

OPERATIONAL MANAGEMENT PLAN

Kingsbridge Estates

New Lane

November 2021

Operational Management Plan

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1 Introduction

- 1.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of a former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority.
- 1.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 1.3 Planning consent APP/21/00200 has been granted for the redevelopment of the site to provide a new warehouse unit comprising 15,546 sqm (GEA) of total floor area and associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 1.4 The overall purpose of this Operational Management Plan (OMP) is to outline the proposed operation of the site to ensure it is consistent with the submitted assessments. A revised OMP would be prepared by any occupier coming to the site if there is a significant change in operation.
- 1.5 Following this introduction, this Framework OMP is structured as follows:
 - **Section 2** - Planning Context and Proposed Operation.
 - **Section 3** - Traffic Generation
 - **Section 4** - Traffic Distribution
 - **Section 5** - Monitoring
 - **Section 6** – Summary and Conclusion

2 Planning Context and Proposed Operation

- 2.1 Planning consent APP/21/00200 has been granted and this includes a condition requiring the preparation of an Operational Management Plan (OMP). The planning application (ref: APP/21/00200) was supported by a Transport Assessment (TA) prepared by Vectos which set out the proposed operation of the site and by a Framework Operational Management Plan (FOMP) prepared by Vectos in July 2021.
- 2.2 This OMP builds on the approved FOMP and provides the full details of the operational management of the site. Having an OMP in place provides the LPA with the comfort needed to understand the traffic impact and management strategy associated with any operator at this site.

Operation

- 2.3 The site will be used as a 'last mile' distribution centre where parcels are delivered via small vans to customers in the local area.
- 2.4 The vans used for deliveries are stored on the site overnight. Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 2.5 The operation is effectively a freight consolidation site with the number of HGVs to/from the site being minimised through the most efficient use of each vehicle to minimise movements. The vehicle movements associated with the proposed development are already on the local road network as the occupier currently operates within the Havant area.
- 2.6 The vans based on this site undertake the last mile element of distribution i.e. to the customer. They leave the site in the morning between 07:00-12:00 and return between 16:00-21:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements.
- 2.7 On-site staff will have defined shift patterns with arrivals outside of the network peak periods (08:00-09:00 and 17:00-18:00). Typically, on-site staff shift patterns will be 08:00-16:00, 16:00-12:00 and 12:00 – 08:00.
- 2.8 The proposals for the site involve the provision of 866 operational storage spaces for the van fleet which during the day would be used as parking spaces for drivers that arrive at the site by private car.
- 2.9 HGVs delivering parcels would enter the site via at the existing site access at the southern end of the site from New Lane. 12 HGV docks are proposed at the eastern side of the warehouse. They would then turn around within the service yard area and leave the site using the same access.
- 2.10 There are 72 loading bays for vans from which they are loaded and leave the site.

Traffic Routing

- 2.11 All of the delivery routes undertaken from the site are managed to ensure efficiency.
- 2.12 The signed route between the strategic highway network and the site is via Crossland Drive and the majority of traffic to/from this site will use this route. The exceptions being staff who live in local areas travelling to/from the site and van delivering to households in the local area around the site. This is discussed in more detail in Section 4 of this OMP.
- 2.13 To reinforce the routing as part of van drivers' introduction when working at the site there will be information given to clearly state which route to use.
- 2.14 In addition to this, there will be signage within the site at each of the three access as a reminder for drivers leaving the site to reinforce the routes they should follow.

3 Traffic Generation

Vehicle Trip Generation

- 3.1 A summary of the trip generation for the proposed development, for the AM and the PM network peak period and across the day is set out in **Table 3.1**. The trip generation for each hour across the day for the occupier for each vehicle type is contained in **Appendix A** of this report. The proposed site traffic for the site has been presented and agreed with HCC who have confirmed that the data is robust.

Table 3.1: Development Trip Generation

Time Period	Car			LGV (excl. cars)			HGV			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
08:00	121	0	121	0	216	216	1	1	2	122	217	339
17:00	0	105	105	216	0	216	0	0	0	217	112	329
Daily	541	541	1,081	505	505	1,010	36	36	72	1,208	1,208	2,415

Note: This table is taken from a spreadsheet of more detailed calculations so there is rounding to take into account when looking at the individual figures.

