

Reference: 06/13/0413/F

Officer: Mr G Clarke

Expiry Date: 05-09-2013

Applicant: Lidl UK GmbH

Proposal: Provision of a left turn egress onto Pasteur Road from Lidl car park

Site: Lidl Foodstore
Pasteur Road
Great Yarmouth

REPORT

1 Background / History :-

- 1.1 Members will recall that the planning application was deferred at the last meeting as the applicants had submitted further information and the Highway Authority had requested further time to consider the application
- 1.2 The Lidl store is sited between Pasteur Road to the north west and Station Road to the south east, to the south west of the site is the B & M store and to the north east is the Thurlow Nunn car dealership. There is a housing to the north east at Plevna Terrace and the main residential area of Southtown is on the opposite side of Station Road to the south east.
- 1.3 There is currently vehicular access to the site from Pasteur Road and Station Road but egress is only permitted onto Station Road. When the original planning application for the store was submitted in 2004 the proposed layout showed egress onto Pasteur Road but this was deleted at the request of the Highway Authority.
- 1.4 This application is for the formation of a left turn egress onto Pasteur Road.

2 Consultations :-

- 2.1 Highways – Originally objected to the application but following the receipt of further information the objection has been withdrawn. Highways are still concerned about the possibility of ‘rat running’ through the site and have requested that, if approved, a condition is imposed requiring the installation of a barrier so that only shoppers can use the exit. Highways have also requested that other standard conditions regarding the construction of the access and visibility are imposed. A copy of the Highways letter is attached.

- 2.2 Neighbour - A letter of objection has been received from the General Manager of Thurlow Nunn, the objection is based on road safety grounds (copy attached).
- 2.3 Highways Agency – As the application will not adversely affect the A12 Trunk Road at this location the Highways Agency has no objection.

3 Policy :-

3.1 POLICY TCM13

DEVELOPMENT WILL NOT BE PERMITTED WHERE IT WOULD ENDANGER HIGHWAY SAFETY OR THE SATISFACTORY FUNCTIONING OF THE LOCAL HIGHWAY NETWORK. IN APPROPRIATE CASES A TRAFFIC IMPACT ASSESSMENT WILL BE REQUIRED TO DEMONSTRATE THAT DEVELOPMENT PROPOSALS CAN BE SATISFACTORILY ACCOMMODATED WITHIN THE HIGHWAY NETWORK TAKING INTO ACCOUNT ANY IMPROVEMENTS PROPOSED.

(Objective: To ensure that new development does not prejudice highway safety or the free flow of traffic.)

4 Assessment :-

- 4.1 The B & M store that adjoins the site has the same access and egress arrangements as the Lidl store, the site was originally granted planning permission as a DIY store in 1985 and the following condition was imposed on the consent :-

“After the Great Yarmouth Western Bypass is completed and opened to traffic provision shall be made on the site for vehicles to leave the site only by the access in Station Road. Details of such provision shall be submitted to and approved by the Local Planning Authority after consultations with the highway authority before any development is commenced”

- 4.2 At the time of that permission highways were concerned that if traffic left the site onto Pasteur Road it would cause added risk and potential danger to road users.
- 4.3 When the application for the Lidl store was submitted highways were of the same opinion and asked for the site layout to be amended so that the vehicular access on the Pasteur Road side was access only and egress from the site should only be via Station Road.
- 4.4 According to the submitted information the proposed egress onto Pasteur Road will help to reduce traffic congestion and queuing on Station Road which is partly caused by most of the traffic leaving the site having to pass through the traffic light controlled junction of Station Road with Southtown Road. The

application includes a Highway Statement (copy attached) which explains the reasons for the application and a traffic/accident survey.

- 4.5 As explained in paragraph 2.1, the County Council's Highways Officer has re-considered the application following the submission of further traffic information from the applicants and has now withdrawn the original objection. Highways are still concerned that traffic using Station Road will cut through the site to avoid the traffic lights at the Southtown Road junction. In order to prevent this 'rat running' have requested that, if the application is approved, a condition is imposed requiring that a token or ticket operated barrier is installed to prevent non-Lidl traffic from using the new egress.
- 4.6 An objection has been received from the manager of the adjoining car dealership who is concerned that egress on to Pasteur Road would be dangerous and that when the surrounding roads are blocked, traffic will cut through the Lidl car park. If a barrier is installed as required by Highways this will prevent traffic from taking a shortcut through the car park and Highways no longer object on road safety grounds.

5 RECOMMENDATION :-

Approve – subject to the installation of a barrier and the other conditions required by Highways.

Graham Clarke
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

NCC contact number: 0344 800 8020
Textphone: 0344 800 8011



Your Ref: 06/13/0413/F
Date: 26 September 2013

My Ref: 9/6/13/0413
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Graham

Great Yarmouth: Provision of a left turn egress onto Pasteur Road from Lidl car park
Lidl Foodstore Pasteur Road Great Yarmouth NR31 0HB

I refer to the Agent's comments in relation to the my earlier response and have taken due note of the comments made.

After due consideration and taking account of all the factors together with current national policy, whilst having reservations in respect of the proposal, I do not consider that I could sustain an objection on highway grounds alone.

However, I can not concur that 'rat-running' thorough the site is an issue for Lidl alone. The County Council, as Highway Authority, needs to promote and ensure a safe and sustainable environment in accordance with National Planning Policy Framework, by ensuring good design is achieved, thereby improving safety and quality.

I am of the opinion that if the development is permitted there is a high probability of 'rat-running' between the Southtown area and Pasteur Road and in this respect it is reasonable to expect that an appropriate barrier is provided to deter this as part of the highway works. The barrier should be of a type that can only be activated by a token obtained, or ticket endorsed, from the store so as only shoppers can use it.

The works will involve alterations to the highway (off-site highway improvements) and in this respect a Small Highway Works permit will be required in order for the applicant's approved contractor to work on the highway to carry out these works. Further details in respect of the permit will be forthcoming if the planning permission is granted, and this will be forwarded directly to the applicant.

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Due to the nature of the proposal a Highway Safety Audit should be carried out. The audit should be carried out by an accredited Safety Audit engineer, preferably with MSoRSA registration. Alternatively Norfolk County Council can offer this service, and the estimated cost for this is in the region of £700.00; and which could be included as part of the Small Highway Works Permit process.

In light of the above, should your Authority be minded to grant planning permission, I would recommend that the following conditions and informative notes are attached to that permission.

SHC 20 Prior to the commencement of the use of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the industrial access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

SHC 24 Prior to the commencement of the use of the development hereby permitted the proposed access, on-site car parking and turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

SHC 39A Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works as indicated on drawing number 121001/01 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39B Prior to the commencement of the use hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

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SHC 50 Prior to the commencement of the use of the development hereby permitted an appropriate automatic vehicle barrier shall be provided at the egress onto Pasteur Road. The barrier shall be of a type operated by token or ticket endorsement system. The type of barrier shall be to the satisfaction of the LPA in consultation with the Highway Authority.

Reason: In the interests of highway safety and traffic movement.

Inf. 1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained and typically this can take between 3 and 4 months. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Stuart French on 0344 800 8020

If required, street furniture will need to be repositioned at the Applicants own expense.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Yours sincerely

Stuart French

Highways Development Management & Licensing Officer
for Director Environment, Transport and Development

Ack 13/8/13

Jill K. Smith

I am. Andrew Brown [andybrown@thurlownunn.co.uk]
Sent: 13 August 2013 10:47
To: plan
Subject: Lidl Foodstore Pasteur Rd Great Yarmouth.

Mrs E Helsdon

With reference to application 06/13/0413/F

I would like to express my concern about the proposed application.

My main concern is road safety as a driver and pedestrian, this area of Pasteur road is busy enough with the crossing at the traffic lights, Lidl entrance, road crossing and the B and M entrance all this on top of accelerating traffic from the bridge lights is almost certainly inviting disaster. The local police often set up speed traps just past this area and are not short of offenders.

