

## 11. SUMMARY AND CONCLUSION

### Summary

- 11.1 Pinnacle Transportation Limited ("PTL") has been commissioned by Tesco Stores Limited ("Tesco") to consider the transportation planning and highway engineering implications of an extension to the existing store at Bourne Way, Salisbury and prepare a transport assessment to support a planning application submitted to Salisbury District Council on behalf of Tesco by the Development Planning Partnership ("DPP").
- 11.2 Tesco propose a 2,002m<sup>2</sup> (21,550sq.ft) extension of their existing store adjacent to Bourne Way, Salisbury together with associated works to the car park layout, the promotion of home (internet) shopping and the relocation of the in store café to a first floor mezzanine.
- 11.3 The site lies to the east of Bourne Way, Salisbury comprising an element of the Bourne Retail Park to the west of Salisbury city centre. The existing store has a gross floor area ("GFA") of 6,987m<sup>2</sup> (75,211sq.ft) that includes the additional area introduced as part of a store 'refresh' scheme recently granted consent under application (S/03/1352). The application was submitted on 25 June 2003 and received consent on 23 September 2003.
- 11.4 There are currently 594 car parking spaces of which 482 are available for general use, 24 for disabled customers, 19 for parents with young children and 69 located to the rear and side of the store for use by staff. Car parking is currently provided at a ratio of provision to store GFA of 1 per 12.3m<sup>2</sup>, which predates standards contained in the March 2001 publication of Planning Policy Guidance Note 13 'Transport'.
- 11.5 This site also includes a 6 pump petrol filling station is located on the exit from the store, which is unaffected by the proposed development. A total of 671 car parking spaces are proposed, located to the front and east of the store, with staff/overflow parking located to the rear of the store adjacent to the service yard. Of the proposed spaces, 571 are designated for general use, 25 are for the use of parents with young children, 29 are dedicated for use by disabled shoppers and 46 are considered to be overflow/staff spaces. Parking spaces are provided at a ratio 1 space per 14m<sup>2</sup> GFA, consistent with the standards set out in Annex D of the March 2001 publication of Planning Policy Guidance Note 13 'Transport'.

- 11.6 The TRICS database was interrogated to obtain trip rate information for existing Tesco store sites only within a floor area range of 4870m<sup>2</sup> and 8117m<sup>2</sup>, representing +/- 25% of the existing store GFA and between 6400m<sup>2</sup> and 10667m<sup>2</sup>, representing +/- 25% of the proposed store GFA. Sites in a suburban, edge of town or free standing location were selected.
- 11.7 The store is currently experiencing a level of customer over-trading with in store queuing and delays at the checkouts. The proposed store extension will provide an improved range of stocked goods, including non-food items that will have the effect of addressing the over-trading in the store, with a longer customer length of stay, with increased expenditure.
- 11.8 Local junction capacity has been considered for both the surveyed traffic conditions and under the loading of forecast base traffic arising from annual growth and directly as a result of the development for the future year, 2009.

### Conclusion

- 11.9 This Transportation Impact Assessment has been prepared in support of the proposed extension of the existing Tesco store adjacent to Bourne Way.
- 11.10 It has determined the level of traffic that will be attracted to the proposed development and examines its impact on the adjacent highway network.
- 11.11 A robust capacity analysis of the existing Southampton Road/Bourne Way roundabout has revealed that the extension of the store will not cause noticeable detriment to its capacity and delay performance. This is the case even with an artificially constrained entry width on the Southampton Road (E) arm.
- 11.12 The implications of a link between the proposed Petersfinger Park & Ride site and Tesco store has been considered, which would be of benefit to the local highway network, though is not required to mitigate any traffic impact from the proposed extension.
- 11.13 Strong linkage between the two developments would encourage cross-visitation between the two sites improving the sustainability of the complementary developments with consequential reductions in trip length and frequency.
- 11.14 It is considered that the extension proposal is consistent with Government policy relating to transport as a 'stand-alone' development and that there are no highways or traffic reasons to prevent the development of the site as proposed.