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<i>Date</i>	21 st January 2022	<i>Email</i>	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. | 32 New Lane, Havant, PO9 2NG

Thank you for consulting the Highway Authority on the above planning application. The applicant is seeking to amend Conditions 4, 9, 10 and 28 associated with planning permission APP/21/00200 which primarily related to the monitoring controls in place to ensure that the site would operate under the parameters assessed at planning. It is noted that Condition 28 relates to a Construction Employment and Skill Framework which does not pertain to the Highway Authority. This response therefore comments on Conditions 4, 9 and 10 only.

The applicant has provided an Operational Management Plan (OMP) along with a supporting note which details the suggested amendments to the planning conditions. The Highway Authority has reviewed the documents and wishes to make the following comments.

Current Condition Wording

As noted above, Conditions 4, 9 and 10 were included within the case officer's committee report for planning reference APP/21/00200 which subsequently received resolution to grant planning permission, subject to signature of a S106 agreement.

The conditions associated with the extant permission read as follows:

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

Condition 4

Prior to the occupation of any relevant part of the permitted development, a Full Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall be based upon the principles outlined within the Vectos Ltd. Framework Management Plan document dated July 2021, 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.*

Condition 9

All delivery vans operating from the site shall be liveried and branded in a manner to allow for easy identification to ensure that the operation is in line with the operational management plan.

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 CS16, CS20, and DM10 together with the National Planning Policy Framework.*

Condition 10

Prior to the occupation of the development hereby permitted to install and maintain permanent traffic counters and monitor traffic levels across the 3 site accesses in accordance with the figures agreed at planning, as reflected in Appendix A of the Operational Management Plan.

The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority.

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.*

The purpose of the planning conditions was to ensure that the site would operate in the manner considered acceptable by the LPA and Highway

Authority during the planning stage. It is understood that the applicant considered the controls applied by the conditions to be overly onerous which has subsequently led to the current Section 73 application.

Revised Condition Wording

The applicant has proposed the following amendments to the planning conditions:

Condition 4

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.*

Condition 9

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 CS16, CS20 and DM10 together with the National Planning Policy Framework.*

Condition 10

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.*

The conditions are contingent on the measures outlined within the amended OMP which has been submitted as part of the application.

Operational Management Plan

Condition 4

The revised wording for Condition 4 requires the OMP submitted as part of the current planning application to be approved in its current form for implementation, as opposed to the previous framework arrangement. The Highway Authority has therefore undertaken an in-depth review of the document and has the following comments to make.

The OMP submitted by the applicant introduces revised monitoring proposals for the site which alters and, in some cases, replaces the monitoring methods outlined under the previous planning conditions. These are addressed in more detail below.

The OMP sets out the operation of the site, confirming the situation presented at planning whereby staff will visit the site before picking up a van which is subsequently loaded before departing to make deliveries for the day. The van driver will return to the site at the end of their shift to drop off the van and return home. The traffic assumptions made within the occupier data underpins the assessments previously undertaken under which the application was considered suitable, subject to sufficient measures within the OMP. This data has been included in Appendix A of the OMP, confirming that a total of 2,415 movements are allowed to the site, along with 339 and 329 trips in the AM and PM peak hours respectively. The tables further split down the trips by each access, which were a consideration at planning for determining that the site access junctions and the New Lane/Crossland Drive junction forms were suitable and safe for the anticipated traffic levels.

The traffic distribution set out in Section 4 of the OMP reflects the position at planning (75% of trips will route via Crossland Drive, 24% will head north to the junction with Bartons Road and 1% will head southbound).

The remainder of the OMP covers the specific monitoring methods which will be used to enforce Conditions 9 and 10. Following discussions with the applicant, the monitoring proposals are considered suitable. This is set out in more detail below. For the purposes of Condition 4, the revised OMP is considered suitable for addressing the revised wording of the condition.

Condition 9

Condition 9 previously required all of the vans associated with the site to be liveried, allowing for their identification. As per the extant permission, only 1% of the van traffic is allowed to route southbound from the site and the van livery requirements were conditioned by the LPA to enforce this matter.

To help illustrate the area which southbound delivery vans can deliver to, Figure 4.1 has been provided in the OMP which provides a catchment area, highlighted in purple. The figure demonstrates the area which falls under the 1% of southbound van traffic and helps provide a basis for identifying which deliveries can be undertaken using New Lane to the south of the site.

