

Highways Summary Note

- 1.1 Mayer Brown Ltd has prepared this Highways Summary Note to provide an overview and summary of the key highway and transport information provided as part of Havant Borough Council planning application APP/20/01221 for the proposed construction of a Lidl foodstore on land to the west of B&Q on Purbrook Way, Havant.
- 1.2 Details are also provided in relation to salient comment / agreement with Hampshire County Council (HCC) within their role as the local highway authority.
- 1.3 As part of the planning application, a number of highway related reports have been prepared by Mayer Brown and submitted. These are summarised below and referenced within this summary note as appropriate.

Report Reference	Date	Description
TA	Nov-20	Transport Assessment (Final 02) Prepared for submission alongside the original application.
TAA1	Feb-21	Transport Assessment Addendum (Final 01) Prepared to address initial informal HCC comments following review of TA and proposals.
TN1	Mar-21	Technical Note (Final 02) Prepared in response to objection dated 1 st March 2021, prepared by IMA Transport Planning Transport on behalf of B&Q.
TAA2	Mar-21	Transport Assessment Addendum 2 (Final 01) Prepared in response to updated HCC consultation response dated 8 th March 2021.
TP	Mar-21	Travel Plan (Final 03) Travel Plan updated to take account of relevant HCC comments within consultation response dated 8 th March 2021.
TN2	Jul-21	Technical Note (Final 01) Prepared in response to updated HCC consultation response dated 27 th May 2021.
S106 Review	Feb-22	S106 Highway Contributions Review (Final 01) Prepared to review and respond to updated HCC consultation response dated 24 th November 2021.

1.4 The following HCC responses have been received to date:

- 4th March 2021 – Response following review of [TA](#)
- 27th May 2021 – Response following review of [TAA1](#) and [TAA2](#)
- 6th October 2021 – Response following review of [TN2](#)
- 24th November 2021 – Response following review of revised mitigation scheme
- 14th January 2022 – Response clarifying how S106 contribution meets require tests
- 14th March 2022 – Response setting out final agreed S106 contribution position

Existing Site Description

Highway Safety

- 1.5 A review of traffic collision data was undertaken within the [TA \(Section 2\)](#) for the highways bounding the application site and nearby connecting junctions / carriageways, covering the most recent five-year period available at the time.
- 1.6 Following queries from HCC, subsequent detailed collision analysis was outlined in [TAA1 \(Section 2\)](#) alongside updated highway impact analysis within [TAA2 \(Section 8\)](#) to determine whether the proposed development is envisaged to exacerbate existing accident trends as a result of the associated additional traffic.
- 1.7 Within the [TAA1](#) it was concluded 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.
- 1.8 HCC concluded within their response dated 27th May 2021 that, based upon recent / planned improvement schemes at various junctions in the vicinity of the site and the low level of impact associated with the development proposals, that there was no requirement for provision of / contribution towards additional safety measures as a result of this development.

Accessibility

- 1.9 An assessment of how the site can be accessed via non-car modes of travel was undertaken within the [TA \(Section 2\)](#), concluding that it is considered that the application site is well located to promote and facilitate travel via sustainable modes.
- 1.10 Details in relation to the proposed pedestrian / cycle link to the development site and visibility at the B&Q arm crossing point are detailed within the 'Development Proposals' and 'Improvement Works' sections of this note respectively.

Development Proposals

- 1.11 Development proposals seek to provide a 1,899sqm GIA Lidl foodstore, consisting of 1,256sqm of retail floor area (RFA), plus warehouse floor space and ancillary floor space including staff welfare facilities, offices and toilets.

Vehicular Access

- 1.12 Vehicular access to the site would be achieved 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).
- 1.13 Proposed access details outlined within **TA (Section 3)** remain unchanged, with the access arrangement, geometry and visibility splays considered appropriate to accommodate associated vehicular manoeuvring and not adversely impacting upon the operation of the A3(M) roundabout.
- 1.14 Appropriate visibility splays (2.4m x 43m) are provided at the site access, commensurate with requirements for a 30mph speed limit. A plan showing the site access visibility splays is provided in **TAA2 (Appendix F)**.
- 1.15 Detailed junction modelling of the simple priority access arrangement, taking account of minor comments provided by HCC on the original modelling, was outlined within **TN2 (Para 1.46 – 1.49)** and indicate that the proposed site access arrangement will operate well within capacity during network peak periods post development (18% capacity during weekdays / 32% capacity on Saturdays).
- 1.16 A maximum queue of 1 vehicle on the northbound carriageway (waiting to turn right into the Lidl site) is predicted, indicating that traffic turning right into Lidl will quickly clear and not adversely impact northbound traffic continuing to B&Q, supported by 'KEEP CLEAR' markings to ensure southbound traffic does not obstruct vehicles turning right into the Lidl site.

