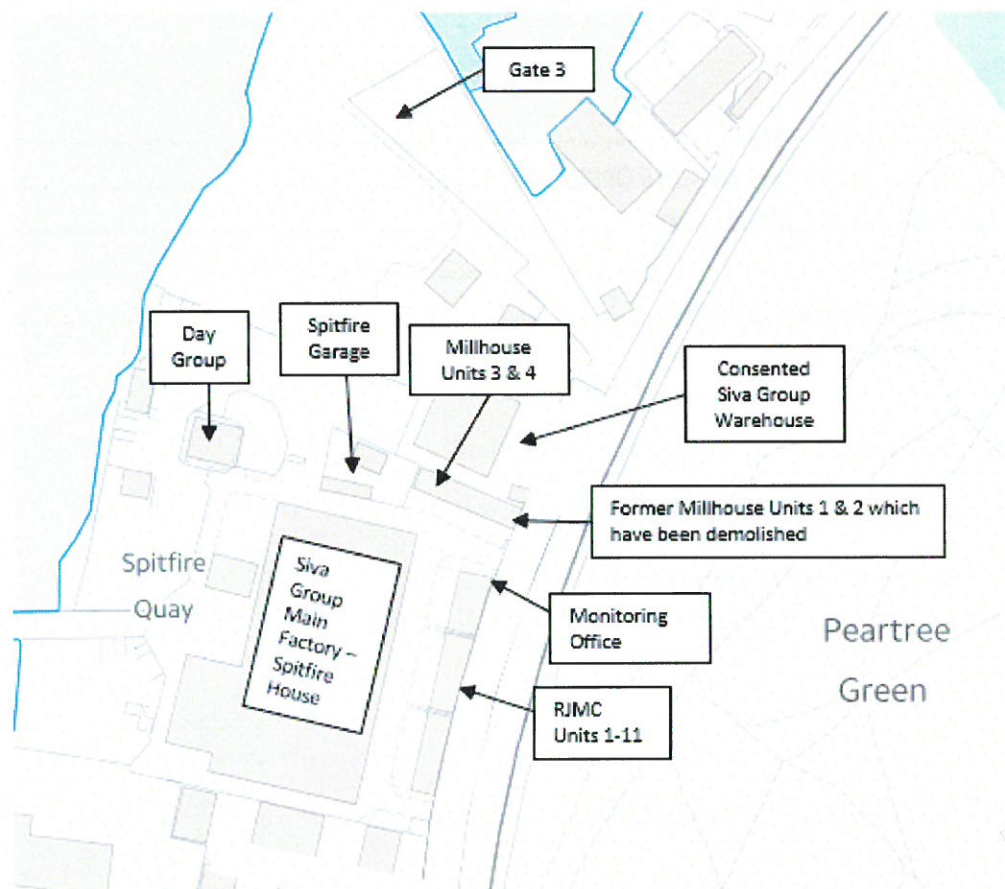


Figure 1: Site Location

- 1.2 The site has been subject to numerous planning applications. In April 2016, the site received consent for the demolition of Millhouse units 1 & 2 and for the development of a new 2,140sqm warehouse and associated vehicle loading yard. Whilst we understand that construction is underway the applicant seeks to make a minor amendment to this application (planning application reference: 16/00844/FUL). Entrance into the warehouse would be provided onto Hazel Road and Spitfire Quay as per the existing access arrangements for Millhouse units 1 & 2. It should be noted that this application did not receive a highways objection and the trips generated by the new warehouse have therefore already been consented by Southampton City Council (SCC).
- 1.3 There are currently four live planning applications related to the site, which this CTS seeks to support. These applications are as follows:

- *Construction of a transfer building and bridge to connect building to main site following demolition of Millhouse units 3 & 4 (planning application ref: 18/02087/FUL);*
- *Installation of a boundary fence with entrance and exit gates fronting Hazel Road and part of access road (part retrospective) (planning application ref: 18/01964/FUL);*
- *Minor Amendment sought for variation of conditions 2 (approved Plans) of planning permission 16/00844/FUL for removal of columns, resizing of building footprint and canopy, installation of a gate house and relocation of office/restroom car parking (planning application ref: 18/01679/MMA); and*
- *Erection of a single storey building for use as logistics office with associated car parking, following demolition of existing Unit 11, RJ Mitchell Centre (RJMC) (planning application ref: 18/01659/FUL).*

1.4 Paul Basham Associates prepared a Transport Note to support the logistics office application (18/01659/FUL) and a Transport Statement to support the bridge application (18/02087/FUL). These documents provided details on the proposals and confirmed that the applications would not result in a net increase in traffic. These documents should be read in conjunction with this report.

1.5 The four live planning applications on-site have received a highways objection, with SCC's planning and highways officers requesting that more information is provided to support the proposals. The scope of this CTS has been informed by a meeting and subsequent discussions with SCC's planning and highways officers in January 2019. This CTS will discuss:

- Existing site operation including vehicle movements (for background information only);
- Confirmation of application proposals;
- Details on how the site would change following the applications;
- Confirmation of vehicle movements generated by Spitfire Garage and Day Group;
- Tracking around the site; and
- Confirmation of highway impact as a result of the proposals.



- 1.6 In order to improve collaboration and provide an open dialogue about existing issues a working group has recently commenced. This first meeting took place at the beginning of February and allows Siva Group and neighbouring businesses to discuss any concerns/issues. Agreement has already been reached for Siva Group to undertake the repairs to certain parts of Hazel Road. Additionally, the Hazel Road Business Association is also being formed with the aim of lobbying SCC (amongst other things), on the condition of the public highway access, the return of the lorry park under the Itchen Bridge and to improve drainage on the roads it is responsible for.



