

COPY

Our ref: HA 004/001/004010
Your ref: S/2004/1239

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Pinnacle Transportation Limited
56 Bridge Road East
Welwyn Garden City
Hertfordshire
AL7 1JU

Direct Line: 0117 372 8153

25 August 2004

For the attention of J Clarke

Dear Sir

**EXTENSION OF TESCO FOOD STORE, BOURNE WAY, SALISBURY (S/2004/1239)
TRANSPORT ASSESSMENT BY PINNACLE TRANSPORTATION LIMITED ON
BEHALF OF TESCO STORES LIMITED**

Thank you for consulting the Highways Agency with respect to the Transport Assessment (TA) for the above development. We have now examined this document and our comments are stated below.

Overall the Highways Agency considers that the methodology used in the TA seems sensible as it agrees with the results found in the TRICS research paper "Superstore Parking: A New Look at an Old Approach". That is to say that increases in floor area do not lead to a pro rata increase in customer numbers. Nevertheless, after examining the TA the Agency has found some areas that need to be addressed and further justification must be supplied.

Existing Conditions

Site observations have revealed congestion on the A36 northbound towards Churchill Way, which results in queues blocking back to the Bourne Way Roundabout and affecting discharge in the PM peak. We note that this issue has not been considered in the TA and we consider that this omission must be corrected.

Trip Distribution

Modal splits are considered significant due to proposals for a new cycleway and a possible increase in pedestrians and bus passengers, as well as relevance to the travel plan, thus the Agency thinks they should be included.

It is accepted that 17:00-18:00 is generally recognised as typical PM peak period, yet surveys show a demand surge likely to be associated with the food store directly after the end of the school day. We consider that this could be significant with regard to junction capacity and safety, and its effects must be tested.

Safety

The Agency notes that an accident analysis was not carried out for this junction. The Agency considers accident analysis appropriate as the additional generated traffic arising from the store extension is likely to give rise to significant safety issues. Moreover, the operation of the junction at levels at or exceeding capacity in the proposed case will also have an impact on highway safety. This has not been addressed in any safety assessment.

The Highways Agency considers that the development is likely to lead to an increase in pedestrian trips and activity, particularly between the store and bus stops. This could exacerbate safety issues associated with uncontrolled pedestrian crossing points and thus require further attention.

ARCADY Model

Due to previous reported difficulties with the ARCADY model, an attempt has been made to calibrate using "site-specific intercept corrections". This method may be appropriate, but it is not fully described and it is not possible to determine accuracy. The ARCADY model has also been used to generate a "synthesised profile", yet traffic flow data shows that this is not realistic. Hence we would recommend that the data should be applied using the "Direct" option and the model calibrated from these results.

In addition, the Agency notes that the TA reduces the entry width on the A36 (E) from two lanes to 4.6m, which is inappropriate. It is agreed that a single lane should be modelled for this approach, but we consider that an effective entry width of 3–3.5m should be used. Moreover, the use of dummy arms should also be considered and only the ahead demand applied to the single A36 approach lane.

It is therefore concluded that the modelling of the base condition is unsatisfactory. Although the ARCADY model appears to provide results similar to existing conditions for a single 15 minute period within the peak, the model has not been calibrated to a sufficient level of accuracy and thus results for future conditions cannot be considered reliable.

The results of this analysis clearly demonstrate that there are likely to be significant problems with capacity and congestion in the peak periods. It is acknowledged that this is predominantly due to forecast growth in background traffic levels, yet the proposed development will undoubtedly exacerbate these conditions exponentially. The Agency considers that insufficient attention has been given to this issue and no mitigating measures are proposed, either in terms of improving capacity or reducing impact during the peak. We would wish to see this point addressed.

Park and Ride

The Highways Agency believes that the Park and Ride site to the south will result in a possible increase in traffic demand at the roundabout. Although this is mentioned in the previous TA it is not clear whether cumulative impact has been considered. We would wish to see this point clarified and should it be the case that, to date, no tests of these effects have been carried out. This omission should be rectified.

Moreover, it is not clear whether traffic capacity analysis allows for change to network flows resulting from the introduction of the Park and Ride site. This is likely to have an impact on the operation of the Bourne Way roundabout. Further introduction of bus priority, in relation to the Park and Ride site, will also have an effect on the operation of the corridor. If this facility is a "committed" development all of these effects must be considered in the TA.

Finally, the Highways Agency notes reference is made in the conclusions to the potential for "cross-visitation" between the store and the Park and Ride site, yet this effect is not described in the TA. Thus we consider that the inferences to a reduction in trip length and frequency are unsubstantiated.

Travel Plan

The Highways Agency considers that the Travel Plan is not specific to the proposed store. Indeed, the plan makes reference to a Tesco store in Bristol. There are no targets and it is not clear how the Plan will achieve its aim of reducing the reliance on the private car. The measures to mitigate against environmental impact appear to be a reference to the change in the Tesco company fleet to more fuel efficient delivery vehicles. This seems out of context and does not reflect the correct application. Finally, there are no forecasts of changes in the number of delivery vehicles. As a result we consider the Travel Plan to be of little relevance and we intend to disregard it.

