



**LIDL GREAT BRITAIN LIMITED
PROPOSED LIDL FOODSTORE
PURBROOK WAY, HAVANT**

TRANSPORT ASSESSMENT

APRIL 2024



the journey is the reward

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**Lidl Great Britain Limited
Proposed Lidl Foodstore
Purbrook Way, Havant
Transport Assessment**

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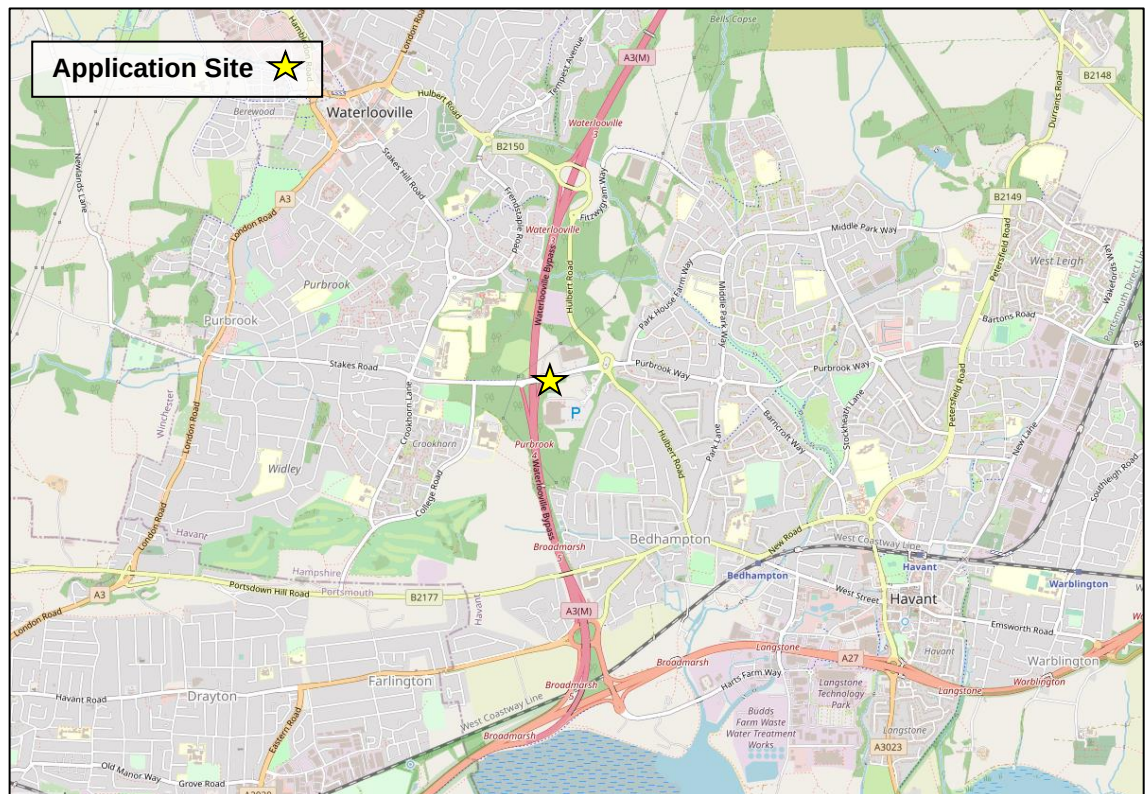
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1 Introduction

- 1.1 Mayer Brown Ltd has been appointed by Lidl Great Britain Limited to prepare this Transport Assessment in support of the construction of a new discount foodstore on land adjacent to Purbrook Way in Havant, Hampshire PO9 3QJ.
- 1.2 Planning permission was granted by Havant Borough Council in December 2022 (Ref: APP/20/01221) for development of the application site to provide a 1,899sqm GIA Lidl foodstore, alongside associated parking for 131 cars, landscaping and infrastructure.
- 1.3 Vehicular access to the site would be achieved from the existing B&Q access road to the West, whilst pedestrian access would be achieved via a direct pedestrian link to footways on Purbrook Way.
- 1.4 To ensure that the proposed foodstore is in accordance with Lidl's specifications, and to address a number of constraints that have arisen following progressing detailed design works, a revised proposed development scheme is now being pursued. This will provide a flagship store, the first of its type in the south region.
- 1.5 Proposals look to construct a larger 2,185sqm GIA foodstore, equating to a 286sqm (15%) uplift when compared to that consented.
- 1.6 Vehicular and pedestrian access to the site would remain consistent with what is permitted.
- 1.7 A total of 113 car parking spaces would be provided to serve the revised proposals, including designated provision for blue badge holders, parent & children and Electric Vehicles (EVs), alongside motorcycle and cycle parking provision.
- 1.8 This Transport Assessment addresses the salient aspects of the proposals and has been guided by the scope of assessment / information submitted for the previously consented Lidl foodstore development, whilst having due regard with discussions undertaken with Hampshire County Council (HCC), National Highways (NH) and other relevant stakeholders / consultees as part of the extensive consultation for the previous application.
- 1.9 A Travel Plan has been prepared and submitted as a separate document, seeking to promote sustainable modes of travel and reduce reliance on single occupancy car journeys.

2 Existing Site Description

- 2.1 The site is currently undeveloped land bounded by Purbrook Way to the south, whilst the access road and car park for the adjacent B&Q Havant store bound the site to the northwest and east respectively.
- 2.2 The site location is shown in relation to the local highway network in **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 2.1: Site Location Plan

Adjacent Highway Infrastructure

- 2.3 The site is bounded by a private access road to the north and west, and Purbrook Way to the south. The private access road currently serves B&Q. It is a single carriageway road with regularly spaced streetlighting and subject to a 10mph speed limit with no parking permitted on the carriageway. There is no pedestrian provision alongside the carriageway, with pedestrians accessing the B&Q directly from Purbrook Way.
- 2.4 The private access road joins Purbrook Way at a roundabout junction, with a fourth exit-only lane leading southbound onto the A3(M).

- 2.5 In the vicinity of the site, Purbrook Way is a four-lane road, partially single- and partially dual-carriageway, and provides a link between Purbrook to the west and Havant to the east.
- 2.6 Purbrook Way has a footway / cycleway along the northern side and part of the southern side, along with regularly spaced streetlighting. The road is subject to a 40mph speed limit in the vicinity of the site.
- 2.7 To the east of the site, Purbrook Way forms a large partially signal-controlled roundabout junction with Hulbert Road and the private access road for the Asda Havant superstore. There are two or three lanes on each approach and three circulating lanes. Pedestrian and cycle crossing facilities are included on the two arms of Purbrook Way and the southern arm of Hulbert Road.
- 2.8 To the west, Purbrook Way forms a three-arm roundabout with the northbound off-slip from the A3(M). The A3(M) is a trunk road controlled by NH that starts at the M27 to the south, and then continues north as the A3 towards Petersfield, Guildford and London.

Highway Safety

- 2.9 As part of the previously consented scheme a review of collision data on Purbrook Way and nearby connecting junctions / carriageways was undertaken covering the most recent 5-year period available at the time (January 2015 to December 2019). This concluded that there were no current highway safety patterns / concerns in the vicinity of the application site which would be exacerbated by the consented development.
- 2.10 To support the current application, an updated review of collision data available from Hampshire Constabulary and covering the most recent five-year period in February 2024 has been undertaken, with a comparable search area extent. Associated collision data is summarised in **Appendix A**.
- 2.11 During the most recent five-year period (October 2018 to September 2023), a total of 55 collisions have been recorded within the search area, of which 38 (69%) were 'slight', 16 (29%) 'serious' and 1 'fatal' in severity.
- 2.12 **Table 2.1** shows all recorded collisions within the assessment area broken down by severity and year of occurrence.

Severity	2018	2019	2020	2021	2022	2023	Total
Fatal	-	-	-	-	1	-	1
Serious	1	5	3	3	1	3	16
Slight	1	9	8	10	4	6	38
Total	2	14	11	13	6	9	55

Table 2.1: Recorded Collisions within Local Area – Oct-18 to Sep-23

- 2.13 The recorded collisions resulted in a total of 64 casualties. **Table 2.2** outlines recorded collisions broken down by severity and resulting casualties, with potential for multiple casualties during a single recorded collision.

Casualty Type	Fatal	Serious	Slight	Total	Total %
Vehicle Driver	0	0	16	16	25%
Vehicle Passenger	0	3	9	12	19%
Motorcycle Rider	0	3	4	7	11%
Cyclist	0	9	7	16	25%
Pedestrian	1	1	11	13	20%
Other	0	0	0	0	0%
Total	1	16	47	64	-

Table 2.2: Recorded Collisions – Severity & Casualty Type

Baseline Factors

- 2.14 A review of baseline road / traffic conditions has been undertaken to identify potential correlations.
- **Road Conditions** – 38 collisions (69%) occurred during dry conditions with 16 (29%) occurring in wet / damp conditions and 1 in frosty / icy road conditions.
 - **Light Conditions** – 38 collisions (69%) occurred during daylight with the remaining 17 collisions occurring during darkness, although streetlighting was present and lit.
 - **Time of Year** – No significant clustering of collisions was observed over the months, although collisions were very marginally higher in November.
 - **Time of Day** – In terms of the time of day that collisions occurred:
 - 5% of collisions occurred between 00:00 – 06:00.
 - 27% of collisions occurred between 06:00 – 12:00.
 - 40% of collisions occurred between 12:00 – 18:00.
 - 27% of collisions 18:00 – 00:00, with 18:00 – 21:00 covering 24% of collisions.

Collision Locations

- 2.15 A review of collision locations indicates the following:
- 16 collisions (6 serious / 10 slight) were recorded at the Asda roundabout.
 - 9 collisions (2 serious / 7 slight) recorded at the Purbrook Way / College Rd junction.
 - 12 collisions (4 serious and 8 slight) were recorded at the Purbrook Way / Stakes Road / Stakes Hill Road / Crookhorn Lane roundabout.
 - 7 collisions (3 serious / 4 slight) were recorded at, or in the vicinity of the Purbrook Way / A3(M) roundabout junctions.
- 2.16 Of the remaining 11 collisions, 9 collisions (1 serious / 8 slight) occurred at various locations along Purbrook Way, and 2 collisions (1 fatal / 1 slight) occurred on the A3(M) running carriageway.
- 2.17 Regarding collisions occurring at the Purbrook Way / A3(M) southbound roundabout, which also provides access to B&Q and the application site, a total of 5 collisions were recorded (3 serious / 2 slight).
- 2 involved vehicles losing control on approach to the roundabout from the east and west when changing lanes or due to defective road surface.
 - 2 involved vehicles failing to give way on entry to the roundabout to other users already circulating or changing lanes whilst circulating without looking properly, turning into the path of another road user.
 - The final collision, occurring on the B&Q arm of the junction involved a motorist slowing / stopping to let a pedestrian cross but then moving forward, colliding with the pedestrian whilst crossing.

Collision Type

- 2.18 The recorded collisions were summarised into the following main types:
- Failed to give way – 22 collisions (40%)
 - Poor manoeuvre – 8 collisions (15%)
 - Disobeyed signal – 8 collisions (15%)
 - Rear shunt – 6 collisions (11%)
 - Loss of control – 6 collisions (11%)
- 2.19 The remaining 5 collisions were a mixture of drivers being in a hurry, sudden braking, drivers travelling the wrong direction along a one-way carriageway or 'Other'.
- 2.20 Failing to give way, poor manoeuvres or disobeying a red traffic signal were the main types of collision types occurring within the study area, making up 70% of all recorded collisions.

