

Tesco Stores Ltd

103 Bournemouth Road,
Chandlers Ford

Project Reference: 2208-062/CPMP/01

Car park & delivery management plan



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1 Introduction

- 1.1 This document has been produced in response to condition number 12 of planning permission F/22/94159, which states:

"Prior to first use of the development hereby permitted, a Car Park and Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall outline elements of on-site management, inclusive of:

- a) How the delivery bay / 2 x vehicle parking spaces will be managed when deliveries are due, in order to ensure that deliveries take place on-site and unobstructed movement of customer vehicles through the site can be retained at such times;*
- b) How parking will be managed on site to ensure that only designated parking spaces are utilised;*
- c) How the applicant intends to enforce the entry only, exit only vehicle movements in and out of the site (signage or other measures); and*
- d) Details of how this plan will be reviewed on a periodic basis and updated as necessary.*

- 1.2 The following chapters of this document set out the proposed arrangements for parking, access and servicing of the site.

2 Deliveries & servicing

Goods Delivery Arrangements

- 2.1 Tesco will utilise vehicles no larger than 8.4m in length to service the store. There are typically 3-4 deliveries per day to Express stores, via a combination of vehicles with the largest (at this site) being an 8.4m rigid vehicle.
- 2.2 Tesco are able to ensure that the site is not serviced by any vehicles larger than the above, as they have control over their direct deliveries and third-party suppliers. The latter are required by contract to use the correct size of vehicle for each store.
- 2.3 Tesco set out their schedule of delivery times such that only one vehicle will be on site at any time. Suppliers and direct deliveries will be required to adhere to the schedule set by the business.
- 2.4 Two parking spaces need to be closed off to allow for goods vehicles to stop on site clear of the majority of the car park and the access / exit route. Staff will close the bays off using traffic cones in advance of each scheduled delivery and the spaces will be re-opened when the goods vehicle leaves site.
- 2.5 Deliveries via HGVs will be undertaken between 8am and 10pm Monday to Friday and between 8am and 8pm on weekends & bank holidays Deliveries via smaller vehicles will be made between 6am and 10pm.
- 2.6 Deliveries will be undertaken from within the site only.
- 2.7 Vehicle engines will be switched off at all times during the unloading/loading operation in order to ensure that vehicle noise is kept to a minimum.
- 2.8 No goods cages will be stored on the public highway.
- 2.9 Tesco will identify the most appropriate routes between relevant distribution centres and the site, using multi-drop arrangements, to consolidate and minimise delivery vehicle trip numbers / miles driven.
- 2.10 All Tesco delivery vehicle drivers will be required to follow these routes unless directed otherwise by an appropriate authority.

Refuse collection arrangements

- 2.11 All refuse & recycling generated by the store will be stored in the back of house area and will be collected by the same vehicles that deliver goods to the store.
- 2.12 The refuse & recycling will be taken to Tesco distribution centres for sorting and recycling or disposal, as appropriate.

3 Car park management

- 3.1 Tesco are extremely experienced at managing car parking on their sites and where necessary engage management companies to deal with any abuse that occurs. Keeping the access though this site clear will be important to the business in terms of ensuring that customers can use the site and enter / exit without delay in addition to the planning permission / condition requirements.
- 3.2 Parking bays will be clearly marked with white lining and signage will be installed strategically around the car park, advising that vehicles must park within the bays only and that vehicles parked outside of the bays will be subject to penalty charges. An example of typical Tesco car park signage is provided at Figure 1.

Figure 1 – Car park signage



- 3.3 Upon opening of the store staff will undertake daily ad-hoc checks to ensure that vehicles are adhering to the signage and lining. Should vehicles be observed to abuse the parking restrictions, a management company will be engaged to install a camera based car park management system that will include additional signage and charges will be issued to any drivers in breach of the restrictions.

