

32 New Lane Highways Response Note

205452/N13

Introduction

1. Vectos has been retained by Kingsbridge Estates to provide highways and transport advice in relation to the re-development of a former Pfizer Site, New Lane, Havant.
2. A planning application has been submitted at the site under planning reference APP/21/00200 for a distribution centre, where parcels are delivered via small vans to customers in the local area. The application proposes the redevelopment of an existing employment site.
3. Since the submission of the planning application, there have been extensive discussions between Havant Borough Council (HBC), Hampshire County Council (HCC) and Vectos. Discussions have also been had with local stakeholders. These discussions have resulted in further assessment work being undertaken and a package of transport mitigation measures being identified. HCC as the local highway authority has confirmed that the assessment work undertaken is robust and that subject to the identified mitigation measures being implemented that they would not object to the redevelopment of the site as proposed.
4. Detailed comments have been made on traffic generation by the Havant Civic Society (HCS) issued on 27th July and in a note to HCC dated 16th August which have been responded to in Vectos Note *N12-YA-Highway Response*. HSC have now issued a further set of comments dated 26th August 2021. This Note has been prepared in response to the points raised in the latest set of comments from HCS.
5. To demonstrate how comments have been addressed, each comment from HCS is replicated below in italics with the response given directly below.

Proposed Occupier Traffic Data

Point 1

Quote from Vectos Note: Point 22 states - "It is claimed that the proposed occupier data does not account for staff commuting trips by car. This is incorrect as all car movements are accounted for within the proposed traffic data. The proposed daily traffic profile provided at Appendix A of the submitted Framework OMP shows all car movements in and out of the site across the day. These car movements account for on-site cars and also van drivers that drive to the site."

HCS Response: This is not a 'claim' by HCS, this is a 'statement of fact' which is still evidenced in the underlying data despite the creative change to the shift operating hours noted in Point 23. The evidence in the proposed occupier data shown in Appendix A from the submitted Framework OMP clearly does

not support the claim made by Vectos that “all car movements are accounted for within the proposed traffic data” (See points 24 and 25, below)

6. **Vectos Response:** This is incorrect, all car movements associated with the development are provided in the intended occupiers traffic data (refer to **Appendix A**). The proposed shift patterns for on-site staff based in the warehouse/offices have been clarified as typically being 07:00-15:00, 15:00-23:00, 23:00-0700. It is not the case that every shift has the same number of staff as the tasks for the on-site staff differ throughout the day. Also, whilst predominantly members of staff will work the above shift patterns when based on-site, there will be slight variations whereby some are required to start slightly earlier or leave a bit later so there is staff presence at all times (it varies by half an hour or so to have this overlap). There needs to be some staff on-site for the briefing of some van drivers and to deal with undelivered parcels for example.
7. During the morning shift on-site staff will be organising parcels ready for delivery drivers to take before they head out. Once most of the vans depart in the morning period, during the midday/evening shift there is less loading to do and as such less staff are required on-site. During the midday shift there are very few vans and HGVs arriving and departing from the site.
8. In the overnight period there will be more on-site staff who will be dealing with the deliveries by HGVs that happen overnight. The operation described above is reflected in the traffic data provided at **Appendix A**.
9. There has been some confusion in how the site intends to operate generally and its capacity to generate an anticipated number of vehicle trips. The van drivers arrive at a specified time to carry out their delivery and if arriving by car they park their vehicle in an empty van storage bay next to an available van which is stored on-site. These timings are known in advance. They then take the van to a designated van launch bay, to the north or south of the warehouse building. There are 72 van launch bays where each van is loaded. A maximum of 72 vans can be loaded at any one time. It takes approximately 20 minutes to load each of the vans. The van drivers are then released to make their deliveries as a group. Each driver has a hand-held device which provides their planned designated delivery route.
10. It is a highly automated process whereby timings are known for each step of this logistics process. In the unlikely event that there are any issues with vehicles or the delivery process etc vans can be held within the van storage bays in order to prevent any impact on the smooth operation of the other batches of vans intending on leaving the site.
11. Given this operation relates to small parcels only, deliveries will only ever be taken out of the site for onward distribution during sociable hours, the general public do not want a parcel being delivered to their home address in the middle of the night for example. The parcels for this area are delivered during the night by HGV for onward distribution the next day, this is why it is a 24-hour operation.
12. The number of vans leaving the site is constrained by the number of van launch bays, the ability to load the vehicles within the circa 20-minute period and when customers are willing to receive their goods. The number of van spaces should not be used to determine capacity. In terms of the commercial fleet stored on site, only circa 73% will be operational generally. In addition, the level of van spaces which

