



Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

*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

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6/3/13/134
<i>Direct Line</i>	0370 779 0563	<i>Your reference</i>	APP/21/00399
<i>Date</i>	12 th October 2022	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Jeffrey Sadler

Dear Sir

Full application for erection of discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure.

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

Further to the Highway Authority's response dated 14th June, discussions have been held with the applicant to address the comments made regarding the pedestrian and cycle access strategy for the site. Discussions have also been ongoing regarding the modelling work for the Hambledon Road/Elettra Avenue Roundabout.

The applicant has subsequently produced a Summary Transport Response (STR) which summarises the correspondence since the last planning response. The following response details the amendments made to the design and the outcome of the junction modelling.

Sustainable Transport

The Highway Authority's previous response raised concerns with the access strategy proposed for pedestrians and cyclists. The previous proposals would potentially preclude future cycle access to the development which is contrary to the requirements identified at the outline planning stage to develop a cohesive pedestrian and cycle access strategy for the entire site.

A revised access strategy for pedestrians and cyclists has subsequently been produced and shown in drawing number 19325-08-GA Rev P. Cyclists

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

approaching from the north will cross at the upgraded splitter island on the access road to the western side of Elettra Avenue. The new path on this side of the road has now been widened to shared use to accommodate both pedestrians and cyclists looking to access the site. Cyclists now have a continuous route to access the development from the north. The shared use path continues to the south of the site access onwards to the red line boundary for the site where future parcels can continue the cycle facilities to provide access to the wider site.

The pedestrian link towards Unit C has also been relocated to the front of the order waiting bay. This addresses the previous safety concern arising from the link landing in the centre of the waiting bay where cars will be stopping after collecting a takeaway from the drive-thru.

The revised pedestrian and cycle access strategy is now considered acceptable by the Highway Authority. The relevant works will be secured via planning condition and Section 106 obligations.

Site Access

The new access onto the private road located to the south of the Elettra Avenue/Waterberry Drive roundabout has previously been considered acceptable by the Highway Authority and is shown in drawing number 19325-08-TRK2 Rev P.

Following a request to overlay the highway boundary on the site layout plan, it has become apparent that part of the western service access will be located within the highway and will therefore require a Section 278 agreement to implement the works. It is considered that the access works can be combined with the Section 278 works to implement the new footway facilities around the site on Elettra Avenue and subsequently secured within the Section 106 agreement.

Delivery and Servicing Management Plan

The applicant is required to produce a delivery and servicing management plan prior to the occupation of the drive thru units to confirm how deliveries will be managed and controlled throughout the site.

Junction Modelling

The applicant has been in direct discussions with the Highway Authority regarding the modelling undertaken at the Hambledon Road/Elettra Avenue Roundabout.

A number of revisions were produced for the Hambledon Road Appraisal document which provided a detail analysis of the modelling work undertaken at the roundabout.

As acknowledged within previous responses, the additional vehicular trips associated with the food retail element of the proposed development pushes the roundabout closer to capacity. However, it is also acknowledged in this

instance that the reduction in capacity will be partially alleviated through the improvement scheme on the Elettra Avenue arm of the roundabout. Should any further changes be made to the land uses secured under the extant outline planning consent which exacerbates the agreed level of trip generation, additional mitigation measures will be required at the roundabout.

The Highway Authority have observed the level of offside lane usage at the roundabout on site and agree that the percentages utilised within the model are likely to be accurate based on the number of drivers who choose to use both lanes when routing around the circulatory.

On the basis of the above, the Highway Authority are now satisfied with the Hambledon Road/Elettra Avenue Roundabout modelling and do not require additional mitigation in this instance, subject to re-securing the contribution of £60,000 agreed through the extant outline consent to mitigate the trip generation agreed through the two applications.

The previously agreed development also secured a £152,064 contribution towards the provision of a toucan crossing on Hambledon Road. The crossing was required to provide safe pedestrian and cycle access to the site and has since been implemented by Hampshire County Council who have forward funded the works in light of the incoming contribution provided through the extant planning consent. Alongside the contribution towards the Hambledon Road/Elettra Avenue Roundabout, the contribution towards the toucan crossing is required as part of the current planning application.

Given the overlap with the previous Section 106 securing these measures, a Deed of Variation will be required to ensure that the applicant does not have to pay the identified contributions twice. The Highway Authority will discuss this matter with the applicant during the Section 106 discussions for the current application.

Recommendation

The applicant has satisfactorily overcome the Highway Authority's previous comments. The Highway Authority therefore recommends no objection to the proposed development, subject to the following Conditions and Section 106 obligations:

S106

- Payment of the Travel Plan approval and monitoring fees along with the Travel Plan bond.
- Prior to commencement of development to enter into a Highways agreement for the access works and offsite pedestrian and cycle improvement works located within the adopted highway as shown indicatively in drawing number 19325-08-GA Rev P. To implement the works to the satisfaction of the Highway Authority prior to occupation.
- Payment of the £152,064 Toucan Crossing Contribution split 50% prior to commencement of development and 50% prior to first occupation.

- Prior to commencement of development, to pay the £60,000 Roundabout Improvement Contribution.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- Nothing within the approved visibility splays shall exceed 1 metre above the level of the adjacent carriageway (including the land level and any walls, fences and vegetation). Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) these visibility splays shall be maintained in accordance with the above details shown at all times.

Reason:

In the interest of highway safety.

- Prior to commencement of development, to provide the final details of the cycle improvement scheme to the south of McDonalds as shown indicatively in drawing number 19325-08-GA3- Rev P for approval by the Highway Authority. To implement the agreed works prior to occupation of development.

Reason:

In the interest of highway safety.

- Prior to occupation of development, to implement the offsite pedestrian and cycle improvements located outside of the highway boundary as indicatively shown in drawing number 19325-08-GA Rev P.

Reason:

In the interest of highway safety.

- Prior to occupation of development, to provide a Delivery and Servicing Management Plan for agreement with the Highway Authority.

Reason:

In the interest of highway safety.

- Prior to commencement of development, details of a surface water management plan and the site levels, to ensure that no surface water flooding of the Highway result from the proposed development, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). Any mitigation measures shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interest of highway safety.

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

Yours Sincerely,

Gemma McCart – Transport Team Leader, Highways Development Planning.