

Prepared on behalf of

Asda Stores Ltd

**Proposed Home Delivery Facility Extension
Asda Havant Supercentre,
Larchwood Avenue, Havant**

Transport Statement

Control Sheet

CLIENT: Asda Stores Ltd

PROJECT TITLE: Proposed Home Delivery Facility Extension
Asda Havant Supercentre,
Larchwood Avenue,
Havant

REPORT TITLE: Transport Statement

PROJECT REFERENCE: 300405

DOCUMENT NUMBER: 001

STATUS: Final

Issue & Approval Schedule	Version 01	Name	Signature	Date
	Prepared by	Carly Hoyle		02/09/2021
	Checked by	Simon Burkinshaw		02/09/2021
	Approved by	Karen Smith		02/09/2021

Revision Record	Ver.	Date	Status	Description	Signature	
					By	
					Check	
					Approve	
					By	
					Check	
					Approve	

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

This document has been prepared in accordance with the instructions of the client, Asda Stores Ltd, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Acknowledgements:

National Geographic Society Mapmaker was used to generate a figure used in this report.

Satellite imagery from Google has been used to generate a figure used in this report.

An extract of Whittam Cox Architects drawing 200486-PL-02 has been used in this report.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 02 September 2021 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

Copyright

All intellectual property rights in or arising out of or in connection with this report are owned by Sanderson Associates (Consulting Engineers) Ltd. The report has been prepared for Asda Stores Ltd (the 'Client') who has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates (Consulting Engineers) Ltd and the Client.

This document cannot be assigned or transferred to any third party and no third party may rely upon this document without the express written agreement of both Sanderson Associates (Consulting Engineers) Ltd and the Client.

Contents

Page No

1	Introduction.....	6
2	Existing Situation	8
3	Development Proposals	11
4	Vehicular Trip Generation	12
5	Summary and Conclusions.....	15

Appendices

APPENDIX A

Existing and Proposed Layout Plans

APPENDIX B

Drone Parking Survey Results

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Asda Stores Ltd to prepare a Transport Statement in support of a planning application for an extension to the Home Delivery Operation at the Asda Supercentre, Larchwood Avenue, Havant. The location of the site is shown in **Figure 1**, below.

