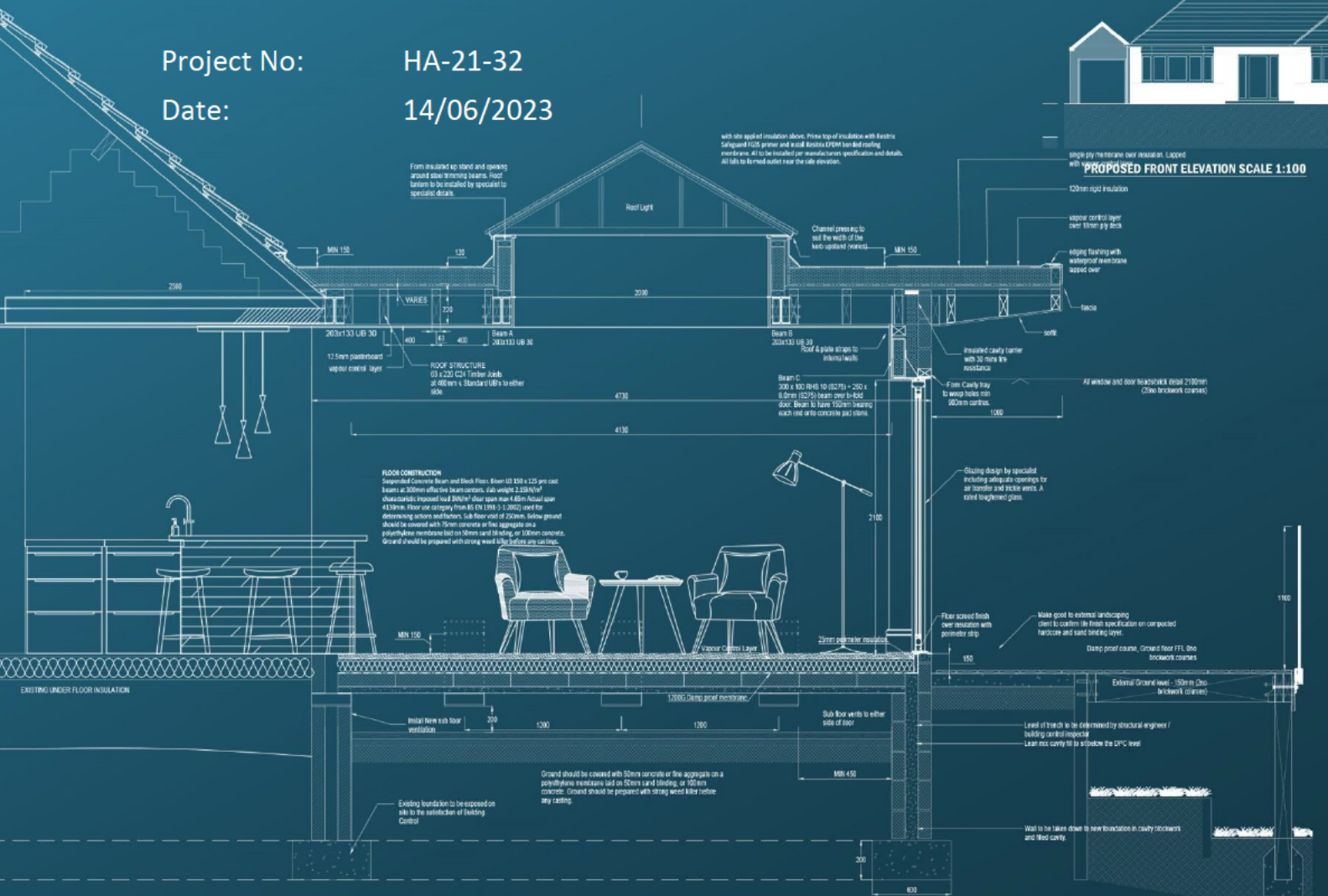






ADDITIONAL INFORMATION

Additional Information Planning Application 2022/0107

LEGAL RIGHTS OF PARKING AND ACCESS

Legal aspects of this development are being dealt with outside of the application process and should not be a planning consideration. For the purposes of this application, it is considered that all units including the new proposed unit have the right to access & egress their own buildings. The other units do not have the right to park vehicles on the applicant's site the same as the applicant does not have the right to park on the other units' land.