Pedestrian / Cycle Access

- 1.17 Pedestrian and cycle access to the site will be provided directly from Purbrook Way with pedestrian walkway / crossing facilities provided within the site as appropriate to facilitate pedestrian movements to/from the store entrance.
- 1.18 Various comments provided by HCC in relation to the pedestrian / cycle link have been taken on board through the consultation period and incorporated within the proposed site layout plans to be consistent with guidance documents, providing a 3m wide shared footway / cycleway link around 38m in length and with a gradient of 4.45%.

Internal Arrangement / Parking

- 1.19 As outlined within the **TA (Section 3)**, 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.
- 1.20 Proposals provide 131 car parking spaces onsite to serve the Lidl foodstore, consisting of 113 standard, 7 disabled, 9 parent & child and 2 EV parking spaces.
- 1.21 A detailed assessment of car parking provision in relation to local parking standards and expected parking demand / capacity was outlined within the **TA (Section 6)** and summarised later within this note.
- 1.22 2.7m x 5.2m standard parking spaces have been provided, exceeding typical standard bay dimensions in order to accommodate larger modern vehicles and provide additional room for vehicles manoeuvring when accessing spaces and drivers/passengers getting into/out of their vehicles.
- 1.23 Parent & child space dimensions of 3.6m x 5.2m have been provided, whilst disabled spaces would consist of a 2.4m x 4.8m space with a 1.2m hatched area provided to the side and rear of each bay.
- 1.24 In accordance with local standards 10 short-stay (customer) cycle spaces are to be provided onsite in the form of 5 'Sheffield' stands, located along the southern glazed store frontage and benefiting from good natural surveillance, shelter from the elements and a safe location for cyclists to mount / dismount.
- 1.25 Appropriate space is available within the store warehouse for staff to store cycles securely / safely if required.

Deliveries & Servicing

- 1.26 The **TA (Section 3)** highlighted that Lidl stores typically have only 2 - 3 HGV deliveries per day, with appropriate vehicle tracking provided of an articulated delivery vehicle safely accessing the site, delivering to the loading bay, and leaving the site in a forward gear.

Trip Generation Assessment

- 1.27 The existing site is currently undeveloped and hence has no material trip generation associated with it to offset against the proposals.

Predicted Vehicular Trip Generation

- 1.28 Predicted vehicular trip generation associated with the proposed Lidl foodstore was outlined within the **TA (Section 4)**, utilising vehicular trip data from a comparable store situated within Hampshire (Lidl Whiteley). Following initial consultation comments from HCC and subsequent changes to background traffic flows, critical network peak periods were updated and revised trip generation figures were outlined within **TAA2 (Section 6)** and are summarised in **Table 1** below.

Proposed Scenario	Weekday AM Peak 08:00 – 09:00			Weekday PM Peak 16:30 – 17:30			Saturday Peak 11:45 – 12:45		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Generation (1,899 sqm)	45	38	83	86	87	173	115	114	229

Table 1: ANPR Vehicular Trip Generation – Proposed Lidl Foodstore

- 1.29 **Table 1** indicates that the proposed foodstore is expected to generate approximately 83 vehicular movements (45 arrivals / 38 departures) during the weekday morning peak, 173 vehicular movements during the weekday evening peak and 229 vehicular movements during the Saturday peak.

Vehicular Trip Assignment

- 1.30 Predicted vehicular trip generation associated with the development proposals have been assigned to the network to take account of a vast majority, if not all, of trips to foodstores being already on the local highway network.
- 1.31 Vehicular trips associated with the foodstore were assigned into the following categories:
- **Primary Transferred** – trips which currently utilise local highways to access existing foodstore sites, changing their destination / routing upon opening of the Lidl store.
 - **Primary New** – trips which do not currently utilise local highways to access existing foodstore sites but would do upon opening of the proposed foodstore.
 - **Secondary (Linked / Pass-by)** – trips where a vehicle is already travelling past or near the site as part of an existing journey e.g. commuting or leisure journey, with vehicles diverting from their existing journey to stop at the store before continuing their journey.