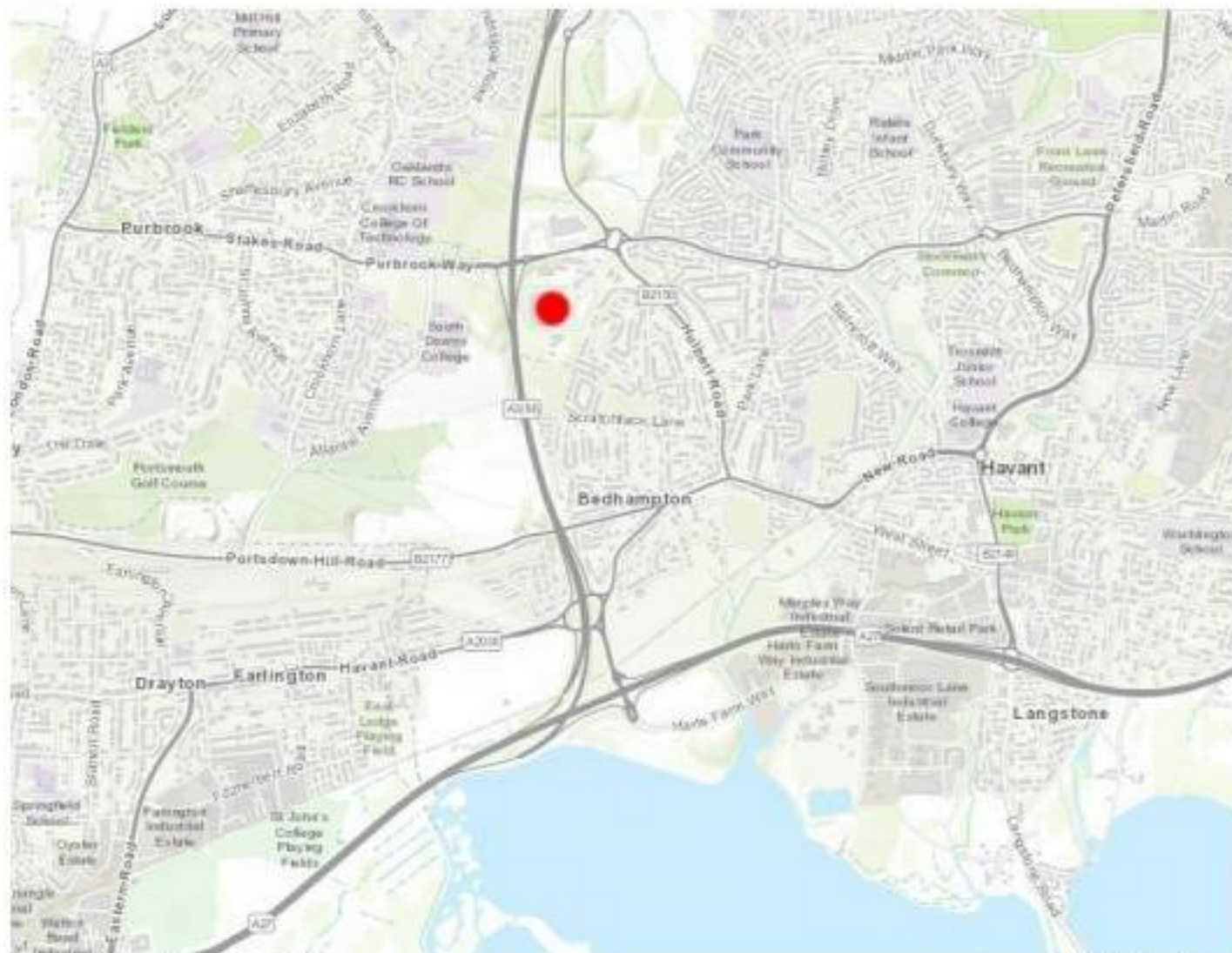


Figure 1 – Site location

[NatGeo]

- 1.2 The following comments have been received from the Highway Officer at Hampshire County Council on the planning application (ref APP/21/00587):-

“The Highway Authority require additional information before a formal recommendation can be provided. It is seen that the new click and collect canopy and associated works will increase the gross floor area by 100 square meters. A transport statement should therefore be provided to fully assess the impacts of this development. It should set out the existing conditions, the proposed conditions, and the impacts of trips generated by this proposal at a minimum.”

As stated in the response for the application App/20/00269 for the construction of a new coffee shop drive through, located on the same site, the development site is "an already traffic sensitive junction where the signal timing operations and available inter-green times for the Larchwood Approach have been maximised." It is therefore important that any increase in trip generated by the proposed development would need to be assessed in detail to demonstrate whether they can be accommodated at the junction, without having a detriment to the operation of the Highway"

1.3 Therefore, this Transport Statement seeks to address the concerns raised and, in accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking', includes details of:

- The local highway network
- The access arrangements to the proposed development
- The existing use of the site
- The proposed development and its operational facilities
- The impact of the development on the local highway network in terms of highway safety

1.4 The views of the Highway Authority are sought on the content of this report

2 Existing Situation

2.1 Site and Surrounding Area

2.1.1 The supercentre is located between the A3(M) and residential areas of Bedhampton. The existing store provides Home Delivery Facilities, whereby vans are loaded within a dedicated service yard to the southwest corner of the car park. A two-lane Click and Collect drive thru is also provided in this area.

2.1.2 The area of the site subject to the proposals is shown in **Figure 2**, below, with the existing layout shown on the plan at **Appendix A**.



Figure 2 – Site with the subject area outlined in red

[Google imagery]

2.1.3 Due to the increase in demand for Home Deliveries as a result of the Covid-19 pandemic and changing shopping habits of customers, the need has arisen to increase the store's capability to provide this service.

- 2.1.4 Vehicular access to the site is taken from the roundabout to the northwest of the site. As well as the supercentre, the site access also serves Asda petrol filling station, McDonald's, KFC and a small number of industrial units via a small roundabout. A second small roundabout then provides access to either the store car park or leads round the perimeter of the car park to the main service yard. The Home Delivery and Click & Collect facilities are accessed via the main route through the car park which runs north-south before turning and running along the southern edge of the car park, as shown in **Figure 3**, below. This will continue to be the case following the development.

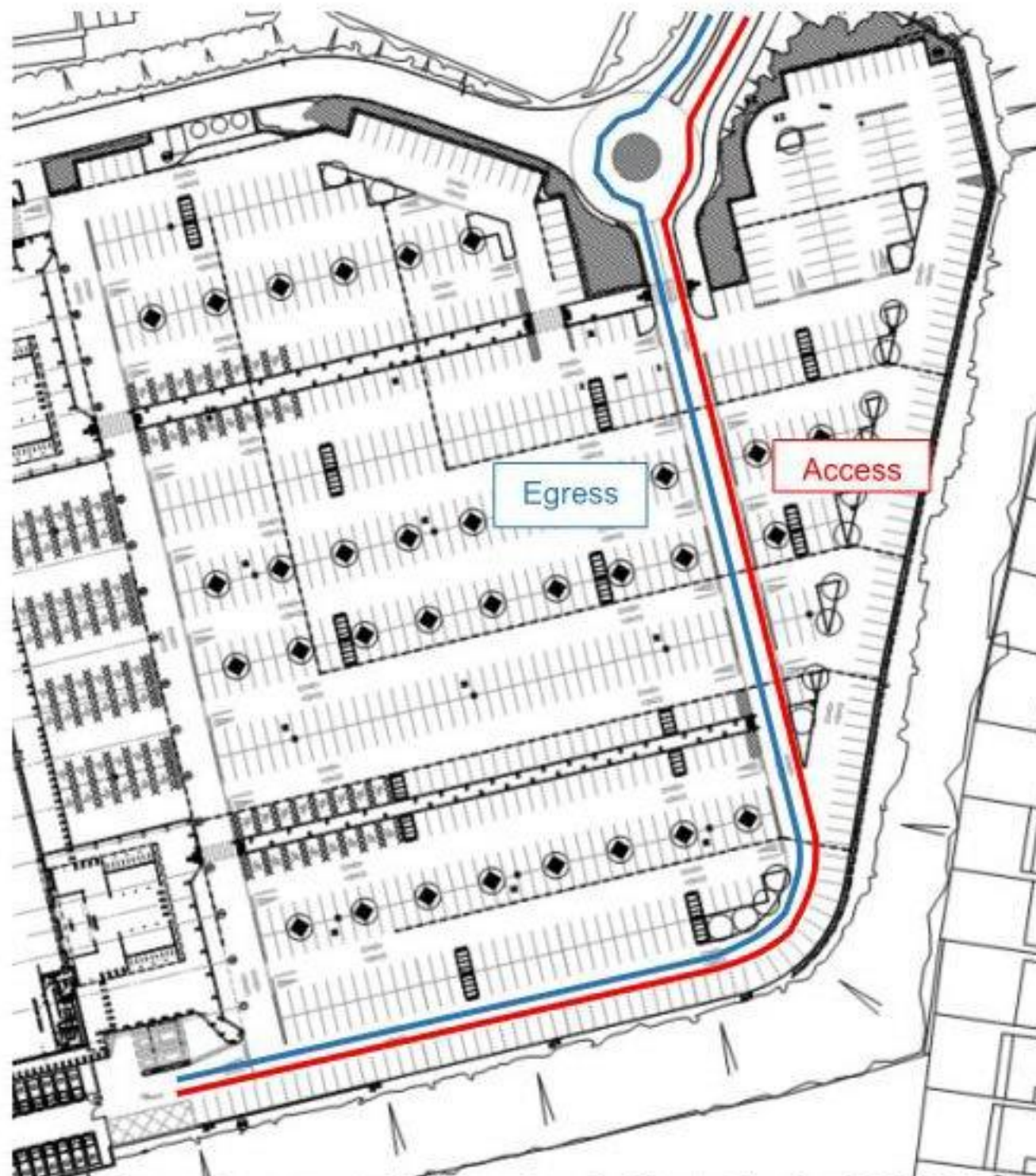


Figure 3 – Access/egress route [Whittam Cox Architects drawing 200486-PL-05 Rev B]

2.2 Highway Network

- 2.2.1 The roundabout from which the site takes access has five arms; Purbrook Way West, Hulbert Road, Purbrook Way East, B2150 Hulbert Road and the site access.
- 2.2.2 Purbrook Way East and the B2150 Hulbert Road connect to residential areas of Bedhampton to the east of the site as well as Havant beyond. Purbrook Way West provides access to the A3(M) south and the area of Purbrook further west. Hulbert Way provides access to both the north and southbound carriageways of the A3(M) as well as Waterlooville beyond.
- 2.2.3 The store has a significant residential catchment and therefore is well located to supply the increased demand of the Home Delivery Service. It is therefore key that this service operates in the most efficient and timely manner in order to serve the surrounding residential areas.

2.3 Existing Operation

- 2.3.1 At present, the Home Delivery facility operates from the southwest corner of the car park. It has 19 vans that operate from five loading bays and 14 parking bays. The existing facility does not have the capacity to keep up with the increased demand for Home Delivery experienced as a result of the Covid-19 pandemic and changing shopping habits of customers. It is for this reason that the improvements to the facility are proposed.
- 2.3.2 The existing site also operates a Click and Collect service with a two-lane drive thru in the southwest corner of the car park.

3 Development Proposals

- 3.1 The redevelopment of the home shopping pod area of the site comprises construction of a new van loading canopy within the existing Home Delivery yard area. Seven loading bays are to be provided and, although no marked bays are proposed within the yard, there will also be space for the parking of approximately eight additional vans overnight. Remaining vans will be stored on the access road outside the yard gates. Although the store is open 24 hours, it is considered that this will have minimal impact on customers as vehicles will only be parked between the hours of 11pm and 7am.
- 3.2 The chiller and freezer facilities that are currently located internally within the Home Delivery area are to be relocated externally beneath the canopy with increased capacity. The resulting increase in ambient storage space for home delivery and Click & Collect orders, as well as chilled and frozen, will allow the increase in demand to be met.
- 3.3 As part of the development, the Click & Collect facility is proposed to increase to a three-lane drive thru arrangement. The proposals are detailed on the plan attached at **Appendix A**.
- 3.4 To allow for the proposals, 8 standard car parking bays will be lost. The loss of 8 spaces can be accommodated.

4 Vehicular Trip Generation

4.1 Existing Situation

Home Delivery

- 4.1.1 At present the Home Delivery Facility at the site has 19 vehicles which go out four times per day; once in a morning, twice during the day and once in the evening. **Table 1** below sets out the existing vehicle movements associated with the Home Delivery vehicles. It is assumed that in each period each vehicle will enter and exit the site.

	Morning		During the Day		Evening	
	In	Out	In	Out	In	Out
Existing Trip Generations	19	19	38	38	19	19

Table 1 – Existing trip generations

Click and Collect

- 4.1.2 The site's Click and Collect service currently operates using two drive thru lanes. Customers are provided with a time slot for collection with a maximum of 10 orders collected per lane per hour. Therefore, a maximum of 20 collections per hour in total.

4.2 Proposed Situation

Home Delivery

- 4.2.1 It is proposed to operate 28 Home Delivery vehicles from the store which will continue to go out four times per day. **Table 2** below sets out the predicted trip generation across the day for the proposed number of vehicles.

	Morning		During the Day		Evening	
	In	Out	In	Out	In	Out
Existing Trip Generations	28	28	56	56	28	28

Table 2 – Proposed trip generations

Click and Collect

- 4.2.2 The proposals increase the number of Click and Collect drive thru lanes to three. Customers will continue to be provided with a time slot for collection with a maximum of 10 orders collected per lane per hour. This equates to a maximum of 30 collections per hour.

4.3 Net Change

Home Delivery

- 4.3.1 The proposals result in an increase in the number of Home Delivery vehicle movements as shown in **Table 3**, below.

	Morning		During the Day		Evening	
	In	Out	In	Out	In	Out
Existing Trip Generations	9	9	18	18	9	9

Table 3 – Proposed trip generations

- 4.3.2 The trips associated with the Home Delivery vehicles are spread out throughout each time period as they are dependent on how far away the vehicles have had to return from in order to re-fill for further deliveries.
- 4.3.3 It is, therefore, expected that the predicted trips would be staggered over the whole time period and as a result the increase in number of Home Delivery vehicles will not result in a material impact on the operation of the car park or the surrounding highway network.

Click and Collect

- 4.3.4 The additional drive thru lane will result in an increase of up to 10 vehicles per hour. The trips associated with these collections will be spread across the hour time slots and will reduce the number of customers needing to park and access the store. Therefore, it is not considered that the additional lane will result in a material impact on the operation of the car park or the surrounding highway network.

4.4 *Summary*

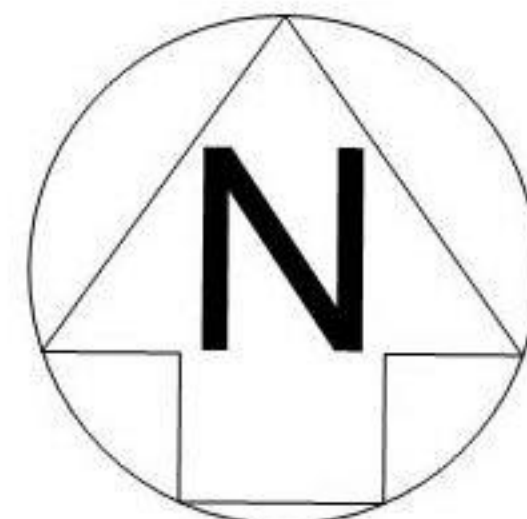
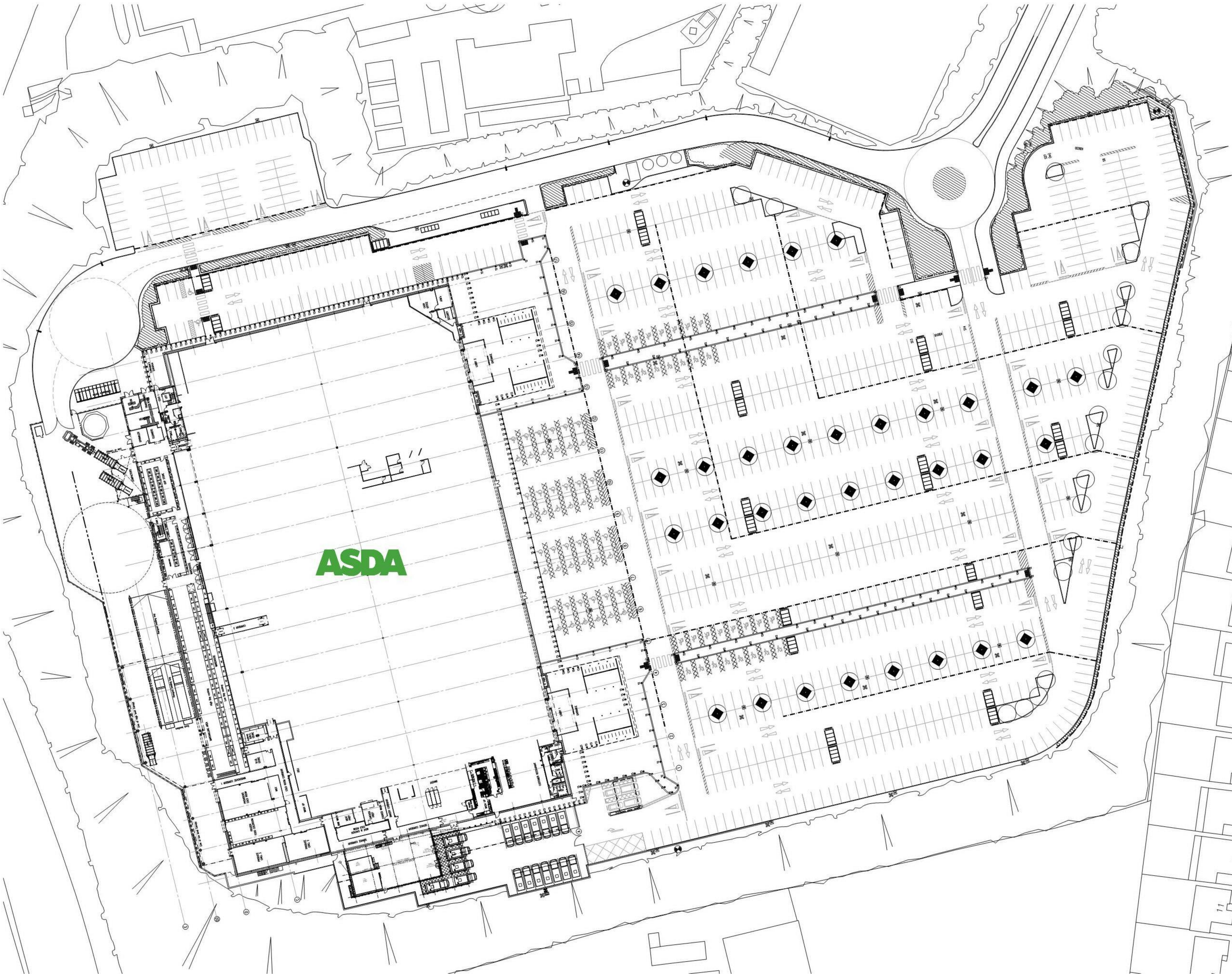
- 4.4.1 As stated above the extension to the Home Delivery Operation will slightly increase vehicles movement's associates with home shopping vehicles and the click and collect. As result of the Covid-19 pandemic and changing shopping habits of customers, it is considered that this slight increase in vehicle numbers simply caters for customers that would have previously visited the store to carry out their shopping and therefore there will be no actual increase in vehicle numbers on the site access and the wider highway.

