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<i>Date</i>	29th November 2016	<i>Email</i>	Holly.drury@hants.gov.uk

For the attention of R McMurray

Dear Sir,

Langstone Gate, Solent Road, Havant, PO9 1TR: Construction of coffee unit (Class A3).

Thank you for the opportunity to comment on the above application.

The scale of the development is one usually commented on by our Agent at Havant Borough Council, however due to the nature of the access arrangement and the potential strategic implications of the proposals, I will be responding directly on matters relating to access and vehicle traffic impacts. Matters relating to the internal layout and sustainable travel will be commented on by our agents.

Development Proposals

Proposals are for construction of a 167m2 GFA Starbucks drive through/coffee unit to be constructed on the existing car park at Langstone Gate. The development will result in the loss of 40 of the current parking spaces and 100 spaces are to remain.

Trip Generation and Distribution

The proposed trip generation from the site has been based on the expected trading levels for the site. This forecasts 530-650 transactions a day with 15% takeaway, 35% dine in and 50% drive through. 50% of trips have been deemed to be new trips and 50% pass by trips. This is deemed acceptable. These trips have been distributed on the network using the existing turning proportions which is agreed. All diverted trips are assumed to pass through the Park Road South/Solent Road junction.

Whilst the above is acceptable for the proposed development, the existing flows have not been detailed. It is understood that the existing car parking is to remain and therefore these trips need to be accounted for when assessing the site access operation. For the other junctions these trips are already on the network and would therefore be included within the base scenario.

Traffic Growth

Traffic growth from 2016-2021 has been derived from TEMPRO and this approach is deemed acceptable.

Committed developments in close proximity to the site have also been included within the assessment. This includes Former ISTS Site, Ranlagh Road, and The Depot Site Harts Farm Way. These sites were agreed with Havant Borough Council to be included within the assessment.

Site Access

The site access proposals are shown on drawing 16-T084-02. This details a change to the existing bellmouth to significantly alter the entry arrangement. There are a number of concerns however regarding the proposed arrangement and a safety audit needs to be provided to support the proposed changes to the access arrangement. The current access is designed to only accommodate a car and will require alterations to be made suitable for delivery vehicles, as there are not separate proposals for a service access. No tracking has been provided and would be needed to support any changes; this includes for delivery and refuse vehicles. Visibility splays from the junction have also not included, this should include visibility of vehicles entering Solent Road from the traffic signal junction. There is a concern that intervisibility between the site access and vehicles turning left into the development is insufficient.

The alteration to the eastern kerb edge provides a very wide access arrangement which results in a number of issues for pedestrians. The existing crossing point of Solent Road at the signal junction has the southern footway pulled further back and it appears that the crossing has been relocated approximately 10m to the west. This would require changes to the central waiting area, and further clarity is sought from the applicant on the proposed changes. The crossing on the access road is pulled offline and pedestrians will be required to cross a greater distance at an obscure angle. Visibility from the proposed crossing point is also compromised by its relocation; especially for those crossing westbound who would need to look behind them to see any vehicles turning left from Solent Road.

Whilst the above outlines the geometric concerns with the design of the access there are also a number of operational concerns regarding the interaction of the proposed junction and the existing Solent Road/Park Road signal junction.

No turning count for existing movements at the site junction has been provided to understand the number of movements during the peak times and the turning proportions. This should be provided to support the application. However regardless of this there is concern that the development will introduce a significant amount of new movements across the day by infrequent users. Most of the current user's park regularly and therefore are

well adjusted to negotiating the junction and know to expect delays exiting the site and any queue would be within the confines of the car park. The new site will attract new infrequent users who are more likely become confused and frustrated by the junction layout and be less patient to wait compared to regular users of the car park leading to the safety concerns outlined within this letter.

There is a concern regarding the proximity of the access to the existing signal junction. Vehicles turning out of the development, especially towards the junction would have great difficulty in doing so due to the traffic approaching from the Park Road North and South. The signal staging has traffic entering Solent Road inbound at every stage other than when pedestrians call the crossing on Solent Road. Therefore there are limited gaps in the traffic for vehicles to exit the development and the concern is that vehicles wishing to turn right will pull forward and block Solent Road. The queue of vehicles at the stop line on Solent Road would block any right turners from waiting at the stop line. The central right turn lane is only 2m wide and not sufficient to accommodate a vehicle waiting to turn right out of the development without them straddling Solent Road inbound lane. These waiting vehicles would pose a safety risk as those turning into Solent Road on a green signal would not expect a car to be blocking the road. This would consequently have a detrimental effect on the heavily used left turn movement from Park Road South, increasing the risk of congestion back to Langstone Roundabout and the A27 eastbound offslip. It would also affect the Park Road South right turn movement.

