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Date	25 th October 2022	Email	Chris.hirst@hants.gov.uk

For the attention of Mr D Eaves

Dear Sir

Variation of condition No's 4 (Operational Management Plan), 9 (Livery/Branding), 10 (Traffic Monitoring) and 28 (Employment and Skills Plan) of planning permission APP/21/00200 and the introduction of a new Community Liaison Strategy Condition. Request to discharge conditions 11, 14, 15, 16, 17, 18, 19, 22, 26 and 27 (received 27/03/2022). Request to discharge condition 12 (received 10/06/2022). Request to discharge conditions 5 and 6 (received 10/08/2022).

Thank you for consulting the Highway Authority on the above discharge of condition application.

The applicant is seeking to discharge Conditions 5, 6, 11, 12, 14, 15, 16, 17, 18, 19, 22, 26 and 27. It is noted that of the listed conditions, only 5 and 6 relate to matters pertinent to the Highway Authority.

Condition 5

Condition 5 reads as follows:

Prior to occupation of the development hereby permitted a Full Car Parking Management Plan (building on the Vectos Framework Car Parking Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: *To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11, DM12 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD and the Planning Policy Framework.*

The applicant has submitted a Car Park Management Plan (CPMP) to discharge Condition 5. When responding to the original planning application, which has subsequently granted consent for the warehousing unit at 32 New Lane, the Highway Authority approved a framework CPMP. The purpose of providing a framework document at the planning stage was to demonstrate the measures which will be brought forward within the full plan, supported by further end user specific proposals.

The Highway Authority have reviewed the full CPMP and note that the document contains less measures than the framework document and does not propose any end user specific measures. The framework document refers to specific mitigation measures if the car parking controls do not assist in providing an efficient car parking system. It also provided links back to the Travel Plan to ensure that monitoring is undertaken of the car park operation. The document submitted in support of the discharge of condition request no longer references these measures and provides less detail than the original document which is not considered acceptable. These measures should be included within the document, along with end user specific measures where necessary.

Condition 6

Condition 6 reads as follows:

Prior to occupation of the development hereby permitted, a Full Delivery Servicing Management Plan (building on the Vectos Framework Delivery Servicing Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: *To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.*

To discharge Condition 6, the applicant has submitted a full Delivery and Servicing Management Plan (DSMP). As with the framework CPMP, the

Highway Authority previously reviewed and considered a framework DSMP acceptable at the planning stage which contained measures to bring forward through the full DSMP, supported by further end user specific measures when the full plan came forward. The full DSMP provides less measures than the approved framework document which is not considered acceptable. The applicant is required to update the DSMP to include the measures provided within the framework document, along with any end user specific measures where necessary, before the Highway Authority can recommend the discharge of Condition 6.

Recommendation

The Highway Authority requires further information within both the CPMP and DSMP before a recommendation can be made on the discharge of Conditions 5 and 6.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst