

## **32 New Lane Highways Response Note**

205452/N12

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### **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. This is the redevelopment of an existing employment site.
3. Since the submission of the planning application, extensive discussions have been held between Havant Borough Council (HBC), Hampshire County Council (HCC) and Vectos. Discussions have also been held 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 27<sup>th</sup> July and in a note to HCC dated 16<sup>th</sup> August. This note has been prepared to respond to the points raised in detail.

### **Scope of Development**

5. HCS firstly question the development trip generation in terms of its completeness. It is claimed that the development trip generation does not account for all movements including inbound and outbound staff vehicle commuting movements. This is incorrect.
6. The predicted traffic generation of the proposed redevelopment of the site is based on data provided by the prospective operator of the site and is taken from a total of over numerous similar sites across the UK and Europe. It has been agreed with both HBC and HCC that this data is robust and would be presentative of any occupier of the site using it for parcel distribution.
7. The data has also been accepted by strategic and local highway authorities across the UK for the assessment of this type of development including at the highest level by Highways England, Transport for Scotland, The Welsh Government and the Northern Ireland Roads Service. It has been accepted by more than 12 local highway authorities including HCC.
8. The traffic data does indeed include traffic associated with all staff movements to/from the site including those based on-site and van drivers arriving by car.

9. To further demonstrate the robustness of the data used, a comparison was undertaken using trip rates for Parcel Distribution warehouses, from the TRICS database, and the data used in the assessment work. The calculated Parcel Distribution trip rates have been agreed with HCC.
10. This exercise showed that the traffic data used in the assessment of the proposed development is higher than that calculated using the Parcel Distribution trip rates. This further demonstrates the robustness of the traffic data used.
11. All of this work has been independently reviewed by HCC as the local highway authority who have agreed the assessment work is robust. This includes the detailed spreadsheet used in the assessment work.
12. The proposed development trips classified by vehicle type is provided at **Appendix A** of the submitted framework Operational Management Plan.
13. It is further claimed that the proposed trip generation data should account for local committed developments. Committed developments are not simply presented alongside the proposed traffic data within the Transport Assessment. Rather committed developments are considered when undertaking junction modelling. All junction modelling undertaken so far has applied appropriate traffic growth using the Trip End Model Presentation Program which accounts for committed developments. In this regard, traffic growth associated with committed developments has been applied to the proposed traffic data up to a future year of 2026.
14. This approach has again been agreed with HCC. The capacity of the existing and proposed site accesses and the junctions of Crossland Drive with New Lane and Petersfield Road have been assessed using the traffic data HCC have agreed as being robust.
15. These assessments shows that there would be no capacity issues arising from the redevelopment of the proposed site.
16. The assessments have been undertaken using the calculated future traffic associated with the proposed redevelopment of the site to ensure they are robust. In addition to this it must be remembered that this is an existing employment site within an allocated employment area. The site was in use until the start of the COVID lockdown and activity on the site has only reduced over this period.
17. If the existing building on the site could be re-used without the need for planning consent it would generate similar levels of traffic to that associated with the proposed redevelopment.

### **Trip Generation**

18. Alleged discrepancies within the trip generation presented within the body of the text of the submitted transport documents have been highlighted. The proposed site trip generation has been clarified in Technical Note *N10 -YA- Daily Trip Generation* prepared by Vectos. The peak hour and daily traffic generation presented within this recent Note is replicated below in **Table 1**.

**Table 1: Updated Trip Generation Summary**

| Time Period  | Car        |            |             | LGV (excl. cars) |            |             | HGV       |           |           | Total       |             |             |
|--------------|------------|------------|-------------|------------------|------------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|
|              | In         | Out        | Total       | In               | Out        | Total       | In        | Out       | Total     | In          | Out         | Total       |
| <b>08:00</b> | 121        | 0          | 121         | 0                | 216        | 216         | 1         | 1         | 2         | <b>122</b>  | <b>217</b>  | <b>339</b>  |
| <b>17:00</b> | 0          | 105        | 105         | 216              | 7          | 223         | 1         | 1         | 2         | <b>217</b>  | <b>112</b>  | <b>329</b>  |
| <b>Daily</b> | <b>541</b> | <b>541</b> | <b>1082</b> | <b>628</b>       | <b>628</b> | <b>1256</b> | <b>39</b> | <b>39</b> | <b>78</b> | <b>1208</b> | <b>1208</b> | <b>2415</b> |

19. The above is the correct traffic generation for the site. This is a summarised version of the total site traffic which results in some minor and immaterial rounding anomalies. For example, HVC have highlighted that the total traffic is 1 vehicle less than the total traffic in and out. This is due to this table having been produced directly from a spreadsheet that includes detailed calculations to a more accurate level. The difference of 1 traffic movement over 2,415 movements is 0.04% and is clearly not material.

