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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 19 November 2020

My reference 029941

Your reference APP/20/00269

Email havantdc@hants.gov.uk

Dear Madam,

Land at Asda, Larchwood Avenue, Havant, PO9 3QW

Construction of new coffee shop drive thru within existing car park.

Thank you for reconsultation on the above planning application. Further to the Highway Authority's response dated 28th July, the Highway Authority met with the applicant and HBC to discuss outstanding highway matters. Following this discussion, it is understood that the applicant wishes to determine the application based on the information provided to date. Following the recent meeting, information been submitted in the form of a parking drone survey and email containing information on the following matters:

- Accident Data;
- Trip Generation; and
- Vehicle Impact.

The Highway Authority wish to make the following comments based on the updated information.

Accident Data

Accident data has been gathered for a 3-year period from Crashmap, a source of data which the Highway Authority does not accept.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

However, the latest injury accident data for the Hulbert Road/Purbrook Way roundabout has been checked internally for the most recent information available back to 2016 (when the roundabout was upgraded) to cross reference against the applicant's data. Between June 2016 and April 2020, 12 collisions were identified across the roundabout. The junction has been identified by the Highway Authority as requiring safety improvement works to reduce the number of observed accidents.

With the trip rate for the site not yet agreed it is not possible to forecast whether the level of additional trips from the site would exacerbate the existing safety concerns at the roundabout; however, this matter would need to be considered further if outstanding points, such as the trip rates, were agreed.

Trip Generation

Within the Highway Authority's previous response, questions were raised regarding the trip rates presented for the drive through coffee shop and food superstore. The latest information provides further information around the drive through trip rate, but not the superstore.

The Highway Authority agrees with the applicant that there are not many comparable sites within TRICS with which to compare the proposed drive through, owing to the wider retail background and presence of the petrol station. In an attempt to ascertain the level of new/linked/pass-by/diverted trips generated by the development, the applicant has provided a summary table of assessments used for drive through developments across the UK. This data has been presented in lieu of a detailed TRICS assessment/bespoke trip assessment for this site. The raw data and survey information has not been provided for review by the Highway Authority.

The assessment determines that, on average, 14% of trips are considered to be new on the network. Furthermore, the applicant considers that the linked trips will be significantly higher than comparator sites given the retail backdrop. Applying the 14% new trip percentage to the trip rate places the AM weekday peak trip rate at 4 and PM weekday peak rate at 5 and the Saturday peak rate at 17 (both two-way). However, this does not consider the impact of pass-by or diverted trips to the site as new trips on the Hulbert Road/Purbrook Way roundabout. In the data provided by the applicant, this would potentially add an additional 78% of trips onto the junction undertaking new and additional movements. This then equates to a more meaningful 108 additional trips in the Saturday peak period and 29 in the weekday AM peak and 33 in the evening weekday peak. At an already traffic sensitive junction where the signal timing operations and available inter-green times for the Larchwood Approach have been maximised, these increases would need to be modelled in detail to demonstrate whether they can be accommodated at the junction, without having a detriment to the operation of the Highway.

Regardless of the above, the Highway Authority does not agree with the assessment put forward by the applicant to determine the new trip element on the local highway network. TRICS paper 14/1 sets out the methodology which should be used to determine the proportion of trips which are pass-by and diverted on a site-by-site basis. Factors such as location, facilities, GFA of the development and proximity to infrastructure and the strategic road

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network should all be factored into a site-specific assessment which looks at the influence of these defining features. The generic approach of looking at stores across the UK at petrol filling station sites with no supporting assessment of their relevance to the location of the proposed drive through does not provide a comparative and agreeable approach.

Finally, the evidence base provided is only considered to be appropriate to determine the level of new trips and not any other trip types by the applicant. If the dataset cannot be considered robust for all trip types, then it is not appropriate to utilise rates for only particular elements. For the reasons noted above, the Highway Authority are unable to agree the approach towards the trip rates. The 14% new trip rate assumption is considered low for the site considering that there are no dedicated coffee shop facilities in the vicinity of the site and a large residential catchment who could reasonably make trips specifically to the new drive through. It also fails to take into consideration the impact on the immediate highway network of the pass by and diverted trips.