- 1.32 Following refinement and various information within **TAA1** and **TAA2** to justify submitted trip assignment proportions, the proportions agreed / accepted by HCC are outlined in **Table 2**.

Trip Assignment Category	Weekday	Saturday
Primary New	48%	54%
Primary Transferred	32%	36%
Secondary (Linked / Passby)	20%	10%

Table 2: Proposed Lidl Foodstore - Vehicular Trip Assignment Proportions

- 1.33 Details provided within **TAA2 (Section 7)** highlight that the agreed assignment proportions outlined in **Table 2** provide a far more robust assessment compared with that accepted elsewhere within Hampshire, where proportions of 80% for primary transferred and secondary trips has been agreed and 20% being primary new trips.
- 1.34 **Table 3** summarises a breakdown of the various peak hour vehicular trip generation broken down by assignment category.

Vehicular Trip Assignment	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Primary Transferred	14	12	26	28	28	56	41	41	82
Primary New	22	18	40	41	42	83	62	62	124
Secondary	9	8	17	17	17	34	12	11	23

Table 3: Proposed Lidl Foodstore - Vehicular Trip Assignment

Predicted Multi Modal Trip Generation

- 1.35 The **TA (Section 4)** outlined that based upon foodstore multimodal trip generation data, that around 90% of trips to the proposed Lidl store would be undertaken via motorised vehicle, with pedestrians accounting for a vast majority of the remaining trips and minimal proportions of trips being undertaken via cycle or public transport.
- 1.36 Existing infrastructure to facilitate travel via walking, cycling and public transport within the vicinity of the development site is considered appropriate based upon no significant increase in use post development. Due to the proximity of the Asda store to the development site, it is envisaged that a large proportion (40%+) of pedestrians / cyclists / public transport users are already likely to be travelling in the vicinity of the site as part of their current foodstore journey.

Highway Impact Assessment

- 1.37 To assess the impact of the proposed development on the local highway network, the following junctions were considered within the various highway related reports prepared by Mayer Brown:
- Lidl Site Access priority junction;
 - Purbrook Way / A3(M) Junction 4 southbound on-slip 4-arm roundabout;
 - Purbrook Way / A3(M) Junction 4 northbound off-slip 3-arm roundabout;
 - Purbrook Way / Hulbert Road / B2150 (Asda roundabout);
 - Purbrook Way / College Road signal junction; and
 - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln (Stakes Hill roundabout).
- 1.38 The predicted impact on junctions located beyond those outlined above was considered negligible due to a greater potential for development traffic to already be present on the wider highway network as part of their existing foodstore trips, and development traffic associated with the Lidl foodstore quickly dispersing across the wider network due to multiple routes, resulting in minimal changes in peak hour traffic flows the further the distance from the application site.

Baseline Traffic Data

- 1.39 Baseline traffic flows on the local highway network were derived via the methodologies outlined in **TAA2 (Section 8)** and summarised as follows:
- Weekday - traffic surveys undertaken in October 2016 extracted from the College Road Campdown development application (Ref: APP/19/01101).
 - Saturday - classified turning counts undertaken on Saturday 12th September 2020, with DfT transport use statistics indicating that on this day traffic levels were typically in line with pre COVID lockdown traffic levels.
- 1.40 Associated traffic flows were growthed to an application year (2020) and future year scenario (2025 / 2026) baseline, with salient committed development added to the future year scenario baseline to take account of consented development traffic flows on the local highway network, primarily the committed College Road Campdown development traffic.

A3(M) Junction 4 Roundabouts

- 1.41 Final assessment of the A3(M) Junction 4 roundabouts for the baseline scenarios was undertaken within **TN2**, with various amendments made in line with HCC comments.

- 1.42 Modelling of the A3(M) Junction 4 roundabouts demonstrates that these junctions are predicted to be nearing capacity in the 2020 baseline scenario, whilst in the future year (2025) baseline scenario there is predicted to be a significant increase in queuing and delay at the A3(M) junction 4 roundabouts during peak periods with the junctions operating over capacity during peak periods, most notably on the northern B&Q arm primarily as a result of traffic associated with the College Road Campdown development.
- 1.43 Modelling of the future year 'with development' scenario indicate that with the exception of the B&Q access arm, the addition of the Lidl development traffic is envisaged to only have a minimal impact.
- 1.44 Consequently, based upon the minimal impact of the development proposals upon the operation of the wider A3(M) Junction 4 roundabouts, it is considered that improvement works need to focus primarily on the B&Q (northern) arm of the A3(M) J4 eastern roundabout.
- 1.45 Following review of [TN2](#) and supporting information, HCC acknowledged within their consultation response dated 24th November 2021 that capacity concerns at the A3(M) Junction 4 roundabouts are as a result of background growth and committed development traffic and are not attributed to the proposed Lidl development.