Regardless of the above statement, this application still allows for the parking of the other unit's vehicles on the applicants site.

CAR PARKING

This application displays sufficient car parking spaces for the proposed unit. The 9 spaces required for the new units are identified on the plan as spaces 1,2,3,4,5,6,7,8 and 9.

Reasonable considerations have been made to limit the offset of parking spaces of the other units back onto the rest of the site by including spaces 10,11,12,13,14,15,16,17,18,19,20,21,22 and 23 as general use spaces for the other units.

These spaces (although identified on the plan) are not delineated spaces to allow the other units to decide how they would like to use them for the best access and parking arrangements that suit them.

It is noted that if any spaces for the other units must be offset back onto the rest of the site for the other units to access and egress their units efficiently then there is adequate space on their own sites to accommodate their own spaces if they configure parking on their own site efficiently.

Spaces for the applicants' units along with other spaces still on this site for the other units is considered more than reasonable, other units' spaces should not be of any detriment to this application.

The proposal is considered to have adequate parking considerations that the development does not cause any detriment in relation to the safety and usability of the site.

THE PROPOSED UNITS- ACCESS & EGRESS

HGVs will not be required to access the new units.

It is reasonable to consider that any deliveries will take place via a smaller fixed bed vehicle that can easily access and egress this site in a forward gear. This may involve a simple turning maneuver as shown in the additional information provided detailing vehicle swept path of a 7.5T Box Van (attached) or similar. It has been established by the applicant's consultant that the applicant has the right to have the swept path of vehicles use the space outside of the redline boundary if necessary to access and egress the units and there is more than adequate room to do so.

Due to the size of the units, it is considered that deliveries will be significantly infrequent.

The applicants' highways consultants have stated that a swept path on the plan is satisfactory.

HGV & RIGID TRUCK ACCESS & EGRESS

HGVs and Rigid Trucks will not be required to access the proposed units. As previously mentioned, these units will be serviced by smaller vehicles.

However, it is noted that for whatever reason should HGV or Rigid Truck access be required to the new units, it has also been evaluated that they can access the units with safe and satisfactory manoeuvres. It is recommended that these manoeuvres should be completed using a banksman.

HGV & Rigid Truck Access & Egress on the site is safe and satisfactory.