Causation Factors

- 2.21 The collision data included a likely / possible causation factor(s) for each incident. The most common identified causation factors were:
- 'Failed to look properly' - cited within 36% of collisions as a causation factor, and within 22% of collisions as the primary (first) causation factor.
 - 'Disobeyed automatic traffic signals' - cited within 7% of collisions, all as the primary (first) causation factor.
 - 'Disobeyed Give Way or Stop sign markings' - cited within 7% of collisions, and within 5% of collisions as the primary (first) causation factor.
- 2.22 It is noted that 24% of collision had no causation factors noted.
- 2.23 3 collisions were identified where causation factors directly related to highway conditions / geometry, namely:
- A cyclist using the central pathway within the Asda roundabout slipping on ice.
 - A motorcyclist hitting a rut in the carriageway in the vicinity of the B&Q roundabout, losing control and colliding with an adjacent vehicle.
 - A motorcyclist lost control when changing lanes, with slippery road conditions (due to weather) cited as a potential causation factor.

Summary

- 2.24 In summary and as deemed acceptable in approval of the previous scheme, it is considered that there are no existing highway safety patterns or concerns which indicate any inherent highway design problems that affect highway safety in the vicinity of the application site which would be exacerbated by the proposed development.

3 Accessibility

- 3.1 Whilst it is recognised that a car will often be necessary for bulk food shopping trips, it is important that the store is accessible by non-car modes of transport for those without the use of a car, for customers undertaking smaller shopping trips and for staff regularly travelling to and from work.
- 3.2 Therefore, an assessment of how the site can be accessed via non-car modes of travel has been undertaken.

Walking

- 3.3 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips for journeys.
- 3.4 The Chartered Institute of Highways and Transportation document 'Planning for Walking', published in March 2015, indicates that people will typically only walk if their destination is less than a mile away, with a typical catchment of around 800m or a 10-minute walk time based on a comfortable walking pace of 80m per minute. In relation to commuting trips, it is considered that staff may be willing to walk further than this (800m) but typically not more than 2km.
- 3.5 An 800m walk from the site includes some residential areas in Bedhampton accessed from Purbrook Way and Hulbert Road. Extending walking distances to 2km indicates that a majority of northwest Havant is within an appropriate walking distance of the site.
- 3.6 Shared footway / cycleways along with regularly spaced street lighting are provided along the northern side of Purbrook Way, with a Toucan crossing providing access to a footway / cycleway along part of the southern side.
- 3.7 Uncontrolled pedestrian crossing points consisting of dropped kerbs and central refuges are provided on the northern arm of the B&Q roundabout with Purbrook Way, providing pedestrian access from Purbrook.
- 3.8 A new ramped pedestrian / cycle access to the site will be provided directly from Purbrook Way to the store.

Cycling

- 3.9 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). A 5km cycle distance suggests that the majority of Havant is likely to be accessible via cycle, as well as Purbrook and southern parts of Waterloo.

- 3.10 The site is well provided for with off-road shared footway / cycleways. There is a cycle path along the northern side of Purbrook Way, adjacent to the site, which continues across the Purbrook Way / Hulbert Road gyratory via Toucan crossings. This provides access to the residential single-carriageway sections of Purbrook Way and Hulbert Road where cyclists re-join the carriageway.
- 3.11 It also continues to the west along the northern side of Purbrook Way, over the A3(M) bridge to College Road. These paths give cyclists the choice of cycling along the dual carriageway section of Purbrook Way or using a quieter off-road path.
- 3.12 Beyond the cycle paths, there is a network of quieter residential streets that allow cyclists to travel around the local area whilst avoiding the busiest vehicular routes.

Public Transport

- 3.13 There are bus stops provided approximately 100m walk from the pedestrian entrance to the site. The footway / cycleway along Purbrook Way provides convenient access between the site and the eastbound bus stop, and the Toucan crossing over Purbrook Way provides a link to the westbound stop. Both stops have shelters with seating and timetable information.
- 3.14 A summary of non-school services operating to / from stops in the vicinity of the site are outlined in **Table 3.1**, updated February 2024. This indicates that the site benefits from a good level of daytime bus services to / from surrounding areas.

Service Number	Description / Route	Frequency		
		Mon – Fri	Sat	Sun & Bank Holidays
20	Havant – Q.A Hospital – Portsmouth	Every 30 minutes	Every 30 minutes	No service
37	Havant – Waterlooville – Clanfield - Petersfield	Hourly	Every 90 minutes	No service
39	Havant – Leigh Park – Waterlooville – Wecock Farm	Every 15 minutes	Every 15 minutes	Every 30 minutes

Table 3.1: Bus services stopping in the vicinity of the site

- 3.15 The nearest railway station to the site is Bedhampton, located just over 2km from the site, so a journey from here could be combined with onward travel by bicycle. Havant station in the centre of town is around 3km from the site and all three local bus services stop at this station, with route 37 having a journey time of less than ten minutes.
- 3.16 Bedhampton station typically receives two trains per hour to Portsmouth & Southsea, one per hour to London Waterloo and one per hour to Littlehampton. Havant receives a

higher level of service, with three trains per hour to London stations, one to Brighton, one to Littlehampton, four to Portsmouth stations and one to Southampton Central.

Public Transport Accessibility Index

- 3.17 In line with BREEAM guidance, the existing public transport Accessibility Index (AI) for the site has been calculated based upon public transport nodes located within 650m of the site and the average number of services stopping per hour at each node during the proposed Lidl store operating hours (07:00 – 22:00).
- 3.18 The BREEAM assessor has advised that based upon the information provided that the site has a calculated AI of 3.35.

Local Amenities

- 3.19 Existing local amenities accessible within c. 500m walk of the store entrance, include:
- Food outlets – food van (B&Q car park), McDonalds and KFC; and
 - Access to an outdoor open space – Johnstons Coppice.
- 3.20 These local amenities increase potential for customer linked trips and allow staff to access these amenities via non-car travel modes when making trips out of the workplace during their working day e.g. to get lunch.

Accessibility Summary

- 3.21 In summary, it is considered that the site benefits from good links to surrounding residential areas via active travel modes with footway / cycleways, Toucan crossing facilities and regularly spaced street lighting provided on the local highway. The site also provides convenient access to frequent public transport services serving residential areas in the vicinity of the site and further afield, in addition to connecting bus and rail services in central Havant.

4 Development Proposals

Previously Permitted Development

- 4.1 Full detailed planning permission was previously granted by Havant Borough Council in December 2022 (Ref: APP/20/01221) for development of the application site to provide a new 1,899sqm GIA Lidl foodstore with a retail sales floor area (RFA) of 1,256sqm, alongside associated parking, landscaping and infrastructure.
- 4.2 A summary of the key highway elements of the consented scheme are detailed herein:
- **Vehicular Access** – Vehicular access to the site provided via a new simple priority junction arrangement from the private access road running along the western edge of the site (which also serves B&Q).
 - **Pedestrian / Cycle Access** – Pedestrian and cycle access to the site provided directly from the footway running along northern edge of Purbrook Way.
 - **Car Parking** – A total of 131 car parking spaces were to be provided onsite as part of the proposals, consisting of 113 standard, 7 disabled, 9 parent & child and 2 Electric Vehicle (EV) charging spaces.
 - **Cycle Parking** – 10 cycle parking spaces, in the form of 5 ‘Sheffield’ style stands were proposed to primarily cater for customer cycle demand, with a further 3 spaces located within the secure store warehouse for staff use.
 - **Deliveries / Servicing** – Delivery vehicle tracking provided demonstrating that an articulated delivery vehicle could safely accessing the site, deliver to the loading bay, and leave the site in a forward gear.
- 4.3 A copy of the consented site layout is provided in **Appendix B**.

Offsite Improvements

- 4.4 As part of the consented development various improvement works were identified and proposed on the access road linking to the A3(M) J4 eastern roundabout, including:
- A full width speed hump on the private access road in order to reduce vehicle speeds on approach to the crossing point;
 - Improvements to address current constrained pedestrian and cyclist visibility at the B&Q arm crossing point through vegetation clearance and kerblines realignment; and
 - Introducing tactile paving at crossings to assist persons with visual impairments.
- 4.5 A plan showing the previously agreed highway works is provided in **Appendix B**.

4.6 Additionally HCC requested a financial contribution, secured via a Section 106 agreement towards cycle improvement schemes on Purbrook Way outlined within the Havant Draft Local Cycling and Walking Infrastructure Plan (LCWIP), namely:

- Scheme 277.1.5 – Off-road segregated cycle lanes on Purbrook Way in vicinity of A3(M) northbound roundabout; and
- Scheme 277.1.6 – Segregated lanes on Purbrook Way bridge over the A3(M) if centre verge is removed or widened shared-use facility.

[Associated Transport / Highways Report](#)

4.7 As part of the consented application, various highways / transport related reports were produced by Mayer Brown to support the planning application and address subsequent consultee comments / queries. These are summarised below, and referenced within this summary note as appropriate:

- **TA Nov-20** – Transport Assessment (Final 02), dated Nov-20;
- **TAA Feb-21** – Transport Assessment Addendum (Final 01), dated Feb-21;
- **TN Mar-21** – Technical Note (Final 02), dated Mar-21;
- **TAA Mar-21** – Transport Assessment Addendum 2 (Final 01), dated Mar-21;
- **TP Mar-21** – Travel Plan (Final 03), dated Mar-21;
- **TN Jul-21** – Technical Note (Final 01), dated Jul-21; and
- **S106 Review** – S106 Highway Contributions Review (Final 01), dated Feb-22.

[Highways Consultation Response](#)

4.8 Having reviewed the proposals and supporting information submitted, and undertaking extensive discussions with the development project team, HCC's consultation response dated 14 March 2022 raised no material concerns with the proposed development from a highway's perspective, offering no objection subject to appropriate S106 obligations and conditions to secure agreed improvement works, Travel Plan implementation and construction phase management. A copy of this response is included in **Appendix C**.

Current Development Proposals

- 4.9 Current development proposals seek permission for construction of a flagship Lidl store layout to deliver improved customer and operational efficiencies compared to the consented scheme.
- 4.10 Proposals would provide a 2,185sqm GIA Lidl foodstore, resulting in a net increase of 286sqm (15%) GIA compared to the previously consented scheme.
- 4.11 Placement of the store within the site remains as per consented, set back from the highway along the eastern side of the site, with the store customer entrance lobby located in the south west corner of the building.
- 4.12 A site layout plan showing details for the current proposals is provided in **Appendix D**.

Store Operation

- 4.13 The store opening hours are envisaged to be as per standard Lidl operational hours, 07:00 – 22:00 Monday to Saturday including bank holidays, and 10:00 – 16:00 on Sundays.
- 4.14 The proposed foodstore will employ around 40 staff members in a combination of both part and full-time positions, with the number of store staff onsite ranging from 3 to 10 at any one-time depending on the day / time of the week.

Access Arrangement

- 4.15 Current development proposals will retain the vehicular access arrangements agreed as part of the consented development, providing a new simple priority junction arrangement from the private access road running along the western edge of the site for use by customers, staff and delivery vehicles.
- 4.16 KEEP CLEAR markings will be provided to ensure that if queuing from the Purbrook Way roundabout extends back to the Lidl access, adequate space will be maintained to enable vehicles to continue to turn right into the site and maintain free flowing movement northbound along the private access road towards the B&Q store.
- 4.17 The proposed access arrangement location, geometry and visibility splay were all previously deemed appropriate for the consented scheme, and with no material changes being made to the consented access arrangement, it is considered that it follows that the access remains appropriate to serve the current proposed development.
- 4.18 Due to potential variance in width between retaining structures, visibility to the north has also been shown offset 1m from the kerblines, to represent the typical closest position of a vehicle on approach and allow for variance in retaining structure width.