[Purbrook Way / College Road](#)

- 1.46 Final assessment of Purbrook Way / College Road signal junction was undertaken as part of [TAA2 \(Section 8\)](#).
- 1.47 Modelling of the Purbrook Way / College Road junction indicated that for the future year scenario the junction is considerably over capacity with significant queuing during peak hours.
- 1.48 A more detailed review indicates that capacity issues are largely the result of significant additional traffic associated with the committed College Road Campdown development alongside the general increase in background traffic. Traffic associated with the Lidl development results in a small change in degrees of saturation, but an increase in queuing of up to 12 vehicles due to the junction already being over capacity.
- 1.49 It is understood that further upgrades to the junction may be implemented in the future by the College Road Campdown development to accommodate associated traffic.
- 1.50 Following review of [TAA2](#) and supporting information, HCC confirmed within their consultation response dated 27th May 2021 that it is considered that the proposed Lidl development will not have a significant impact at the Purbrook Way / College Road junction.

Stakes Hill Roundabout

- 1.51 Final assessment of Stakes Hill roundabout was undertaken as part of **TAA2 (Section 8)**.
- 1.52 Modelling of the Stakes Hill roundabout indicates that the existing junction is operating near or over capacity during network peak hours, and that the proposed Lidl development is envisaged to have minimal additional impact.
- 1.53 Following review of **TAA2** and supporting information, HCC noted within their consultation response dated 27th May 2021 that, given that the predicted increase in trips at the junction during peak hours as a result of the proposed development is not considered significant, and that measures have already been secured to improve the operation of the junction (through the West of Waterlooville MDA development), the development is not required to contribute towards any additional measures at the Stakes Hill roundabout.

Asda Roundabout

- 1.54 Final assessment of the Asda roundabout was undertaken as part of **TAA2 (Section 8)**.
- 1.55 The proposed development is envisaged to result in no material change in overall traffic travelling through the Asda roundabout, primarily due to the proposals resulting in a redistribution of existing foodstore journeys rather than generating new trips.
- 1.56 Nonetheless, junction modelling of the Asda roundabout was undertaken to allay any concerns due to this junction being sensitive to traffic flow change and demonstrated that any changes in traffic flow, associated with committed development and the proposed development, can be accommodated within the current junction design.
- 1.57 Modelling results indicated that the Asda roundabout is predicted to operate within capacity in all scenarios with no significant queuing on any arm and the redistribution / change in traffic flows as a result of the Lidl development has a minimal impact upon queuing.
- 1.58 Following review of **TAA2** and supporting information, HCC confirmed within their consultation response dated 27th May 2021 that it is considered that the proposed Lidl development will not have a significant impact at the Asda Roundabout junction.

Strategic Highway Network Impact

- 1.59 In relation to the net change in traffic utilising the Strategic Road Network (SRN), **TAA2 (Section 8)** indicated that the proposed development is to have minimal impact upon trips travelling to / from the A3(M).
- 1.60 During the identified peak hour periods, the proposals are expected to result in up to 3 additional vehicles per hour utilising the A3(M) on-slip or off-slip. This level of additional

traffic, 1 vehicle every 20 minutes on each slip road, is envisaged to have no material impact upon the operation of the SRN.

- 1.61 This level of additional traffic is consistent with that outlined within the **TA**, upon which Highways England's (now National Highways) formal consultation response offering no objection to the proposed foodstore development was based.