have been provided also helps to deal with seasonal factors (the months running up to the Christmas period generally is much busier than other periods typically).

Point 2

Quote from Vectos Note: *Point 23 states “HCS questioned the typical shift patterns. The proposed occupier has confirmed that there are 3 8-hour shifts each day at the following times 07:00-15:00, 15:00-23:00 and 23:00-07:00.”*

HCS Response: *We quoted the ‘typical shift patterns’ detailed in the ‘Framework OMP’. These are supported by the original ‘Transport Statement’ and the ‘Supplementary Transport Assessment’, all of which define the typical shifts as ‘08:00-16:00, 16:00-12:00 and 12:00-08:00’. It appears that Vectos have now conveniently changed these shift patterns in an attempt to undermine the facts found, not just by HCS but by other consultees and respondents”*

13. **Vectos Response:** As mentioned above, the intended occupier has clarified that the shift patterns for on-site staff are 07:00-15:00, 15:00-23:00 and 23:00-07:00. There is, however, some variation in that some staff will start slightly earlier (30mins before) or arrive slightly later (30mins after) so as to ensure that there is always staff on-site for briefing and handovers. This is due to the fact that there has to be some overlap of shifts for the site remain operational.
14. While there is some variation in the shift patterns for some staff to allow the building to continue to operate this makes no material difference to the traffic data used in the various assessments. The staff will arrive and leave in the identified hours. The noise and air quality assessments are undertaken using daily traffic flows and these will not be affected by minor variations in when some staff arrive. The highway capacity analysis is undertaken at peak traffic times, 0800-0900 and 1700-1800. The shift changeover periods are not within these hours. This means that all of the assessment work undertaken is robust and is not affected by a small number of staff potentially working slightly varied shifts.

Point 3/4

Quote from Vectos Note: *Points 24 and 25 state – “Therefore, the overnight staff shift begins at 23:00 and ends at 07:00. This would mean that the staff arrive in the hour 22:00-23:00 and then leave 07:00-08:00 i.e., before and after their shifts.” “This is consistent with the approved traffic data for the proposed development where it can be seen that there are more car movements around the start and end of the shifts.”.*

HCS Response: *Even taking into account the ‘new’ shift patterns, it is still clear that the ‘proposed occupier data’ shows no evidence of traffic movements associated with the evening shift departures, movements which would occur in the hour from 23:00 – 00:00. Appendix A, quoted at point 22, shows just 5 vehicles leaving during this hour, 4 HGV and 1 car. The data in Appendix A therefore continues to support our statement that the ‘the proposed occupier data does not account for staff commuting trips by car’.*

15. **Vectos Response:** The data does indeed represent typical shift patterns however there is some variation given that traffic data is based on similar sites but not identical. Not every warehouse has the same processing capacity and as such will not have exactly the same shifts but will have the same shift patterns i.e., a morning, midday and overnight shift. In some cases, shifts will begin slightly earlier and others at the 'typical' times defined above. The intended occupier exercises flexibility in this regard. This is due to the fact that there has to be some overlap of shifts for the site remain operational.
16. The traffic data, to a large extent conforms with the 'typical' shift patterns and there will be some variation which includes staff arriving in the half period before the typical shift start time. These shift patterns are not rigid as previously explained, as a handful of staff members will always be on-site to do a handover for example or be required to work a slightly different shift to provide this operational requirement'.
17. It must be strongly emphasised that the concerns raised by HCS are irrelevant in highways terms. The traffic data approved by HCC does not change throughout the day or at peak times. Therefore, any slight variations in shift start and end times for a small number of staff makes no differences to the robustness of the noise and air quality assessments or the highway capacity analysis undertaken.

