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## DEPUTATION

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

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The proposals to redevelop the former Pfizer site were approved in October 2021 to grant planning permission for a new parcel distribution centre for the local area. The approval followed an extensive review and a robust assessment of traffic generation associated with the use.

Regrettably whilst the intention of the applied conditions was understood and accepted, the precise nature of the conditions was not known prior to planning committee agenda being published. The current application seeks only to amend the mechanism for measuring compliance with planning restrictions and to make the conditions more precise and enforceable. This is to the advantage of the Council and to the intended occupier.

After lengthy discussions with the Highway Authority and Local Planning Authority, an updated Full Operational Management Plan (OMP) has been submitted in association with Condition 4. The OMP commits to effective ways to prevent potential rat running through a clear Vehicle Routing Strategy. The OMP also demonstrates how all vehicles using the site will be monitored each day in line with Condition 10. There is a daily cap of 2,415 vehicle movements and the impacts of these traffic movements, particularly during the peak hours, have been rigorously tested to ensure the use will not have a negative impact on the local highway network. For the avoidance of doubt the quantum of movements is identical to that assessed previously and remains lower than the past occupiers.

### **Routing Strategy**

The Routing Strategy specifies that only deliveries to households within a limited geographical area will be allowed to travel south down New Lane, the only exceptions to this are in rare circumstances when the use of other routes would be not possible or dangerous.

Reliance on branded vehicles would not have provided any indication as to whether a vehicle had a need to travel south, and would be ineffective at monitoring the distribution of traffic. The now proposed installation of CCTV cameras, alongside the Actual Traffic Counters on all entrances is a more precise and technologically advanced way of monitoring the site.

All HGVs would continue to use Crossland Drive, alongside the majority of the traffic associated with the site.

## **Traffic Levels**

The intended occupier has accepted a daily cap on the number of vehicles entering and leaving the site and this will be monitored to ensure that the intensity of use will sit within the parameters assessed.

An independent monitoring company will install and maintain the cameras and traffic counting equipment on-site. They will also provide an analysis of each access, throughout the day and by vehicle type which will be shared with the operator and Local Authorities.

Continuous traffic data will be provided for the first 18 months, in a quarterly report. After 18 months, if the occupier is operating within the parameters of the OMP, the frequency and duration of reporting will be reduced to two weeks every quarter until the end of the monitoring period (after 5.5 years). It should be noted that throughout the determination period of the current application the applicant has worked collaboratively with the Local Planning Authority and Highway Authority and has substantially modified the Operational Management Plan to ensure that the monitoring period and frequency was agreed to be acceptable.

## **Community Engagement**

A **Community Engagement** condition is proposed which sets out a clear commitment from the intended occupier to engage with the local community. This is following the request by Members at the original planning committee, which is considered more precise and enforceable than the informative applied to the decision notice previously.

## **Employment and Skills**

The revisions sought to Condition 28, relate to the **Employment and Skills Strategy**. It is proposed to split this into two separate conditions to make the requirements more precise between developer and occupier responsibilities and commitments. Four local residents have been employed during the demolition process and the contractor is making good progress on other requirements, such as engaging on campus with students at HSDC. Further meetings are also being diarised with the intended occupier and economic team / local job centre representatives, given the broad range of job opportunities that would result if planning permission is granted for the amendments sought.

## **Summary**

The S73 application does not propose any alteration to the proposed operation previously considered acceptable at this site. It seeks to improve the precision and enforceability of conditions relating to transport, employment and community engagement. The New Lane Industrial Estate is recognised as an important employment area and the proposals safeguard the site for this purpose.

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