- 4.19 Pedestrian / cycle access to the site will be provided directly from Purbrook Way, currently envisaged to be provided via a structure to avoid impacting upon a high pressure gas main running along the site perimeter.
- 4.20 The pedestrian / cycle link would consist of separate ramp sections c. 29m and 9m in length at a gradient of c. 5%, with a landing provided at the change in direction between these ramps.
- 4.21 Proposals are in line with guidance set out within Department for Transport Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN 1/20), adopted July 2020. Namely, Table 5.8 of LTN 1/20 indicates a desirable maximum length of 30m for path gradients of 5%.
- 4.22 Within the site, crossing points would be provided as appropriate to facilitate pedestrian movements to / from the store entrance.
- 4.23 Plans showing the proposed vehicular and pedestrian / cycle access arrangements, including relevant geometry and visibility splays are provided in **Appendix E**.

Internal Arrangement

- 4.24 Within the site, internal carriageways provide sufficient aisle widths of greater than 6m to enable two-way vehicle flows and appropriate access to parking spaces.
- 4.25 Standard parking bay widths of 2.7m are provided to accommodate larger modern vehicles in addition to providing additional room for vehicle manoeuvring and for drivers / passengers when getting into / out of their vehicles.
- 4.26 In relation to parking bay length dimensions, central aisle spaces are 5.2m in length whilst perimeter spaces are 4.7m in length, with landscaping strips and wide aisles bounding these periphery spaces allowing for an element of vehicle overhang to accommodate larger vehicles if necessary.
- 4.27 Parent & child spaces have an increased width of 3.6m, whilst disabled spaces consist of a 2.4m x 4.8m space with a 1.2m hatched area to the side and rear of each bay.

Parking

- 4.28 A total of 113 car parking spaces are proposed to serve the current proposals (1 space per 19sqm GIA), consisting of 95 standard, 6 blue badge, 10 parent & child and 2 'Active' EV charging spaces served by a 50kW 'Rapid' dual charging point.
- 4.29 Blue badge and parent & child parking spaces have been positioned so that they are close to the building entrance with convenient / level access. Additionally, 5 dedicated motorcycle bays are provided onsite.

- 4.30 12 cycle spaces, in the form of 6 'Sheffield' stands are proposed, located along the southern glazed store frontage for use by customers. This location benefits from good natural surveillance, shelter from the elements and provides a safe location for cyclists to mount / dismount.
- 4.31 Additionally, as previously consented, 3 formal staff cycle spaces are available within the store warehouse area in addition to further informal space for further cycles if required, enabling staff to store cycles in a covered, secure and safe location.
- 4.32 A detailed assessment of parking provision associated with the proposals, specifically in relation to local parking standards and expected parking demand / capacity, is outlined within **Section 7** of this report.

Delivery & Servicing

- 4.33 Lidl stores typically generate up to 3 HGV deliveries per day on average during a week. The HGVs deliver frozen, chilled and ambient goods, and collect / transport store refuse and recycling on the return trip to the regional distribution centre in order to reduce servicing / delivery trip numbers.
- 4.34 A dedicated loading bay will be provided within the site, accommodating a single HGV at a time. Given Lidl's operational requirements, with a maximum of one delivery vehicle onsite at any one time, this level of provision is considered appropriate without causing problems for other site users.
- 4.35 Delivery vehicles access the site via the vehicular access before manoeuvring within the site to access the loading bay. This arrangement is considered appropriate based upon the very low frequency of delivery vehicles and associated low vehicle speeds, with a speed limit of 10mph for delivery / servicing vehicles, alongside suitable lighting provided within the car park to ensure good visibility.
- 4.36 The largest expected delivery / service vehicle is a 16.5m articulated HGV, with associated swept paths for a delivery vehicle safely accessing the site, delivering to the loading / service area and leaving the site in a forward gear provided in **Appendix F**.

Offsite Improvements

- 4.37 Proposed improvement works previously outlined in terms of full width speed hump, kerblin realignment / increased visibility and introduction of tactile paving on the access road linking to the A3(M) J4 eastern roundabout as part of the consented development would continue to be provided as part of the current proposals.

- 4.38 In relation to the financial contributions required by HCC towards cycle improvement schemes on Purbrook Way, it is noted that since review of the previous consented development the Havant LCWIP has been updated and republished in 2023. Several of the previous improvement schemes on Route 277 (Purbrook – Westbourne) between London Road (A3) and Hulbert Road (section 277.1) have been removed / amalgamated.
- 4.39 In particular, previous specific improvement schemes identified in the Draft LCWIP, and which formed the basis of the development improvement work contribution requested by HCC have now been removed.
- 4.40 In relation to schemes now proposed on Purbrook Way in the vicinity of the site consistent with locations where contributions were previously requested, the following schemes are noted:
- *Scheme 277.1.4* – Consideration given to providing a cycle route on the northern side of Purbrook Way to provide a continuous route.
 - *Scheme 277.1.5* – Review of the Purbrook Way / A3(M) on-slip / B&Q roundabout to explore improvements for pedestrians and cycle route continuity through the junction.
- 4.41 It is currently unclear if any specific improvement works have been identified, developed and costed by HCC in relation to these schemes, although it is noted that the proposed development is already providing significant improvement to existing substandard crossing facilities at the Purbrook Way / A3(M) on-slip / B&Q roundabout for pedestrians and cyclists as per outlined in Scheme 277.1.5.
- 4.42 Based upon the policy changes it is requested that HCC review whether it is considered that a contribution would still be justified / required, and if so the level of contribution proposed alongside associated justification / calculation methodology for consideration.

5 Trip Generation Assessment

- 5.1 A review of trip generation associated with the application site has been undertaken, with associated data and detailed calculations provided in **Appendix G**.
- 5.2 When considering trip generation associated with any proposed development, it is also important to consider the trip generation associated with any existing or consented use.
- 5.3 Whilst the current proposals provide a slightly larger Lidl foodstore than previously consented, the associated changes are primarily aimed at delivering improved operational efficiencies / servicing and enhancing the customer experience through providing wider aisles and stocking existing products sold at the store in greater depth, rather than aiming to increase customer numbers.

Consented Development Trip Rates

- 5.4 As part of the previous planning application, trips rates to inform potential trip generation for the Lidl foodstore were derived from a comparable store using ANPR data, namely the Lidl Whiteley store was identified and agreed with HCC as a comparable store, based upon similar characteristics to that proposed at Purbrook Way.
- 5.5 Associated vehicular trip rates have been utilised to provide a comparison between the consented scheme and current proposed development, with a summary of the resulting associated trip generation for key peak periods summarised in **Table 5.1**.

Peak Period	Consented			Proposed			Net Change		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM 08:00 – 09:00	45	38	83	52	44	96	7	6	13
Weekday PM 16:30 – 17:30	86	87	173	99	101	200	13	14	27
Saturday 11:45 – 12:45	115	114	229	133	131	264	18	17	35

Table 5.1: Vehicular Trip Generation – Consented Trip Rates

- 5.6 **Table 5.1** indicates that compared to the previously consented scheme, current proposals result in a slight increase in vehicular trips during network peak periods, with 13 additional movements during the weekday AM peak, 27 additional movements during the weekday PM peak and 35 additional movements during the Saturday peak.

Vehicular Trip Assignment

- 5.7 It is important to acknowledge that a vast majority, if not all, of trips to foodstores are already on the local highway network. New foodstores provide an alternative destination for an existing trip, with customers generally utilising a new store if they either perceive it more convenient or economical than their usual food store.
- 5.8 Vehicular trip assignment proportions discussed and agreed with HCC as part of the previous planning application have been utilised, with the basis upon which these were developed / justified as part of the previous application being unchanged for the current proposed development, such as store customer catchment area, existing comparable store locations and envisaged retail trade draw.
- 5.9 For clarity, previously agreed vehicular trip assignment proportions for the various key network peak periods are detailed in **Table 5.2**.

Vehicular Trip Type	Weekday AM Peak	Weekday PM Peak	Saturday Peak
Primary Transferred	32%	32%	36%
Primary New	48%	48%	54%
Secondary	20%	20%	10%

Table 5.2: Vehicular Trip Assignment Proportions

Net Change Trip Assignment

- 5.10 Resulting assignment of the net change in vehicular trips associated with the current proposals is shown in **Table 5.3**.

Vehicular Trip Assignment	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Primary Transferred	2	2	4	4	4	8	6	6	12
Primary New	4	3	7	6	7	13	10	9	19
Secondary	1	1	2	3	3	6	2	2	4

Table 5.3: Vehicular Trip Generation – Consented Trip Rates

- 5.11 **Table 5.3** indicates that compared to consented, the current proposals are expected to result in between 7 – 19 new vehicular movements during peak periods.

Multi Modal Trip Generation

- 5.12 A review of the multimodal trip generation was undertaken as part of the consented development, with resulting non-car person trips undertaken by various modes outlined in **Table 5.4**.

Period	Pedestrians	Cyclists	Public Transport
Weekday - Daily	158	23	9
Saturday - Daily	234	19	1

Table 5.4: Multi Modal Trip Generation – Consented

- 5.13 Customers will typically utilise a store (small or large) if they want the goods offered by the operator or if it is convenient to them. A larger foodstore therefore would not make the site more convenient for more people to walk, cycle or access the site via public transport, nor would it offer vastly different goods compared to existing.
- 5.14 Consequently, despite the proposed increase in foodstore floor area, it is envisaged that the core customers accessing the via non-car modes would remain consistent with that already consented and detailed in **Table 5.4**.
- 5.15 Existing infrastructure within the vicinity of the application site to facilitate travel on foot, cycle and via public transport, in addition to proposed / secured proposed development offsite improvements and contributions to improve non-car accessibility are considered suitable to accommodate predicted non-car trips post development.

6 Highway Impact Assessment

- 6.1 A review of the impact that the current proposed development would have upon the operation of the local and strategic highway network has been undertaken, primarily focusing on the identified weekday and Saturday network peak periods.

Proposed Development Trip Distribution

- 6.2 Proposed assigned vehicular net change trips have been distributed onto the local highway network in line the methodology applied and previously accepted by HCC as part pf the consented foodstore development.
- 6.3 Namely, the following approaches have been applied:
- **Secondary (Linked/Pass-by) Trips** – These trips relate to journeys already travelling past the site along Purbrook Way as part of an existing (non-shopping) trip. Post-development these trips would turn off Purbrook Way to access the Lidl store and to continue their onward existing journey purpose / route afterwards. Associated proportions in either direction is based upon observed proportions.
 - **Proposed Primary (New & Transferred) Trips** – Primary trips to / from the site have been distributed following review of the quickest / most convenient route between customer catchment areas and the proposed Lidl store using Google Maps.
 - **Existing Primary (Transferred) Trips** – Primary transferred trips have been distributed based upon routing to existing foodstore destinations using a similar methodology as the primary trip distribution, with these trips subsequently removed from the network traffic flows.
- 6.4 For robustness, it has been assumed that there would be no cross visitation between the existing B&Q unit and the proposed Lidl store.
- 6.5 Resulting development traffic flows are provided in **Appendix H**.