In lieu of all vans being liveried, the applicant has proposed to monitor van movements through ANPR cameras. The ANPR cameras will be positioned within the applicant's land and managed via an independent 3rd party company who will compile and collate the data into a quarterly monitoring report. For the first 18 months of operation, 4 weeks' worth will be collected each quarter and subsequently analysed within the monitoring report to identify whether van routing was being carried out in compliance with the OMP.

The weeks that the data is provided will be at the discretion of the Planning Authority. The data will be monitored for a 5 ½ year period (5 years of full operation on site alongside a 6-month period for the site to reach operational capacity) with a review mechanism in place on the first anniversary of the site becoming operational to determine whether the volume of data being provided and analysed can be reduced. This would be the subject of further discussions between the applicant and the Planning Authority.

If the number of vans travelling to/from the site to the south along New Lane is found to exceed the 1% agreed at planning (which is also reflected within the OMP), the monitoring report will clearly identify the breach and allow for action to be taken should this be considered appropriate by the LPA.

Condition 9 was requested by the LPA to address routing concerns. The Planning Authority should therefore confirm whether the revised monitoring proposal and condition wording is considered suitable. The Highway Authority raise no concerns in relation to the condition proposals.

Condition 10

The previous wording for Condition 10 required the applicant to install traffic counters across the 3 site accesses, with the traffic data fed into Hampshire County Council's permanent traffic count database to identify at any point in time whether the traffic figures agreed at planning were being adhered to.

The OMP has been revised to reflect conversations held with the Highway Authority, LPA and the applicant. The traffic counters will be located within the applicant's land and situated across the 3 site accesses to ensure that traffic movements can be counted.

The traffic data will be collected and analysed by an independent 3rd party company who will produce a quarterly monitoring report which analyses the data and provides the average peak hour flows and average daily flows across each site access. The flows will be compared to the occupier data which formed the basis for assessment at the planning stage and has been included within the OMP in Appendix A. The report will identify instances where the agreed traffic levels have been breached which will subsequently be reviewed and potential remedial action triggered following discussions with the LPA.

The quarterly monitoring report will analyse continuous data for the first 18 months of operation, with a review mechanism in place after the first anniversary of the site becoming operational (in a similar fashion to Condition 9). This would be the subject of further discussions between the applicant and the Planning Authority. The data will be monitored for a 5 ½ year period (5 years of full operation on site alongside a 6-month period for the site to reach operational capacity). 4 weeks' worth of raw data will also be available per quarter to confirm that the information reported within the monitoring report is accurate.

The occupier data included in Appendix A restricts the total daily movements to and from the site to 2,415, with the peak hour movements restricted to 339 in the AM and 329 in the PM. The peak hour traffic movements were previously utilised within the junction modelling undertaken within the applicant's Transport Assessment. Following a detailed review of the applicant's occupier traffic data and junction modelling outputs, the Highway Authority was satisfied that the development would not result in a severe impact on the local highway, subject to suitable controls. The average movements provided in the quarterly monitoring report will be assessed against the aforementioned figures to ensure compliance with the data assessed at planning. Any deviation from the figures will trigger a review and potential enforcement action through the monitoring methods set out in the OMP.

The occupier is committed to comply with the hourly movements from the site and, whilst these are not routinely reported on, the data and requirements to comply will be available for review and consideration if needed by the Planning Authority.

The Highway Authority is satisfied that the revised monitoring proposal provides suitable control which ensures that the site must operate under the parameters assessed at planning. Monitoring of the site traffic will take place by an independent company who will produce monitoring reports which identify the average daily and peak hour movements over the quarterly period. The report will identify if the trip generation figures have been exceeded and, if so, what remedial action will be taken following discussions with the LPA. The Highway Authority acknowledges that the revised monitoring proposal does not provide continuous monitoring for the lifetime of the development, as

previously required under Condition 10; however, the controls within the OMP restrict the development to operate under the specific occupier data provided at planning. The monitoring reports and amended conditions still provide the LPA with the powers to enforce on breaches in these figures which will be closely monitored through the reports.

Recommendation

Following a review of the revised OMP, amended condition wording and the updated monitoring proposals, the Highway Authority is satisfied that the measures in place are suitable for ensuring the site will operate as it has been assessed at planning. The Highway Authority therefore recommend no objection to Conditions 4, 9 and 10.

Yours Sincerely,

Ben Clifton – Strategic Transport Manager