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Date	19 th August 2024	Email	Chris.Hirst@hants.gov.uk

For attention of Kayleigh Taylor

Dear Madam,

Re: Erection of retail foodstore with associated car parking, access, landscaping and engineering works – Land to the west of B&Q, Purbrook Way, Havant.

Thank you for reconsulting the Highway Authority on the above planning application.

Further to the Highway Authority's response dated 19th July 2024, the applicant has produced a Technical Note (TN) which provides details regarding the revised pedestrian and cycle access strategy to the site. Further information has also been provided by the applicant to address the Highway Authority's previous comments, namely:

- Further information to justify the uplift in the proposed trip rate;
- Discussion with the Highway Authority to agree a proportionate contribution; and
- Amendments to the Travel Plan.

Following a review of the TN and further information, the Highway Authority wishes to make the following comments.

Lidl Store Status

The applicant has clarified that the reference to the 'flagship' status of the proposed store refers to a new specification which optimises efficiency and internal operations and does not impact on customer trade draw.

Director of Hampshire 2050
Gary Westbrook

Notwithstanding this point, it is noted that the GFA of the store is increasing from 1,899sqm (granted permission through planning reference APP/20/01221) to 2,185sqm, representing a 15% increase in floorspace. The trip generation assessment undertaken by the applicant highlights that this will result in a further 13 trips in the AM peak hour and 27 trips in the PM peak, all of which are considered new trips on the B&Q arm of the junction.

The Highway Authority previously agreed to secure a £124,500 contribution towards offsetting the increased severance created by the highway capacity scheme which is considered necessary to prevent traffic associated with the Lidl development from creating a severe level of queuing on the B&Q arm of the roundabout. Given that there is a 15% increase in the store size and resultant trip rate, the Highway Authority considers that there should be a pro-rata increase in the contribution value to £143,175. Should the revised application receive permission, the Highway Authority would expect this figure to be secured through a Section 106 agreement.

Revised Pedestrian/Cycle Access

As previously noted, the applicant has produced a TN to address the change in access strategy to the store for pedestrians and cyclists.

Pedestrian and cycle access to the store was previously to be taken from a new link provided directly onto Purbrook Way. Given the levels difference between the highway and the store, a structure was to be provided to achieve the necessary gradients onto Purbrook Way. It is understood that the link crosses over a high-pressure gas main which would need to be bridged to avoid impacting on the infrastructure. The applicant therefore considers this to be unviable.

As a result, an alternative pedestrian and cycle route into the store has been considered. The route involves continuing the existing path on the eastern side of the B&Q arm to the north, past the totem sign to link into the development. This arrangement is shown in drawing number LIDLHAVANT.2/SK240531 Rev P4. A 3.0m width is provided across the majority of the route; however, there is a 2.0m pinch point past the B&Q totem sign which gradually tapers back to a consistent 3.0m width heading towards the store.

As identified within the Highway Authority's previous response to this application and the previous application which received planning permission, the Lidl development will result in an overall disbenefit to pedestrians and cyclists who are looking to cross the B&Q arm of the roundabout. The previous link direct from the store onto Purbrook Way provided a purpose built, 3.0m wide shared route to the development. The latest proposal represents a downgrade on the agreed provision, introducing a 2.0m pinch point in what could become a busy section of path.

Purbrook Way is a secondary walking and cycling route within Havant's LCWIP which already experiences high pedestrian and cycle flow, particularly around the school drop off and pick up times. The implementation of the Lidl store will

result in an increase in flow along the route and the level of vegetation clearance will dictate whether forward visibility is available to anticipate an approaching cyclist or pedestrian when leaving the store and vice versa. Hampshire County Council's adopted LTP4 guidance states that priority should be given to pedestrian and cycle movements over the use of the private car, meaning the capacity scheme at the B&Q arm of the junction is already contrary to policy. The reduction in the width of the path to provide a 2.0m pinch point represents a further relaxation in standards and although LTN 1/20 notes that the absolute minimum width of 2.0m can be provided for a two-way cycle track, the Highway Authority considers that this should be accepted on a case by case basis where flows are likely to be lower and not located on a secondary walking and cycling route which also provides access to a Lidl store.

For the reasons set out above, the Highway Authority does not consider the revised pedestrian and cycle access strategy to be suitable. The applicant should revisit the proposal to either provide a consistent 3.0m wide shared use route, or to revert back to the previous proposal to provide a new link onto Purbrook Way.

Travel Plan

The applicant is engaging with the Highway Authority to discuss further amendments to the Travel Plan. An updated position will be set out with a future highways response should the Travel Plan be considered acceptable.

Recommendation

The applicant is required to address the points raised above before the Highway Authority is in a position to provide a formal recommendation on the proposed development.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the email address noted above.

Yours Sincerely,

Gemma McCart – Transport Team Leader, Highways Development Planning.