

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Matt Grantham

My reference 047540

Direct Line

Your reference F/22/93720

Date 23 November 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, following on from the initial HCC Highways consultation response dated 05 October 2022, discussions have been undertaken with the applicants highway representative in regard to the issues and clarification requests previously raised.

As a result of these discussions, a Transport Assessment Addendum Report was issued in November 2022. This report has been reviewed, and based on the previous issues and clarification requests previously outlined, the following comments are made.

ACCESS:

Clarification has been provided that the proposed vehicle access/egress into the retail site will be via a vehicle crossover which is welcomed as it retains pedestrian priority in a location close to a school.

Whilst there were secondary concerns that this could result in queuing along Whieldon Way, as vehicles gave way to the pedestrian movements, discussions have alleviated these concerns given that the primary pedestrian movements would be anticipated to have headed to the east in the direction of Stoneham Way and onwards Eastleigh to

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

the north of the development site (via the shared pedestrian / cycle route) or to the west prior to the proposed vehicle access into the site. This western route would utilise the proposed tactile paving crossing point to the north located between the school and the site vehicle access and then head into the park area and onwards the residential areas of the Stoneham Estate. Whilst there may be some residual pedestrian movements heading south, they are not anticipated to be of a level that would cause a vehicle queue to form, certainly not one that could stretch out onto Highwood Avenue and cause wider network issues.

In terms of the vehicle access junction itself, give way markings will be set back to the nearside edge of the footway to ensure vehicles are aware not to obstruct the footway, and vehicle tracking drawings have demonstrated that there is adequate space for two vehicles to turn into and out of the site at the same time. Onwards, visibility splays are achievable to the required dimensions, and additional vehicle tracking diagrams have also been produced which clarify that there is adequate space on Whieldon Way to accommodate HGV and opposing vehicle movements at the same time. This was an issue that had been previously been raised as a concern given the potential for larger service vehicles to be required for the retail store when compared to the smaller retail elements previously planned for.

As such, for the purposes of this planning application, the proposed vehicle access is acceptable.

The developer should however be made aware that 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>

Onwards, as previously outlined, the existing access will of course need to be formally closed with kerb heights and footway re-instated, and this should be covered via a condition.

TRIP GENERATION:

Trip generation had previously been calculated via the standard methodology of utilising the TRICS database for comparable sites. Whilst this was acceptable in principle, it was requested that the developer also utilised a known Lidl site in relatively close proximity, that was also relatively new and in a comparable edge of residential development location.

In this regard, the applicants have utilised Automatic Number Plate Recognition (ANPR) data collected from the Whiteley Lidl store, and when calculated against the proposed Stoneham store size, this has demonstrated an increased number of trips than

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

previously anticipated during the weekday peaks, and a slight reduction in the weekend peak:

AM Peak = 110 vehicle movements (61 in / 49 out) - 46 movements higher than previously reported;

PM Peak = 179 vehicle movements (87 in / 92 out) - 18 movements higher than previously reported; and

Saturday Peak = 228 vehicle movements (116 in / 112 out) - 4 movement fewer than previously reported.

Taking these updated figures for robustness, the TA Addendum then outlines the overall change in anticipated traffic movements associated with the approved (consented) commercial development against the development proposed in the current planning application.

	Consented Block A			Proposed Lidl			Net Change		
Peak Period	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Weekday AM	64	61	125	61	49	110	-3	-12	-15
Weekday PM	73	75	148	87	92	179	14	17	31
Saturday Midday	72	80	152	116	112	228	44	32	76

Table 3.3: Vehicular Trip Generation – Net Change

This demonstrates that in the weekday AM peak, a reduction in trips would actually be anticipated, and whilst there would be an increase in the midweek PM period, this is by 31 movements, with 14 movements in (approximately 1 vehicle every 4 minutes on average in, and 1 vehicle every 3.5 minutes out).

During the weekend period, the increase in additional vehicle movements associated with the site is higher at 76 additional vehicle movements in total, but again broken down into in and out movements, this is 44 in (average of 1 vehicle every 1.3 minutes) and 32 out (average 1 vehicle every 1.9 minutes).

In terms of the impact that these additional movements could have on the local highway network, given that these movements can onwards be split by consideration of factors such as route into site, where both east and west movements are achievable, and onwards with further distribution from the catchment areas, impact would be anticipated to reduce accordingly.

With further consideration for linked and passby trips, whereby the customer will either

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

(for example) pass the site on their way to or from work, or as part of an existing trip to pick children up from school, etc. in reality it would be anticipated that the actual additional vehicle trip rates specifically produced by the development proposals would fall further still, with a reduction figure of 30% suggested by the developer which is considered reasonable and justified.

Given this information, it is not anticipated that the proposals will have a stand alone impact on the local highway network, particularly when considered in terms of an increase against the existing vehicle flows associated with Stoneham Lane to the east, and once fully opened to public use, the level of flows through Highwood Avenue which has been designed as a formal link through the adjacent housing estate between Stoneham Way and Chestnut Avenue.

