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Date 4 November 2024

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Dear Mr Osmond,

Unit 3, Hedge End Retail Park, Southampton, SO30 4RT

External and internal alterations to the existing Class E units, including revised access and new drive-though lane.

In regard to application F/24/97711, following on from the previous HCC Highway consultation response dated 01 August 2024, it is noted that additional information has been supplied by the applicant in the form of updated site plans and a highway Technical Note.

Having reviewed the information contained within the application pack, there would be **no objection** to the proposals, subject to conditions being applied as outlined below.

ACCESS:

As previously outlined, no changes have been made to the vehicle access from the highway (Charles Watts Way), however there are updates to the internal site layout in order to achieve the Drive-Thru layout required for unit 3. This is acceptable with junctions appropriately spaced, and vehicle tracking drawings demonstrating that adequate space is afforded.

In terms of the pedestrian layout, this has been altered to fit the proposed layout, and is acceptable with linked footways and pedestrian crossing points to the north and west which link into the wider car parking area of the retail park. In addition, it is noted that as requested, the feasibility of a Zebra 'type' crossing between the site and the 'Next' development has been undertaken, and it is now proposed to implement such a crossing on the private road which is welcomed.

PARKING:

In terms of the parking quantum, this is for EBC to assess in line with their Parking Standards, however it is noted that this point is discussed within the highway Technical Note at sections 2.4 - 2.6 accordingly, outlining that parking proposed does indeed accord to standards.

With regard to the layout, this has been assessed and is acceptable with adequately sized parking bays and aisle widths to enable easy turning.

Onwards, it is noted that as requested, an element of cycle parking has also now been added to aid the promotion of sustainable travel, and it is outlined within the highway Technical Note that again this accords to the EBC Parking Standards.

SERVICING:

It was previously requested that a Delivery Management Plan should be added to the application via a condition, outlining how deliveries will be managed on-site, with a key element being how the staff will cone off the spaces when deliveries are scheduled.

It is noted that within the highway Technical Note, agreement to such a condition being applied is given by the applicants.

TRIP RATES:

In terms of anticipated trip rates, again as previously requested, information has now been supplied in order to demonstrate how many vehicles would be anticipated to access the Drive-Thru site. This was required to ensure that the length of the internal Drive-Thru stacking lane was not exceeded, and as such there would be no impact on the free flow of traffic through the wider retail park, which could onwards affect the highway if queue lengths became excessive.

Data provided has demonstrated that even in an anticipated worst case scenario, the internal Drive-Thru stacking lane is acceptable in capacity terms, and the data submitted is deemed acceptable in this specific case from a highway perspective.

CONDITIONS:**DELIVERY/SERVICE VEHICLE MANAGEMENT PLAN**

No commercial use on the site shall start until a Delivery / Service Vehicle Management Plan has been submitted and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The plan shall be utilised for the lifetime of the proposed use, unless superceded by an updated plan accordingly.

Reason - In the interests of highway safety.

ACCESS CONSTRUCTION PROVISION

No commercial use on the site shall start until the access, footway provision and pedestrian crossing facilities have been constructed in accordance with the approved

plans.

Reason - To provide satisfactory access and in the interests of highway safety.

CYCLE PARKING PROVISION

No commercial use on the site shall start until the provision for cycle parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site cycle parking provision for the approved development.

Yours sincerely,

Matt Grantham