2. EXISTING CONDITIONS AND SITE OPERATION

2.1 The site is located within the Spitfire Quay Industrial Estate, c.4.5km to the east of Southampton City Centre. The site is bordered by Hazel Road to the east, the River Itchen to the west and other industrial uses to the north and south. The site currently comprises of the main Siva Group factory and a number of neighbouring industrial units, four of which are also occupied by Siva Group. Millhouse Units 1 and 2 have been demolished and the construction of the new consented warehouse is subject to the Minor Material Amendment application. Existing conditions on-site are shown in **Photographs 1 -3**.



Photograph 1: Main Factory



Photograph 2: Millhouse units 3 and 4



Photograph 3: New Warehouse Construction

2.2 Siva Group is accessed from Hazel Road, via two bellmouth arrangements, one to the north and one to the south of the main factory. Conditions at the existing accesses are shown in **Photograph 4** and **5**. The accesses on Hazel Road facilitate entrance to the main Siva Group factory and industrial units RJMC 1-11. Two of the RJMC units are occupied by Siva, with the remaining units occupied by small businesses such as a vehicle repair garage, which currently occupies Unit 11. The northern bellmouth access also facilitates entrance to Day Group and Spitfire Garage in addition to the exit for the new warehouse and Millhouse units 3 & 4 which are occupied by Siva.



Photograph 4: Northern Access onto Hazel Road



Photograph 5: Southern access onto Hazel Road

- 2.3 Currently materials and goods are stored and transferred between units 3 & 4 Millhouse and RJMC units 3 & 4. These manoeuvres are currently undertaken using forklifts which move across the internal roads. The delivery of all raw materials to Siva Group are directed to the rear of the main factory and to Gate 3, an open storage area to the north of the main factory. At the rear of the main factory facilities are provided which allow delivery vehicles to enter, turn and exit, with direct access also provided into the main factory to the rear of the site. At Gate 3 vehicles are able to turn in the apron in front of the storage area and the apron is to be resurfaced shortly to make manoeuvres easier.
- 2.4 It is understood that the neighbouring industrial units utilise the service road outside of the main factory to load and unload goods, with certain parking spaces provided for these units used to support additional storage space. As such the service road opposite the main factory is subject to informal on-street parking, as shown in **Photograph 6**.



Photograph 6: Existing Conditions on Between Units 1-11 RJMC and Spitfire House

- 2.5 Gate 3 would continue to be used by Siva Group. There will be a reduction in vehicles movements to Gate 3 if raw materials are stored in the warehouse. It should be noted that the trips generated by this aspect of Siva Group's wider operation have been considered in **Section 3**.

3. EXISTING TRAFFIC MOVEMENTS

Siva Group Trip Generation

- 3.1 Details on the traffic movements of Siva Group have been confirmed through the provision of all vehicle movements for the entire year of 2018 (between Monday to Friday 6am-6pm). This information is attached as **Appendix A** for reference. This confirms an average of 18 vehicles entering and existing the site over the day equating to 36 movements (18 vehicles in, 18 vehicles out). This figure includes both goods in and goods out vehicles. It should be noted that this number is not anticipated to change following the completion of the consented warehouse, which would be used to improve working efficiencies, provide space for storage and automation and to formalise the existing arrangements.
- 3.2 As the wider site is occupied by a number of small industrial businesses, Spitfire Garage and Day Group, it was agreed with SCC that information on the level of trips generated by Day Group and Spitfire Garage would be assessed as part of this CTS.

Surveys Results

- 3.3 Surveys have been undertaken for a period of three days to provide an insight into existing vehicle movements on Quayside Road. The results of these surveys are indicating that across the three surveys there were an average of 270 vehicle movements (this includes all movements in and out). This includes trips generated by Siva Group, Day Group, Spitfire Garage and the RJMC units. This data includes trips undertaken by all vehicles (HGV, LGV and car) and is attached as **Appendix B** for reference. The survey results also indicate that Siva Group generated an average of 52 movements over the survey period, which again accounts for vehicles in and out.

Day Group Trip Generation

- 3.4 Day Group have confirmed that on an average day they have 24 HGV loads in and 24 HGV loads out each day (in November- December). This equates to a total of 96 movements on average per day in and out.

Spitfire Garage Trip Generation

- 3.5 Spitfire Garage has not confirmed average daily movements and therefore to provide a robust assessment of the trips generated by Spitfire Garage the national TRICS database has been consulted for 'Vehicle Repair Garage (slow fit)'. The following criteria was used:
- Sites in England and Wales;
 - Surveys Monday to Friday;
 - Sites between 100-1,000sqm;
 - Sites in Edge of Town and Suburban locations; and



- Sites with no Travel Plan.

3.6 It is anticipated that the warehouse/workshops associated with Spitfire Garage have a Gross Floor Area of c.420sqm. The resultant trip generation is summarised in **Table 1**, with TRICS outputs provide in **Appendix C**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		12 Hour Period
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 100sqm)	1.149	0.338	0.676	1.351	17.703
Spitfire Garage (420sqm)	5	1	3	6	74

Table 1: Spitfire Garage Trip Generation

3.7 **Table 1** demonstrates that Spitfire Garage is anticipated to generate 74 trips over a 12 hour period. Spitfire Garage is therefore anticipated to generate 74 movements a day (in and out). The resulting trip generation has been used within this scenario to provide a robust assessment.

Combined Vehicle Movements

3.8 This above data indicates that as a whole Siva Group, Spitfire Garage and Day Group are anticipated to generate between 206-222 movements a day (i.e. 36 Siva Group movements as per yearly data + 96 Day Group movements + 74 Spitfire Garage movements = 206 movements and 52 Siva Group movements from survey + 96 Day Group movements + 74 spitfire Garage movements =222 movements) (in and out) on average excluding the movements undertaken by the RJMC industrial units that front onto Hazel Road.

3.9 Based on yearly data and three days surveys undertaken in January 2019 , Siva is anticipated to generate between 36-52 movements in and out over a daily period.

3.10 As the current planning applications will not lead to an increase in the volume of materials produced, they will not cause an increase in trip generation, this information has been provided for background information only as explained in **Section 4**.



4. PROPOSALS

- 4.1 This section will discuss the impact of the live planning applications in turn and their impact on the site's existing operations with regard to highways.

Construction of a transfer building and bridge to connect building to main site following demolition of Units 3 & 4 (planning application ref: 18/02087/FUL);

- 4.2 This application proposes the demolition of Millhouse units 3 and 4 and the erection of a fully automated bridge and transfer station. The bridge would connect the main factory to the permitted warehouse (located to the north via the proposed transfer station). The existing access arrangements to the site would be maintained as existing. Details on the function of the bridge is provided in the Transport Statement prepared to support the application (document reference: 022.0027/TS/1).
- 4.3 The bridge would have a clearance of 5.1 m and has been designed in accordance with Health and Safety Executive guidance. Clearance of 5.1m is in accordance with the clearance provided on UK motorways and this height is therefore considered to be sufficient to accommodate vehicles associated with Day Group and Spitfire Garage. Siva Group would be prepared to incorporate signs to advise road users of the height of the bridge.

Trip Impact

- 4.4 The implementation of the bridge and transfer station would improve current inefficiencies on-site and would allow the process of moving goods from the factory to the warehouse to be streamlined. This would significantly reduce the number of internal forklift movements which is anticipated to be approximately 1,300 trips per day currently assuming 10 HGV's per day with 40 pallets per HGV and 340 ad hoc movements bringing work in progress, consumables and raw materials from warehouse to production.
- 4.5 Following completion of the bridge it is anticipated that only approximately 10 forklift movements would be required to transfer engineering parts from Units 3 & 4 RJMC. The implementation of the bridge is therefore anticipated to result in the significant reduction of internal forklift trips per day. This would have a significant benefit to other occupants/businesses and would improve existing highway safety conditions on-site.



Installation of a boundary fence with entrance and exit gates fronting Hazel Road and part of access road (part retrospective) (planning application ref: 18/01964/FUL)

- 4.6 This application is for the provision of a boundary fence. The fence would be in place for a temporary period whilst the new warehouse is being constructed. This application will not result in any increase in trip generation or resultant highway impact.

Minor Amendment sought for variation of conditions 2 (approved Plans) of planning permission 16/00844/FUL for removal of columns, resizing of building footprint and canopy, installation of a gate house and relocation of office/restroom car parking (planning application ref: 18/01679/MMA)

- 4.7 This application proposes a number of minor changes to the approved Warehouse scheme, including reducing the Gross Floor Area of the Warehouse building by 225sqm to 1,915sqm. This would reduce the operational floor space for the new warehouse when compared to the consented plans which, alongside the additional measures implemented as part of the other planning applications, would help to reduce the internal traffic generated on-site and allow smarter working practices to be implemented. The changes proposed as part of this application would not impact on the trips generated by the consented 2016 scheme.
- 4.8 It should also be noted that once complete the consented warehouse will provide six off-road HGV parking spaces which will further improve conditions on the carriageway of Hazel Road and Quayside Road.
- 4.9 This application also seeks for the installation of a gate house and rest area for drivers. The implementation of this gate house would not result in additional traffic movements and would provide a waiting area for drivers whilst vehicles are being loaded/unloaded. This would improve existing conditions on-site and also ensures that visitors are provided with a safe waiting area. It would enable truck drivers to clear their cabs off the road and prevent rubbish build up that some have noted.
- 4.10 As per the approved plans, the loading yard would accommodate a total of 6 HGV's at any one time. Four vehicles would be waiting in the spaces provided, while two vehicles are loaded/unloaded. Previously, Siva Group only had space for two HGV's and therefore this application would help to ensure that HGV's are accommodated on-site without impacting surrounding road users/businesses.



Erection of a single storey building for use as logistics office with associated car parking, following demolition of existing (planning application ref: 18/01659/FUL)