My other concern is congestion it is a regular issue in this area whenever there is an incident on either bridge or major route, the traffic builds up then the side roads Lichfield and Station etc. are used as an attempt to bypass major routes. If traffic could then divert though Lidl then this situation for drivers, patrons and pedestrians can only get worse.

I believe the reason for the application is to improve customer access when this situation occurs, this is certainly something I wish could be improved and I am sure B and M would agree. We have a keep clear section on the road at the entrance to our site but this is usually blocked in these situations.

I have worked in this area in excess of 25 years and I would suggest a traffic survey over a reasonable period of time to experience these situations. Hopefully this would result in restricting traffic to this area and improving Station road, Southtown Rd and Matalan junction.

I would be pleased to consult further my contact numbers are listed below.

Regards

Andy Brown

General Manager

Thurlow Nunn

Station Road

Great Yarmouth

Norfolk, NR31 0HB

Office – 01493 603677

Mobile – 07889 851971



**PROPOSED NEW EGRESS
LIDL STORE**

**PASTEUR ROAD.
GREAT YARMOUTH**

06/13/0413/F1

HIGHWAY STATEMENT

October 2012

LIDL UK GmbH

Proposed New Egress, Lidl Store
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Highway Statement

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**PROPOSED NEW EGRESS
LIDL STORE**

**PASTEUR ROAD
GREAT YARMOUTH**

HIGHWAY STATEMENT

October 2012

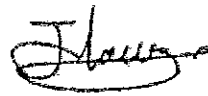
LIDL UK GmbH

Job, No. 121001

Authorised By: J. Lowe

Position: Partner

Signed:



Date: 19 October 2012

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Proposed New Egress, Lidl Store
Pasteur Road, Great Yarmouth
Highway Statement

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Pasteur Road, Great Yarmouth
Transport Statement

1 Introduction

1.1 The Lidl store on Pasteur Road in Great Yarmouth currently has a left turn ingress from Pasteur Road and an all movement ingress / egress on Station Road. The current arrangements are shown in Figure 1

1.2 The majority of the trips to the Lidl Store arrive, and ultimately depart, via Pasteur Road, turning left out of the Station Road access and left again at the Southtown Road / Station Road junction. Due to the capacity of signal controlled Pasteur Road / Southtown Road and Southtown Road / Station Road junctions, however, it takes several cycles of the traffic lights before this traffic can reach Pasteur Road at peak and other busy times of the day

1.3 As a result driver frustration increases resulting in drivers using gaps in traffic on Station Road and Southtown Road that would normally not be considered large enough for merging traffic movements. To the south west, Station Road primarily serves the local area, which is predominantly residential. A further consequence of the delays on the route to Pasteur Road via Southtown Road is that some drivers destined for Pasteur Road turn right and drive through the local streets to the south. This is further compounded with the queue of traffic that develops on Station Road making it difficult to see that it is safe to turn right out of the site despite the KEEP CLEAR markings that have been laid.

1.4 To improve this situation a new Left Turn Egress is proposed onto Pasteur Road from the Lidl Car Park. This will give traffic wanting to return to the south a direct connection to the classified road network. It will reduce the traffic that currently has to pass through the Pasteur Road / Southtown Road and Southtown Road / Station Road junctions, and remove the incentive for non-local traffic to pass through the Station Road residential area to the south. Any queuing that may develop at the new access would be within the site and not on the highway network

1.5 This statement details the proposed arrangements and the likely changes in traffic movements in the area. As this is an existing store no other matters are considered.

2.0 Existing Situation

- 2.1 Station Road has been designated as a 20 mph area as a result of its primarily residential status
- 2.2 The highway authority have advised that the Pasteur Road / Southtown Road and Southtown Road junctions, both signal controlled, are set to the optimum timings considering all traffic movements in the area. There is therefore no potential for improving the existing situation by amending the signal timings.
- 2.3 Whilst Southtown Road widens to three lanes at Pasteur Road, at the Station Road junction it has only one lane with traffic queues often extending back to and Station Road and beyond to the south. Often there will be space in the left or right turning lanes on Southtown Road at Pasteur Road but the queue in the other lane cuts off access to the lane(s) with space at the single lane section.
- 2.4 Traffic trying to exit Station Road can often receive a green signal but is unable to progress due to the queue on Southtown Road. There is only a single lane approach on Station Road so traffic that may wish to turn right onto Southtown Road is unable to do so if the vehicle in front wants to turn left and is unable to make the turn due to queuing back from Pasteur Road. At best only one or two vehicles can exit Station Road at busy times.
- 2.5 All this leads to driver frustration and some potentially dangerous manoeuvres with drivers entering gaps that would normally not be considered safe; continuing through the Southtown Road signals on red; or entering the Yellow Box area that has been provided at the junction when the exit is not clear.
- 2.6 The only drivers that should be turning right out of the site should be those from the local residential area to the south. Even though this is a 20 mph area, there is anecdotal evidence that drivers wanting to return to Southtown Road to go beyond the local area, or even the A12 via William Adams Way, are happy to drive through this area than wait on Station Road.
- 2.7 There have been 4 recorded accidents on Southtown Road between Station Road and Pasteur Road, of types that would benefit from a reduction in queuing in this location. The accident locations are shown on Figure 2 with details provided in Appendix A.
- 2.8 There have been a further 10 accidents since 2005 at the Pasteur Road / Southtown Road junction. Whilst not directly related to queuing on Southtown Road, a reduction in traffic using the junction would reduce future accident risks.

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- 2.9 There has been only one accident on Pasteur Road in the vicinity of the Lidl store and that occurred at the pedestrian crossing to the west of the proposed access (the location shown on the accident locations map not be strictly correct). The proposed Egress from the site is well away from the crossing and should not have any adverse effect on road safety on Pasteur Road.

3. Proposed Arrangements

- 3.1 The layout of the store's car park is conducive to the provision of a left turn egress onto Pasteur Road with minimal alterations to the existing arrangements. The proposed arrangements are shown on Drawing No. 121001/01, a copy of which is provided in the Drawings section of this statement.
- 3.2 To improve circulation within the car park some lane markings would also be provided, also as shown on Drawing No. 121001/01. There would be a new barrier providing security for the site when the store was closed that could also be used to prevent "rat-running" through the car park by non-Lidl customers should any develop once the Egress was constructed.
- 3.3 A new Turn Left sign to Diagram No. 606 of the Traffic Signs Regulations and General Directions would be provided opposite the new Egress. At the time of the site visit there was an existing sign opposite the Ingress. It is not known what purpose this sign is intended to serve as the Lidl Ingress is clearly marked "No Exit" within the car park and the alignment on the Ingress would make it difficult to leave the car park should anyone deliberately disobey the signage. If this sign is still present it will be removed as part of the proposed works to avoid confusion.
- 3.4 New tactile paving will be provided where the new Egress crossed for the shared pedestrian / cycleway along the site frontage.
- 3.5 The new Egress has been checked for the required visibility splays for a 30 mph highway (43m measured from a set-back distance of 2.4m). Such splays would lie within the highway verge and indeed far greater visibility would be achievable.
- 3.6 The proposed Egress has been checked for capacity effects considering the worst case time period for a foodstore on a busy road, the weekday pm peak hour.
- 3.7 The Lidl store has an approximate gross floor area of 1380 sq m. A search of the TRICS database for surveys at Discount Foodstores resulted in the output reproduced in Appendix B. The TRICS Database is a database of survey information collected at different types of developments with the observed flows converted to trip rates (the number of trips per 100 sq m gross floor area in the case of Foodstores) so that the results can be applied to proposed developments of different floor areas.
- 3.8 In this instance the existing 1380 sq m store would, had it been proposed as a new store today, be expected to generate 45 arrivals and 55 departures in the pm peak period (17.00 - 18.00) based on the pm peak hour trip rates of 3.228 arrivals per 100 sq m GFA and 3.976 departures per 100 sq m GFA.

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- 3.9 When surveyed in May 2012, the existing store was found to generate 44 arrivals and 49 departures in this period. The difficulties leaving the site may, therefore be having an actual effect on the traffic generation of the store
- 3.10 To test the proposed Egress it has been assumed that with the current egress issues resolved or improved, the store would generate traffic in line with its expected generation, i.e. 55 departures in the pm peak hour.
- 3.11 Of the traffic generated by a foodstore, it is usual to assume that around 30% of the trips are made by customers who were passing the site in any event as part of another trip (such as the journey home from work in the pm peak hour). In this instance, therefore, it is likely that around 15 of the existing departures, with this potentially increasing to around 17 departures with the proposed Egress, would be pass-by trips, and with the central reservation of Pasteur Road preventing pass-by trips being made from traffic on the northern carriageway these 17 vehicles would use the new Egress to return to Pasteur Road as opposed to 15 using Station Road and Southtown Road at the present time.
- 3.12 The remaining trips (34 existing / 38 potential) would be trips made specifically to the foodstores (primary trips), with the customers returning to their origin after completing their shopping. With the relatively even distribution of population around the site, for this exercise it has been assumed that 30% of these trips are made from the local area to the south either via the local roads or Southtown Road, with the remaining 70% trips split equally between trips from the north and trips from the south. The total trips are so low that different distribution assumptions would not lead to materially different effects.
- 3.13 With the presence of the central reservation the maximum use of the egress would be by all Pasteur Road traffic (those returning to the north travelling south and turning round at the B&Q Roundabout).
- 3.14 In reality some drivers wishing to return to the north would see this as being too much of a detour and still continue to use Southtown Road, but assuming all would use the new Egress gives a worst case figure.
- 3.15 There would potentially, therefore, be 17 pass-by trips and 27 primary trips using the new Egress in the pm peak period, or 44 vehicles per hour (1 vehicle, on average, every 1.3 minutes) with an equivalent reduction on Station Road / Southtown Road.
- 3.16 The new Egress could be tested using computer programs and the flow of traffic on Pasteur Road but these assume that the flow on the main road is continuous. Here, traffic on the main road is controlled by the traffic signals at Southtown Road and every cycle of the lights two gaps are created during which one vehicle (or two if there were two waiting at the new egress) could leave the site without any difficulty.

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or effect on the Pasteur Road flow. The cycle time at these traffic lights varies but tends to average around 90 seconds in the pm peak hour, thereby giving at least 80 gaps during which 1 or two vehicles could leave the car park via the new egress, far higher than the likely worst case demand of 44 vehicles.

- 3.17 Should the pedestrian crossing on Pasteur Road to the west of the access be operated then usual driver behaviour is to let a driver waiting at an access or side road upstream of a crossing leave the side road or access before moving off after the crossing returns to green for vehicles. This would result in more opportunities for traffic to leave the new Egress.
- 3.18 It is concluded that the new Egress could be used by potentially up to 44 vehicles in the pm peak hour, with there being no effect on Pasteur Road traffic. These vehicles would no longer use Station Road, Southtown Road and for most of the 44 vehicles, the Pasteur Road / Southtown Road junction, resulting in a reduction in loading of these junctions which will lead to shorter queues and delays for other vehicles.

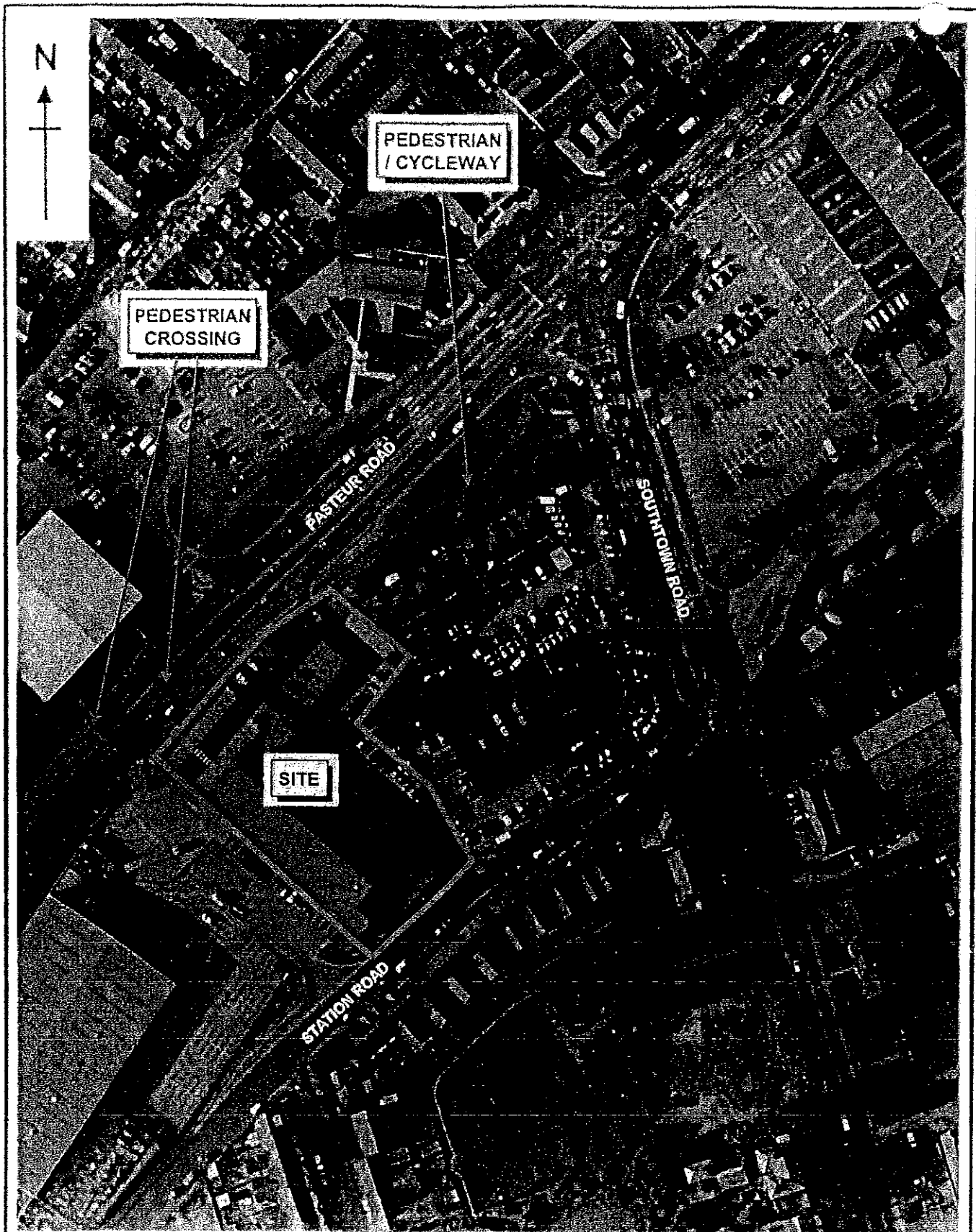
Proposed New Egress. Lidl Store
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4. Conclusions

- 4.1 The existing situation causes driver frustration and potentially dangerous manoeuvres in the vicinity of the store.
- 4.2 The proposed Egress would reduce queuing in the area and improve road safety.
- 4.3 The proposed Egress could be constructed with visibility splays in excess of the desired standard with no adverse effects on any other junction / highway feature.
- 4.4 At the busiest time, there would be ample highway capacity at the new Egress to accommodate the worst case demand, with there being a corresponding reduction in traffic using Station Road / Southtown Road. There would also be an overall reduction in traffic passing through the Pasteur Road / Southtown Road junction.
- 4.5 It is concluded that there are no highways / traffic related reasons why the proposed new Egress should not be approved with benefits being experienced by all highway users in this area through the Egress's approval.

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Figures



Turner Lowe Associates

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Client

Lidl UK GmbH

Job Title

Proposed New Egress, Lidl Store
 Pasteur Road, Great Yarmouth

Drawing
 Title

Surrounding Highway Network Details

Scale

N.T.S.

Date

Oct 2012

Doc Sheet No

Drawn By

J.L.

Checked

Approved

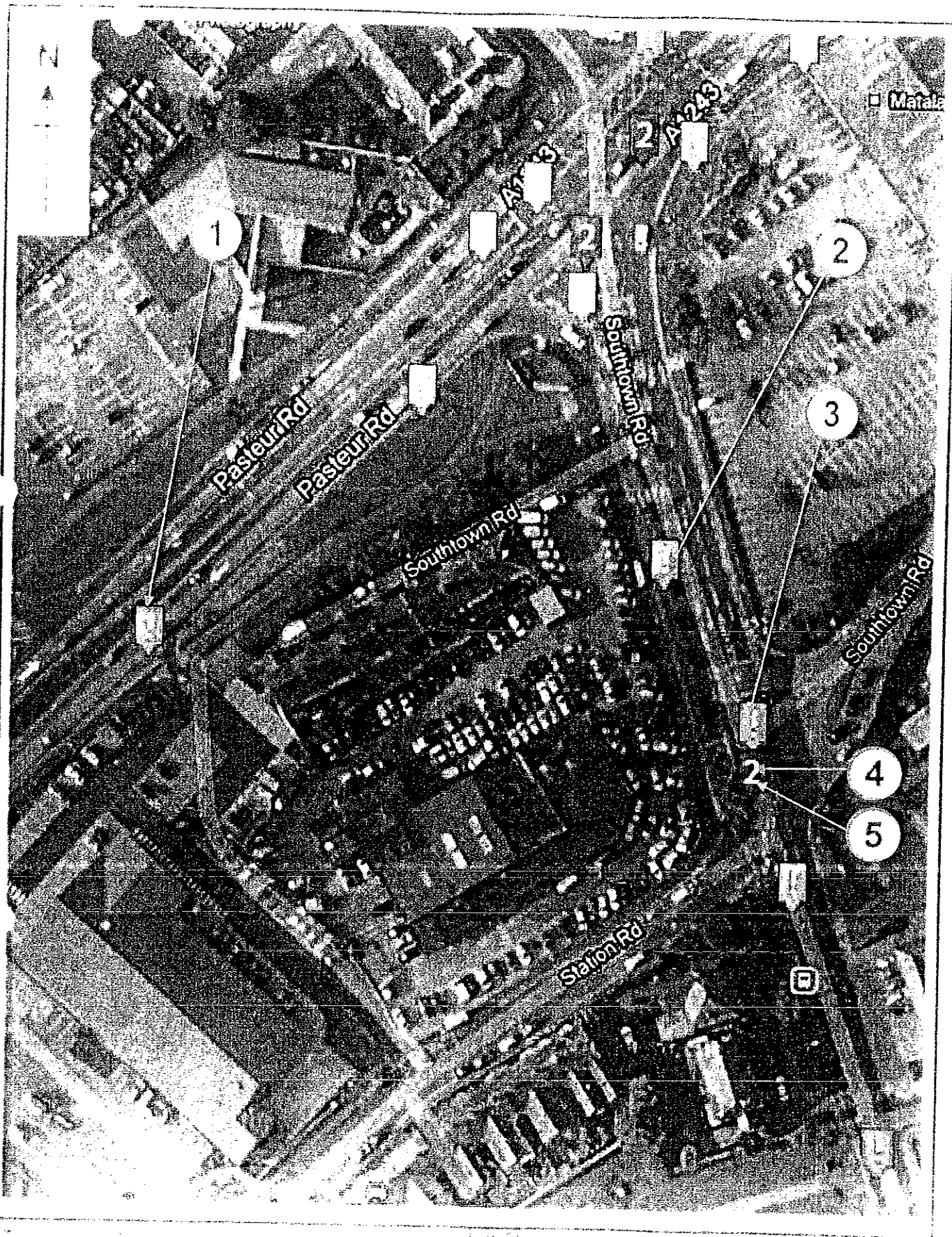
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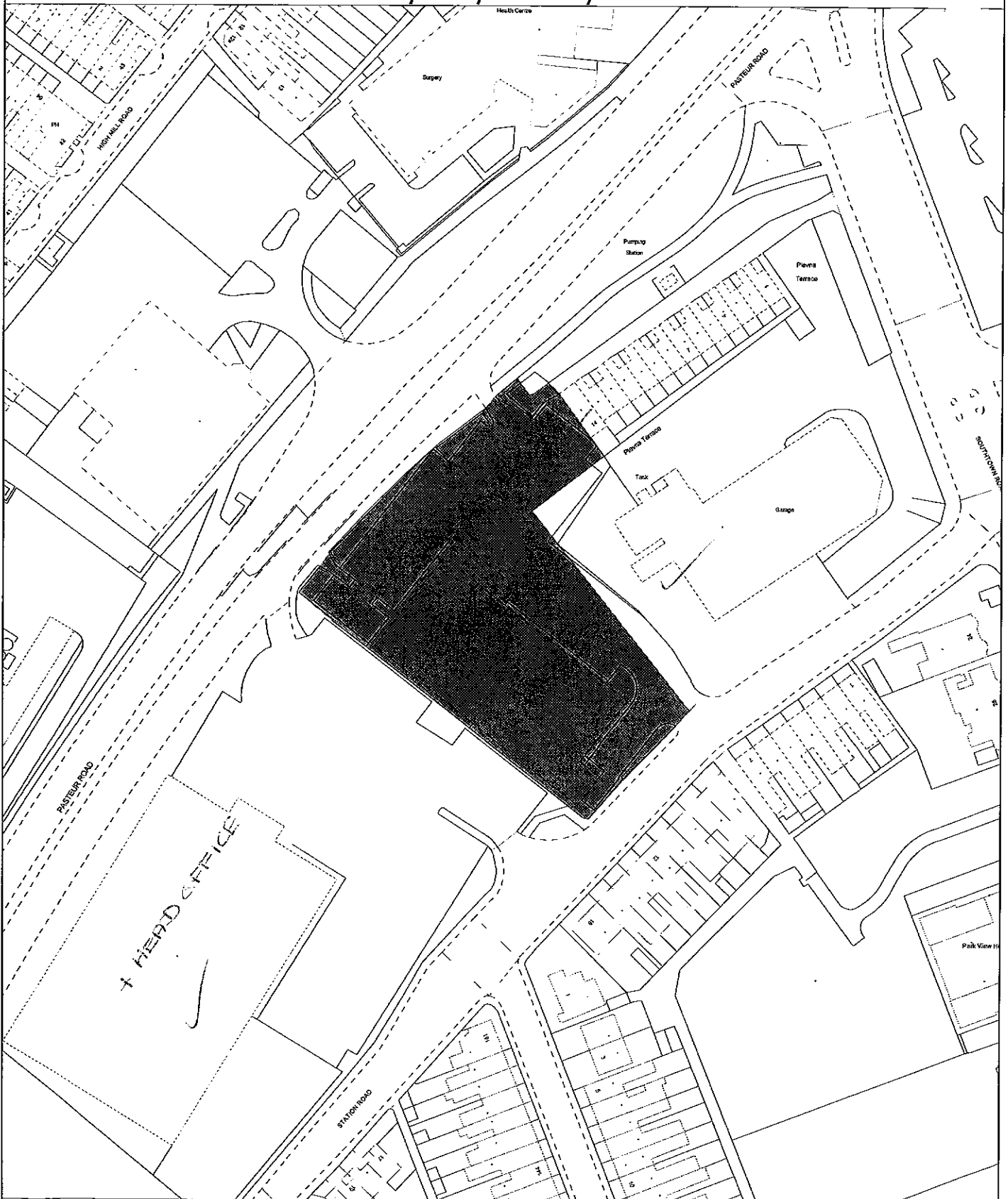
Figure 1

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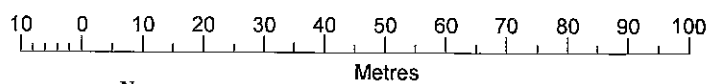
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06/13/0413/F

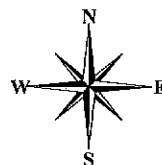


GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



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