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Enquiries To Chris Hirst

Direct Line

Date 19 July 2024

My reference 053420

Your reference APP/24/00330

Email havantdc@hants.gov.uk

Dear Madam,

Land to the west of B&Q, Purbrook Way, Havant

Erection of retail foodstore with associated car parking, access, landscaping and engineering works.

Thank you for consulting the Highway Authority on the above planning application.

To address the highway implications of the proposed development, the applicant has submitted a Transport Assessment (TA) and Travel Plan (TP). Following a review of these documents, the Highway Authority wishes to make the following comments.

Planning History

An application for a new Lidl store on the same plot of land was previously considered and granted planning consent under planning reference APP/20/01221.

The application was subject to a number of highway responses, culminating in no objection being raised by the Highway Authority, subject to conditions and the following Section 106 obligations:

- Prior to commencement of development to enter into a Highways agreement for the pedestrian and cycle link as shown indicatively on drawing number AD 110 Rev C. To implement the pedestrian and cycle link to the Highway Authority's satisfaction prior to occupation of development.
- Prior to commencement of development, to enter into a Highways agreement for the A3(M) J4 improvements as detailed in drawing number

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B/LIDL PURBROOKWAY 2.1/06 Rev H. To implement the 4 improvement works to the satisfaction of the Highway Authority prior to occupation of development.

- Prior to occupation of development, to pay the pedestrian and cycle contribution of £124,500.
- Payment of the Travel Plan approval and monitoring fees along with the bond.

These measures were subsequently secured in a Section 106 agreement dated 30th November 2022.

Personal Injury Accident (PIA) Data

Accident data has been gathered for the most recent 5-year period from Hampshire Constabulary.

It is noted that there have been a number of additional accidents across the study area since the previous accident data was reviewed in support of the original application; however, there is no clear accident pattern which would suggest that a specific accident trend has recently occurred.

The Highway Authority therefore agrees that there are no existing accident trends on the local highway network which may be exacerbated by the proposed development.

Sustainable Transport

Walking and Cycling

Previous work was undertaken by the applicant and Highway Authority through the consented application to review the walking and cycling provision and to agree a suitable mitigation package from the site.

A new pedestrian and cycle access will be provided from the Lidl car park to Purbrook Way. The link is to be provided in ramped sections at a gradient of 5%. The TA notes that the plan is shown within Appendix E of the document, but it is noted that this has not been provided/uploaded onto the planning portal. For completeness, the Highway Authority requires sight of the plan.

Significant discussions were also held around the works required to provide access from the site onto the A3(M) roundabout, and the impact that this has on the existing pedestrian/cycle crossing point.

The applicant's modelling work identified capacity constraints on the northern arm of the roundabout as a result on the proposed development. To mitigate the capacity constraints, a two-lane approach was proposed and accepted on the northern arm of the roundabout. However, the proposal increases the crossing distance for pedestrians and cyclists, which is not compliant with HCC Local Transport Plan 4 policy which prioritises sustainable transport movements over the use of the private car. To offset

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the impact, a financial contribution was secured towards improvements for pedestrians and cyclists along Purbrook Way inline with the measures identified within the LCWIP. The applicant was also required to cut back the vegetation which currently restricts visibility at the eastern crossing point, implement full width road humps to reduce vehicle speeds on the approach to the junction, and also to improve the existing crossing point.

Whilst the extent of the additional trip generation is queried by the Highway Authority within this response, the proposed Lidl store will result in further trip generation above and beyond what was previously agreed. The Highway Authority maintains that the changes to the northern arm of the roundabout will result in an overall disbenefit to pedestrians and cyclists, despite the improvement measures outlined by the applicant. To ensure that this impact is suitably offset via an appropriate mitigation package, the applicant is required to provide further information around the revised trip generation figure presented within the TA.

Proposed Development

The proposed development consists of a 2,185sqm Lidl foodstore, representing a 15% increase on the GIA considered through the consented application.

The development has been described as a flagship store which delivers “improved customers and operational efficiencies”. Under Section 5 of the TA, this is further defined as the provision of wider aisles and stocking products in greater depth.

The access strategy remains as per the previously consented development. A new bellmouth junction will be provided from the site onto the private access road which currently serves B&Q. Keep clear markings will be provided on the carriageway to ensure that right turning vehicles can always access the site, preventing queuing back onto the Purbrook Way roundabout.

Car Parking

The latest development provides 113 car parking spaces, representing an 18-space decrease in the consented application.

A parking demand assessment has been undertaken within section 7.9 of the TA which identifies a peak parking demand 100 spaces (88%) on Sunday, confirming that the provision of 113 space is suitable for accommodating peak demand at the site.

In their capacity as local parking authority, HBC should confirm whether they consider this figure to be suitable.

Trip Generation

Through the previous application, a trip generation assessment utilising ANPR data from a comparative store near to Whiteley was used. Applying the data to the store on

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Purbrook Way identified trips of 83 in the AM peak hour, 173 in the PM peak hour and 229 during the Saturday peak. A split of 48% primary new, 32% primary transferred, and 20% secondary trips was agreed.

To account for the new store, an uplift has been provided to the agreed trip rate, resulting in an additional 13 trips in the AM peak and 27 trips in the PM peak. It is unclear how the uplift has been derived because no supporting commentary has been provided within the TA. To understand whether the uplift assumption is robust, the applicant is required to provide further information to understand the calculation of the revised trip rate. It is also unclear whether the 'flagship' status of the proposed store would lead to an increase above the proposed uplift given better depth of stock etc and comparison data of a 'flagship' store should be presented.

Given that the trip generation has a bearing on the impact of the development and associated mitigation via financial contribution considered necessary from the development, the applicant should engage with the Highway Authority to agree a trip generation figure across the week which can be utilised to calculate a CIL compliant contribution towards the measures identified within the Havant LCWIP.

Junction Modelling

To forecast the impact of the proposed development, the applicant has modelled the A3(M) J4 roundabout to a future year of 2031, with a baseline and baseline plus development scenario.

As identified through the modelling work undertaken through the previous application, there is forecast queuing on the Purbrook Way (W) arm without the addition of development traffic. Although the addition of the Lidl trips results in a marginal increase in the RFC's across the junctions, this increase is not considered to result in a severe impact across the roundabouts.

Depending on the outcome of discussions regarding the uplifted trip rate for the site, further modelling work may be required by the applicant.

Travel Plan

A new Travel Plan has been submitted in support of the latest planning application which has been reviewed by the Highway Authority. There are a couple of points which need to be addressed by the document can be considered acceptable:

- Para 5.14 – the costs of the printing of documents etc. need to be added to the suggested Travel Plan Deposit of £15,000. This is because the TPD is set up to allow HCC to implement the measures of the Travel Plan if Lidl do not implement them.
- The staff survey should include a question as to what would encourage the staff to use alternative modes of transport.

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Recommendation

The Highway Authority requires additional information on the following matters before a recommendation can be made on the proposed development:

- Evidence to justify the proposed uplift to the consented trip rate.
- Conversations with the Highway Authority to agree a proportionate contribution from the development towards sustainable transport improvements.
- Updates to the Travel Plan.

Yours faithfully,

Gemma McCart – Transport Team Leader – Hampshire 2050.

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