



CONSULTATION SUMMARY

32 NEW LANE, HAVANT – S73 APPLICATION
PROPOSED AMENDMENT TO CONDITIONS 4, 9, 10 & 28 (APP/21/00200)

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Proposed New Condition	Commentary
Proposed Condition 4 – Operational Management Plan The Full Operational Management Plan document produced by Vectos Ltd, dated January 2022 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 assumptions within the Transport Assessments agreed at planning having due regard to policies DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework. Proposed Amended Condition 9 - Routing Strategy The site shall operate in accordance with the agreed routing strategy detailed within the approved operational management plan. This includes the following measures: • A defined geography of households to be served by vehicles heading south down New Lane • Explicit routing signage on all exits from the site • Induction Packs/leaflets and training for all drivers • Monitoring of movements via CCTV with regular reporting via an independent third party to the Local Planning Authority in accordance with the parameters of the OMP. Reason: To allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes in the interests of residential amenity and to avoid congestion having due regard to policies	A Framework Operational Management Plan was previously approved by the original planning application ref. APP/21/00200. After extensive discussions with the Highway Authority and Local Planning Authority, an updated Full Operational Management Plan (OMP) has been submitted for consultation in association with Condition 4. This seeks to make monitoring of the site more robust, precise, effective and enforceable, which is to the advantage of the proposed occupier and to the Local Authority. The updated Full OMP can be used as an effective way to prevent potential rat running issues and also cover issues controlled by Conditions 9 and 10. Unlike the approved Framework, the plan includes details of the routing strategy and how this will be managed to ensure that only deliveries to households within a limited geographical area will be allowed to travel south down New Lane. The only exceptions to this is to allow for rare circumstances when the use of other routes is not possible or would be dangerous. The reliance on branded of vehicles would not provide any indication as to whether a vehicle was rat-running and therefore would be ineffective. The updated Full OMP is consistent with the framework OMP which included the traffic movements in the Appendix. The Full OMP sets out that the totality of vehicles using the site per day will be monitored in line with condition 10

CS16, CS20 and DM10 together with the National Planning Policy Framework. Proposed Amended Condition 10 – Traffic Levels Prior to the occupation of the development hereby permitted the infrastructure to monitor traffic levels across the 3 site accesses as specified in the Operational Management Plan shall be installed. The occupier will comply with the monitoring and reporting measures specified in the Operational Management Plan, including the use of independent data monitoring company. Data will be used for monitoring the effectiveness of the Management Plans only. Reason: To confirm that the traffic levels presented in the Operational Management Plan at planning are reflective of the on-site operation in the interests of amenity and the efficient operation of the Highway Network having due regard to policies CS20 and DM12 together with the National Planning Policy Framework.	requirements, with an independent monitoring company providing an analysis of each access, throughout the day and by vehicle type in any case. Continuous traffic data will be provided for the first 18 months, in a quarterly report and after this point, provided that the end-user is operating within the parameters of the OMP, the frequency and duration of reporting will be reduced after this period. This is for a period of two weeks every quarter until the monitoring period has ended. The plan includes details of monitoring for a period of 5.5 years from the first parcel delivery being made from the site. This includes: - Vehicle routing through the installation and maintenance of CCTV cameras within the site to allow spot checks to be undertaken of vehicles entering and leaving the site; - Traffic levels through the installation and maintenance of Automatic Traffic Counters to monitor traffic levels across the 3 site accesses. The application provides a more robust and precise way to monitor traffic at the site. It should be noted that this application is not seeking to change the proposed operation at the site, only the way in which the operation is measured and monitored. It was for example indicated at the planning committee that there were issues of procurement in terms of acquiring the operators own van fleet on day one. Moreover, the operator has accepted an overall daily cap on the number of vehicles entering and leaving the site in line with condition 10 which will serve to ensure that regardless of ownership the intensity of use will sit within the parameters assessed.
Updated Condition 28 Throughout the construction period to comply with the Construction Employment and Skill Framework and to: - Deliver the approved Employment and Skills Framework Plan - Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase. - Six weeks from agreement of Planning Permission Contractor/Council initial E&S Plan meeting - Monitoring meetings to be scheduled with Contractor and the council to review progress.	Updated Condition 28 – split into two conditions and made more precise in terms of engagement and the recruitment strategy. It is noted that the Economic Development Team have accepted the changes sought. An initial Employment and Skills meeting has already been held between the Council and Department for Work and Pensions for the construction phase. It was attended by the developer and the contractor, with further meetings currently being diarised.

• Provide case studies involving Havant residents before the end of the construction phase. Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011	
Prior to Occupation an Occupational Phase Employment and Skills Plan shall be sent to the Local Authority which provides the following details: • An end user HR contact for recruitment for direct employees • An inception meeting with the Economic Development Officer to detail the programme for launch recruitment and beyond initial occupation • Provision for a follow up meeting to be attended by the Borough Council including members of the end-user's PR team. • Provision of details of the agencies/contractors that are being partnered with • Details of the marketing of direct employment opportunities, including specific reference to the need to target Havant residents, including those in the 18-24 category and those in Leigh Park and the immediate area Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011	Updated Condition 28 – split into two conditions and made more precise in terms of how the occupier will deliver on its commitments. The proposed end user has an apprenticeship programme for 18-24 year olds across England, Scotland and Wales. Throughout the selection process, applicants are offered various roles and locations to identify the best fit for them.
New Community Liaison Condition Within 6 months of occupation the operator will produce a community liaison strategy, which will include: • Contact details for any queries to be forwarded; • Details of membership of a local community panel to be established with key stakeholders and interested parties • A schedule of meetings to be offered to the identified panel • Record-keeping of engagement with the local community Reason: This would give residents and stakeholders an opportunity to feedback to the site operators on the effectiveness of the arrangements in place. Comments received will be used to make improvements to the site operations as and where appropriate.	New condition to replace informative. This condition sets out a clear commitment from the intended occupier to engage with the local community.