Improvement Works

- 1.62 To address capacity concerns on the B&Q (northern) arm of the A3(M) J4 eastern roundabout within the future year 'baseline' and 'with development' scenarios, an improvement scheme has been developed to widen the B&Q arm egress to provide a two-lane entry into the roundabout.
- 1.63 It is noted that revised improvement plans were submitted within email correspondence alongside associated updated junction modelling and hence for ease a copy of the improvement scheme is provided in **Appendix A**.
- 1.64 As part of these improvement works the following measures will also be implemented:
- 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 kerbline realignment; and
 - Introduction of tactile paving at the B&Q crossing points to assist persons with visual impairments.
- 1.65 The proposed improvement works would result in an increase in the B&Q egress crossing distance for pedestrians and cyclists from 4.8m to 5.9m.
- 1.66 Updated junction modelling incorporating the proposed improvement scheme indicated that for the 'worst case' 2025 baseline + committed development + proposed development scenario, that the B&Q arm of the roundabout is forecast to operate within design capacity.
- 1.67 The improvement works were also subject to review by road safety auditors from HCC who acknowledged that the scheme would improve visibility for pedestrians and cyclists in accordance with HCC standards (TG3). The scheme was also subject to an independent Stage 1 Safety Audit which did not raise crossing two lanes as an issue within the audit report.

S106 Contribution

- 1.68 A contribution has been requested by HCC towards pedestrian and cycle improvements along Purbrook Way to offset against the envisaged impact development proposals would have upon the existing B&Q arm crossing point, specifically relating to increased traffic flows and capacity mitigation measures increasing the associated crossing distance at this location.
- 1.69 Various discussions have been undertaken with HCC in relation to the requirement for and the calculations utilised to inform the level of S106 contribution, including the submission of the **S106 Review** note.
- 1.70 Subsequently, Lidl and HCC have agreed to a contribution of £124,500, secured via a Section 106 agreement towards cycle improvement schemes on Purbrook Way outlined within the Borough of 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.
 - Scheme 277.1.6 - Segregated lanes on Purbrook Way bridge over the A3(M) if centre verge is removed or widened shared-use facility.

Parking Assessment

- 1.71 Proposals are considered to be consistent with local parking standards and allow for provision of up to 136 car parking spaces onsite.
- 1.72 Within the **TA (Section 6)** it was demonstrated that, based upon an expected maximum peak parking demand for 97 parking spaces onsite, it is considered that the level of parking provision provided (131 spaces) is appropriate to meet the operational requirements of the proposed Lidl store and mitigate against potential parking overspill onto the surrounding area and impacting on the operation of the local highway network.
- 1.73 Furthermore, it was stated in **TN1**, which was prepared in response to an objection by IMA Transport Planning Transport on behalf of B&Q, that the parking spaces located closest to the site access were also the spaces furthest from the store entrance and therefore the least desirable to customers and least likely to be used, thereby removing the concern that customers manoeuvring into / out of these spaces could delay others from entering / exiting the site.

Offsite Parking on Purbrook Way

- 1.74 To allay any concerns associated with cars parking on the northern side of Purbrook Way to access the proposed foodstore, within **TAA2 (Section 5)**, Lidl confirmed their agreement to set aside an appropriate sum (up to a maximum of £7,000) for 5 years after practical completion of the development to allow for the implementation of a Traffic Regulation Order (TRO) if nuisance parking occurs on Purbrook Way which is directly attributed to the Lidl foodstore.

Other Elements

Construction Traffic Impact Assessment

- 1.75 A review of construction traffic details / impact associated with the proposed development was provided within the **TA (Section 7)**. Details provided are preliminary estimates based upon similar new Lidl store developments and hence may be subject to change to account for site specific circumstances / constraints.
- 1.76 A suitability worded pre-commencement planning condition would require submission and approval of a Construction Traffic Management Plan (CTMP) by the local planning authority (in consultation with HCC).

Travel Plan

- 1.77 HCC have confirmed that the most recent Travel Plan (**TP**, dated Mar-21), with the primary objective to reduce unnecessary vehicular trips through the promotion / facilitation of suitable alternative modes of travel, is considered acceptable subject to appropriate HCC travel plan monitoring / approval fees (£16,500) and associated travel plan bond (£15,000) being secured via a S106 Agreement.

Final Highway Authority Consultation Response

- 1.78 Following the various highways information presented to HCC, within their most recent consultation response, dated 14th March 2022 HCC raised no material concerns with the proposed development from a highways perspective, offering no objection subject to appropriate S106 obligations and conditions to secure agreed improvement works, Travel Plan implementation and construction phase management.

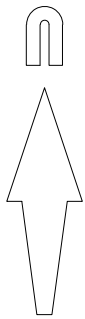
Author: RB

Checked: RG

Revision: Final 01

Date: 24/06/22

APPENDIX A: Final Highway Improvement Scheme



+ 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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Mayer Brown Limited
Suite 501, CityPoint, Temple Gate, Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

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

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