Threshold Assessment

- 6.6 Typically, junction capacity modelling is required if there is an increase in vehicles which is considered significant (30+ vehicles increase), with values below this threshold generally considered to be consistent with daily variations / fluctuations in traffic.
- 6.7 A detailed threshold assessment has been undertaken in relation to net change in traffic associated with the current proposals versus baseline / committed traffic flows to check that the extent of the local highway network area assessed is appropriate, and to establish whether detailed junction capacity modelling should be undertaken.
- 6.8 Resulting threshold assessment calculations are provided in **Appendix I** and summarised in **Table 6.1**.

Junction	Weekday AM	Weekday PM	Saturday
Site Access	+13	+27	+35
Purbrook Way / A3(M) J4 S-Bound Rndbt	+12	+20	+29
Purbrook Way / A3(M) J4 N-Bound Rndbt	+6	+8	+14
Purbrook Way / Hulbert Rd Rndbt	+1	+1	-
College Rd / Purbrook Way Signals	+6	+6	+12
Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln Rndbt	+6	+8	-

Table 6.1: Threshold Assessment - Development Net Traffic Impact

- 6.9 In relation to additional vehicular movements through these junctions during peak network periods, current proposals are predicted to result in between 13 – 35 additional movements at the site access junction and between 12 - 29 additional movements at the Purbrook Way / A3(M) J4 southbound roundabout.
- 6.10 Development proposals are envisaged to have minimal impact upon junctions located outside of the immediate vicinity of the site, resulting in less than 15 additional vehicular movements at these junctions during peak network periods.

Strategic Highway Network Impact

- 6.11 In relation to the SRN, the previously consented scheme only resulted in up to 5 additional vehicles utilising the A3(M) per hour, whilst the current larger foodstore proposals are envisaged to result in a further 1 additional vehicle utilising the A3(M) per hour. Consequently, it is considered that the current proposals continue to have no material impact upon the operation of the SRN.

Baseline Traffic Flows

- 6.12 Baseline traffic flows utilised as part of the consented planning application have been growthed to a 2031 future year baseline (5-year horizon) using TEMPro.
- 6.13 Whilst a 5-year horizon (from submission) baseline year is typically assessed, for robustness and to align with the currently adopted Hampshire Local Transport Plan (LTP3) which covers HCC's vision, guiding principles and policies, the future year of 2031 has been used.
- 6.14 Middle Layer Super Output Area 'Havant 018', within which the application site and adjacent local highway network is located, has been selected within TEMPro and used to provide specific local characteristics in relation to vehicular demand / traffic growth, with the 'Core' scenario selected.
- 6.15 It is noted that in relation to TEMPro factors for each local authority, the local plan is examined to estimate an average number of new dwellings per annum, and typically development included within the local plan (such as the College Road Campdown Development) would be accounted for within the TEMPro aggregate totals.
- 6.16 Resulting growth factor details are included in **Appendix H**.

Committed Development

- 6.17 Committed development traffic flows associated with the previously consented Lidl foodstore development have been extracted from the supporting Transport reports and included within the baseline scenario.

Junction Modelling – Site Access

- 6.18 The Junctions 9 PICADY module has been utilised to model the operation of the proposed site access junction, utilising a 'ONE HOUR' traffic profile, which assumes a 'bell' shaped demand profile, where the demand for the first-time segment starts off lower, rises to peak around midway through the period and then decreases again.
- 6.19 In relation to the 'Traffic stream' reference, these relate to the points where vehicles give way to priority traffic (on the private access road) and hence where delay / queuing could potentially occur. The associated traffic streams are noted as follows:
- *Stream B – AC*: Traffic exiting the Lidl site onto access road (turning left and right);
 - *Stream C – AB*: Access Road N-bound traffic going straight ahead (to access B&Q) or turning right (into Lidl site).
- 6.20 A summary of the junction capacity results for the proposed site access is shown in **Table 6.2**, with full outputs provided in **Appendix J**.

Traffic Stream	Weekday AM			Weekday PM			Saturday		
	Max Q veh	Delay sec	Max RFC	Max Q veh	Delay sec	Max RFC	Max Q veh	Delay sec	Max RFC
Stream B – AC	0	6	0.07	0	6	0.16	0	8	0.24
Stream C – AB	0	6	0.11	0	7	0.21	1	7	0.38

Table 6.2: PICADY Summary – Proposed Site Access

- 6.21 **Table 6.2** indicates that the proposed site access arrangement will operate well within capacity during network peak periods post development, operating at less than 40% capacity during peak times.
- 6.22 No queueing of any significance is predicted on the access road during the assessed peak periods, indicating that vehicles turning right into the development site are able to do so without impeding or materially impacting northbound traffic flows along the private access road and in turn having no material adverse impact upon operation of the roundabout egress to the south.

Junction Modelling - Purbrook Way / A3(M) Junction 4 Roundabouts

- 6.23 Queue surveys showed that on the survey day, queuing did not block back from one roundabout to the other. There are two lanes each of 120m in both directions, allowing around 40 vehicles to queue in both directions. Therefore, this dumbbell roundabout arrangement was modelled in ARCADY with the two central arms of Purbrook Way being linked using the simple vertical queuing mode.
- 6.24 A summary of the A3(M) dumbbell roundabout capacity results for the 'baseline' and 'with development' scenarios are shown in **Table 6.3**, with full ARCADY outputs provided in **Appendix K**.
- 6.25 To assist review, the eastern roundabout arms have been marked with a 'E' prefix and western roundabout arms marked with a 'W' prefix.

Arm	Weekday AM			Weekday PM			Saturday		
	Max Q veh	Delay sec	Max RFC	Max Q veh	Delay sec	Max RFC	Max Q veh	Delay sec	Max RFC
2031 Baseline									
E: B&Q Access	1	20	0.45	1	17	0.57	3	21	0.78
E: Purbrook Way (E)	5	13	0.83	2	5	0.61	2	5	0.63
E: A3(M) On-Slip	-	-	-	-	-	-	-	-	-
E: Purbrook Way (W)	15	28	0.95	6	12	0.86	3	7	0.76
W: Purbrook Way (E)	1	4	0.49	1	3	0.40	1	3	0.34
W: A3(M) Off-Slip	2	7	0.64	5	12	0.83	1	5	0.56
W: Purbrook Way (W)	55	106	1.05	3	11	0.78	2	6	0.61
2031 + Development									
E: B&Q Access	1	20	0.46	1	18	0.60	4	24	0.80
E: Purbrook Way (E)	5	13	0.83	2	5	0.61	2	5	0.64
E: A3(M) On-Slip	-	-	-	-	-	-	-	-	-
E: Purbrook Way (W)	15	29	0.96	6	13	0.87	3	8	0.77
W: Purbrook Way (E)	1	4	0.49	1	3	0.40	1	3	0.34
W: A3(M) Off-Slip	2	7	0.64	5	12	0.83	1	5	0.56
W: Purbrook Way (W)	57	109	1.05	4	11	0.78	2	6	0.62

Table 6.3: ARCADY Summary – Purbrook Way / A3(M) Roundabouts

- 6.26 **Table 6.3** demonstrates that during the 2031 baseline scenario the roundabouts would operate at around 105% capacity during the weekday morning peak, 86% during the weekday evening peak and 78% during the Saturday peak.
- 6.27 There is expected to be significant queuing / delay on the Purbrook Way (W) arm of the western roundabout during the weekday morning peak, although it is noted that this was identified as part of the previously consented development and is the result of heavy baseline commuter traffic, with the Lidl development having minimal material impact.
- 6.28 Queuing on the internal arms between the roundabouts is suitably accommodated and does not causing blocking into the adjacent section of the junction.
- 6.29 Compared to the baseline scenario, the 2031 with development scenario modelling results indicate that the current proposals are not envisaged to have a material impact upon the operation of these junctions which would be considered severe, resulting in only a marginal 1-3% increase in utilised capacity on the B&Q junction arm from which the site would provide access.

Unequal Lane Usage

- 6.30 As part of the previously consented scheme a review of the potential for unequal lane usage at the Purbrook Way (W) arm of the eastern A3(M) roundabout due to the lane markings and turning proportions was undertaken. This previous review of the available data and lane simulation modelling outputs did not suggest any entry-starvation or significant unequal lane usage, nor any blocking back to the next junction that could be problematic.

Highway Impact Assessment Summary

- 6.31 Whilst the proposed Lidl foodstore is expected to result in an increase in vehicular trips at junctions within the vicinity of the site which might be considered significant (30+ additional movements), modelling undertaken as part of this Highway Impact Assessment indicates that the proposed development is expected to have minimal impact upon junction operation.
- 6.32 Therefore, proposals are considered to accord with the principles set out within the National Planning Policy Framework which notes that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (NPPF (updated Dec-23) - paragraph 115).

Construction Traffic Impact Assessment

- 6.33 A Construction Traffic Management Plan (CTMP) has been prepared and submitted for approval as part of the current planning application.
- 6.34 As part of the CTMP an assessment of construction traffic during the various construction programme phases from a traffic management, trip generation and highway impact perspective was outlined.
- 6.35 From a traffic impact perspective, the assessment concluded that the peak level of construction vehicles accessing the site (deliveries / contractors) at any one time is considered likely to be negligible, with any salient impact being for only a temporary duration whilst the site is being developed.

7 Parking Assessment

Parking Standards

- 7.1 Local parking standards for new developments are set out within the Havant Borough Council 'Parking' Supplementary Planning Document, adopted in July 2016 and partially updated in September 2019.

Overall Car Parking Provision

- 7.2 In relation to car parking provision, local parking standards indicate that for A1 Shops (food retail) land uses, the maximum permitted number of car parking spaces should be calculated based upon 1 space per 14sqm of covered area. Based upon the proposed 2,185sqm store, this indicates a maximum permitted provision of 156 spaces onsite.
- 7.3 Current development proposals provide 113 car parking spaces onsite (1 space per 19sqm), equating to around 72% of the maximum permitted by local standards.

Allocated Blue Badge Provision

- 7.4 Parking standards indicate that a minimum of 5% of overall parking capacity should be allocated for blue badge users. In relation to the proposed development, based upon 113 parking spaces being provided onsite, this equates to a minimum of 6 allocated blue badge spaces being required to serve the store.
- 7.5 Proposals provide allocated parking provision consistent with local standards, providing 6 blue badge spaces onsite in addition to 10 spaces allocated for parent & child use.

Electric Vehicle Charging Provision

- 7.6 In line with Lidl's standard specification for a new foodstore, a 60kW DC 'rapid' rate EV charging point will be provided onsite as part of the proposed development, providing 2 'Active' EV charging spaces to cater for shorter user dwell times onsite.
- 7.7 Additionally, appropriate ducting / cabling will be provided at the initial construction stage to serve a further 21 'Passive' EV spaces.
- 7.8 Lidl monitors utilisation of 'Active' EV charge points, with 'Passive' EV provision made 'Active' if demand dictates, through the installation of 7kW twin fast rate charge points to provide additional EV charging provision without adversely impacting parking capacity.

