

Daphney Haywood
Department of Planning and Development
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

1 March 2021

Your Ref: APP/20/01221
Our Ref: IMA-21-030

Dear Ms Haywood

PLANNING APPLICATION APP/20/01221 - LAND TO THE WEST OF B&Q, PURBROOK WAY, HAVANT, PO9 4AA

We are writing on behalf of B&Q Ltd to object to the current proposals for the Lidl Store (application reference APP/20/01221) on land to the west of the B&Q Havant store on the northeast corner of the junction of the A3(M) and Purbrook Way.

In summary, our client's concerns with the application relate to the potential impact on the operation of the B&Q store in terms of its access, and the potential effect of the proposal on the operation of the adjacent highway network. Our client has no objection to the principle of providing a discount foodstore in this location, and considers that with some fairly minor amendments, its objection would fall away.

The main point we would make is that the development will be accessed from the only access road serving the B&Q store. This road, which is around 8m wide, carries all B&Q customer and servicing traffic. Hence anything that blocks or obstructs the access road will prevent access to the B&Q. The proposed access to the Lidl store, which will provide for customer and service access, is proposed to be sited some 50m from the roundabout junction of Purbrook Way and the A3(M) southbound on-slip. The road into the B&Q store is around 8m wide and will not include a right turn lane. Vehicles turning right into the Lidl store will need to give way to traffic emerging from the B&Q, and when this happens, traffic will block back towards the roundabout.

It is also notable that the access road into Lidl would only be 16m long (so just under 3 cars length or the length of an articulated vehicle) at which point there is not only a split in traffic movements, but also parking spaces. These parking spaces are likely to be prime spaces being close to the store entrance. At such decision points experience shows drivers will stop/hesitate to make decisions on whether there is a space available/which way to go. So some backing back from this point is, on occasions, inevitable, particularly at busy times within the car park.

It is worth pointing out that B&Q has high servicing demands during the week, including by articulated vehicles, and so the 50m length between the car park entrance and the roundabout could be very quickly filled with traffic.

It is also pertinent that, historically, at busier trading times (for example Easter), the demand for B&Q's car park has exceeded capacity with resultant queuing back from it to

the roundabout. Should this happen, then the reverse of the above would happen, namely that traffic to the B&Q would block access to Lidl - and of course this would exacerbate the queuing further, or worse lead to cars headed for Lidl driving on the wrong side of the road to nip past the queue, with potential road safety consequences.

To address the above, the access road needs to be widened between the roundabout and the Lidl access to provide a right turn lane, and the passing lanes need to be sufficient width to accommodate articulated hgv's. A modest widening of the carriageway to 9.5m would accommodate this. Without this, our view is the access arrangement, and hence the application, is unacceptable.

We note from the responses on the Council's planning website that the Havant Borough Council traffic team has made similar comments.

In terms of the overall traffic assessment, we find it strange that, having been advised that pre-Covid traffic count data should be used, and having identified that 2016 data is available from the on-going College Road, Campdown planning application, the traffic assessment is based on 2020 flows factored using the College Road Campdown surveys. This seems a strange approach rather than simply using the College Road Campdown surveys appropriately growthed and appears to give different, more optimistic results relating to the assessment of the highway network than those provided for the College Road Campdown application. Equally, no cumulative assessment taking into account the College Road Campdown development appears to have been undertaken. We assume Hampshire County Council comments are awaited as we cannot see these on the website (there is a consultee response indicated as being from County but is in fact Highways England), and that they will address these matters in their audit.

Finally, we note that the transport assessment indicates the expectation that a construction management plan will need to be provided and would be secured through a pre-commencement condition. We are of the strong opinion that this should be the case and that as the access road is B&Q's sole point of access, B&Q should be consulted on the form of the CMP. Regrettably B&Q already has experience of its access road being blocked while site investigation works were undertaken in relation to this site, which is not acceptable (see photo below).



We trust that you will take the above comments into account in considering/determining this application.

Yours sincerely

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c.c. Sarah Cooper - B&Q Ltd