

ADDENDUM

DEVELOPMENT MANAGEMENT COMMITTEE

DATE 9th September 2021

Site View Working Party Question:

Can Historical Data relating to Pfizer's operation with regard to staff and vehicular movements be provided?

The following response has been provided by the County Highway Authority in response:

During pre-application and planning application discussions, the Highway Authority requested historical data from the applicant for the Pfizer site to understand how many trips the site used to generate under previous planning permissions. The Highway Authority also looked through previous planning applications to see whether there was any data to utilise; however, there was no information available from either source to confirm the figures.

Instead, the applicant has referred to the TRICS database, which is the industry standard methodology of calculating trip generation for different developments. It was therefore accepted that the TRICS data could be used to forecast how many trips the site used to generate under the 'maximum permitted use' and 'existing permitted use' to understand how the figures differed from the occupier data presented within the Transport Assessment and Supplementary Transport Assessment. The two scenarios are based on the 2010 schedules of uses which featured 38,338sqm of development, therefore identifying it as the time at which there was the most intense activities on site, while the other scenario is the 2020 schedule of uses which totalled 34,508sqm of development and was used to represent the existing permitted use of the site.

The maximum permitted use of the site is no longer a reflective comparison to the proposed development given the subsequent planning applications which changed the land use composition, although it is useful to know how many trips the site once generated. However, the existing permitted use is a material consideration as there is the real potential that the site could be operated again under these existing uses. I have set out the different scenarios below.

	AM Peak Hour	PM Peak Hour	Daily Total
<i>Proposed Development Trip Generation</i>	339	329	2,415
<i>Existing Development Trip Generation</i>	283	275	1,950
<i>Maximum Permitted Use Trip Generation</i>	376	372	2,505

Response to Deputation Mr Comlay

The following response has been provided by the Highway Authority:

The Deputation focuses on supposed inaccuracies within the trip generation figures presented by the applicant.

To ensure that a robust assessment was undertaken for the junction modelling, the proposed occupier data was compared to TRICS data, which is an industry standard methodology for calculating trip generation, for comparable distribution warehouses within England. When comparing the two sets of data, the proposed occupier data resulted in an additional 16 trips in the AM peak hour and 100 trips in the PM peak hour when compared to TRICS. The proposed occupier data was therefore considered the more robust dataset for informing the junction modelling. It is also worth noting that the application is for a generic B8 usage, rather than for one intended occupier. The eventual occupier may therefore create less trip generation than what has been noted within the transport documents, which will be controlled via the Operational Management Plan.

The Deputation questions the 'personal vehicle movements' associated with the three shift patterns. Whilst the Highway Authority acknowledges that the data could have been presented more clearly throughout the application process, the data presented within Appendix A of the Framework Operational Management Plan now splits each movement down into vehicle type, the timing of each movement and via which access the movement is made. This data underpins the assessments carried out within the Transport Assessment and will be controlled via the Operational Management Plan. Should there be any variation in these figures, the applicant will require a formal variation to the planning condition, triggering a re-assessment of the Operational Management Plan. However, it should be noted that the personal vehicle movements would operate outside of the identified shift patterns, meaning that the junction modelling assessments of the AM and PM peak hours will remain unaffected. The crux of the matter is therefore one of residential amenity, rather than highway impact.

It should also be noted that the site currently benefits from an existing planning consent which still results in a level of trip generation, albeit a fairly low one as the site winds down operations. There is the real possibility that the site could be re-occupied under the existing permission which would result in trip generation not too dissimilar to what is proposed under the current application. However, re-occupation of the existing site would not result in the safety improvement measures on Crossland Drive and New Lane, the dedicated crossing location for school children on Crossland Drive, the new pedestrian island to the south of the site on New Lane, improvements to the southbound bus facilities on St. Albans Road or the benefits provided through the travel plan.

The figures associated with the proposed development and existing development are set out below for ease.

	AM Peak Hour	PM Peak Hour	Daily Total
Proposed Development Trip Generation	339	329	2,415
Existing Development Trip Generation	283	275	1,950
Net Difference	+56	+54	+466

Furthermore, the site was once subject to further development, resulting in additional trip generation above and beyond what the proposed development would generate. Whilst the Highway Authority does not agree that a comparison against this use is now reflective of the site's potential operation, it is worth bearing in mind that New Lane was once subject to

higher traffic generation from this site than from what the proposed development would generate.