Summary

18. Detailed comments have been made on traffic generation by the Havant Civic Society (HCS) issued on 27th July and in a note to HCC dated 16th August which have been responded to Vectos Note *N12-YA-Highway Response*. HSC have now issued a further set of comments dated 26th August 2021. This Note has been prepared in response the points raised in the latest set of comments from HCS.
19. The typical shift patterns for on-site staff are 07:00-15:00, 15:00-23:00 and 23:00-07:00. There is, however, some variation in that some staff will start slightly earlier (30mins before) or arrive slightly later (30mins after) so as to ensure that there is always staff on-site for briefing and handovers. This is due to the fact that there has to be some overlap of shifts for the site remain operational.
20. Furthermore, it is not the case that every shift has the same number of staff as the tasks for on-site staff differ throughout the day. On-site fulfil different duties at different shifts.
21. The traffic data approved by HCC does not change throughout the day or at peak times. Therefore, any slight variations in shift start and end times for a small number of staff makes no differences to the robustness of the noise and air quality assessments or the highway capacity analysis undertaken.
22. The assessment of the implications of the proposed redevelopment of the site is robust and have been independently validated by HCC as the local highway authority who do not object to the proposed scheme subject to the proposed mitigation measures being implemented.

Appendix A

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	
	In	-	1	1	1	1	-	-	-	-	1	1	1	-	-	-	-	4	4	4	4	4	4	4	
	Out	-	1	1	1	1	-	-	-	-	1	1	1	-	-	-	-	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	
	In	89	158	122	1	40	23	23	23	39	10	158	217	94	-	50	12	121	4	4	4	4	4	4	
	Out	117	145	217	95	1	58	23	23	23	50	34	8	112	157	71	-	49	20	5	4	4	4	4	

Daily Traffic Profile by Access

		6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1	2	3	4	5
Northern Access	Total	26	151	169	47	18	40	23	23	23	15	82	164	126	34	25	30	-	-	-	-	-	-	-	
	In	26	79	61	-	18	11	11	11	11	4	79	108	47	-	25	6	-	-	-	-	-	-		
	Out	-	72	108	47	-	29	11	11	11	11	3	56	79	34	-	24	-	-	-	-	-	-		
Central Access	Total	154	-	-	-	2	-	-	-	43	11	-	-	-	2	-	-	133	1	-	-	-	-	-	
	In	37	-	-	-	2	-	-	-	16	1	-	-	-	-	-	-	117	-	-	-	-	-		
	Out	117	-	-	-	-	-	-	-	27	10	-	-	-	2	-	-	16	1	-	-	-	-		
Southern Access	Total	26	153	171	49	20	40	23	23	23	15	82	164	126	34	25	30	8	8	8	8	8	8	8	
	In	26	80	62	1	19	11	11	11	11	4	79	108	47	-	25	6	4	4	4	4	4	4		
	Out	-	73	109	48	1	29	11	11	11	11	3	56	79	34	-	24	4	4	4	4	4	4		
Total	Total	206	303	339	96	41	81	45	45	88	41	164	327	252	71	50	60	141	9	8	8	8	8	8	
	In	89	158	122	1	40	23	23	23	39	9	157	216	94	-	50	12	121	4	4	4	4	4		
	Out	117	145	217	95	1	58	23	23	50	33	7	111	157	71	-	49	20	5	4	4	4	4		