PARKING:

As previously outlined in the HCC Highways consultation response dated 05th October 2022, it was noted that the developers had utilised the now withdrawn (April 2013) HCC Parking Standards as part of their calculation of parking requirements.

Since 2013, it has been the role of EBC to assess all parking quantum's associated with development proposals, in line with their function as Local Parking Authority.

However, it is noted that parking assessments have been provided within both the original TA, and subsequently revised in the TA addendum provided by the applicants. This has been reviewed and from a HCC Highway perspective appears to demonstrate that the 88 parking spaces proposed (73 standard spaces / 5 disabled spaces / 8 Parent & Child / 2 Electric Vehicle) will be sufficient to meet the demands of the specific development proposal.

As demonstrated in the TA Addendum, utilising the updated trip rate data it would be anticipated that trips in and out of site would generate a maximum parking requirement of 72 parking spaces during the weekday peak, and 74 spaces on a Saturday. This of course demonstrates a 10% + spare provision of vehicle parking available on site, and this over-provision will of course increase during the non-peak periods as shown in the graph below taken from the TA addendum.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

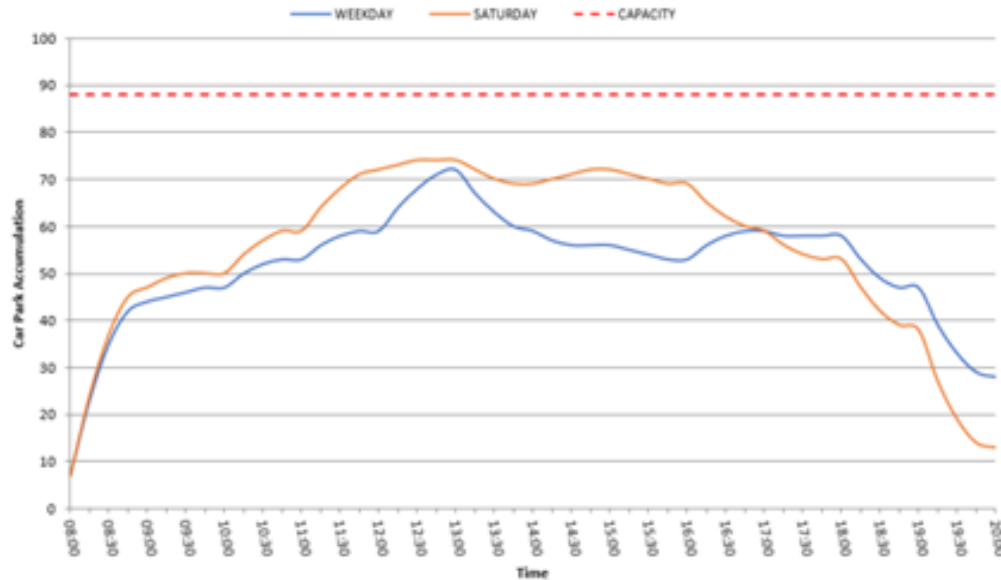


Figure 5.1: Predicted Parking Demand Profile – Proposed Lidl Foodstore

The predicted parking accumulation data suggests that there could be up to 44 empty parking spaces at the time of school drop-off's, and 34 during school pick-up times. Whilst the developer has no obligation to allow non-store users to park within the site car park, indications are that there would be a 90 minute free parking grace period provided, and so some of the existing school related parking issues could well be assisted by the development proposals. It is noted however, that if non-user parking becomes an issue to the proposed development, then a change to this parking management may result, in order to ensure retail parking is fully catered for and does not in itself start to cause a local issue.

Cycle parking has also been provided, with 10 sheltered customer cycle parking spaces being provided for, with an additional 2 staff spaces provided within the warehouse area. A commitment to review this over time will be made in the associated Travel Plan, with increases provided as and when required.

Whilst EBC as Local Parking Authority will have their own methods of calculating parking quantum requirements, the Case Officer may wish to consider the above in their deliberations.

ON SITE LAYOUT:

Whilst the internal site areas would not be for adoption, it is noted that some updates have been made since the initial HCC Highways consultation response dated 05th October 2022. This consists of:

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

1. Marked up pedestrian routes provided within the car park area to highlight the presence of pedestrian movements;
2. An increase in the width of the pedestrian/cycleway link to the north of the proposed site, increasing width from 3.0m to 3.5m; and
3. Increase visibility of pedestrian priority over the site access from and onto Whieldon Way.

Additionally, given the low level of vehicle / pedestrian interaction to the north of the proposed site access junction, in between the site and the school, the pedestrian crossing point has been replaced with drop kerbs and tactile paving as opposed to the original option of a Zebra crossing.

All of these updates are acceptable from a highways perspective, and as such the onsite layout remains acceptable as outlined in the previous HCC Highways consultation response.

RECOMMENDATION:

Give the above comments, there is no objection to the proposals from a highways perspective, subject to confirmation from the Case Officer that the proposed parking levels accord to the EBC requirements in their role as Local Parking Authority, and that onwards, should approval for the application be granted, the following conditions are applied:

CONDITIONS:

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 (or appropriate) 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;

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

(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.

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

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI