

Oliver, Lewis

From: Alastair Thornton [REDACTED]
Sent: 21 December 2021 12:58
To: Oliver, Lewis
Subject: IMA objection-B&Q-Havant.
Attachments: APP_20_01221-FURTHER_COMMENTS_OBJECTS_-_RECEIVED_6_12_21-1554598.pdf

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Hi Lewis,

In relation to the above objection, please find some points of clarity from our Highways Engineer below.

Many Thanks,
Alastair,

Alastair Thornton
Director



***Due to the ongoing coronavirus pandemic, all members of the Simply Planning team will be working from home until further notice. Therefore, w

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From: Richard Broad [REDACTED]
Sent: 09 December 2021 08:28
To: DOUGLAS SYMINGTON <Douglas.Symington@lidl.co.uk>; Alastair Thornton <alastair@simply-planning.com>
Subject: RE: IMA objection-B&Q-Havant.

Thanks Douglas,

They just seem to be copy and pasting from their previous objections, which have quite rightly been dismissed to date.

IMAs note that the Havant traffic team comments support their view (that a right turn lane is required) is incorrect, and I don't know if it might be worth noting this to Lewis.

The Havant Traffic team response noting the following concerns:

1. Queuing on the western Purbrook Way approach to the roundabout, resulting in traffic travelling straight ahead using the outside lane which is meant for right turn traffic only.
2. Exiting traffic from B&Q backing up along access road to B&Q car park

3. Vehicles parking on the northern kerb in Purbrook Way leading to more congestion

The Havant traffic team comments have been addressed as follows:

1. Modelling of the junction did raise that it operates close to capacity, but the development proposals would not have any significant impact upon this, primarily through a large majority of Lidl trips already being on the network e.g. accessing Asda, passing site during peak periods etc
2. Keep clear markings provided at Lidl access to ensure even if significant queuing occurs along the B&Q egress, that appropriate right turn access to the Lidl site is retained
3. Bond to be provided by the developer to be set aside from commencement to allow a TRO to be processed ending 5 years from practical completion of the development, to ensure that any parking from the development does not interfere with the capacity, operation or safety of the local highway network.

Best Regards
Richard



Richard Broad BSc MCIHT MILT
Principal Transport Planner, Mayer Brown Limited

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