5 Summary and Conclusions

- 5.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Asda Stores Ltd to prepare a Transport Statement in support of a planning application for an extension to the Home Delivery Operation at the Asda Supercentre, Larchwood Avenue, Havant.
- 5.2 The supercentre is located between the A3(M) and residential areas of Bedhampton. The existing store provides Home Delivery Facilities, whereby vans are loaded within a dedicated service yard to the southwest corner of the car park, alongside a two-lane Click and Collect drive thru.
- 5.3 Due to the increase in demand for Home Deliveries as a result of the Covid-19 pandemic and changing shopping habits of customers, the need has arisen to increase the store's capability to provide this service.
- 5.4 It is proposed to increase in the number of Home Delivery vehicles at the store from 19 to 28. It is proposed to increase the number of Click & Collect drive thru lanes from two to three.
- 5.5 The extension to the Home Delivery Operation will slightly increase vehicles movement's associates with home shopping vehicles and the click and collect. As result of the Covid-19 pandemic and changing shopping habits of customers, it is considered that this slight increase in vehicle numbers simply caters for customers that would have previously visited the store to carry out their shopping and therefore there will be no actual increase in vehicle numbers on the site access and the wider highway.
- 5.6 It is therefore concluded that there are no highway safety or capacity reasons why the development should not be acceptable in transport terms.

APPENDIX A

Existing and Proposed Layout Plans



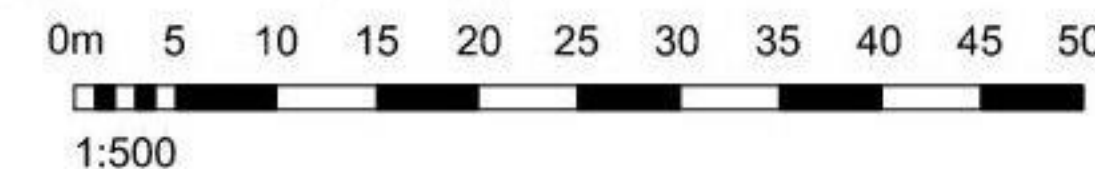
© Whittam Cox Architects - Disclaimer:

This drawing is copyright of WCC Group Ltd trading as Whittam Cox Architects, and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with all other related drawings and documentation. It is the contractors responsibility to ensure full compliance with the Building Regulations. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. If in doubt ASB. Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

SCHEDULE OF INFORMATION :

STORE CAR PARK ALLOCATION :

STANDARD SPACES	=	1035
PARENT & CHILD SPACES	=	32
DISABLED SPACES	=	50
CLICK & COLLECTS SPACES	=	2
VAN LOADING BAYS	=	5
TOTAL SPACES	=	1124
TROLLEY BAYS	=	25





© Whittam Cox Architects - Disclaimer:

This drawing is copyright of WCEC Group Ltd trading as Whittam Cox Architects, and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with all other related drawings and documentation. It is the contractors responsibility to ensure full compliance with the Building Regulations. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. If in doubt ASK. Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

SCHEDULE OF INFORMATION :

STORE CAR PARK ALLOCATION :

STANDARD SPACES	=	1027
PARENT & CHILD SPACES	=	32
DISABLED SPACES	=	50
CLICK & COLLECTS SPACES	=	3
VAN LOADING BAYS	=	7
TOTAL SPACES	=	1118
TROLLEY BAYS	=	25

ASDA

B 27/08/21	Third Issue: Storey Collections carryover regulatory rights to add additional spaces to the scheme. Review information added to display	PA1 SJS
A 14/06/21	Second Issue:	MS / SJS
- 17/05/21	First Issue:	MS / SJS