Right turners from the development which wish to travel north on Park Road South are likely to block lane 2 and prevent vehicles travelling along Solent Road turning right towards Langstone Roundabout. This would decrease the capacity of this movement and increase congestion on this approach.

Due to the difficulty with undertaking the right turn movement drivers may choose to turn left and do a u-turn along Solent Road at an unsuitable location; this could lead to increased congestion and unsafe movements on the highway.

It would be very difficult to replicate the above concerns within the signal modelling for the Park Road South/Solent Road junction and the modelling does not take these situations into account. It is considered that the modelling significantly underestimates the impact of the development and overestimates the junction performance. Detailed comments on the junction performance are set out below.

Junction Assessment

Site Access

The site access has been modelled to determine the junction capacity. Whilst this demonstrates that the junction will operate within capacity it fails to take into consideration the operational issues above. A queue length survey of the existing operation would aid with calibrating the model and understanding the existing operational capacity and should be provided to support any application.

Solent Road/Selbourne Priority Junction

The junction currently operates over capacity in the Saturday peak period with a maximum RFC of 1.13. This is forecast to worsen by 2021 with committed development with a RFC of 1.53. With the additional development this increased further to 1.58. Given the operational constraints on the junction the additional delay/queues as a result of the development the applicant should consider appropriate remedial measures.

Solent Road/Brockhampton Lane Priority Junction

This junction is forecast to operate within capacity during all peak periods with the maximum RFC experienced 0.23 in the Saturday peak hour.

Brockhampton Road/Solent Road/Marples Way Roundabout Junction

This junction is forecast to operate over capacity in 2021 with the development traffic with a maximum RFC of 1 in the AM peak period. When compared with the 2016 base this shows an increase from 0.81. The applicant should explore mitigation solutions for the roundabout to accommodate the development.

Solent Road/Park Road South Signal Junction

The Saturday peak period shows capacity issues at the junction in the 2021 forecast year. Currently the junction is shown to operate within capacity. With the forecast 2021 flows the modelling demonstrates degrees of saturation in excess of 90% on Solent Road and 92% on Park Road. At this time queues and congestion are likely to be experienced. When the existing committed development traffic is added this increased to 92% and 94%. With the proposed development flows added the degree of saturation increased to 96% and 98% on the Park Road South arms. At this point the junction will be heavily congested and the operation of the junction significantly compromised.

The most significant queues in the Saturday peak are experienced on Park Road South left turn movement into Solent Road which is predicted to be 25 vehicles with the development. The forecast queue on this arm with committed development is 22 which can be accommodated within the link length. The additional 3 vehicles would push the queue back to Langstone Roundabout. This is a Highways England junction and they should be consulted on the application to comment on this adverse impact.

Given that this assessment does not take into account the operational difficulties of the proposed access outlined above and the impact on the junction it would be deemed that the proposals would have a severe impact with regards to operation, safety and capacity on the existing highway network.

Tesco Solent Road Signal Junction

This junction is forecast to operate within capacity during all peak periods with the maximum degree of saturation experienced 84.9%.

Recommendation

Based on the information submitted to support the application it is considered that the development proposals would have a severe impact on the safe and efficient operation of the existing road network, in particular with regard to the Solent Road/Park Road signal junction.

The application is also lacking on information regarding:

- Site access capacity assessment which accounts for movements generated from the 100 park spaces which are to remain
- Safety Audit for the site access
- Solent Road/Selbourne Road capacity improvements
- Brockhampton Road/Solent Road/Marples Way Roundabout capacity improvements
- The site access layout.

Therefore it is recommended that the application is refused for the following reasons:

- In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated could not be accommodated adequately on the existing transport network. This would result in a severe impact on the road safety and operation of the local transport network contrary to the NPPF and Policy DM12 of the Havant Borough Council Core Strategy.
- In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that proposed access is inadequate to accommodate the development safely. This would result in an unacceptable impact on the safety of users of the development and adjoining highway contrary to the NPPF and of the Havant Borough Council Core Strategy.

I trust that the above is clear but I would ask you not to hesitate to contact Holly Drury should you wish to discuss anything further.

Yours faithfully

Ben Clifton Transport Team Leader - Highways Development Planning.

CC Peter Marshall, Development Engineer, Havant Borough Council