Car Parking

The Highways Agency notes that a survey of parking accumulation for the existing store has been provided. This demonstrates that the maximum accumulation on a Saturday is 366 spaces. The current provision is 594 spaces, resulting in a maximum use of only 62% of available spaces. The application proposes an increase of 77 spaces to 671 total spaces. This would therefore seem wholly unreasonable and unnecessary. It would appear that the application is therefore being used as a process to increase parking provision to accommodate seasonal peaks, although this has not been considered in terms of traffic impact and network operation. We would wish to see this issue clarified and additional tests carried out if required.

We trust that this letter clarifies the content of the TA. However, should you have any further queries please do not hesitate to contact us.

Yours sincerely

Matthew Chapman
NS South West
Email: matthew.chapman@highways.gsi.gov.uk

cc: Salisbury District Council

Our ref: HA004/001//004010
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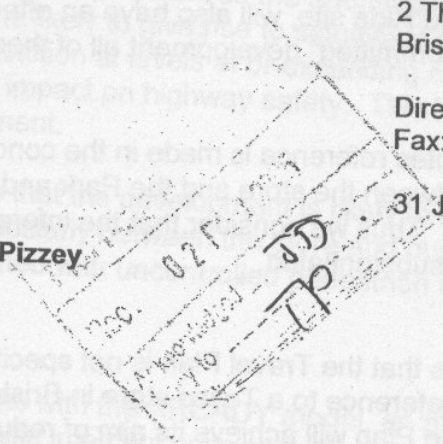
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31 January 2005

For the attention of Mr T Pizzey



Dear Mr Pizzey

**THE A36 TRUNK ROAD
TESCO STORE, SOUTHAMPTON ROAD, SALISBURY
EXTENSIONS AND ALTERATIONS TO TESCO FOOD STORE**

Further to our letter to you dated 04 August 2004 I have found it necessary to renew the Article 14 Direction on this application for a further six months.

I have attached a TR110 directing that the application is deferred for a period of six months from the date of the Direction.

However, if we complete our consideration of this application within this timescale, it may be appropriate for us to withdraw our Direction and replace it with one directing conditions, or even a response making no further comment.

Yours sincerely

Ed Halford
Network Planning Manager
Network Strategy Directorate SW
Email: ed.halford@highways.gsi.gov.uk

**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Strategy South West Region, Highways Agency.

To: Salisbury District Council

Council's Reference: S/2004/1239

Referring to the notification of a planning application dated 23rd July 2004, your reference 004/1239, in connection with the A36 trunk road, Salisbury, notice is hereby given under the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport:-

- a) ~~does not propose to give a direction restricting the grant of planning permission;~~
- b) ~~does not propose to give a direction restricting the grant of planning permission but offers advice (see the enclosed letter);~~
- c) ~~directs that any planning permission which the planning authority may grant shall include the conditions shown overleaf, for the reasons given;~~
- d) ~~directs that the planning authority shall not grant permission for this application for the reasons/the time period given overleaf;~~
- e) ~~directs that planning permission be refused, for the reasons given overleaf.~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date 4 February 2005


Name: Ed Halford

Position: Planning Manager

Development Control
The Highways Agency
Network Strategy South West

Condition(s) to be attached to any grant of planning permission:

Reason(s) for the direction given at c), d) or e) overleaf and the period of time for a direction at d) or for any other 'holding' direction:

Salisbury District Council shall not grant planning permission for the planning application S/2004/1239 for a period of six months from the date of this Direction for the following reason:-

To allow sufficient time for the impact of the development to be assessed for possible adverse effects on the A36(T).

[Signature]
Name: Ed Halliday
Position: Planning Manager
Development Control
The Highways Agency
Network Strategy South West

condition(s) to be attached to any grant of planning permission:

APPENDIX 2

WILTSHIRE'S COMMUNITY AREAS

George Bellon BSc (Hons) C.Eng. FICE FIMT
Director of Environmental Services



Mr T Paddy
Planning Dept
Salisbury District Council
Wyndham Road
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Our ref: P/2004/1239

For Mr T Paddy

Reason(s) for the direction given at c), d) or e) overleaf and the period of time for a direction at d) or for any other 'holding' direction:

Salisbury District Council shall not grant planning permission for the planning application S/2004/1239 for a period of six months from the date of this Direction for the following reason:-

To allow sufficient time for the impact of the development to be assessed for possible adverse effects on the A36(T).

Since the previous application T2004 has applied for and received from your authority a Certificate of Lawful Development in relation to a maximum 19,581 sq ft (19,581 sq m) residential floor space to be erected above the existing store. The erection of a mezzanine floor, as a residential, can however be constructed and brought into operation, in practice the erection of the same structure without the need for planning permission. This is a significant matter influencing the approach the local highway authority has taken in respect of the current application.

In response to the current application the highway authority is mindful of the Department's requirements of the roadworks in relation to the need to cater for our home fleet of the vehicles to be removed resulting, in particular, from the traffic demand on the road. This makes being beyond capacity. The Salisbury Transport Plan makes provision for the use of a mezzanine floor which will contribute to a reduction of the number of vehicles on the road. T2004 was a key player in the delivery of the scheme. To address the potential number of additional store trips associated with the proposed removal and in the company's operational interests, T2004 has indicated a proposal to use the P&R scheme and contribute to their requirements on the Wyndham Road. The scheme, which has been made clear, would not be available should they have a mezzanine floor provided in accordance with the Certificate of Lawful Development. The highway authority could, in my opinion, be difficult to justify in relation to the proposed removal. Should the application be refused and a mezzanine floor, the outcome could lead to similar traffic levels generated by the use of a local car park situated regarding the application of P&R.