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Your reference F/22/94159

Date 31 January 2023

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Dear Ms Altman,

103 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AE

Part single, part two-storey extension to existing commercial building (Use Class E, excluding E(b)), including new refuse and cycle storage

In regard to application F/22/94159, and following on from previous consultation responses issued in regard to the development proposals, it is noted that an updated Transport Statement was issued in January 2023 in order to try and alleviate concerns.

This included an update vehicle access plan, a Road Safety Audit (RSA) as requested, along with additional delivery vehicle tracking diagrams, and these have been reviewed accordingly.

Access:

It is now proposed that the access is split into exit only at the northern end of the site, and access only at the southern end, restricted to left turn in only which is physically enforced by the lengthening of the central island opposite.

Whilst it is recognised that this 'may' have some benefits, it does raise some issues, being:

1. Vehicles looking to access the site from the southern areas will not be permitted to turn right into the site, and as such should they wish to utilise the shop will need to proceed past, perform a turn at an onwards destination and then return via a southbound journey. Where would the developers anticipate that this movement would take place, as there would be potential to impact on existing residents of local streets if (for example) Castle Lane was to start being used as a turning head for the convenience store users, or indeed if Castle Lane

Director of Hampshire 2050
Garry Westbrook

was to be used as an informal car park should customers choose to simply park and cross the road if heading on a northern journey.

2. When exiting the site at the proposed egress, whilst turning left out would likely be acceptable, with some level of visibility of traffic approaching from the north, when exiting and turning right (north) there are concerns in regard to the need to cross multiple lanes. None of the signal heads for any of the four junction arms are visible to the customer exiting the site, and even if there is nothing approaching from the right (north), there is still a requirement to enter the two northbound lanes to continue with an onwards journey.

It is important to note that the signal phasing holds the right hand lane on red for a period of time, whilst the left hand lane is on green phase, and as such there will be situations where the stationary and visible right hand lane would encourage customers to exit the site, potentially into the free-flowing left hand lane which was not visible, and has no visibility of customer vehicles. This doesn't appear to have been picked up by the RSA, other than when it outlines the potential to signalise the exit for similar reasons.

These issues remain a concern for HCC as Local Highway Authority, and as such it may be prudent to have an on-site meeting with the Transport Consultants to demonstrate the issues and find a way forward.

Deliveries:

Tracking diagrams for restricted sized vehicles (via condition) have been submitted, which show how servicing and movement through the site can be achieved, but only with the temporary loss of two vehicle parking spaces.

It would be requested that more information be provided in terms of how the loss of these spaces will be managed, potentially through a Servicing Management Plan which would need to be conditioned. This would need to outline how and when use of the two spaces would be restricted, and how this would be managed. Without such a plan in place, there would be potential for a delivery vehicle to arrive with the spaces parked in, and unable to fully access the site. This could result in queue back onto the highway which would not be welcomed due to the proximity of the signalised junction and the knock on effects.

If updated information on the above issues can be supplied for consideration, and a site meeting arranged by the Case Officer (if acceptable), then a re-assessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

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Gary Westbrook