

Full Address:

CJR Propulsion Limited
 70-72 Quayside Road
 Bitterne Manor
 Southampton
 SO18 1AD

Local Context:

The following has been taken from the Southampton City Council Pre Application advice reference 22/00270/PREAP2. Please do refer to this pre-application advice for full details. The application site currently comprises a factory operated by CJR Propulsion, a marine engineering company specialising in the manufacture of propellers and sterngear. The site includes a large factory building with off-street parking to the front and delivery and servicing access along the eastern side boundary, leading to an ancillary storage yard to the rear of the building with various shipping containers and temporary buildings around the rear boundary and ad-hoc external storage within the yard. There is an extensive planning history for this site, so only the more recent and relevant applications have been included below.

Case Ref	Proposal	Decision	Date
02/00382/FUL	Proposed extension and canopy to south elevation	Conditionally Approved	28.05.2002
971224/E	Demolition of existing buildings and erection Of new foundry and workshop	Conditionally Approved	01.04.1998
880065/ET	Retention of portable building for light engineering (renewal of E21/1638)	Application Refused	31.08.1988
E25/1663	Erection of a temporary store building. (Temporary consent until 30/06/90)	Temporary consent granted	04.06.1985
E21/1638	Portable building for light engineering use (Temporary consent until 30/11/86)	Temporary consent granted	29.11.1983

Proposal Summary:

CJR Propulsion Limited (02526127) propose to install a new storage hangar (for storage use only) in the rear yard of the Southampton factory located on 70-72 Quayside Road, Bitterne, Southampton, SO18 1AD. Please refer to CJR drawings 'CJR Existing Site Location Plan (Zoomed in/out) for further details. The existing site is located in Bitterne Manor, just north of the Quayside Marina. Since 1998, the rear yard contains shipping storage containers. It's proposed to replace these shipping containers with an 18m (w) x 10.5m (d) x 6.0m (h) storage hangar. The hangar is proposed to be a steel superstructure with fire rated steel cladding, full drawings have been included with the full planning application alongside concept examples of what the hangar will look like. Omega Steel Buildings have produced a full pack of to-scale drawings which have been included in this planning application. Pre-App Ref – 22/00270/PREAP.

Please refer to CJR document reference 'Application Supporting Notes' for a full summary of the proposals.

Transport Statement:

The existing site comprises of multiple shipping containers used as storage, the proposals will replace these shipping containers with a purpose built hangar. As such, there will be no impact to the existing transport, parking, highways or servicing for the area. The new storage area will not require any additional employees. Production activities will not be increased, the proposed hangar will replace the existing shipping containers (storage) only. The two-way trip rates for the site will remain exactly as per existing. There is no existing parking spaces contained in the rear yard. Any servicing or delivery vehicle reverse via the side access to enter the rear yard, this will remain exactly as per existing. The proposed hangar building footprint will remain exactly as per the existing shipping containers, in place since the late 90s.

Under the Re-application advice, Southampton City Council have advised the below:

Highways Officers have no objections to the scheme, subject to confirmation that any resulting increase in parking, traffic movements and staffing would not cause harm to local parking or highways safety. They had requested details of the size of the existing warehouse and the proposed net gain in floor space in order to determine if the proposal will lead to an increase in production activities at the site and thus an increase in deliveries of materials or product outputs, to determine the impact on the local highway network. As mentioned further above, you have subsequently suggested that the proposal will not result in any increase in levels of staffing, or operational capacity on site, so it is anticipated that the new storage warehouse will not result in significant impact on the local highway network, however this should be clearly explained under any future planning application. This can be provided in the form of a Transport Statement, or Transport Technical Note which clearly outlines the proposed two-way trip rates from the site and how this compares with the existing site operations. You should also demonstrate that the new storage warehouse will not compromise any existing parking within the rear yard and will not compromise the existing access or turning areas for servicing and delivery vehicles.