Operational Parking Demand

- 7.9 Whilst the current proposals increase the store floor area, proposals also result in a reduction in parking provision compared to that previously consented. Whilst this may potentially raise some concerns, it is emphasised that it is within Lidl's commercial interests to ensure that sufficient parking provision is available to ensure efficient operation of the site / car park throughout the day.
- 7.10 To assess predicted parking demand associated with the current development proposals and hence the suitability of the proposed parking provision, vehicular trip generation data outlined in **Section 5** has been utilised to provide an indication of the parking accumulation throughout the day.
- 7.11 This methodology involves having a starting accumulation onsite to which the net change in vehicles onsite (arrivals minus departures) is added to give the starting accumulation for the next period. This process is applied throughout the day to provide a daily parking demand profile.
- 7.12 Based upon a review of dwell time data by Mayer Brown at numerous Lidl stores extracted from store ANPR systems, although each specific site is unique based upon local site-specific characteristics, the following characteristics have been observed:
- c.20 – 30% of vehicles are onsite for 15 minutes or less;
 - c.25 – 35% of vehicles are onsite for between 15 and 30 minutes;
 - c.30 – 40% of vehicles are onsite for between 30 and 45 minutes; and
 - remaining vehicles are typically onsite for less than an hour.
- 7.13 To take account of varied dwell times, hourly arrivals have been being broken down equally into 15-minute intervals and vehicles allocated to various dwell times in line with characteristics observed at other Lidl stores, namely:
- 25% of vehicles are onsite for 0 – 15 minutes;
 - 30% of vehicles are onsite for 15 – 30 minutes;
 - 35% of vehicles are onsite for 30 – 45 minutes; and
 - 10% of vehicles are onsite for 45 – 60 minutes.
- 7.14 Resulting parking assessment calculations provided in **Appendix L** indicate that the proposed Lidl foodstore is predicted to have a peak parking demand of 89 spaces (79% capacity) on a weekday, 84 spaces (74%) on Saturday and 100 spaces (88%) on Sunday.
- 7.15 **Figure 7.1** shows the predicted parking demand profile for the car park in relation to the overall capacity of 113 spaces.

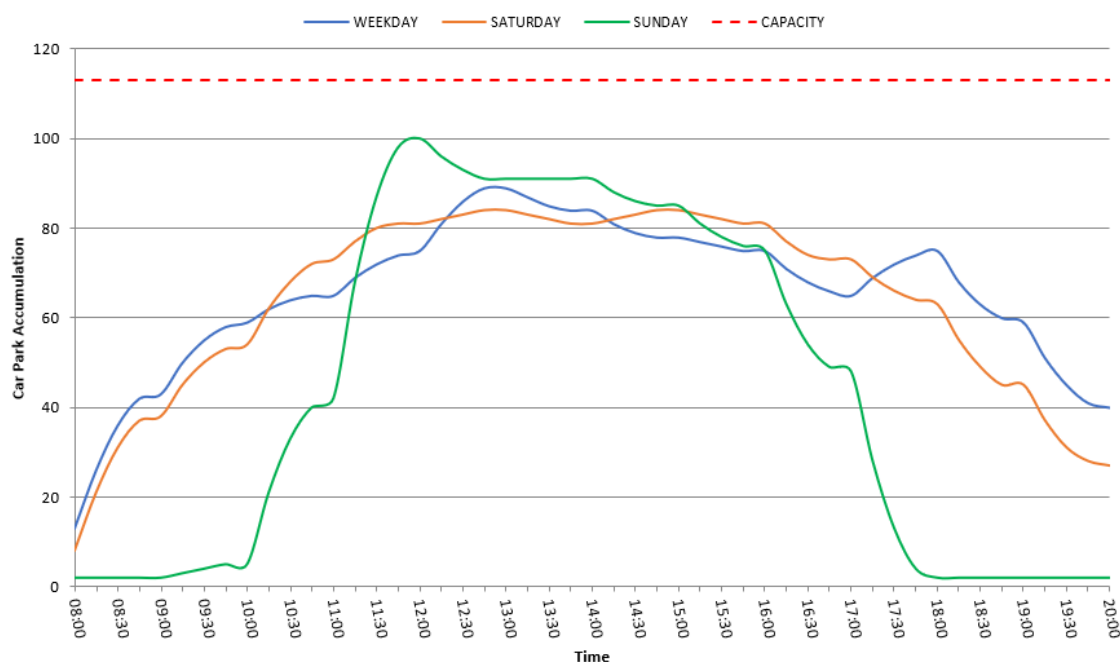


Figure 7.1: Lidl Purbrook Way, Havant – Predicted Parking Demand Profile

- 7.16 It is noted that utilisation of the entry / exit counts for calculating parking demand is considered to provide the most robust assessment as in addition to parked traffic, it also includes traffic circulating within the site and non-parking traffic such as taxis, drivers dropping off passengers and delivery vehicles.
- 7.17 In conclusion, despite proposals providing parking provision below that previously consented for a smaller foodstore footprint, it is considered that the level of parking provision onsite (113 spaces) is appropriate to meet the operational requirements of the proposed Lidl store to mitigate against potential parking overspill onto the surrounding area and impacting on the operation of the local highway network, whilst also providing spare capacity to accommodate fluctuations in demand.

Purbrook Way On-street Parking

- 7.18 As part of the previously consented development, the potential for drivers to stop on Purbrook Way to access the site, rather than utilise the dedicated store car park was raised.
- 7.19 As clearly demonstrated, proposals provide suitable provision onsite to accommodate peak operational demand, alongside appropriate spare capacity.
- 7.20 It is noted that in terms of convenience, c. 90% of parking spaces within the Lidl site are located the same distance, if not a closer, to the store entrance than if a customer parked on Purbrook Way.

- 7.21 In addition, when considering potential safety concerns, drivers parking on Purbrook Way would typically exit the vehicle to the right, into the running carriageway with high traffic flows utilising this route, especially during peak periods, with this potential conflict further magnified due to the proximity of the roundabout to the west.
- 7.22 Consequently, it is considered that there is no suitable justification or reasoning to support the conjecture that drivers would stop on Purbrook Way to access the Lidl store.

Cycle Parking

- 7.23 Local parking standards indicate that a minimum of 1 short-stay (Customer) cycle space should be provided per 200sqm in addition to 1 long stay (Staff) cycle space per 6 full time equivalent staff members or 1 space per 300sqm GEA (whichever greater).
- 7.24 Based upon the proposed store GIA of 2,185 sqm and c.22 FTE staff members being employed at the store, this equates to a requirement for 11 cycle spaces for customers and a further 4 - 8 cycle spaces for staff.

Short Stay (Customer) Cycle Parking Provision

- 7.25 12 cycle spaces will be provided onsite in the form of 6 'Sheffield' stands located along the southern glazed store frontage, primarily for use by customers. This location benefits from good natural surveillance, shelter from the elements and provides a safe location for cyclists to mount / dismount.

Long Stay (Staff) Cycle Parking Provision

- 7.26 3 formal staff cycle stands, alongside additional informal space is available within the store warehouse for staff to store cycles securely / safely if required.
- 7.27 Although the store has 22 FTE employees, the number of staff onsite typically ranges from 3 to 10 at any one-time based upon shift patterns. Local travel to work census data indicates less than 5% of workers within Havant typically cycle to work and hence staff demand is expected to be nearer 1 – 2 cycles at any one time.
- 7.28 Additionally, as part of various ongoing Travel Plan Coordinator Roles Mayer Brown are undertaking at existing Lidl foodstores through Hampshire and neighbouring authorities, cycle parking demand has been subject to regular 'spot-check' monitoring.
- 7.29 Such sites include the Lidl stores in Whiteley and Hayling Island, with an observed peak parking demand at these stores of 3 cycles at any one time (customer and staff) across formal cycle spaces, informal locations e.g. trees, railings etc and within the store.

- 7.30 Consequently, whilst proposals provide staff cycle parking provision below local standards, it is considered that the proposed level of provision is appropriate based upon the nature of the development and envisaged demand / future growth.
- 7.31 Additionally, as part of the submitted Lidl store Travel Plan, demand for and the condition of the cycle spaces would be subject to ongoing monitoring, with cycle parking provision increased if demand dictates.

8 Summary & Conclusions

8.1 Mayer Brown Ltd has prepared this Transport Assessment on behalf of Lidl Great Britain Limited in relation to a detailed planning application for construction of a new foodstore off Purbrook Way, Havant alongside associated parking, access and landscaping.

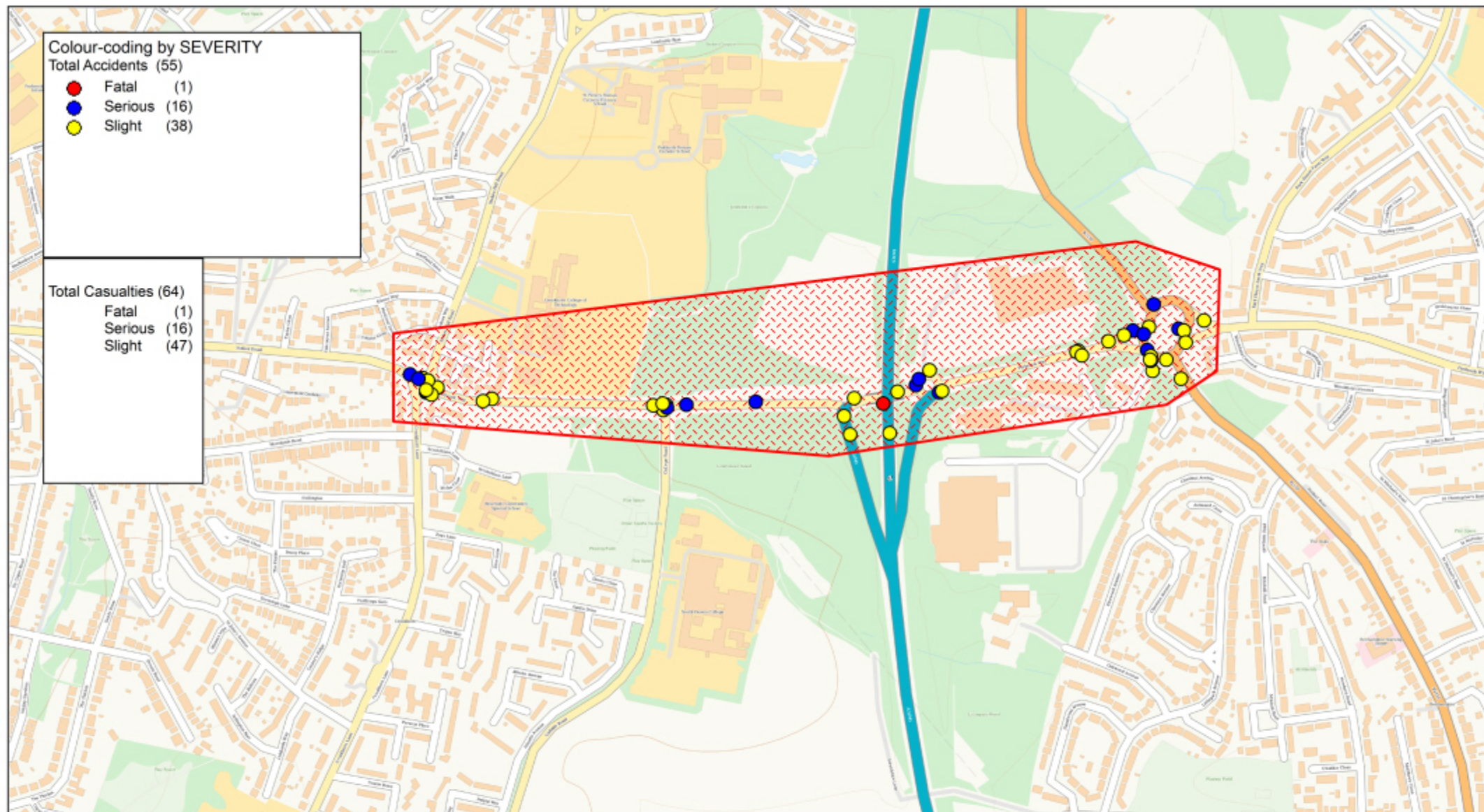
8.2 The site currently has planning consent for a 1,899sqm foodstore, but to ensure that the foodstore meets Lidl's current requirements, a revised flagship store scheme is now being pursued.

