**From:** Derry, Paul [redacted]
**Sent:** Friday, December 1, 2023 12:00 PM
**To:** Maidman, Jonathan [redacted]
**Cc:** James Buratti [redacted]
**Subject:** PL2023/08490

Good morning Jonathan

I write regarding the application PL2023/08490 for the proposed Royal Mail delivery office at Brunel Road, Salisbury.

Comments have been received from the highways officer raising a number of minor queries regarding the proposal. I have set out below responses to the points raised.

1. How will the entrance gates be operated, will they be opened at certain times and remain open or will they be opened and closed as necessary and if the latter what opening and closing mechanism will they have, will it be mechanical or manual. It is essential that the gates are not closed when vehicles arrive which would then necessitate vehicles waiting on the highway while the gates are operated. If this is the case, the gates will need to be set back the appropriate vehicle length plus a small buffer into the site – The gates will be open during peak times when the fleet vehicles will be expected to leave and enter the site during delivery rounds. When a 17t vehicle is expected, then the gate will be opened in advance to allow it to drive straight in and prevent any waiting on Brunel Road.
2. Please can I be supplied with a swept path analysis for the largest lorry expected to be turning within the site – Please see attached swept path analysis at the entrance, as well as from within the site.
3. The Highway Authority will not recommend approval if the final approach of this application is to lead to excessive staff vehicles parking on the highway as the application currently suggests – Royal Mail can use various methods to reduce any requirement to park on the surrounding road network. This includes the ability for staff to park their private vehicle in the fleet bay when the fleet car is removed. There are also times where staff would take their fleet vehicle home of an evening and return the next day.
4. Can staff park their private vehicles in Royal Mail van parking spaces when the vans are in use. It is proposed that there will be empty parking spaces within the site and staff vehicles parked on the highway during working hours – Yes as noted above. The ability to do this will reduce parking pressures on the local network.
5. Under which travel category do the staff fall (driving, walking, cycling etc) that are proposed to take the Royal Mail vans that cannot be accommodated on the site overnight due to insufficient parking provision. Has this been considered and will it be the same staff all the time or will different staff have this opportunity to take a work van home – To confirm, the staff have been considered as driving. It will be the same staff who have the opportunity to take a van home of an evening.
6. Is it expected that delivery lorries will all arrive at different times of the day or will multiple arrive at any one time. Are these times regular each day and at what times will each of the 10 lorries arrive and depart – The expected arrival and departure times for delivery vehicles are set out in table 6.1 of the Transport Assessment (p32). These times will generally be consistent but will be impacted by matters such as traffic levels on route.

I trust this information can be passed to the highways team for consideration?

Kind regards

**Paul Derry**
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