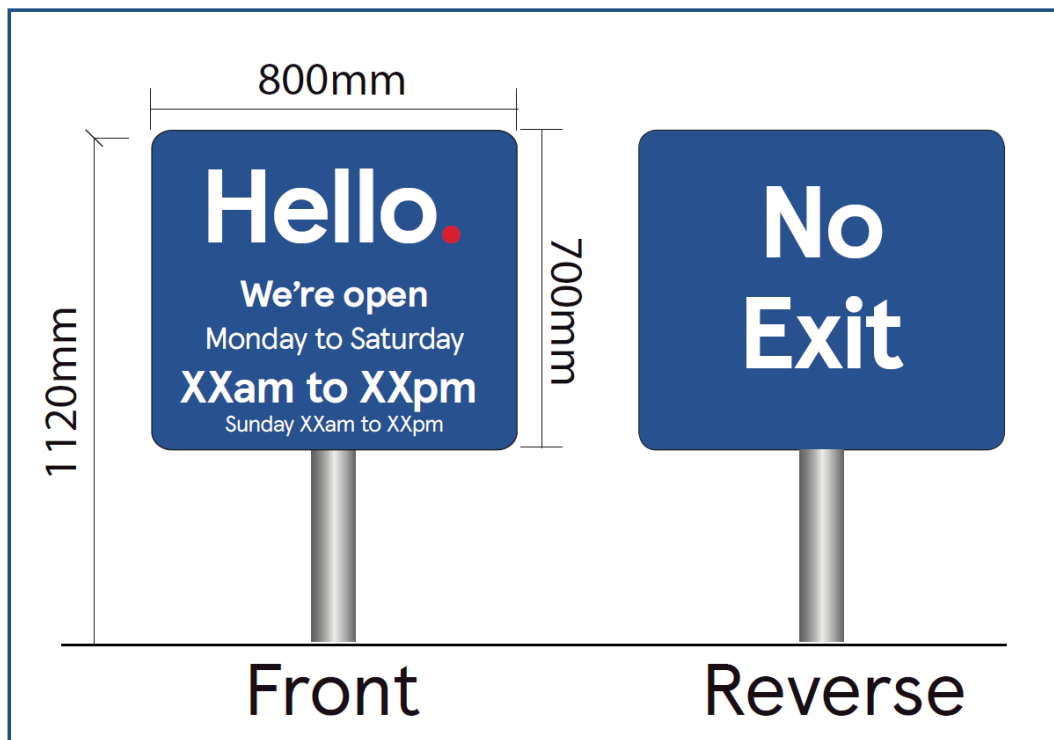
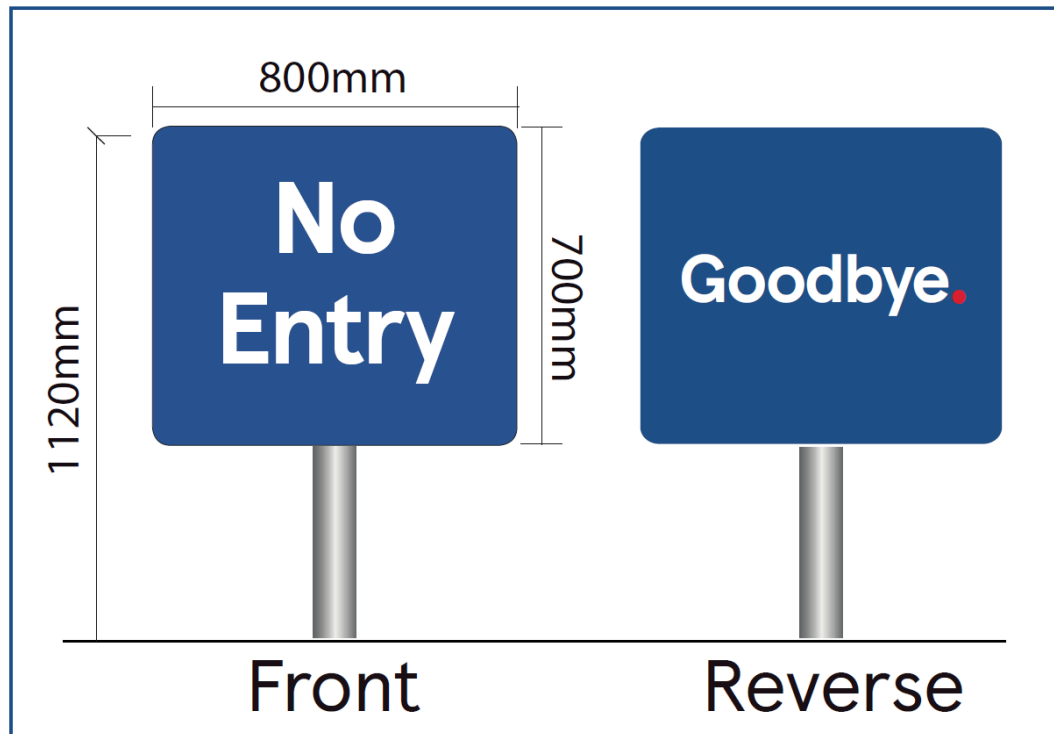
4 Access / egress management

- 4.1 Tesco have many sites which include one-way systems through their car parks and utilise standard signage in such cases, advising “no entry”, ‘no exit’ & ‘welcome’. As well as signage at the entrance and exit directional arrows will be provided on site, to make the exit route clear to customers and further ensure that vehicles do not seek to leave via the site entrance. An example of some of the typical signage is provided at Figure 2.

Figure 2 – Typical Tesco car park exit signage (viewed from the public highway)



- 4.2 A plan indicating the proposed signage locations and directional arrows in the car park is appended to this report and details of the signage are provided in Figure 3 and Figure 4.

Figure 3 – Entrance signage**Figure 4 – Exit signage**

5 Review process

- 5.1 The parking, servicing and access arrangements for the site will be reviewed one year after occupation of the site with a summary report being issued to the local planning authority and any necessary amendments or additions to this document that are agreed will be undertaken and an updated document will be issued to the LPA.

Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	NH		NH	July 23
-	Issue				