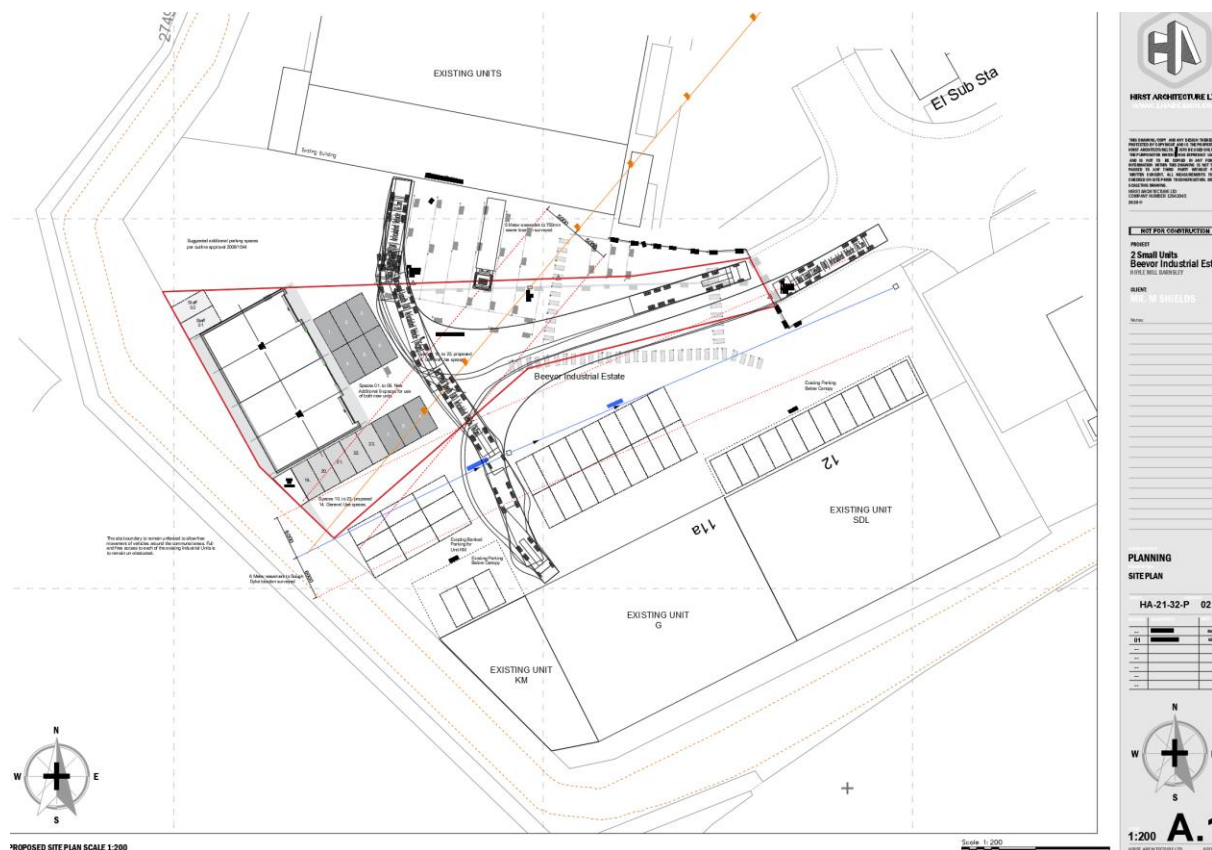
OTHER UNITS PARKING, ACCESS & EGRESS

In order to get along with surrounding units this development has allowed for the other units to keep car parking spaces on the site should they wish to do so. This application has displayed that adequate parking spaces can be accommodated either on the applicant's site or the other units own land if their parking is managed efficiently by them should they wish to do so. The agent of this application upon the applicant's instruction has consulted other units directly prior to submission of this document and addressed concerns raised proactively with the other units.

During consultations the unit to the north raised the concern that if they wished to use the 'unused' loading bays to the south of their building that they may have issues accessing and egressing the end bay if carparking (for them to use on our applicant's site) are delineated. They also requested that spaces within there ownership are removed from the plan as they are to be used to manage their own parking requirements and are to be left not delineated. This submission has been updated to consider the unit to the north's comments allowing spaces to be not delineated for access and the other unit's management opportunities. The applicants' highways consultant has confirmed (by the attached swept path analysis) that if parking spaces 10,11,12,13,14,15,16,17 and 18 are not delineated that the unit to the norths can be accessed and egressed safely by HGV should they wish to have the site operate like this.

The submitted site plan shows that the proposed units can safely be accessed and egress without any detriment to the other units on the site.

Units to the south currently have an acceptable parking arrangement. This application provides additional parking spaces within the applicants site for the use of these units. There are not any detriments caused to the safe access and egress to these units.



The above swept path proving safe HGV access to the un-used bays to the north.



CONCLUSION

The development provides adequate parking for the new units. In addition, the development provides additional spaces for the use of the other units. If managed efficiently the other units do not need to have these spaces on the applicant's site.

Parking arrangements are satisfactory.

The new units can be safely serviced with regards to access and egress to the site with vehicles leaving site in a forward's gear.

Access and Egress is satisfactory.

Units to the North and South are not detrimentally affected by this development. No fences or restrictions are proposed.

Access and Egress to the other units is satisfactory.

HGV's and Rigid trucks are not proposed for this development but have been proved to satisfy requirements should they be required to access the units.

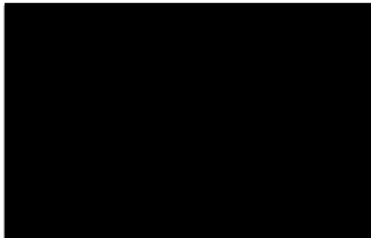
Access and Egress of HGV's and Rigid Trucks is satisfactory.

After thorough investigations it has been concluded that all parking arrangements, access and egress opportunities have been evaluated and it is concluded that the proposed development in its current layout is acceptable.

Bradley Rhodes

On behalf of Hirst Architects

Signed:



LUKE HIRST BA(Hons)Architecture MArch ADPPA ARB RIBA

CHARTERED ARCHITECT

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Appendix

7.5T Fixed Bed Vehicle - Proposed