8.3 This Transport Assessment demonstrates that:

- Development proposals aim to provide a 2,185sqm Lidl foodstore with vehicular access in the same location as consented from the private access road that also serves B&Q;
- The site is accessible via sustainable modes of travel, with infrastructure to facilitate pedestrian and cycle movements between the site and local residential areas, in addition to convenient access to frequent public transport services;
- Offsite improvements to enhance / improve existing highway constraints in terms of access via suitable modes would be provided / funded by the proposals;
- No existing highway safety patterns or concerns have been highlighted which could indicate any inherent highway design problems that affect highway safety in the vicinity of the application site;
- Current proposals are not predicted to have a material impact on the operation or safety of the local highway network which would be considered significant / severe; and
- Parking provision for up to 113 cars will be provided, which is considered consistent with local standards and appropriate to accommodate expected demand;

8.4 As a result of the above and preceding assessment, it is reasonable to conclude that the current development proposals are fully acceptable in transport planning terms and do not generate any significant impact on the local transport network. Therefore, the development proposals accord with the principles of sustainable development set out within the National Planning Policy Framework.

APPENDIX A: Collision Data (Oct-18 to Sep-23)



PURBROOK WAY, HAVANT

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SCALE	1 : 8900
DATE	14/02/2024
DRAWING No.	
DRAWN BY	

PROJECT Proposed Lidl Store, Purbrook Way, Havant

FROM 01 October 2018

TO 30 September 2023

PROVIDED BY Hampshire Constabulary

ACCIDENT SEVERITY

	SLIGHT
	SERIOUS
	FATAL

MB Acc No	Ref	Severity	Date	Month	Year	Time	Dark / Light	Wet / Dry	Road User	Location	Location-detail	Accident Type	Brief Description	Causation Factor 1st	Causation Factor 2nd	Causation Factor 3rd	Causation Factor 4th
1	44190372260	Serious	03/10/2018	Oct	2018	11:53	Light	Dry	PIC	Asda Roundabout	Northern Approach	Failed to Give Way	VEH 1 entered roundabout, colliding with PIC circulating	VEH 1 - Failed to look properly	-	-	-
2	44190443761	Slight	27/11/2018	Nov	2018	12:01	Light	Wet	PIC	Asda Roundabout	W Gyratory Crossing	In a Hurry	PIC entered roundabout as veh signals turned green	PIC - Disobeyed pedestrian crossing facility	PIC - Entering Road from pavement	PIC - Failed to look properly	-
3	4419025927	Serious	23/01/2019	Jan	2019	08:00	Light	Frost/Ice	PIC	Asda Roundabout	Central	Loss of Control	PIC slipped on ice within central roundabout pathway	PIC - Slippery Road (due to weather)	-	-	-
4	44190335564	Slight	29/01/2019	Jan	2019	18:40	Dark	Dry	MC	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 entered roundabout, colliding with MC circulating	VEH 1 - Rain, sleet, snow, or fog	VEH 1 - Failed to look properly	-	-
5	44190339374	Slight	01/02/2019	Feb	2019	15:30	Light	Wet	PED	Purbrook Way	Crossing W of Asda Rndbt	Disobey Signal	PED crossed on red due to queuing traffic in Lane 1, collided with Veh 1 in lane 2	PED - Failed to look properly	-	-	-
6	44190051911	Slight	12/02/2019	Feb	2019	13:08	Light	Dry	PIC	College Rd Junction	Western Approach	Failed to Give Way	PIC entered carriageway, colliding with Veh 2	PIC - Entering Road from pavement	PIC - Failed to look properly	-	-
7	44190069008	Slight	26/02/2019	Feb	2019	09:43	Light	Dry	MV	Purbrook Way	W of Asda Rndbt	Poor Manoeuvre	VEH 1 changed lanes, colliding with Veh 2 already in that lane	VEH 1 - Failed to judge other persons path / speed	VEH 1 - Exceeding speed limit	-	-
8	44190069994	Serious	27/02/2019	Feb	2019	00:10	Dark	Dry	MV	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 entered roundabout, colliding with Veh 2 circulating	VEH 1 - Impaired by Alcohol	-	-	-
9	44190118656	Slight	06/04/2019	Apr	2019	00:01	Dark	Dry	MV	Purbrook Way	E of Stakes Rd Rndbt	Poor Manoeuvre	VEH 1 misjudged clearance, colliding with parked cars	VEH 1 - Failed to look properly	VEH 1 - Failed to judge other persons path / speed	-	-
10	4419013592	Slight	18/04/2019	Apr	2019	10:30	Light	Dry	MV	College Rd Junction	Central	Failed to Give Way	VEH 1 turning right out into path of Veh 2 travelling W-bound	VEH 1 - Nervous / uncertain / panic	VEH 1 - Failed to look properly	-	-
11	44190168831	Serious	16/05/2019	May	2019	15:54	Light	Dry	PIC	Asda Roundabout	Western Approach	Disobey Signal	PIC entered carriageway on red, colliding with Veh 1	PIC - Disobeyed automatic traffic signal	PIC - Entering Road from pavement	-	-
12	4419197058	Serious	31/05/2019	May	2019	18:44	Light	Dry	MC	B&Q roundabout	Eastern Approach	Failed to Give Way	VEH 2 entered roundabout, colliding with MC circulating	VEH 2 - Disobeyed Give Way or Stop sign markings	-	-	-
13	44190198649	Slight	10/06/2019	Jun	2019	07:00	Light	Wet	PIC	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 entered roundabout, colliding with PIC circulating	VEH 1 - Failed to look properly	-	-	-
14	44190288065	Slight	30/07/2019	Jul	2019	15:19	Light	Dry	MV	College Rd Junction	Western Approach	Rear Shunt	VEH 1 failed to notice queuing traffic and collided with Veh 2 ahead	VEH 1 - Following too close	-	-	-
15	44190298504	Slight	22/08/2019	Aug	2019	17:40	Light	Dry	MC	B&Q roundabout	Eastern Approach	Loss of Control	MC hit rut in carriageway, lost control and collided with adjacent vehicle	MC - Poor or defective road surface	-	-	-
16	44190333006	Serious	18/09/2019	Sep	2019	13:54	Light	Dry	PIC	Stakes Rd Roundabout	Western Approach	Poor Manoeuvre	VEH 1 clipped PIC when overtaking	VEH 1 - Low sun	-	-	-
17	44200000960	Serious	01/01/2020	Jan	2020	19:32	Dark	Wet	Ped	Asda Roundabout	W Gyratory Crossing	Disobey Signal	PED ran out at crossing when VEH on green	VEH 1 - Failed to signal / misleading signal	PED - Failed to look properly	PED - Wrong use of pedestrian crossing facility	-
18	44200000956	Slight	06/01/2020	Jan	2020	08:25	Light	Wet	PIC	Asda Roundabout	E Gyratory Crossing	Disobey Signal	VEH failed to see RED light, colliding with cyclist crossing	-	-	-	-
19	44200066129	Slight	21/02/2020	Feb	2020	06:36	Dark	Dry	PIC	Stakes Rd Roundabout	Western Approach	Failed to Give Way	VEH 1 failed to give way, colliding with PIC on circulatory	VEH 1 - Failed to look properly	-	-	-
20	44200162897	Slight	08/05/2020	May	2020	15:33	Light	Dry	MV	A3 (M) - S bound	Main Carriageway	Rear Shunt	VEH 2 collided with rear of VEH 1 travelling in same direction	VEH 2 - failed to judge other persons path / speed	-	-	-
21	4420298272	Slight	07/08/2020	Aug	2020	12:13	Light	Dry	MV	Purbrook Way	W of B&Q Rndbt	Rear Shunt	Heavy Traffic, VEH 2 struck VEH 1 from behind	VEH 2 - Following too close	-	-	-
22	44203026277	Slight	25/08/2020	Aug	2020	09:30	Light	Wet	Ped	Asda Roundabout	Larchwood Ave	Loss of Control	VEH 1 lost control, mounting kerb and colliding with PEDS (x3 children)	VEH 1 - Loss of control	-	-	-
23	44203546111	Slight	13/09/2020	Sep	2020	18:30	Light	Dry	PIC	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 failed to give way, colliding with PIC on circulatory	VEH 1 - Failed to look properly	VEH 1 - Disobeyed Give Way or Stop sign markings	VEH 1 - Dazzling Sun	-
24	44203014334	Slight	14/09/2020	Sep	2020	21:30	Dark	Dry	Ped	Asda Roundabout	Southern Arm	Poor Manoeuvre	PIC collided with PED - both travelling SE on western pavement	-	-	-	-
25	44203081356	Serious	03/10/2020	Oct	2020	18:54	Dark	Wet	Ped	Purbrook Way	E of college Rd Junction	Other	PED forced open bus doors and jumped off after altercation	PED 1 - Other	-	-	-
26	4420423443	Slight	03/11/2020	Nov	2020	01:59	Dark	Wet	MV	College Rd Junction	Central	Disobey Signal	VEH 1 W-bound ignored RED signal, colliding with Right turn traffic	VEH 1 - Disobeyed automatic traffic signal	-	-	-
27	44200448792	Serious	19/11/2020	Nov	2020	16:45	Dark	Dry	PIC	Asda Roundabout	Larchwood Ave	Failed to Give Way	PIC crossing to SE collided with VEH 2 entering Rndbt	-	-	-	-
28	44210153793	Slight	23/04/2021	Apr	2021	08:55	Light	Dry	MC	Purbrook Way	E of Stakes Rd Rndbt	Failed to Give Way	VEH 1 turning Right into property, colliding with MC filtering on offside	VEH 1 - Failed to look properly	-	-	-
29	44210233997	Serious	18/06/2021	Jun	2021	12:41	Light	Wet	MC	Asda Roundabout	Gyratory	Poor Manoeuvre	VEH 2 changed lanes, colliding with MIC	VEH 2 - Failed to look properly	-	-	-
30	44210248330	Slight	24/06/2021	Jun	2021	13:27	Light	Wet	MC	Asda Roundabout	Southern Approach	Failed to Give Way	VEH 1 pulled out in front of MIC circulating	VEH 1 - Failed to look properly	-	-	-
31	44210319499	Slight	11/08/2021	Aug	2021	16:45	Light	Dry	MV	College Rd Junction	Southern Approach	Disobey Signal	VEH 1 exited College rd when on RED, Colliding with W-bound VEH	VEH 1 - Disobeyed automatic traffic signal	-	-	-
32	44210361358	Slight	09/09/2021	Sep	2021	08:25	Light	Dry	Ped	Stakes Rd Roundabout	Eastern Exit	Failed to Give Way	VEH 1 collided with PED crossing exit arm	-	-	-	-
33	44210385662	Slight	10/09/2021	Sep	2021	15:25	Light	Dry	Ped	Purbrook Way	Footpath	Poor Manoeuvre	PED struck by E-SCOOTER, both travelling E-bound	-	-	-	-
34	44210389228	Serious	27/09/2021	Sep	2021	18:52	Light	Wet	MC	B&Q roundabout	Western Approach	Loss of Control	MIC lost control when changing lanes	VEH 1 - Slippery road (due to weather)	VEH 1 - Loss of control	VEH 1 - Inexperienced or learner driver / rider	-
35	44210440350	Slight	02/11/2021	Nov	2021	14:45	Light	Dry	Ped	B&Q roundabout	Northern Approach	Failed to Give Way	VEH 1 stopped to let PED cross, but then moved and collided with PED	-	-	-	-
36	44210466980	Slight	20/11/2021	Nov	2021	14:59	Light	Dry	MV	Stakes Rd Roundabout	Western Approach	Failed to Give Way	VEH 1 failed to give way to VEH 2 circulating	VEH 1 - Failed to look properly	VEH 1 - Distraction in Vehicle	-	-
37	44210474100	Slight	25/11/2021	Nov	2021	06:35	Dark	Dry	Ped	Purbrook Way	Crossing W of Asda Rndbt	Disobey Signal	VEH 1 ignored RED signal when PED crossing	VEH 1 - Disobeyed automatic traffic signal	-	-	-
38	44210476943	Slight	27/11/2021	Nov	2021	18:50	Dark	Dry	MV	A3(M) Exit Rndbt	Exit Slip	Wrong Way	VEH 1 travelled wrong way up A3(M) exit slip road	VEH 1 - Poor turn or manoeuvre	VEH 1 - Illegal turn or direction of travel	VEH 1 - Failed to look properly	-
39	44210517843	Serious	28/12/2021	Dec	2021	19:36	Dark	Dry	PIC	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 failed to give way to PIC circulating	VEH 1 - Failed to look properly	-	-	-
40	44210519015	Slight	29/12/2021	Dec	2021	17:20	Dark	Wet	MV	A3(M) Exit Rndbt	Southern Approach	Failed to Give Way	VEH 2 failed to give way to VEH 1 circulating	VEH 2 - Impaired by Alcohol	VEH 2 - Travelling too fast for conditions	-	-
41	44220014865	Slight	12/01/2022	Jan	2022	15:15	Light	Dry	PIC	Asda Roundabout	Larchwood Ave	Failed to Give Way	PIC crossing to SE collided with VEH 2 entering Rndbt	-	-	-	-
42	44220241325	Slight	17/06/2022	Jun	2022	19:16	Light	Dry	MV	Asda Roundabout	Southern Approach	Sudden Braking	VEH 1 (Taxi) braked suddenly, causing passenger to injure themselves	-	-	-	-
43	44220297203	Serious	23/07/2022	Jul	2022	16:50	Light	Dry	PIC	Stakes Rd Roundabout	Western Approach	Failed to Give Way	VEH 2 failed to give way to PIC circulating	VEH 2 - Disobeyed Give Way or Stop sign markings	-	-	-
44	44220432921	Slight	24/10/2022	Oct	2022	16:55	Light	Dry	MV	Asda Roundabout	Western Approach	Rear Shunt	VEH 2 failed to slow in time for queuing traffic ahead	-	-	-	-
45	44220481708	Slight	27/11/2022	Nov	2022	20:53	Dark	Dry	Ped	Purbrook Way	Crossing W of Asda Rndbt	Disobey Signal	VEH 1 moved off from signals colliding with PED crossing	-	-	-	-
46	44220513133	Fatal	22/11/2022	Dec	2022	07:22	Dark	Wet	Ped	A3(M) - N bound	Main Carriageway	Other	suspected PED jumped from bridge into Carriageway / path of VEHs	PED - Other	-	-	-
47	44230039770	Slight	29/01/2023	Jan	2023	13:45	Light	Dry	MV	Asda Roundabout	Eastern Approach	Rear Shunt	VEH 1 waiting at signals, VEH 2 collided from behind	-	-	-	-
48	44230083396	Slight	01/03/2023	Mar	2023	09:19	Light	Dry	E-Scoter	College Rd Junction	Western Approach	Poor Manoeuvre	VEH 1 (E-scooter) changed lanes into path of VEH 2	VEH 1 - Inexperienced or learner driver / rider	VEH 1 - Failed to look properly	-	-
49	44230083368	Serious	01/03/2023	Mar	2023	09:05	Light	Dry	PIC	B&Q roundabout	Gyratory	Poor Manoeuvre	VEH 1 changed lanes whilst circulating, colliding with PIC also circulating	VEH 1 - Impaired by drugs (illicit or medicinal)	VEH 1 - Passing too close to cyclist	VEH 1 - loss of control	-
50	44230095946	Slight	09/03/2023	Mar	2023	17:35	Light	Wet	MC	Asda Roundabout	Eastern Exit	Rear Shunt	MC exited Rndbt but failed to slow for traffic ahead	-	-	-	-
51	44230104628	Serious	15/03/2023	Mar	2023	19:05	Dark	Wet	PIC	College Rd Junction	Eastern Exit	Failed to Give Way	PIC failed to look properly before crossing into path of VEH 2	VEH 1 - Failed to look properly	-	-	-
52	44230150310	Slight	17/04/2023	Apr	2023	18:00	Light	Dry	Ped	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	PED crossed between VEHs waiting to enter Rndbt, VEH 1 moved forward and collided	-	-	-	-
53	44230208208	Serious	26/05/2023	May	2023	11:21	Light	Dry	MC	College Rd Junction	Central	Loss of Control	MIC lost control when turning right onto Purbrook Way	VEH 1 - Loss of control	-	-	-
54	44230249099	Slight	22/06/2023	Jun	2023	19:24	Light	Dry	MV	College Rd Junction	Northern Boundary	Loss of Control	VEH 1 left carriageway after driver suffered medical episode	VEH 1 - Illness or disability, mental or physical	-	-	-
55	44230334918	Slight	18/08/2023	Aug	2023	22:02	Dark	Wet	MV	Stakes Rd Roundabout	Eastern Approach	Failed to Give Way	VEH 1 failed to give way to VEH 2 circulating	VEH 1 - Disobeyed Give Way or Stop sign markings	VEH 1 - Failed to look properly	-	-