- 4.11 The logistics office, now referred to as the monitoring office, would help to ensure that deliveries associated with the site are arriving in their scheduled timeslot. The site experiences a number of deliveries which are given a scheduled time to arrive on-site. A daily timetable is provided to members of staff, this details what deliveries are due and their allocated time slot. The timetable ensures that a sufficient gap is provided between delivery vehicles. However, in some instances delivery vehicles can arrive hours early without notice. Currently there is no way to stop these vehicles from accessing the site, which then requires them to park on Hazel Road or the local lorry park.
- 4.12 Currently an agreement has been given to delivery operators whereby they should park in nearby lorry parks. Once here the drivers are to phone the site to confirm their arrival. A copy of the form given to goods companies associated with Siva is attached as **Appendix D**. Whilst this approach has been implemented by Siva this has not prevented vehicles from accessing the site outside their scheduled time slot.
- 4.13 The proposed monitoring office would be manned by the existing banksman and would be used to prevent unscheduled deliveries. The banksman would be provided with a timetable for deliveries, if vehicles associated with the site attempt to deliver outside of the agreed time the banksman would be on hand to redirect vehicles off-site to the nearby lorry park. The banksman will also be on hand to ensure that all HGV manoeuvres are undertaken safely. The implementation of the monitoring office would help to ensure that the site's delivery timetable is maintained and ensures that the chance for delivery vehicles to stop on Hazel Road or the service road outside the main factory is reduced. It is therefore considered that the implementation of the monitoring office would provide a significant improvement for other surrounding businesses as this would help to ensure that Siva Group's deliveries can be managed.
- 4.14 The proposed monitoring office would only focus on directing deliveries and HGV's associated with Siva Group and would not seek to direct vehicles associated with the surrounding businesses.
- 4.15 It should be noted that the monitoring station would not require vehicles to stop on Hazel Road. The banksman would direct drivers (of vehicles associated with Siva Group) upon arrival ensuring a smooth flow of traffic. In the event a Siva Group associated HGV arrives outside of the agreed time the banksman will be on hand to direct the vehicle to a nearby lorry park almost immediately where they can wait for the allocated/next available slot.



- 4.16 Eight additional parking bays are also proposed as part of this application, to the west of the monitoring office. This would reduce the number of vehicles currently parked on the carriageway between RJMC units 1-11 (see **Photograph 6**) and on Hazel Road, providing a benefit to members of staff and improving highway safety conditions on the service road.
- 4.17 Furthermore, the implementation of the monitoring office also provides greater space for the safe manoeuvring of vehicles on-site.

Trip Impact

- 4.18 This application requires the demolition of RJMC unit 11 which is currently occupied by a garage repair shop. As result of this application the existing trips generated by RJMC unit 11 would be lost from the network. The monitoring station would not generate any additional trips, as this would be used to manage existing deliveries and provide additional parking for existing staff. The loss of RJMC unit 11 and the associated trips would have a beneficial impact on the surrounding highway network.

Vehicle Tracking

- 4.19 A tracking exercise has been undertaken of the new warehouse loading yard. Whilst no amendments are proposed to the access arrangements approved as part of the 2016 application (16/00844/FUL), concerns have been raised which suggest that an articulated vehicle would not be able to enter and exit the new warehouse in one manoeuvre.
- 4.20 Tracking of a UK maximum legal length articulated vehicle has therefore been undertaken and this demonstrates that an articulated vehicle can enter and exit the warehouse loading yard in one manoeuvre. This tracking is attached as **Appendix E**.

Operational Management Plan

- 4.21 SCC have requested that an operational management plan is prepared. This would be developed by Siva Group and could be conditioned as part of the above applications. Following discussions with SCC the following would be detailed within the operational management plan:
- Detail on how the Operational Management Plan would be monitored and enforced;
 - Measures to ensure that no vehicles are stopped along Hazel Road as result of the monitoring office; and
 - Measures to ensure that the road is kept clear of parking or any other obstruction which would impede on the lorry routing for the monitoring office and the new warehouse.



5. SUMMARY & CONCLUSIONS

5.1 This CTS has been prepared by Paul Basham Associates on behalf of Siva Group to support four live planning applications on Hazel Road, Southampton.

5.2 There are currently four live planning applications:

- *Construction of a transfer building and bridge to connect building to main site following demolition of Units 3 & 4* (planning application ref: 18/02087/FUL);
- *Installation of a boundary fence with entrance and exit gates fronting Hazel Road and part of access road (part retrospective)* (planning application ref: 18/01964/FUL);
- *Minor Amendment sought for variation of conditions 2 (approved Plans) of planning permission 16/00844/FUL for removal of columns, resizing of building footprint and canopy, installation of a gate house and relocation of office/restroom car parking* (planning application ref: 18/01679/MMA); and
- *Erection of a single storey building for use as logistics office with associated car parking, following demolition of existing* (planning application ref: 18/01659/FUL).

5.3 SCC's have requested that the existing number of trips generated by Siva Group, Day Group and Spitfire Garage is assessed. As a whole it is anticipated that Siva, Spitfire Garage and Day Group generate between 206-222 movements (in and out) a day on average. Based on yearly data and three days of surveys undertaken in January 2019, Siva is anticipated to generate between 36-52 movements over a daily period. It should be noted that this information has been provided for background information only and is not anticipated to be affected by the live planning applications

5.4 The four live planning applications seek to improve working efficiencies on-site and improve existing highway conditions. As a result, none of the planning applications are anticipated to have a net increase in trips generated by the site.

5.5 Prior to the September 2018, Siva operated a temporary warehouse from the site of the future warehouse. Without a bridge c.1,300 forklift movements were undertaken each day. As a result of the bridge application it is anticipated that there would only be the need for approximately 10 forklift movements to transfer engineering equipment from Units 3+4 RJMC. This application is therefore anticipated to result in the significant reduction in forklift movements, which would have a beneficial impact on the highway network in terms of safety and operation. This would also provide a significant improvement for other users of the estate.



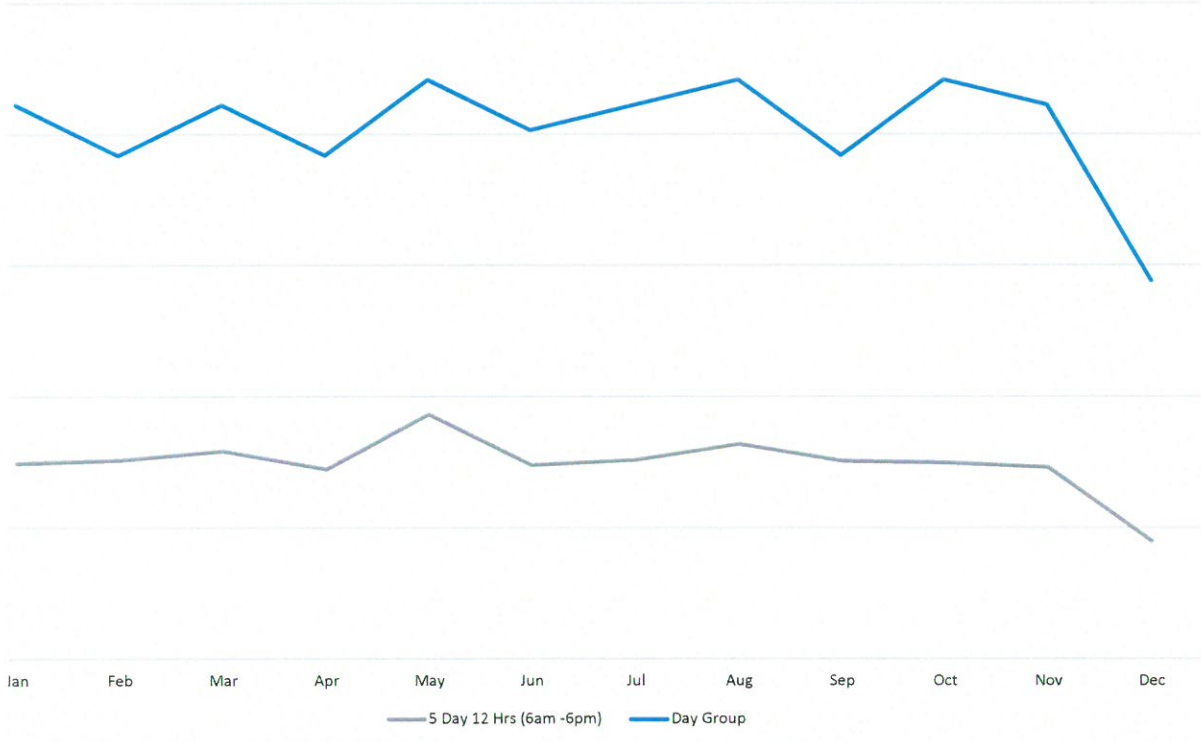
- 5.6 In 2016 Siva Group received planning consent for a new 2,140sqm warehouse. The minor amendment application seeks to make slight changes to the consented plans including the reduction of the warehouse by 225sqm. The amendments made as part of this application would not therefore result in any change in highway terms compared to the consented scheme.
- 5.7 The boundary fence would only be implemented on a temporary basis during construction, with measures put in place to main safe pedestrian access. This application would not have a highways impact.
- 5.8 The implementation of the monitoring office would provide a significant improvement to existing conditions. This application would provide additional parking to the west of the monitoring office which will in turn remove vehicles that currently park on the internal roads. The monitoring office will also help Siva Group maintain it's delivery timetable. No additional staff are required for the manning of the monitoring office and vehicles would not be required to stop on Hazel Road. The monitoring office would direct deliveries associated with Siva Group and would redirect deliveries who arrive outside of their allocated time slot. The implementation of the monitoring office also requires the demolition of the RJMC unit 11, which would have generated a significant number of trips and on road parking. These trips would be removed from the network as a result of this application which would also provide a benefit to the operation of the surrounding highway network.
- 5.9 Tracking has been undertaken which demonstrates that a UK maximum legal length articulated vehicle can enter and exit the loading yard for the new warehouse in forward gear.
- 5.10 An operational Management Plan could be provided by Siva Group as part of a condition.
- 5.11 It is not considered that the four live planning applications would result in a net increase in trips, with these applications considered to provide a betterment in terms of highway safety and access to surrounding businesses. We would therefore suggest that SCC look favourably on these applications with regard to highways.



Appendix A



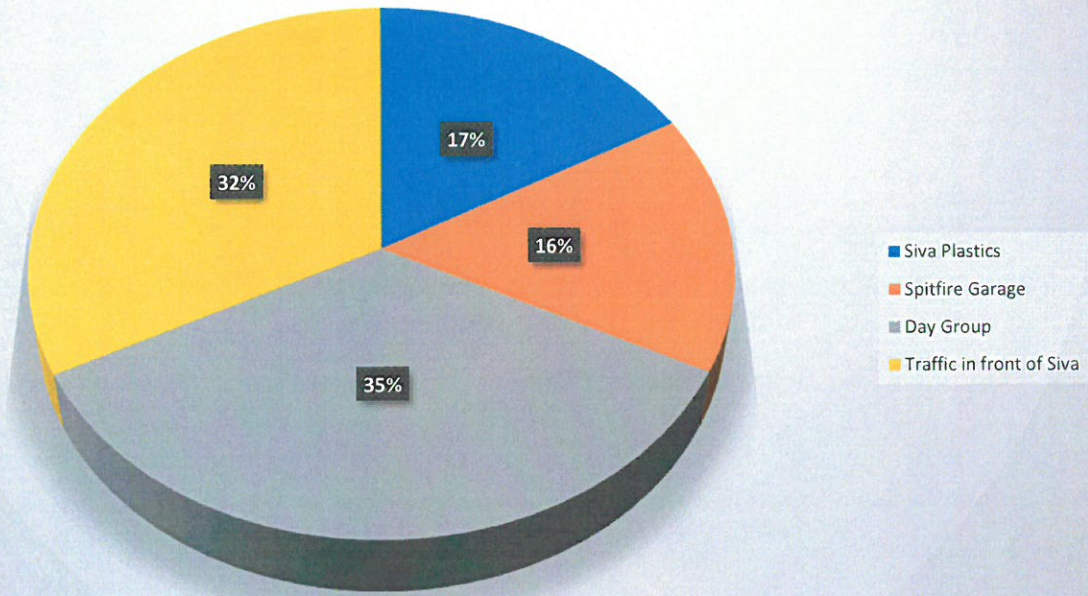
Vehicle Movement Comparison



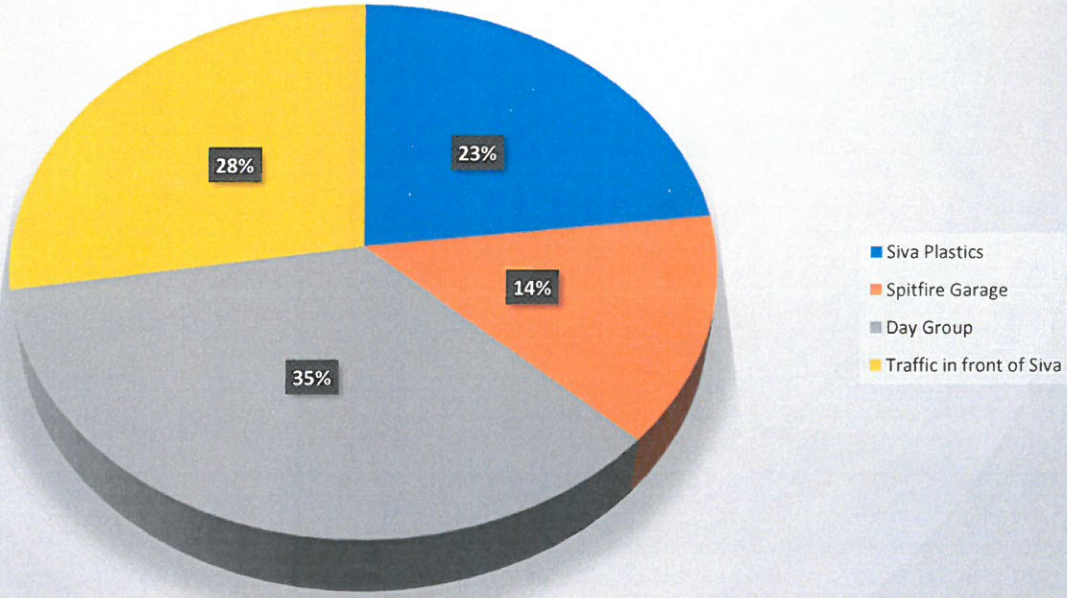
Appendix B



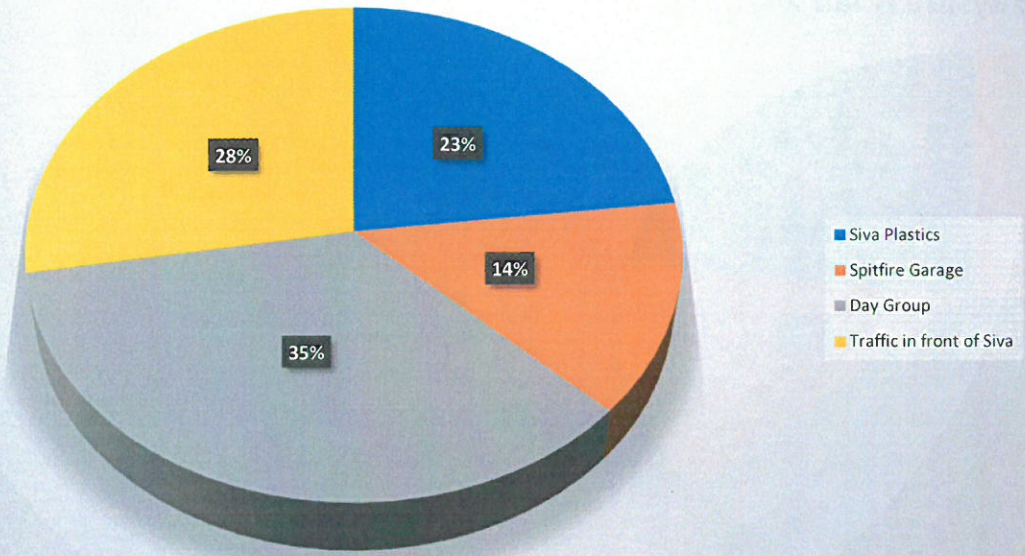
Total traffic along Quayside Road 23/01/2019



Total traffic along Quayside Road 24/01/2019



Total traffic along Quayside Road 25/01/2019



Appendix C



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)

VEHICLES

Selected regions and areas:

02 SOUTH EAST
 WN WINDSOR & MAIDENHEAD 1 days
04 EAST ANGLIA
 CA CAMBRIDGESHIRE 1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 580 to 900 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Parking Spaces Range: Selected: 8 to 78 Actual: 8 to 78

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/11/12

Selected survey days:

Tuesday 1 days
 Friday 1 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

Selected Location Sub Categories:

Industrial Zone 2

Secondary Filtering selection:

Use Class:

B2 2 days

Population within 1 mile:

5,001 to 10,000 1 days
 25,001 to 50,000 1 days

Population within 5 miles:

125,001 to 250,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

<p>1 CA-15-A-01 GARAGE FENGATE PETERBOROUGH</p> <p>Edge of Town Industrial Zone Total Gross floor area: 900 sqm <i>Survey date: TUESDAY 16/10/12</i></p>	<p>CAMBRIDGESHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 WN-15-A-01 GARAGE CORDWALLIS STREET MAIDENHEAD</p> <p>Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 580 sqm <i>Survey date: FRIDAY 23/11/12</i></p>	<p>WINDSOR & MAIDENHEAD</p> <p><i>Survey Type: MANUAL</i></p>

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	740	0.473	2	740	0.068	2	740	0.541
08:00 - 09:00	2	740	1.149	2	740	0.338	2	740	1.487
09:00 - 10:00	2	740	1.081	2	740	1.081	2	740	2.162
10:00 - 11:00	2	740	0.946	2	740	0.743	2	740	1.689
11:00 - 12:00	2	740	0.946	2	740	0.608	2	740	1.554
12:00 - 13:00	2	740	0.743	2	740	0.878	2	740	1.621
13:00 - 14:00	2	740	1.081	2	740	1.149	2	740	2.230
14:00 - 15:00	2	740	0.473	2	740	0.811	2	740	1.284
15:00 - 16:00	2	740	0.405	2	740	0.473	2	740	0.878
16:00 - 17:00	2	740	0.811	2	740	1.081	2	740	1.892
17:00 - 18:00	2	740	0.676	2	740	1.351	2	740	2.027
18:00 - 19:00	2	740	0.068	2	740	0.270	2	740	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.852			8.851			17.703

Parameter summary

Trip rate parameter range selected:	580 - 900 (units: sqm)
Survey date date range:	01/01/10 - 23/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix D



14th Jan 2019



Guidelines for Lorries and tankers on site

Dear Supplier,

SIVA Group occupy a busy road and with significant lorry movements daily. We have decided to implement strict control of lorry movements on site to reduce congestion.

All suppliers must book in Lorries and tankers for off-loading or loading.

Lorries must be booked in by 15:00hrs the day before arrival.

Contacts for booking Lorries as follows:

Telephone number: + 44 (0) 2380 448838

Goods in:

Ana Pereira (ana.pereira@sivagroup.co.uk)

Gina Bennett (gina.bennett@sivagroup.co.uk)

Goods Out:

Ajay Gora (ajay.gora@sivagroup.co.uk), Paul Jones (paul.jones@sivagroup.co.uk)

Below is the procedure for arrivals on-site.

Please enter the following postcode SO19 7QT. This is Woolston and District Lorry Park, also known as Oakbank Lorry park postcode SO19 7QT located underneath the Itchen Bridge.

Lorries: once you arrive here please call the Paul Jones on 07467 959282. If no answer call the Shift Manager on 07919 575028. We will arrange for you to enter our site.

These instructions are for your benefit as Hazel Road is a no through road.

Any lorries not booked in will be refused.

Hazel Road is a very congested road so your co-operation is appreciated to ensure operations are as smooth as possible whilst your lorry is on our site.

Thank you for your co-operation

SIVA Group, Spitfire House, Hazel Road, Woolston, Southampton. SO19 7GB. Telephone number: + 44 (0) 2380 448838

Appendix E





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 lorry park under the Itchen Bridge. Siva will ensure all employees are aware of the Plan.
- 1.3 The plan has been produced in support of all four current planning applications and would be implemented following the granting of the relevant permissions.

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 factory loading dock station will not be used unless the warehouse stops operating. 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 there is not expected to be any change in the volume of vehicles accessing the back of Spitfire House;
 - 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; and
 - 2.2.6 Day Group has agreed that Siva HGVs that travel down Quayside Road without authorisation can use their premises to turn around and leave Spitfire Quay in a forward gear. Siva is to commence discussions with Day Group to install a gate/camera system after the entrance to

Spitfire Garage and therefore not cause disruption to its business. Vehicles would be held momentarily only and for no longer than they are currently held.

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 the 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, Siva is considering the following two proposals:
 - 3.1.5.1 the banksman stops the vehicle on Hazel Road by the monitoring station. A map is provided to the truck driver identifying the route to be taken to leave the estate, via the one way system between Spitfire House and the RJ Mitchell Centre, and alternative parking at the lorry parking under Itchen Bridge. The procedure note will be in several languages to reflect the language skills of the vast majority of drivers.
 - 3.1.5.2 Siva believes 3.1.5.1 is reasonable, however, as an alternative, Siva would consider a minor amendment to the design of the Unit 11 monitoring station so that an HGV truck could turn into the property and wait off the road whilst instructions are provided without it causing any delay on Hazel Road or Quayside Road. 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 2.2.6. If there is space behind Spitfire House the driver will be advised to turn in that space and leave. If there is no space, they will be advised to drive through Day Group's premises; 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. 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.

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 not stopping on Quayside Road or parking. 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 outside 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.

7. **Road repairs**

7.1 Siva will work with the owner of Hazel Road and other business users to improve the quality of the same and appropriate traffic calming measures.

8. **Parking**

8.1 Siva will endeavour, where practical to keep all operational traffic from parking on Hazel Road.

8.2 As advised in 3.1.5.1 all drivers will be aware of the availability of lorry parking at Itchen Bridge.

9. **Traffic Committee**

9.1 In February 2019, following the submission of the applications, the Company instigated a traffic committee meeting with local businesses. The Company commits to continuing to participate in such meetings with a view to improving the communication between neighbouring businesses and the traffic situation as a whole.