- 3.2 As can be seen from **Table 3.1** the proposed development will generate 339 two-way vehicle movements in the morning peak period and 329 two-way vehicle movements in the evening peak period. The proposed site traffic is predominantly made up of cars and light vans. There are a limited number of HGVs at peak times, a total of 36 HGVs will be arriving and leaving the site across the day.
- 3.3 As set out in the submitted TA, the site will be served by three points of access. The central access provides access to the staff car park for on-site warehouse workers. The southern access will serve all HGV movements in an out of the site. Van arrivals and departures are split evenly between the northern and southern accesses
- 3.4 The operation of site will accord with the agreed traffic generation set out above with there being no material changes to the levels of traffic generation assessed. There may be a need for additional assessment work if traffic levels at peak times would be materially increased. This will be discussed and agreed with HBC and HCC if needed.

4 Traffic Distribution

- 4.1 The traffic distribution for the proposed development has been agreed with HCC and is replicated below in **Table 4.1** which shows the proportions of traffic associated with the site that would pass through identified key junctions.

Table 4.1: Agreed Traffic Distribution

Junction	% Impact
Bartons Road / Petersfield Road	24%
New Lane / Bartons Road	25%
Bartons Road / Horndean Road	7%
Crossland Drive / New Lane	75%
B2149 / Crossland Drive	47%
B2149 / Park Road North roundabout	58%

- 4.2 It can be seen that the majority of site traffic generated by the proposed development will route through the Crossland Drive junction with New Lane. Crossland Drive is the main vehicular route between the strategic road network and the employment area accessed off New Lane.
- 4.3 All development traffic will use Crossland Drive with the exception of employees arriving/leaving from nearby areas of Havant or parcels being delivered to local Havant residents north and south of the site.

Area South of the Site Accessed via New Lane

- 4.4 The plan provided at **Figure 4.1** illustrates the area south of New Lane that vans leaving the site would serve.

Figure 4.1: Area South of the Site Accessed via New Lane



- 4.5 The areas shaded in purple are all the areas which will be served by vans arriving and departing the site via New Lane south of the site. These are the only areas that vans would deliver to/from by using New Lane south of the site.
- 4.6 Using census data and online mapping imagery, the total number of households that can be served using New Lane (South) has been determined as being circa 1,864 households. This includes all types of households including retirement apartments.
- 4.7 To put this into context, assuming a conservative drive time estimate of 30mins, vans could reach the wider Havant area in addition to Portsmouth and Chichester. The total number of households in these areas, according to 2011 Census data, is 188,643. Therefore, the total number of households that the site can serve to the south of New Lane represents 1% of the total number of households that vans are expected to serve. This ties in with the distribution of traffic presented with the planning application.
- 4.8 The approved occupier data states that there will be a total of 505 vans leaving the site daily. On this basis, only 5 vans are expected to route south on New Lane on any given day. It should be noted that a single van has the capacity to deliver to multiple properties which will follow a defined route. This ensures that there will not be increased van movements on the local road network due to consolidation and efficient journey planning.
- 4.9 It must be remembered that one van going to this area would delivery parcels to a number of properties and therefore 5 vans to this area in a day is likely to be an overestimate. This also would not be new traffic as deliveries are currently being made to this area by the occupier of the site.
- 4.10 The operation of the site will accord with the agreed distribution set out above with there being no material changes which would mean additional traffic will use New Lane.

5 Monitoring

- 5.1 The operation of the site will be monitored in two ways to allow the effectiveness of this OMP to be assessed.