The Highway Authority are therefore content that the figures used within the applicant's transport sufficient for the Highway Authority to assess the impact of the application. Whilst there may be some variation in the daily total trip generation, this will not impact on the AM and PM peak hour trip generation (which reflects the highest number of trips generated from the site within any one hour) which has demonstrated that the site would not result in a severe cumulative harm on the local highway network, as per NPPF Paragraph 111. In order for the Highway Authority to be content in raising no objection to the application, the Highway Authority were insistent on the provision of a Framework OMP and that this was explicit in the detail on what restrictions would be in place relating to trip generation throughout the day. If trip generation is to differ from that set out in the fOMP by a specific operator, the Operational Management Plan will need to be varied and agreed by both the Local Planning Authority and the Highway Authority.

6 Community Involvement

32 New Lane Representations

1 Further additional representation of objection together with further comments from Havant Civic Society

Additional concern raised that intended occupier not known and requesting meeting with intended occupier.

7 Planning Considerations

7.87 Since the publication of the agenda a further Highways Response Note has been received the Highway Authority have raised no objections to the proposed development subject to detailed conditions and the S106 Agreement.

7.94 The use of Crossland Drive is the most direct and convenient route to the B2149 for drivers.

9 Recommendation

The following amendments to conditions are recommended:

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans:

Proposed Warehouse Elevations Drawing Number 2101-S4-P6
Proposed Warehouse Floor Plan Drawing Number 2102-S4-P6
Proposed Van Parking Deck Plan - Levels 0 & 1 Drawing Number 2103-S4-P4
Proposed Van Parking Deck Plan - Levels 2 & 3 Drawing Number 2104-S4-P4
Proposed Warehouse Roof Plan Drawing Number 2109-S4-P3
Site Location Plan Drawing Number 2001-S4-P3
Proposed Site Plan Drawing Number 2003-S4-P7
Proposed Site Plan Grade Level Drawing Number 2003A-S4-P3
Proposed Building Overlay Drawing Number 2004-S4-P3
Proposed Parking and Vehicular Movements Drawing Number 2005-S4-P5
Existing and Proposed Site Section Drawing Number 2006-S4-P7

Proposed Boundary Treatments Plan Drawing Number 2008-S4-P3
Proposed Guard Hut & Guard Cabin Details Drawing Number 2009-S4-P3
Proposed Cycle and Smoking Shelter Details Drawing Number 2010-S4-P3
Proposed Height Restrictor & Vehicle Barrier Details Drawing Number 2011-S4-P3
Landscape Masterplan Strategy Drawing Number LLD2077-LAN-DWG-010
Rev 03
Tree Constraints Plan Drawing Number LLD2177-ARB-DRG-001 Rev 03
Tree Retention and Protection Plan Drawing Number LLD2177-ARB-DWG-002
Rev 04
Bulk Earthworks Analysis 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-220 Rev P02
Levels Strategy 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-206
Rev P05
External Lighting Lux Level Plot Drawing Number 10290-PL-100 Rev B
External Lighting Intrusive Lighting Renders & Calculation Points Drawing
Number 10290-PL-101 Rev B
Access Road General Arrangement Drawing - Drawing Number LLD2177-
LAN-DWG-150 Rev 03
Proposed Junction Layout with Landscaping Overlay Drawing Number
205452/PD14

Documents:

Planning Statement Luken Beck February 2021
Design and Access Statement SMR Architects 7379/DAS/V3 February 2021
Transport Statement - Vectos February 2021
Supplementary Transport Assessment - Vectos July 2021
Transport Assessment Addendum - Vectos - Bus Services 205452/N09
Daily Trip Generation Note - Vectos - 205452/N10
Highways Response Note - Vectos 205452/N13
Travel Plan - Vectos January 2021
Non-Motorised User Context Assessment -Vectos February 2021
Air Quality Assessment Delta-Simons Project No. 20-1275.01 Issue 2 January
2021
Air Quality - Response to Havant Borough Council Environmental Health
Comments Delta-Simons Project Number 20-1275.03 24th May 2021
Air Quality - Response to Havant Borough Council Environmental Health
Additional Comments - Delta-Simons 20-1275.03 18th August 2021
Noise Constraints Assessment Tetra Tech A118298 February 2021
External Artificial Lighting Assessment Report KTA Report Number
IDS/JG/10290/PL1/R1 February 2021
Pfizer Biotech Incumbent Lighting Survey KTA 10290-ELR-100 8 December
2020
Existing Tree Schedule Lizard Landscape Design and Ecology Project
Reference LLD2177 Rev 02 February 2021
Arboricultural Impact Assessment and Method Statement Lizard Landscape
Design and Ecology Project Reference LLD2177 Rev 02 8 February 2021
Flood Risk Assessment Pinnacle Consulting Engineers Flood Risk
Assessment C200810-PIN-XX-XX-RP-C-01 Version 4.0 9 February 2021
Drainage Strategy Report Pinnacle Consulting Engineers C200810-PIN-XX-
XX-RP--02 Version 8.0 9 February
BREEAM Pre-assessment Yonder Job Nr. 2225 Rev A 29 January 2021
Phase 1 Environmental Assessment EPS UK20.5052 Issue 4 25 January 2021
Construction Management Plan TSL Issue No.3 12th January 2021

Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 9 February 2021
Landscape and Visual Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 Appendix E
Landscape Design Strategy Lizard Landscape Design and Ecology Project Reference LLD2177-LAN-REP-001 Rev 2 30th June 2021
Ecological Impact Assessment Lizard Landscape Design and Ecology Project Reference LLD2177 Rev 03 26th May 2021
Statement of Community Involvement Luken Beck January 2021
Construction Employment and Skills Framework Plan Fellows Planning uploaded 26th August 2021
Employment and Skills Note uploaded 26th August 2021
Outline Remedial Strategy & Implementation Plan EPS Project Reference UK20.5052D Issue 2.1 24th May 2021
Dialux External Lighting Assessment Report Thorux Lighting Report Number JW/LW/540939/DLX
Framework Operational Management Plan -Vectos July 2021
Framework Delivery and Servicing Management Plan - Vectos July 2021
Framework Car Park Management Plan - Vectos July 2021

Reason: - To ensure provision of a satisfactory development.

- 3 The construction phase of the development shall be carried out in accordance with the approved Construction Management Plan (produced by TSL) Issue No.3, unless otherwise agreed in writing by the Local Planning Authority. This includes construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety having due regard to policies CS20 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Prior to the occupation of any relevant part of the permitted development, a Full Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall be based upon the principles outlined within the Vectos Ltd. Framework Management Plan document dated July 2021, be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning having due regard to policies DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 5 Prior to occupation of the development hereby permitted a Full Car Parking Management Plan (building on the Vectos Framework Car Parking Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11, DM12 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD and the Planning Policy Framework.

- 6 Prior to occupation of the development hereby permitted, a Full Delivery Servicing Management Plan (building on the Vectos Framework Delivery Servicing Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 10 Prior to the occupation of the development hereby permitted to install and maintain permanent traffic counters and monitor traffic levels across the 3 site accesses in accordance with the figures agreed at planning, as reflected in Appendix A of the Operational Management Plan. The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority.

Reason: To confirm that the traffic levels presented in the Operational Management Plan at planning are reflective of the on-site operation in the interests of amenity and the efficient operation of the Highway Network having due regard to policies CS20 and DM12 together with the National Planning Policy Framework.

- 14 Construction of the development (except for demolition and preparation works) shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by,

the Local Planning Authority in consultation with Southern Water. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that drainage of the site is acceptable to prevent flood and pollution risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan 2011 and the National Planning Policy Framework.

- 28 The construction and occupation stage of the development hereby permitted shall be carried out in accordance with the Employment and Skills Framework Plan and in particular meet the following requirements:

Construction phase

- Deliver on all KPI's as per the submitted Employment and Skills Framework ensuring these opportunities are provided to Havant residents with particular focus on 16-24yr olds in Leigh Park
- Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase.
- Six weeks from agreement of Planning Permission Contractor/Council initial E & S Plan meeting.
- Monitoring meetings to be scheduled with Contractor and the council on a quarterly basis to review progress.
- Contractor to submit evidence to the council proving Havant residents have benefited from the construction phase of the development.
- Provide press/photo opportunities/case studies involving Havant residents before the end of the construction phase.
- Contractor to provide report to the council at the end of construction phase with details of the job, apprenticeship, training, and site visits provided and who benefited.

Occupation phase

- Provide end user HR contact for recruitment.
- Continue quarterly monitoring meetings into recruitment phase to ensure opportunities are provided for Havant residents.
- Ensure active marketing campaigns target the recruitment of permanent jobs for Havant residents with particular focus on 16 - 24yr olds in Leigh Park and the immediate area.
- This includes working with agencies / contractors which provide flexible work and driver opportunities, with best endeavours given to prioritise or attract residents of Havant Borough.
- Provide two press/photo opportunity/case study involving Havant residents.

Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.