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Enquiries To Matt Grantham

My reference 047540

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Your reference F/22/93720

Date 5 October 2022

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

North Stoneham Park, Chestnut Avenue / Stoneham Lane, EASTLEIGH, SO50 9HT

Erection of retail foodstore (Class E) with associated car parking, access, landscaping and engineering works.

In regard to application F/22/93720, a review of the details contained within the application pack has been undertaken, and at this stage a holding objection would be made, subject to the receipt of additional information and clarification of details as outlined below.

ACCESS:

Access is described as a new 'crossover junction' within the Transport Assessment, with drawings showing this via a dual width vehicle crossover taken from Whieldon Way, in a position slightly south of that already existing. Whilst this is accepted in principle, the drawings provided suggest more of a formal bell mouth junction with set back give way lines which are confusing. This needs clarification.

Additionally, the existing access will of course need to be formally closed with kerb heights and footway re-instated.

Assuming a vehicle crossover is proposed, whilst this will allow for pedestrian priority over the footway, which is welcomed due to the near proximity of the adjacent primary school, however there are concerns with the potential for vehicle queues forming on

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Whieldon Way as vehicles wait to turn into site. These could potentially become elongated and stretch out to the highway at peak times and it is requested that this is investigated within the Transport Assessment.

Additionally, whilst vehicle tracking diagrams have been produced for a delivery vehicle entering site, these do not show how conflicting vehicle movements of customers (and other users) will be accommodated at the same time. It is not clear whether an articulated lorry and a car can actually pass each other on Whieldon Way, and at the site access, and this of course will be required to prevent blocking of the highway and unnecessary reversing movements. The site was of course originally designed for small local retail units which would not have required such large delivery vehicles.

Applicants should of course also be made aware that whilst the proposed access will be assessed as part of the planning application, should permission be granted, a subsequent S278 approval will be required prior to implementation, and this will require additional information such as formal engineering drawings to be submitted. This may result in updates being required which could affect the approved layout, and as such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

TRIP GENERATION:

Whilst the site has permission for retail related uses, it was anticipated during the wider site permission that these would be small local retail units and services, primarily serving the needs of the estate community.

The locating of a Lidl on the site is of course a very different prospect in terms of the area it will attract customers from, and also the number of customers involved.

The applicants have attempted to show how the consented (Block A) retail development will compare with the proposed (Lidl) use within the TA, and this demonstrates how whilst trips will increase in number, a proportion of users would be classed as pass-by, linked, etc. trips already on the network, and as such not necessarily new trips to the local highway network as a whole.

However, it is noted that for the Lidl trip rates, the TRICS database was utilised, and I am sure Lidl has its own business strategy, which of course may vary from other retail business that would be encompassed within the TRICS database. As such, it is requested that the trip rates are re-visited, and that these are derived from similar Lidl sites such as Whitely, Eastleigh, or other comparable sites they may have.

Additionally, it is noted that catchment areas have been mapped, but it would be suggested that this should encompass a larger area, given parts of North Baddesley, Valley Park and Knightwood (by way of example) are not included despite this store

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very much being within a reasonable distance from them.

It is important to get to as close a reality of trip rates accessing the site over various times of the day, given the potential for congestion to be caused, particularly given the sites very close location to the adjacent school.

As such, if the trip rate data can be updated accordingly, a review can be undertaken when received.

TRANSPORT MODELLING:

Dependant on the results of the updated trip rates, there may onwards be a requirement for additional junction modelling to be undertaken. This would likely be for the junctions of:

- Whieldon Way / site access;
- Whieldon Way / Highwaood Avenue; and
- Highwood Avenue / Stoneham Lane roundabout.

PARKING:

It is noted that in Section 6.2 of the submitted TA, it outlines that non-residential parking standards are the responsibility of Hampshire County Council. This is incorrect, given that Eastleigh took on this responsibility in 2013 when HCC withdrew its commercial parking standards, with local planning authorities taking this over to ensure standards met local needs. At this point, EBC should have set their own standards accordingly.

Despite this, it is noted that the former HCC standards have been utilised as a base, outlining that the maximum permitted would be 142 parking spaces on site, and this has then been reduced to 88 which would have been potentially acceptable at the time given the former HCC standards were maximum.

Onwards, parking accumulation has been discussed within the TA, however this is based on the trip rates derived from TRICS as outlined above. As such it would be requested that the parking accumulation study is revisited once Lidl specific comparable trip data has been gained.

Onwards, parking data should also include discussion regarding the current parking situation in the local vicinity, specifically in terms of existing uses such as the YMCA centre and the school. What parking is currently being undertaken on road, that will be displaced by the proposed Lidl store needing roads clear for access? What measures will be in place to stop (for example) school users from parking in the Lidl car park which may onwards affect parking space numbers? For example, will the Lidl car park receive an unexpected 100 car uplift at 15:00 as parents use the car park to pick up their children, displacing genuine customers? Whilst parking restrictions may have some effect, it is unlikely that even a £5 minimum spend to have access (if this were an

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option) would discourage all.

Issues such as this require greater discussion and clarification within the TA to ensure access to the site is not affected by low parking levels and users waiting on the highway for parking turnover to occur.

Cycle parking also appears low, with only 5 hoops (10 cycle spaces) shown on plans, which for a store that would be anticipated to have a relatively high local shop use as well as a more strategic shopping use.

ON SITE LAYOUT:

Whilst the onsite areas of the site would not be for adoption, a review of the payout has been undertaken regardless, and is fully accepted with the additional width and lengths of vehicle parking spaces, and adequate aisle widths throughout.

CONDITIONS:

Notwithstanding the issues outlined above, it would be requested that if the Case Officer were to issue a positive decision on the application, then the following conditions would be requested.

SITE DELIVERY PLAN

A plan should be submitted outlining the methodology behind the deliveries to the site, ensuring elements such as the following are fully taken into account:

- No two delivery vehicles are at site at any one time; and
- No deliveries are made within a 30 minute period of school pick-up or drop-off times.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

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Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the access, including the footway and/or verge crossing shall be constructed in accordance with the approved plans.

Reason - To provide satisfactory access and in the interests of highway safety.

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access(es) from the site to Whieldon Way shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

Yours sincerely,

Matt Grantham

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