

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 0370 779 0563
Date 28 July 2020

My reference 029118
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 consultation on the above planning application which seeks the provision of a new coffee drive thru within the existing ASDA car park. The applicant has submitted a Transport Statement (TS) to address the highway impacts of the proposed development. The contents of this document are assessed below.

Existing Conditions

The existing ASDA store is served by the Purbrook Way/Hulbert Road roundabout. Alongside the petrol station and a number of ancillary uses, planning permission has recently been granted for a new 81 bed hotel (APP/18/01226) and a KFC drive thru (APP/16/00875) further increasing the cumulative development accessing from the ASDA arm of the roundabout.

The Highway Authority understands that during the peak hours and busy trading times throughout the year, the internal road network from the Purbrook Way/Hulbert Road roundabout up to the ASDA store becomes congested as shoppers try to leave the store. To alleviate the congested internal system, ASDA can make a request to HCC that additional green time is given to their arm of the roundabout, providing more time for motorists to travel onto the roundabout, helping to relieve the internal traffic. Given the frequency of these requests any further development which potentially exacerbates

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

this existing issue will need to be robustly assessed to understand the impact of the additional traffic flows at the roundabout and on the internal road. The available green time for the ASDA arm at this roundabout has already been optimised and therefore there is no additional capacity to increase this provision.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered for past three years.

It is unclear as to the exact dates the accident data has been gathered between. The data should be extended to cover the most recent five year period to understand whether there are any accident trends in the area which could be exacerbated by this development.

The Highway Authority therefore requires an analysis of accident data for the most recent five year period, obtained from Hampshire Constabulary.

Proposed Development

The development proposals consist of a new coffee drive thru facility with of GFA of 200m². The drive thru will be located in the north eastern corner of the car park and will result in the removal of 74 car parking spaces currently serving the foodstore. 11 new parking bays will be provided to serve the new drive thru.

Access to the drive thru will be provided directly from the access road into the store. To understand the different routes that vehicles can potentially egress the drive thru, the Highway Authority require an extended plan which shows the southern extent of the car park. Given the aforementioned internal queuing issue, careful consideration may need to be given to the access to ensure that no cars can queue back from the drive thru, further blocking the access road. The applicant should engage with the Highway Authority to discuss this matter.

Traffic Generation

To forecast the traffic generated by the new drive thru, the industry standard TRICS database has been utilised. It is noted that the sub-category 'Fast Food Drive-Through' has been chosen instead of 'Drive Through Coffee Shop'. Whilst no justification has been provided for this selection in the TS, it is acknowledged that there is a lack of comparable sites available under the drive through coffee shop category. In lieu of this data, the approach to use fast food drive-through sites is accepted.

The TS notes that London and Ireland sites have been excluded from the assessment; however, the TRICS outputs provided in Appendix 3 utilises a number of sites from these locations. The Highway Authority have re-run the trip rates without these sites which indicates that the traffic generation from the new drive thru is greater than what is currently being forecast. The applicant is therefore required to re-run the trip rates with

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the appropriate site selection to ensure a representative assessment is carried out.

Similarly, the Highway Authority has assessed the trip rates proposed for the category 'Food Superstore' which is higher than the rates proposed in the TS. The applicant should also reassess the foodstore trip rates to ensure a robust assessment is undertaken for both land uses.

Parking Provision/Accumulation

The parking accumulation assessment undertaken in the TS has been based on the trip rates which need to be updated, as noted above. As such, the Highway Authority is unable to agree to the assessment undertaken at this stage. The trip rates should be re-run and the accumulation reassessed to understand how the drive thru will impact on the existing parking provision. The Highway Authority understands that permanent traffic counters may be available to provide a more accurate parking accumulation figure for this store.

As the parking authority, Havant Borough Council should confirm whether the reduction in car parking spaces is acceptable in line with their adopted parking standards.

Traffic Impact

The TS states that trips to the drive thru will be 'linked' with the existing uses present on site. The Highway Authority requires clarification as to whether the new drive thru will be replacing any existing on-site coffee shop facilities or whether this is a new, standalone development. The view that the significant majority of trips will be linked is not agreed given that this is a potentially new facility in the area, attracting new trips to the store.

Given the concerns around the internal queuing up to the Purbrook Way/Hulbert Road roundabout, the applicant is required to provide junction modelling for the roundabout, factoring in the new drive thru trip rates once agreed. This will need to feature modelling outside of the non-conventional peak hours given the issues with traffic queuing at certain times of the year. The applicant should engage with the Highway Authority to discuss the scope of the modelling required.

An assessment is also required to understand the extent of the internal queuing during these busy periods. Depending on the extent of the queuing, changes to the internal layout may be sought to alleviate this issue.

Recommendation

The Highway Authority requires further information to address a number of concerns with the proposed drive-thru. It is recommended that the applicant meets with the Highway Authority to discuss the following outstanding matters:

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- Updated PIA data;
- Extended plan for the car park;
- Updated TRICS assessment for the drive thru and existing foodstore;
- Updated parking accumulation assessment;
- Junction modelling for the Purbrook Way/Hulbert Road roundabout; and
- An assessment of the internal queue lengths during peak trading times.

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

Yours sincerely,

Chris Hirst

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