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<i>Date</i>	14 th June 2022	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Lewis Oliver

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 latest response dated 24th March, the applicant has produced two separate technical notes to address the comments raised in relation to the sustainable transport improvements and technical modelling queries.

The Highway Authority understands that the applicant wishes to receive formal comments on the sustainable transport improvements whilst conversations remain ongoing regarding the junction modelling. This response therefore focuses on the design technical note, with a follow up response to be sent on the details of the modelling once conversations have progressed.

Sustainable Transport

The applicant has now provided the designer's response and follow up auditor confirmation for the Road Safety Audit undertaken for the offsite improvement works and the proposed site access. The auditor confirms that the measures presented will not result in safety concerns for users of the facilities. The Highway Authority have reviewed these comments and agree with the conclusions drawn; however, comments are set out below regarding the suitability of the measures presented within the note.

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

As recommended within the Highway Authority's previous response, the applicant has updated the design for the proposed shared use widening scheme to the south of the McDonalds store. The improvement incorporates flaring on the approach to the carriageway to provide cyclists with a wider area to access the path in the event that a vehicle is parked in the current turning head. The flaring is supplemented by 'keep clear' markings to discourage parking and allow cyclists to safely access and egress the path. The scheme has been reviewed by the safety auditor who has not raised any concerns with the proposal. Whilst consideration will need to be given at detailed design to segregating the levels between the two paths, the Highway Authority are satisfied with the principle of the updated scheme which should be secured via obligation in the Section 106 agreement to be delivered via S278 by the applicant.

The applicant was also asked to extend the widening of the footway to the northwest of the Lidl store to provide cyclists with facilities to re-join the highway or access the site. It is understood that land constraints mean it is not feasible to widen the footway any further to the south, resulting in a revised proposal to cross cyclists at the new splitter island on the southern Elettra Avenue approach to the roundabout. This proposal is supported by a short section of shared use path on the western side of the road as a landing point for cyclists to cross the road before dismounting enroute to the development.

Whilst the scheme represents a betterment over what was shown originally, the Highway Authority are concerned that the proposed scheme does not present a continuous and cohesive approach for cyclists to access this parcel of the development and the wider development area when approaching from the north. During discussions on the outline planning application, the Highway Authority agreed to review the proposed pedestrian and cycle access strategy at the full application and reserved matters stage given that the applicant was unable to commit to a pedestrian and cycle access strategy until points of access and servicing requirements were better understood. This agreement was on the basis that a holistic strategy would be developed which served the whole site, or that the infrastructure which came forward as part of separate parcels of the development would not preclude future sustainable transport users from accessing the rest of the development.

As noted above, the current proposal crosses cyclists at the new splitter island to a short section of shared use path on the western side of the road, before cyclists are required to dismount when heading southbound towards the site access. The current proposals currently do not cater for cyclists looking to access the site when approaching from the north as the shared use facilities do not extend through the site access and onwards towards the cycle parking located to the west of the development for the proposed food store and the first drive thru facility. Furthermore, the facilities on the southern side of the access are for pedestrians only, which eventually terminates south of the new crossing point on Elettra Avenue. In the future, this would preclude cycle access from being provided to the remaining parcels of land to the south

because the necessary connections are not being provided by this area of the development across their frontage.

This concern could be overcome by extending the new section of shared use path available on the western side of the road past the site access, terminating at a point to the south of the site for the rest of the outline development area to connect into in the future. In order to provide this widening, the southern Elettra Avenue approach to the roundabout would need to be reduced to one lane, unless internal amendments can be provided to allow for additional width along the path. This would ensure a continuous route is available for cyclists to the site as a whole, rather than providing a limited section of shared use path which cannot be extended in the future given the land constraints of the site. Updated junction modelling would be required to demonstrate that a one lane entry into the roundabout works in operational capacity terms. This approach adheres to HCC's emerging LTP4 policy which looks to prioritise pedestrian and cycle movements over vehicular capacity.

By providing a link through to the existing pedestrian crossing point south of the site access, cyclists could be signed to enter the site through this link, tying into the cycle parking facilities available outside of the proposed food store. It is noted that accessibility to the cycle parking to the drive thru's is poor and does not align with the current cycle facilities. The cycle stores should therefore be relocated to tally with the revised cycle strategy for the site.

The applicant is therefore required to investigate a scheme which suitably caters for cyclists accessing the site from the north which also provides the necessary connections for future development parcels.

The Highway Authority have also noted that the proposed landscaping features around the north-western corner of the site is located very close to the edge of the highway boundary. The applicant is required to overlay the highway boundary on the site layout plan to confirm that highway land is not required to provide any of the features around this part of the development. The Highway Authority would not support the stopping up of highway land for the benefit of amenity landscaping to the development. This should be within land outside of the adopted highway. The Highway Authority therefore also require confirmation that the area is not included within the landscaping requirements for the site and will remain public highway.

Recommendation

As noted in the introduction, this response focuses on the sustainable transport connection only. Discussions remain ongoing regarding the detailed junction modelling undertaken at the Hambledon Road/Elettra Avenue roundabout and a follow up response will be produced to deal with this matter.

With regards to the current pedestrian and cycle infrastructure, the Highway Authority does not consider that it meets the needs of present and future

users and does not accord with the holistic strategy to be developed followed discussions during the outline planning stage. The applicant is therefore required to revisit the proposals before a positive recommendation can be made of this aspect of the application.

Yours Sincerely,

Gemma McCart – Transport Team Leader.