PERSONAL INJURY ACCIDENT ANALYSIS

Collisions occurring in the vicinity of Proposed Lidl Store, Purbrook Way, Havant
Data provided by Hampshire Constabulary

Total No of collisions in search area **55**

01/10/18 to 30/09/23

SEVERITY		
Fatal	1	2%
Serious	16	29%
Slight	38	69%

ROAD SURFACE

Dry	38	69%
Wet	16	29%
Frost/Ice	1	2%
55		

LIGHTING CONDITIONS

Dark	17	31%
Light	38	69%
55		

MOST VULNERABLE ROAD USER INVOLVED

Pedestrian	12	22%
Motorcycle	9	16%
Pedal cycle	16	29%
Motor Vehicle	17	31%
E-Scooter	1	2%
55		

MONTH OF ACCIDENT

January	6	11%
February	5	9%
March	4	7%
April	4	7%
May	4	7%
June	5	9%
July	2	4%
August	5	9%
September	6	11%
October	3	5%
November	8	15%
December	3	5%
55		

YEAR OF ACCIDENT

2018	2	4%
2019	14	25%
2020	11	20%
2021	13	24%
2022	6	11%
2023	9	16%
55		

TIME OF ACCIDENT

00:00	2	4%
01:00	1	2%
02:00	0	0%
03:00	0	0%
04:00	0	0%
05:00	0	0%
06:00	2	4%
07:00	2	4%
08:00	4	7%
09:00	4	7%
10:00	1	2%
11:00	2	4%
12:00	3	5%
13:00	4	7%
14:00	2	4%
15:00	6	11%
16:00	4	7%
17:00	3	5%
18:00	7	13%
19:00	5	9%
20:00	1	2%
21:00	1	2%
22:00	1	2%
23:00	0	0%
55		

ACCIDENT TYPE

Rear Shunt	6	11%
Poor Manoeuvre	8	15%
Disobey Signal	8	15%
Failed to Give Way	22	40%
In a Hurry	1	2%
Loss of Control	6	11%
Sudden Braking	1	2%
Wrong Way	1	2%
Other	2	4%
55 102%		

CAUSATION FACTORS

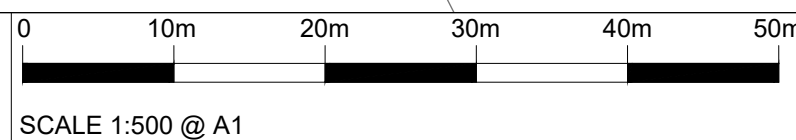
	1st	2nd	3rd	4th
Failed to judge other persons path / speed	2	1	0	0
Failed to look properly	12	6	2	0
Poor turn or manoeuvre	1	0	0	0
Following too close	2	0	0	0
Disobeyed pedestrian crossing facility	1	0	0	0
Illness or disability, mental or physical	1	0	0	0
Disobeyed Give Way or Stop sign markings	3	1	0	0
Distraction in Vehicle	0	1	0	0
Loss of control	2	1	1	0
Passing too close to cyclist	0	1	0	0
Low sun	1	0	0	0
Failed to signal / misleading signal	1	0	0	0
Entering Road from pavement	1	2	0	0
Impaired by drugs (illicit or medicinal)	1	0	0	0
Exceeding speed limit	0	1	0	0
Disobeyed automatic traffic signal	4	0	0	0
Slippery Road (due to weather)	2	0	0	0
Rain, sleet, snow, or fog	1	0	0	0
Impaired by Alcohol	2	0	0	0
Nervous / uncertain / panic	1	0	0	0
Poor or defective road surface	1	0	0	0
Illegal turn or direction of travel	0	1	0	0
Wrong use of pedestrian crossing facility	0	0	1	0
Dazzling Sun	0	0	1	0
Inexperienced or learner driver / rider	1	0	1	0
Travelling too fast for conditions	0	1	0	0
Other	2	0	0	0
No Causation Factor Noted	13	39	49	55
55 55 55 55				

APPENDIX B: Consented Site Layout & Plans

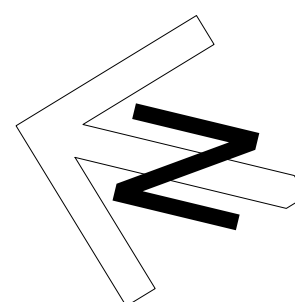
- LEGEND**
- BOUNDARY LINE
 - PROPOSED ZEBRA CROSSING AND TACTILE PAVING
 - PROPOSED PARENT AND CHILD CAR PARKING SPACES
 - PROPOSED DISABLED CAR PARKING SPACES
 - PROPOSED LANDSCAPE AREAS
 - PROPOSED BUILDING
 - PROPOSED CYCLE PARKING
 - PROPOSED TROLLEY BAY



IMPORTANT INFORMATION
Dimensions to be confirmed on site prior to start of works and ODAS to be informed of discrepancies immediately. No dimensions to be scaled from this drawing.
All materials and works are to be carried out in accordance with current British Standards, Planning Approval, current Building Regulations and Codes of Practice.
Party Wall Act - Notices under the Party Wall Act are to be served by the property owner or appointed third party by property owner.
Health and Safety - CDM 2015 Regulations apply to all construction works to be carried out and apply to designers, contractors and the client. As such all parties have duties under these regulations.



