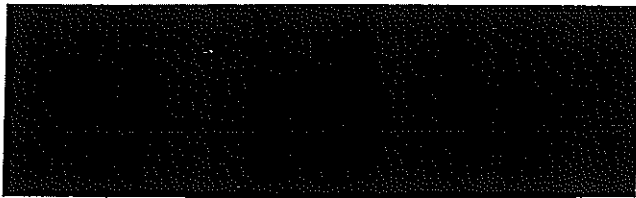


Frithers' phone call
@ approx 0920 am. Wed 16 Apr



TESCO

Re: Has
~~Marcus~~ Marcus / yourself

~~10/4~~

responded to Test Valley DC
about Andover.

16/4
+ 2/4

Revised
P.A. Off. Copy

From: [REDACTED]
Sent: 15 February 2008 15:24
To: [REDACTED]
Subject: Andover - revised conditions and cap

[REDACTED]

Thinking about our meeting yesterday and the revised capping, I am a little anxious about only capping the peak periods and not putting some form of restriction on the remaining hours (even though there will be a 24 hour limit). This is leaving the HA at some risk as there is no limit to the number of HGVs (could be several hundred if there is a back log) and there is no restriction on the distribution (if there is an accident say on the M3 or M25, it would be better to hold the HGVs in the park until it is cleared, resulting in a continual stream of HGVs heading east. With this in mind, I have redrafted the conditions (please note, I haven't adjusted the actual numbers of trips as I am waiting for the information from [REDACTED]

Condition 1

Within six months of the date of grant of planning permission a scheme to monitor the impact of HGVs (Heavy Goods Vehicles, as defined as Goods Vehicles exceeding 7.5 tonnes maximum laden weight) on the exit from the development shall be submitted and approved in writing by the Local Planning Authority in consultation with the Highways Agency on behalf of the Secretary of State for Transport and Hampshire County Council.

Condition 2

The approved monitoring scheme shall be implemented prior to the first occupation and kept in operational use by the Applicant until notice to the contrary is given to the Applicant by the Local Planning Authority in consultation with the Highways Agency and Hampshire County Council.

Condition 3

Prior to the first occupation of the site a mechanism is to be in place to provide a report into HGV traffic patterns from the site in April and October each year. The content and format of the report is to be approved by the Local Planning Authority in consultation with the Highways Agency and Hampshire County Council. The results in the Monitoring Report shall be approved by the Local Planning Authority in consultation with the Highways Agency and Hampshire County Council.

Condition 4

A maximum of 80 HGVs shall be permitted to leave the site during the AM and PM peak periods (the AM peak period is defined as 7.00am - 10.00am, the PM peak period is defined as 4.00pm - 7.00pm). Outside the AM and PM peak periods (between the hours of 10.00am - 4.00pm and 7.00pm - 7.00pm) no more than 120 HGVs shall be permitted to leave the site. Over a single day the number of HGVs leaving the site shall not exceed 1,700 vehicles.

Condition 5

Should the Monitoring Report identify that the number of HGV trips has exceeded the maximum numbers permitted in Condition 4 on more than four occasions during the monitoring period, the Applicant shall:

Either:

A. Implement the works as detailed in drawings HHT91271A/1083.2/003/A and HHT91271A/1083.2/004/A (or such other scheme of works to the same general effect which has first been approved in writing by the Secretary of State for Transport in consultation with Hampshire County Council and thereafter approved by the Local Planning Authority) with 18 months of Conditions 4 and 5 being invoked.

AND Develop and implement works to A303 Hundred Acre Roundabout to ensure capacity of the junction is not adversely impacted upon by the additional traffic generated by the works detailed in 5B. These works are to be developed and agreed by the Local Planning Authority in consultation with the Highways Agency and Hampshire County Council within 18 months of Conditions 4 and 5 being invoked.

Or:

B. Demand management measures within the site to restrict the number of HGVs leaving the site to no more than the levels specified in Condition 4. The measures are to be approved by the Local Planning Authority in consultation with Highways Agency and Hampshire County Council and implemented within 3 months of Conditions 4 and 5 being invoked.

Reason


To ensure the development does not have an adverse impact on the safety and free flow of the traffic using the Strategic Road Network."

Writing these has also, led me to think what happens if the demand management measure fail. May I suggest that we could include these additional conditions:

"Condition 6

Following Condition 5B being invoked, should the Monitoring Report identify that the number of HGVs leaving the site exceed the levels in Condition 4 on more than four occasions during the monitoring period, the Applicant shall implement works as per Condition 5A."

Have a good weekend.


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