

FRAMEWORK DELIVERY SERVICING MANAGEMENT PLAN

Kingsbridge Estates

New Lane

July 2021

Framework 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 A planning application has been submitted at the site under planning reference APP/21/00200. The development proposals concern 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 Framework Operational Management Plan (OMP) is to outline the proposed operation of the site to ensure it is consistent with the submitted assessments. It is proposed that a full OMP would be prepared by any occupier coming to the site or would be amended if there is a significant change in operation.
- 1.5 It is anticipated that any planning consent granted will include a condition requiring the submission of a full OMP document for approval prior to occupation of the proposed development and then the implementation of the approved plan.
- 1.6 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.

2 Planning Context and Proposed Operation

- 2.1 A planning application has been submitted at the site under planning reference APP/21/00200. The application (ref:APP/21/00200) was supported by a Transport Assessment (TA) prepared by Vectos which set out the proposed operation of the site.
- 2.2 Since the submission of the planning application, HCC have requested the submission of a Framework Operational Management Plan document. This Framework OMP can be adopted by the operator occupying the site or suitably changed to reflect the unique operational demands of a future operator. 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.
- 2.3 Once the proposed end user has been secured then the full details of the operational management of the site will be set out in a full OMP document. This document would be secured by means of an appropriate planning condition.

Proposed Operation

- 2.4 It is proposed to use the site as a 'last mile' distribution centre where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 2.5 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.
- 2.6 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 proposed end user currently operates within the Havant area.
- 2.7 The vans that 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.
- 2.8 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.
- 2.9 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.
- 2.10 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.

- 2.11 There are 72 loading bays for vans from which they are loaded and leave the site.

Parcel Collection Facility

- 2.12 Parcel collection facilities will not be provided unless this is subject to an updated assessment by the proposed occupier

3 Traffic Generation

Vehicle Trip Generation

- 3.1 A summary of the trip generation obtained from the occupier 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 provided by the proposed 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	12	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	1081	505	505	1010	36	36	72	1,208	1,208	2,415

- 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. The peak hour and daily traffic generation for each respective access is summarised in **Table 3.2** below. The traffic profile for each hour across the day is provided at **Appendix A** of this report.

Table 3.2: Site Access Development Traffic

Access		08:00 – 09:00	17:00 – 18:00	Daily
Northern Access	In	61	108	498
	Out	108	56	498
	Total	169	164	996
Central Access	In	-	-	173
	Out	-	-	173
	Total	-	-	346
Southern Access	In	62	108	534
	Out	109	56	534
	Total	171	164	1,068
Total	In	122	216	1,205
	Out	217	111	1,205
	Total	339	327	2,409

*Errors due to rounding

- 3.4 It can be seen that the northern access will generate 996 two-way vehicle movements daily consisting of vans and cars driven by van drivers. The central access, which is the staff car park access, will generate 346 two-way vehicle movements across the day. Lastly, the southern access will generate 1,068 two-way vehicle movements daily consisting largely of van and cars but will also serve all HGV movement.
- 3.5 Any operator wishing to occupy the site would accord with the agreed traffic generation set out above or propose a revised traffic generation all of which would be contained within the full OMP. This will need to demonstrate that there are no material changes to the traffic generation assessed or there may be a need for additional assessment work if annual average daily traffic levels (AADT) would be materially increased. This will be agreed with HCC prior to occupation.

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**.

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 of New Lane.
- 4.3 All development traffic will use the Crossland Drive/New Lane and New Lane / Barton road junctions 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.
- 4.4 Any operator wishing to occupy the site would accord with the agreed distribution set out above or propose a revised distribution all of which would be contained within the full OMP. This will need to demonstrate that there are no material changes to the traffic distribution assessed or there may be a need for additional assessment work if annual average daily traffic levels (AADT) would be materially increased. This will be agreed with HCC prior to occupation.

5 Summary and Conclusion

- 5.1 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.
- 5.2 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.
- 5.3 The overall purpose of this Framework Operational Management Plan (OMP) is to outline the proposed operation of the site to ensure it is consistent with the submitted assessments. It is proposed that a full OMP would be prepared by any occupier coming to the site prior to occupation or would be amended if there is a significant change in operation.
- 5.4 It is anticipated that any planning consent granted will include a condition requiring the submission of a full OMP document for approval prior to occupation of the proposed development and then the implementation of the approved plan.
- 5.5 The traffic generation associated with the intended end user has been agreed with HCC. Traffic will be generated through the three points of access proposed to serve the site. The northern access will generate 996 two-way vehicle movements daily consisting of vans and cars driven by van drivers. The central access, which is the staff car park access, will generate 346 two-way vehicle movements across the day. Lastly, the southern access will generate 1,068 two-way vehicle movements daily consisting largely of van and cars but will also serve all HGV movement.
- 5.6 The traffic distribution associated with the proposed development has been agreed with HCC. All 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.
- 5.7 It is anticipated that any planning consent granted will include a condition requiring the submission of a full OMP document for approval prior to occupation of the proposed development and then the implementation of the approved plan.

Appendix A

Proposed End User 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

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	8
	In	26	80	62	1	19	11	11	11	11	4	79	108	47	-	25	6	4	4	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	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	8
	In	89	158	122	1	40	23	23	23	39	9	157	216	94	-	50	12	121	4	4	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	4	4

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