PLANNING

CLIENT

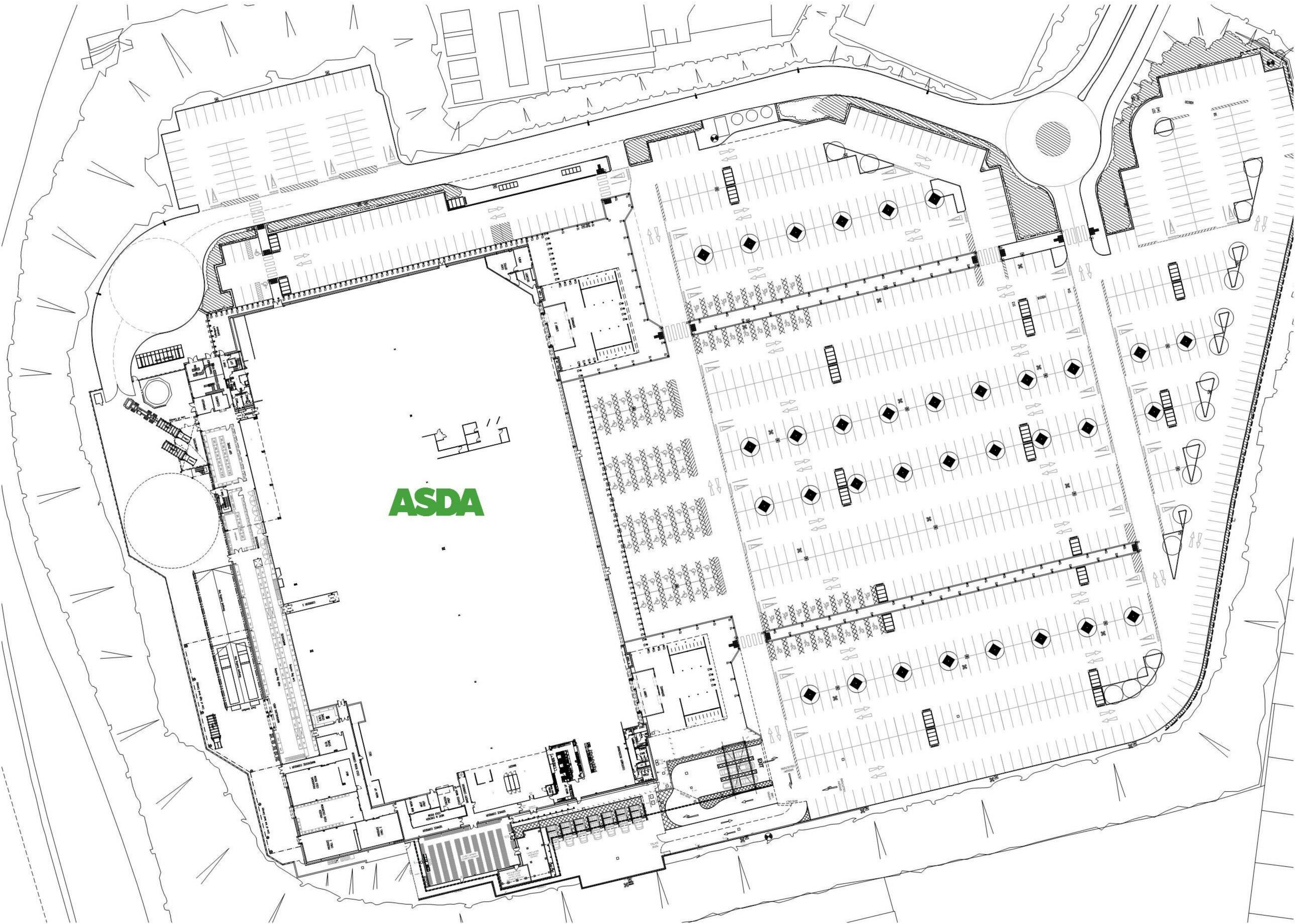
ASDA

PROJECT
PROPOSED HOME SHOPPING
WORKS
ASDA HAVANT
TITLE
PROPOSED SITE LAYOUT PLAN

DRAWING STATUS
PLANNING
DRAWN MS CHECKED S.J.S
SCALE 1:500 @ A1
DATE MAY 2021

Whittam Cox
ARCHITECTS
Chesterfield / 01246 260261
London / 020 3388 0019
Leeds / 0113 3366018
whittamcox.com

JOB NO.	DRAWING NO.	REV
200486	PL-05	B



1 PROPOSED SITE LAYOUT PLAN
PL-05 Scale 1:500 @ A1

0m 5 10 15 20 25 30 35 40 45 50
1:500