Traffic Levels

- 5.2 The levels of traffic entering and leaving the site will be monitored through the installation and maintenance of Automatic Traffic Counters (ATC) to monitor traffic levels across the three site accesses in accordance with the parameters agreed at planning, as reflected in Appendix A of the Operational Management Plan.
- 5.3 The ATC equipment will be situated wholly within the site and located to ensure they effectively count vehicles into and out of the site.
- 5.4 The data will be collected by an independent traffic survey company who will provide and maintain the equipment and will provide the survey data.
- 5.5 An annual monitoring report will be provided to include data for two week periods at six monthly intervals starting at the anniversary of the development commencing operations.
- 5.6 The ATCs will be used to monitor the operation of the site for 5 years after the commencement of the proposed operation on the site.
- 5.7 The data will only be used for monitoring the effectiveness of Operational Management Plan in terms of levels of peak period traffic.

Traffic Using New Lane South of the Site

- 5.8 The routing of vehicles to/from the site will be monitored through the installation and maintenance of CCTV cameras within the site to cover the site accesses and one showing New Lane to the south of the site to allow spot checks to be undertaken of vehicles entering and leaving the site.
- 5.9 As the CCTV cameras will be situated within the site, all GDPR matters will be dealt with by the operator under the same protocols as the security cameras will be operated on the site.
- 5.10 The monitoring of the number of vehicles into and out of the site with data being made available on request by the Local Planning Authority if an alleged enforcement issue has arisen. This will be done through an independent survey company reviewing the CCTV footage to match vehicles entering and leaving the site with those using New Lane to the south of the site. This will be limited to no more than 4 requests per year.
- 5.11 The CCTV cameras will be used to monitor the operation of the site for 5 years after the commencement of the proposed operation on the site.
- 5.12 The data will only be used for monitoring the effectiveness of Operational Management Plan in terms of levels of traffic using New Lane to the south of the site.

6 Summary and Conclusion

- 6.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of a former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority.
- 6.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 6.3 The overall purpose of this Operational Management Plan (OMP) is to outline the proposed operation of the site to ensure it is consistent with the submitted assessments. A revised OMP would be prepared by any occupier coming to the site if there is a significant change in operation.
- 6.4 The traffic generation associated with the proposed use of the site has been agreed with HCC. Traffic will be generated through the three points of access proposed to serve the site.
- 6.5 The traffic distribution associated with the proposed development has been agreed with HCC. All traffic will use Crossland Drive, with the exceptions of employees arriving/leaving from nearby areas of Havant or van delivering parcels delivered to local Havant residents who live close to the north and south of the site.
- 6.6 Monitoring will be undertaken of both the overall level of traffic and traffic travelling on New Lane south of the site. This will allow the effectiveness of OMP to be assessed and the operation of the site managed by HBC and HCC.

Appendix A

Traffic Data

Daily Traffic Profile

		6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1	2	3	4	5
Cars	Total	206	157	121	-	39	-	-	-	43	11	-	105	157	71	-	37	133	1	-	-	-	-	-	-
	In	89	157	121	-	39	-	-	-	16	1	-	-	-	-	-	-	117	-	-	-	-	-	-	-
	Out	117	-	-	-	-	-	-	-	27	10	-	105	157	71	-	37	16	1	-	-	-	-	-	-
Vans	Total	-	144	216	94	-	81	45	45	45	30	164	223	94	-	50	24	-	-	-	-	-	-	-	-
	In	-	-	-	-	-	23	23	23	23	8	157	216	94	-	50	12	-	-	-	-	-	-	-	-
	Out	-	144	216	94	-	58	23	23	23	23	7	7	-	-	-	12	-	-	-	-	-	-	-	-
HGVs	Total	-	2	2	2	2	-	-	-	-	2	2	2	-	-	-	-	8	8	8	8	8	8	8	8
	In	-	1	1	1	1	-	-	-	-	1	1	1	-	-	-	-	4	4	4	4	4	4	4	4
	Out	-	1	1	1	1	-	-	-	-	1	1	1	-	-	-	-	4	4	4	4	4	4	4	4
Total	Total	206	303	339	96	41	81	45	45	88	43	166	329	252	71	50	60	141	9	8	8	8	8	8	8
	In	89	158	122	1	40	23	23	23	39	10	158	217	94	-	50	12	121	4	4	4	4	4	4	4
	Out	117	145	217	95	1	58	23	23	50	34	8	112	157	71	-	49	20	5	4	4	4	4	4	4

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661