Parking Provision and Internal Layout

To justify the reduction in car parking at the ASDA car park, the results of a drone survey have been provided for Friday – Sunday in May 2018. The snapshot survey demonstrates a maximum 50.4% utilisation during this time.

It is acknowledged that, based on the results of the drone survey, the proposed reduction of 63 spaces (5.8% of the overall provision) would not materially impact on the operation of the car park. However, no analysis has been provided during the seasonal peak times to understand the impact at the store's busiest operating hours. Havant Borough Council therefore need to determine in their capacity as local parking authority whether suitable information has been submitted to confirm that the reduction in parking spaces is acceptable inline with adopted parking standards. The Highway Authority regularly receive complaints regarding the internal operation of the site due to the level of demand and constraints within the site locking up the internal roads, which are constrained by the exit from the site onto the Hulbert Road/Purbrook Way roundabout. The Highway Authority have therefore implemented measures to mitigate this issue at peak periods, which allows the inter-green times to be extended to allow vehicles to exit the unsignalized site access arm for a longer period of time. Improvements within the ASDA owned land have previously been suggested; however, to date, no suggested improvement measures have been brought forward.

The internal layout of the site has been reviewed and the Highway Authority have concerns that the internal queueing created by the inability of vehicles to egress onto Purbrook Way roundabout and the layout of the car park will be exacerbated by the trips associated with the drive through.

During peak trading hours, traffic queues back from the Purbrook Way roundabout across the two mini roundabouts and into the main access road into the car park. The queue prevents cars attempting to leave the store from positioning onto the approaches to this roundabout which creates a further internal stacking capacity problem.

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This problem could be worsened further when vehicles accessing the drive through attempt to leave the store, but are unable to do so because of the internal queue. Depending on the extent of the queueing, this could eventually block back to cars waiting to turn into the new drive through which, in turn, blocks the primary entrance to the car park.

As set out below, the impact of internal queueing has not been assessed by the applicant.

Traffic Impact Assessment

Given the conclusions reached regarding the level of new trips on the network being the only trips that need to be considered, the applicant has determined that there is a limited impact on the highway network and junction modelling is not required. As outlined above, this approach is not agreed.

The Highway Authority have met with the applicant's consultant and explained in detail the concerns regarding the internal site operation and impacts at the Hulbert Road/Purbrook Way roundabout. As previously outlined, these concerns relate to internal queueing within the ASDA internal network up to the Hulbert Road/Purbrook Way roundabout. With no junction modelling or queue survey data undertaken, it is not possible to exactly quantify the operation of the internal roundabouts and how additional trips from the drive through could further exacerbate this issue. During the peak shopping periods, HCC already provide the maximum amount of green time at the roundabout to allow shoppers to egress the store. Any further delays as a result of demand from the site would need to be accommodated within the internal layout and could not be permitted to have a detrimental harm to the local highway network. If the application is permitted, the Highway Authority may need to apply restrictions on the amount of times the extended inter-green time period is called from the Larchwood Avenue approach to ensure safe and efficient operation of the highway.

In the absence of agreed trip rates, queue surveys and junction modelling to determine the extent of queueing within ASDA's land ownership during peaking shopping hours, the applicant has not been able to quantify the delay on the highway network created by the new drive through and identify whether any mitigation is required to facilitate the additional vehicular trips and safe operation of both the site and the highway.

Recommendation

The applicant has submitted insufficient information to overcome the concerns raised within the Highway Authority's original response dated 28th July and subsequent concerns within this response.

The Highway Authority therefore object to the application, with the following reasons for refusal:

INSUFFICIENT INFORMATION

From the information available it cannot be shown that the development can be accommodated in a manner that would not cause increased danger and inconvenience to highway users.

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HIGHWAY IMPACT

The proposed development would have an unacceptable impact on the junction of Hulbert Road / Purbrook Way, resulting in a severe impact on the road safety and operation of the local transport network.

I trust that the above is clear. Should you have queries, please feel free to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst

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