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) to allay the fears 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 initiated the traffic committee and the Company will continue to take part in the discussions with local businesses;
- 10.1.5 committed to improved signage for the Company;
- 10.1.6 committed to investigate improved pedestrian safety measures by introducing walkways that have not existed before;
- 10.1.7 will, with the implementation of the permissions, increase the number of off-road spaces for HGV's from 0 to 5.

APPENDIX 1

SIVA OWNED ROADS THAT ARE RELEVANT TO THE PLAN




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Site Location Plan
Scale 1:1250



Scale in Metres (1:1250 @ A3)

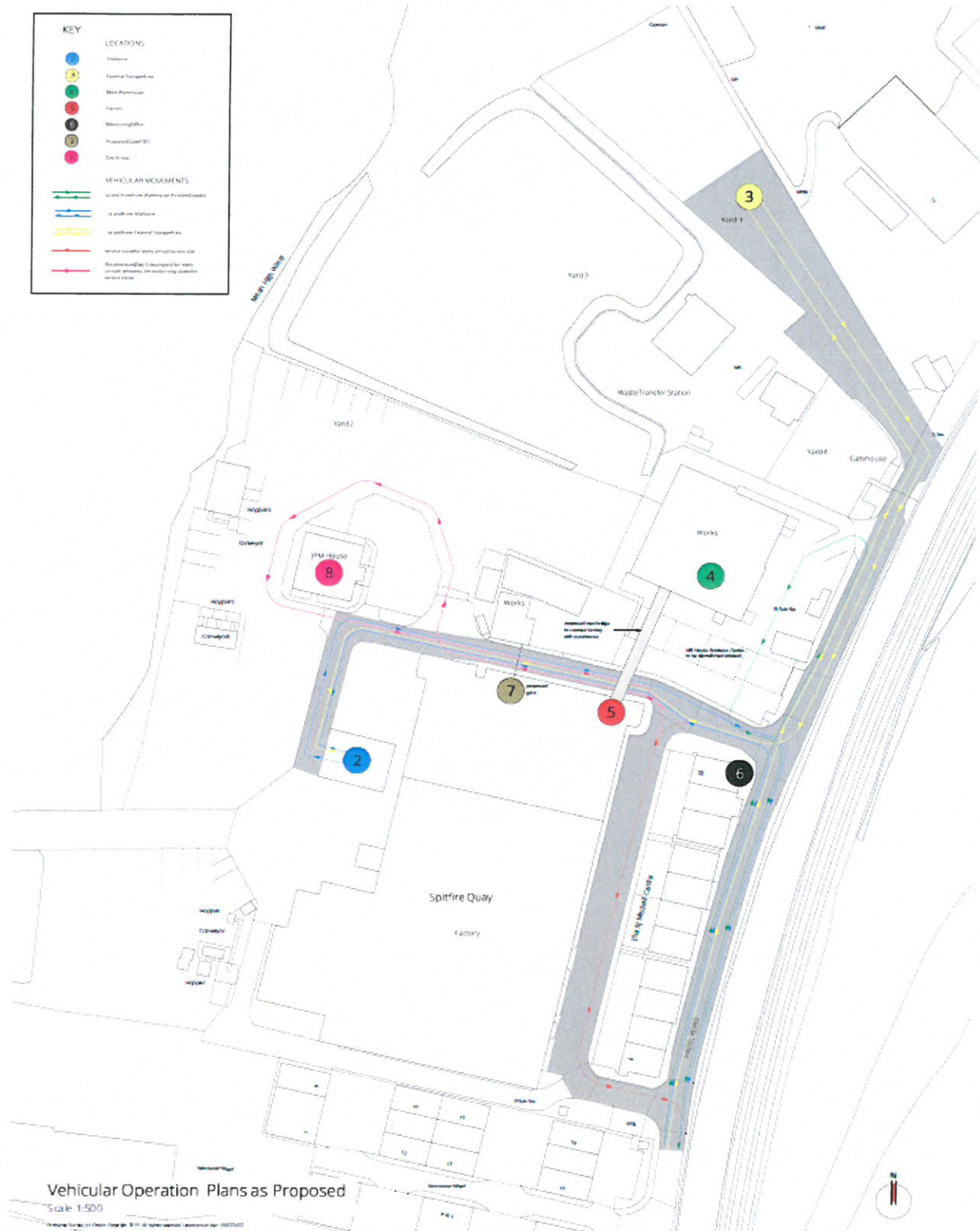
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 <p>Youngs Yard, Churchfields, Twyford, Windsor, Berkshire, SO2 1 1JH T: 01962 715730 E: info@southernplanning.co.uk W: www.southernplanning.co.uk</p>	<p>CLIENT: Siva Group</p>	<p>DRAWING: Site Location Plan</p>	<p>REV. DATE AMENDMENTS:</p>
	<p>PROJECT: 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</p>	<p>REV: .</p>

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APPENDIX 3

VEHICLE OPERATION PLANS AS PROPOSED



	CLIENT: Siva Group PROJECT: Vehicle Operation Plans, Spitfire House, Hazel Rd, Woolston, Southampton SO19 7GB	DRAWING: Vehicle Operation Plans as Proposed	SCALE: 1:500 (A1) DATE: May 2019 DWG NO.: S10-318-7.02	REV.:
	SCALE: 1:500 (A1) DATE: May 2019 DWG NO.: S10-318-7.02		REV.:	

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APPENDIX 5

SOUTHERN END PROPOSED PEDESTRIAN WALKWAY

Proposed Southern Pedestrian Route



