

Thank you for your further email. My clients response is further detailed below:

1) Please can we have more detail regarding the management of the car park, prior to and during the delivery period. Essentially this needs to be mapped out to understand how they will do this, how long it will take, will the whole car park be closed to the public or will part of it be open.

Deliveries should take a maximum time of thirty minutes. An average delivery time would be 10-20 minutes. The store management shall be aware of the delivery times for the arrival of the vehicle. The customer car park would be closed for use immediately prior to the delivery time and this would be undertaken using cones to stop cars/ customers prior to and during periods of deliveries. If it is found safe to do so, some spaces may remain available, however the largest vehicles are likely to block the car park. The decision to allow use of spaces would only be made via agreement with the delivery driver/store manager.

2) An understanding of the times of day for the remaining deliveries (apart from the papers which have already been accounted for in the early morning) These should avoid any peak hours of use.

All deliveries would take place during the hours of 7am - 9pm, however, busy traffic periods will be avoided, but this is directed by the store management on the times of the peak periods. It is often the case that the largest deliveries avoid rush hour periods such as 7.30am - 9am and then again between 4.30 pm - 6pm. This is sometimes adjusted due to schools where they are in the vicinity. For obvious reasons, this is a store management consideration and it may alter through the year, depending on seasonal traffic flow, local roadworks, school terms, etc.

3) Identify alternative car parking area

There is local roadside parking opposite the store. This should be acceptable in the quieter traffic periods referred to above.

4) Option 1 is preferable as loading and unloading can be undertaken within the site.

This is our clients preferred method also.

5) Although it is not the preferred option, option 2 seems achievable however we need to understand if the highway will be able to operate as a result of the vehicles position. As such please can you include a swept path of a car using the highway at the same time the loading area is in use.

This drawing is attached.

6) Although the swept path diagrams take into consideration the build out, there are also improvements to the northern section of highway. It is noted that the location of the HGV would stop the informal crossing being used. Is there room for the delivery vehicle to keep clear of this at all?

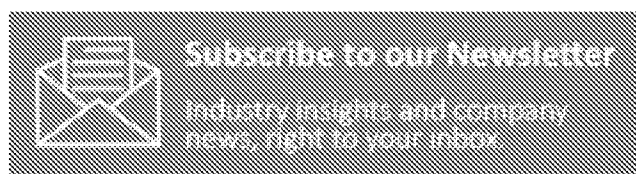
Correct, we are aware of the Northern Section of the highway having a small pavement with dropped kerb, tactile paving, etc. You will see that the attached drawing shows that both vehicle types can stop in a position that does not affect the crossing, albeit that visibility is interfered with, during the period when the vehicle is stopped/unloading. This is why Option 1 is our clients preference. I will also add that there is the possibility of the vehicle parking closer to the building, however this would require the removal of the porch and ground floor bay windows. This is however subject to a separate Planning Permission, if this option was pursued. It would likely result in a kerbside delivery from the highway, but this would not interfere with the crossing point.

I trust that this answers your queries, but if you have any other matters for discussion, please feel free to ask.

Thanks & regards,

Pierre Langlois BSc(Hons) MRICS
Associate

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From: Simon Davis [redacted]
Sent: 01 October 2019 15:55
To: Pierre Langlois <[redacted]>
Subject: FW: AW/237/19/PL Former Ship Inn

Dear Mr Langlois,

Further to your email earlier, I have received the following further comments and would request your response to these.

Kind Regards

From: Alison Meeus <[redacted]>
Sent: 01 October 2019 14:23

To: Simon Davis <[REDACTED]>
Subject: RE: AW/237/19/PL Former Ship Inn

Dear Simon,

Thank you for sending on this e-mail. I have taken a look and would be grateful if you could please ask the applicant to provide further clarification on the following details:-

1) Please can we have more detail regarding the management of the car park, prior to and during the delivery period. Essentially this needs to be mapped out to understand how they will do this, how long it will take, will the whole car park be closed to the public or will part of it be open.

2) An understanding of the times of day for the remaining deliveries (apart from the papers which have already been accounted for in the early morning) These should avoid any peak hours of use.

3) Identify alternative car parking area

4) Option 1 is preferable as loading and unloading can be undertaken within the site.

5) Although it is not the preferred option, option 2 seems achievable however we need to understand if the highway will be able to operate as a result of the vehicles position. As such please can you include a swept path of a car using the highway at the same time the loading area is in use.

6) Although the swept path diagrams take into consideration the build out, there are also improvements to the northern section of highway. It is noted that the location of the HGV would stop the informal crossing being used. Is there room for the delivery vehicle to keep clear of this at all?

Kind regards
Alison

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