Notes



Rev	Date	Description	Revised By	Checked By
G	03.06.21	CYCLE PATH AMENDED IN LINE WITH HIGHWAYS COMMENTS	KW	
B	25.03.21	UPDATED IN LINE WITH CLIENT COMMENTS. REMOVE FLAGPOLE TO REAR OF SITE 3No VERTICAL CYCLE RACKS IN WAREHOUSE	KW	
A	05.03.21	UPDATED IN LINE WITH CLIENT COMMENTS	LMC	

Revisions

Client:
LIDL GREAT BRITAIN LTD.
FOXES PARK, BROWN HILL WAY,
SOUTHAMPTON, SO16 0AW
Project Name:
HAVANT

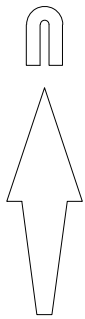
Drawing Title:
PROPOSED SITE PLAN

Drawing Status: PLANNING

Project No: 19139
Drawing No: AD 110_REV C
Drawn By: LMC
Checked By: PAH
Date: AUG 2020
Scale @ A1: 1:250

ONE DESIGN
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Registered in England & Wales No: 8355643



+ 469340mE
107760mN

FULL WIDTH ROAD HUMP
TRAFFIC CALMING FEATURE

+ 469340mE
107740mN

TACTILES PAVING PROVIDED AT
EXISTING CROSSING POINT

+ 469340mE
107700mN

- KEY
- ROAD RESTRAINT SYSTEM - EXISTING
 - PRIVATE ROAD RESTRAINT SYSTEM - NEW
 - PUBLIC HIGHWAY BOUNDARY

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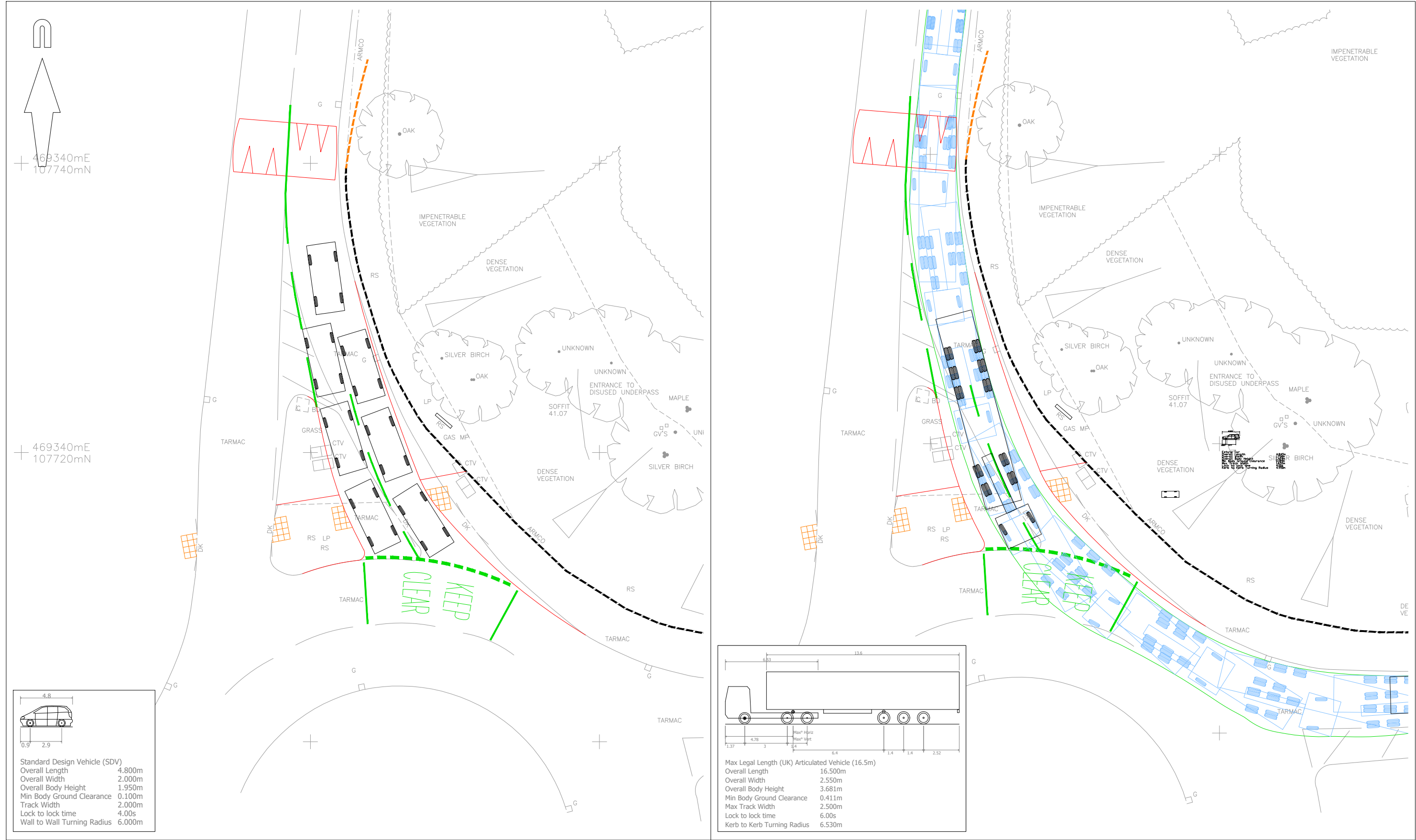
client
LIDL GREAT BRITAIN LIMITED

title
PROPOSED LIDL FOODSTORE
PURBROOK WAY, HAVANT
PROPOSED B&Q ARM IMPROVEMENTS
EASTERN KERBLINE PUSHED OUT

scale 1:200 @ A3 drawn by RB checked by -

date OCOTBER 2021 cad file 211020 - B&Q ARM

drawing number B/LIDLPURBROOKWAY2.1/06 rev. H



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client
LIDL GREAT BRITAIN LIMITED

project
PROPOSED LIDL FOODSTORE
PURBROOK WAY, HAVANT

title
SWEPT PATH ANALYSIS
PROPOSED B&Q ARM IMPROVEMENTS
DRAWING 06 REV H

scale 1:250 @ A3 drawn by RB checked by -

date OCTOBER 2021 cad file 211020 - B&Q ARM

drawing number B/LIDL PURBROOKWAY2.1/06H/TK01 rev. -

APPENDIX C: HCC Response to Consented Scheme



Head of Planning
Havant Borough Council
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Civic Centre Road
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Elizabeth II Court West, The Castle
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0845 603 5633 (Roads and Transport)
0845 603 5634 (Recycling Waste & Planning)

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www.hants.gov.uk

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6-3-13-214
<i>Direct Line</i>	0370 779 0563	<i>Your reference</i>	APP/20/01221
<i>Date</i>	14 th March 2022	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of L Oliver

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 reconsulting the Highway Authority on the above planning application.

Further to the Highway Authority's response dated 14th January, discussions have been held with the applicant regarding the £202,000 contribution requested towards pedestrian and cycle improvements along Purbrook Way to offset the increased severance created by the vehicular improvement scheme at the eastern A3(M) J3 roundabout.

The Highway Authority continue to maintain that the measures put forward on the B&Q arm of the eastern A3(M) J3 roundabout provide an overall disbenefit to pedestrians and cyclists. Whilst improvements are being provided in the form of improved visibility splays, reduced vehicle speeds on the junction approach and the provision of tactile paving, these measures are not considered to outweigh the increased traffic flow as a result of the development, the increased crossing width and the requirement for pedestrians and cyclists to now cross two lanes of traffic to access the splitter island.

The Highway Authority have maintained this view throughout discussions, particularly in light of the established LTN 1/20 guidance, emerging LTP4 guidance and the Havant LCWIP which seeks to prioritise pedestrian and cycle movements over vehicular movements at junctions.

The previous £202,000 contribution was calculated by taking the total cost of identified LCWIP schemes, centred around pedestrian and cycle improvements in the vicinity of the site, and calculating the percentage increase of traffic through the B&Q arm of the junction as a result of the development in the local network peak hours. Following discussions with the applicant, it has been agreed to take this calculation as the average over the course of the week to represent the overall impact of the development, and to also take account of an element of linked trips to the B&Q store which hadn't previously been accounted for. Consideration was also given to the physical costs of implementing the pedestrian and cycle improvements referenced previously within this response.

Taking account of the above, the Highway Authority have agreed to accept a £124,500 contribution towards pedestrian and cycle improvements along Purbrook Way to help offset the increased severance created by the two-lane vehicle approach which is required to mitigate the impact of the proposed development. The contribution will be secured via a Section 106 agreement.

Following agreement over the contribution value, the Highway Authority recommend no objection to the proposed development, subject to the following S106 obligations and conditions.

S106

- 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 B/LIDLPUROBROOKWAY2.1/06 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.

Conditions

A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include 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.

I trust that the above is clear but should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Gemma McCart – Transport Team Leader

APPENDIX D: Proposed Site Layout

See arboricultural information for existing trees to be retained..

Structural Engineer to review requirement for retaining wall, line shown indicatively

Proposed external plant area with screen enclosure around

Tree to be removed

Store loading area, retaining wall with pedestrian guard rail to delivery ramp

3no. vertical staff cycle racks within warehouse

1100mm high handrail to top of retaining wall

Approximate sub station location TBC by Lidl and services Engineer

Service and turning zones and parking subject to tracking by Highway engineers

2no. motorcycle bays

Trees removed

3no. motorcycle bays

Vehicle Barrier

Proposed "Rapid" EV parking and charging stations

Proposed access/egress to suit design standards to Highway Consultants design details.

Proposed location of Lidl Flagpole signage

Assumed boundary line, legals to confirm

Site Layout Plan - Proposed

1: 500

Existing Commercial Unit (B&Q)

Existing commercial unit

2100mm wide footpath

Security fence with access gate to rear of store/plant area. Relevant fire escape ironmongery to be fitted.

Cycle parking as per BBS 23 specification.

Structural Engineer to review requirement for retaining wall, line shown indicatively

Footprint of canopy above

Trolley rails position under canopy

Proposed footway/cycleway with bridge link to store level.

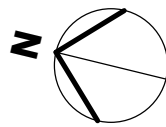
Retaining wall

Highways land shown bounded by blue line. All landscaping works including clearing and re-planting are subject to agreement with Highways.

See arboricultural information for existing trees to be retained..

Cribb wall retaining structures are subject of detail design by the Structural Engineer and therefore are subject to further detail design.

Amendments to roundabout subject of seperate S278 works



SPACE

Spaceworks, Benton Park Road, Newcastle upon Tyne, NE7 7LX
T: +44 (0)844 800 6660
www.spacearchitects.co.uk

Project Lidl Purbrook Way Havant				
Drawing Title Site Layout Plan - Proposed				
Project No. 08636	Drawing No. XX-XX-DR-A-91001	Status S3	Rev. P07	Scale at A1 As indicated
File Reference: 08636-SPACE-XX-XX-DR-A-91001-S3-P07				
This drawing is Copyright. Check all dimensions on site. Inform originator of any discrepancies. Work to figure of dimensions only. Do not scale.				

OVERALL	
SITE AREA (Approx.):	12797 m ²
PARKING - LIDL	
Disabled	6
Electric Vehicle Charging	2
Parent & Child	10
Standard	95
TOTAL	113
Motorcycle Bays	5
Indicative Retaining Walls	
S278 Works boundary	
Highways Authority site boundary	
Tarmac (Vehicles)	Concrete cast in-situ
Tarmac (Pedestrians)	Tactile paving
Soft landscaping	
Proposed Trees - Trees shown indicatively only at this stage, refer to Landscape Architects planting design for full details.	
12797 m ²	
BUILDING AREAS - BBS 23 TYPE 1500 STORE	
Sales Area (1516m ²)	
Warehouse Area (452m ²)	
Ancillary Area (217m ²)	
TOTAL GIA:	2185m ²
TOTAL GEA:	2275m ²