### Base 'Occupier Traffic Data' analysis

20. HCS have questioned the proposed occupier data, presented within the 'Supplementary Transport Assessment (STA)', in its raw format and queried why there are no totals. It is noted that adding the total arrivals and total departures gives a total of 2,413 whilst adding all the total columns will give 2,417. These very minor variations are again a result of the rounding of figures contained within a raw data set which includes background calculations. A difference of 4 vehicles across the day accounts for 0.16% of the total proposed development traffic. Such a difference is again not material.
21. The total daily traffic presented within **Table 1** shows total two-way movement across the day totalling 2,415. This is another very minor difference resulting from the classification of the raw data by vehicle type. Again, this variation is immaterial and accounts for less than 0.2% of all daily traffic.

### Overnight Shift

22. 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.
23. 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.
24. 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.
25. 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.
26. As stated above, HCC have accepted the proposed traffic data as being robust for the assessment of the implications of the proposed redevelopment of the site.

## Framework Operational Management Plan

27. It has been highlighted that within the Framework OMP at Table 3.2 the total daily traffic is shown as totalling 2,409 when previously it was shown as 2,415.
28. HCC requested information relating to how much traffic would use each individual access across the day. This exercise required the raw traffic data to be broken down and divided to demonstrate the proportion of traffic using each respective site access. Because of this there have been some minor rounding anomalies resulting from the calculations undertaken within the Excel spreadsheet software. For example, when dividing by 3 the resulting figures would have 0.33 in the answer and in a spreadsheet, this is rounded down.
29. The difference in this instance is 6 vehicles which accounts for 0.2% of the daily traffic total. The difference is immaterial. It does not affect the robustness of the assessment undertaken.
30. The final point raised was on the traffic data presented at **Appendix A** of the Framework OMP. The number of van movements in the daily traffic profile table have been highlighted as a discrepancy. This view is taken when comparing the raw data with the typo in Table 5.1 of the STA which has now been corrected. Please refer to *Note N10 -YA- Daily Trip Generation* prepared by Vectos which was sent to HBC and uploaded onto the planning portal.
31. As stated above, it is important to note that a table in PDF format or whole numbers will not always give you the same totals as a table in Excel spreadsheet format which includes a number to several decimal places. This is due to the fact that when raw data is divided up it can retain a decimal place within a cell which will be included when putting totals together. The same can not be said of a PDF or word document which simply adds integers together.
32. In this regard, if one was to add the total ins and outs of the tables presented in PDF format Appendix A, it could be calculated that the *daily traffic profile* table generates a total 2,417 total two-way movements and the *daily traffic profile by access* table generates 2,411 two-way movements. Such a difference is accounted for when considering the above.
33. It can be seen that there are some minor anomalies due to rounding but all figures are within the same region and the difference observed accounts for less than 0.5% of total proposed site traffic.

## Summary

34. Comments have been received from local stakeholders relating to the proposed site traffic generation. This Note has therefore been prepared to address the concerns contained within the response letters prepared by the Havant Civic Society (HCS) issued on 27<sup>th</sup> July and 16<sup>th</sup> August 2021.
35. Discrepancies within the trip generation presented within the body of the submitted transport documents have been highlighted. The proposed site trip generation has been clarified in Technical Note N10 -YA- Daily Trip Generation prepared by Vectos.
36. Slight variations in the total daily traffic figures are simply minor anomalies due to rounding but all of the difference observed accounts for less than 0.5% of total proposed site traffic. Such differences are not material and do not affect the robustness of the assessment work undertaken.

37. The proposed occupier has confirmed that there are three 8-hour shifts each day at 07:00-15:00, 15:00-23:00 and 23:00-07:00. 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.
38. The traffic data used in the assessment of the proposed redevelopment of the site is based on data from a large number of similar sites and have been independently validated by HBC and HCC to be representative of the proposed type of operation. This is consistent with the approach taken by numerous strategic and local highway authorities who have agreed this data is robust.
39. The assessment of the implications of the proposed redevelopment of the site is robust having 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.