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Your reference F/22/94159

Date 3 March 2023

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Dear Ms Altman,

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

Single storey extension to existing commercial building (Use Class E, excluding E(b) and (f)), including new refuse and cycle storage (amended description)

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 Technical Note (Transport) was issued in February 2023, in order to address highway concerns previously raised.

This included an updated vehicle access plan, an additional vehicle tracking drawing, and additional investigation into the highway issues relating to the site. These have been reviewed accordingly.

Access:

Site access remains generally as the previously updated version, but with updated plans showing a slight repositioning of the northern 'exit only', pulling it further south slightly. The 'access only' at the southern end of the site, retains the restricted left turn in only which is now physically enforced by the lengthening of the central island opposite.

In terms of the southern 'Access Only', the Technical Note looks to address concerns of u-turn manoeuvres, etc. by outlining that other convenience stores are located within a reasonable distance, and as such if customers can't easily access the site, they will simply drive to the next available store. Whilst this reasoning has some merit, it won't account for all users who may wish to utilise the specific store, but be heading from a direction that they

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can't access it, and as such have to turn round further on and return. For example a Tesco store where they would wish to use the Clubcard, or simply access their store of choice.

As such, the restrictive access continues to raise questions, not least what is the reasoning for restricting left and right turn movements into the site in the first place? The introduction of the lengthened island was introduced, but is it actually necessary? Are movements into site anticipated to be heavy enough that a vehicle turning right into site would cause delay to northbound traffic?

In regard to the northern egress, whilst updated plans show the egress vehicle crossover moved slightly southwards, with the introduction of a 'Keep Clear' to improve visibility, it remains the case that the only one of the five signal head groups that serve the Bournemouth Road / Leigh Road / Castle Lane junction will be visible to users, being the Bournemouth Road north signal head

This means that vehicles exiting site and heading right will either make their move when the green light is on for vehicles heading north, where they will have to filter into moving traffic at the signals, or they will exit the site not knowing where vehicles will be heading from on a green light, potentially heading directly at traffic exiting Castle Lane at the same time.

There is also the potential that an exiting vehicle turning right will exit site whilst Bournemouth Road north is on a red light, and sit on the ghost island opposite waiting to filter in and continue northbound. If the southbound signal is green, then there is the potential for southbound vehicles to need this area to make their right turn into Castle Lane, but will be blocked from doing so. At this point, a queue could form and the signalised junction become grid-locked.

Whilst there was a previous commercial use on site, this was very low key (Dry Cleaners and some office type use) and certainly did not generate anything like the potential trip rates associated with a convenience store such as Tesco, Co-Op, etc. which could occupy the site.

These issues need fully investigating, and whilst a pre-application involvement may have been beneficial (<https://www.hants.gov.uk/transport/developers/preapplication>), as previously outlined it may be prudent to have an on-site meeting with the Transport Consultants to demonstrate the issues and find a way forward.

Vehicle Tracking:

Notwithstanding the site access / egress issues, a vehicle tracking diagram has been produced in an attempt to demonstrate how the introduction of an elongated traffic island opposite the site access will not affect movements in and out of the adjacent residential shared access drive.

This raises concerns however, as right turn movements look very tight for the 'Luxury 4x4' utilised, and as such it would be questioned whether a delivery vehicle (LGV) would be able to make the same movement or not.

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Additionally, the movement pushes a vehicle onto the left hand lane of the dual lane signal stacking area which has different signal phasing for the left and right lanes. This is therefore awkward for a vehicle exiting the shared driveway if they need to be in the right hand lane to head in the direction of Eastleigh. Is movement directly into the northbound right hand lane achievable from the shared driveway?

Whilst it was previously understood that the shared access drive worked in an informal arrangement of in only at the northern end, with an exit out onto Westfield Road, residential consultee comments received would suggest that this is not the case, and so these movements require full consideration.

The Case Officer may also wish to liaise with the EBC Direct Services Team in order to ascertain their service route, as this may also be impacted by the elongated traffic island.

Additional CAD Autotrack drawings would be requested for these additional vehicles should the elongated traffic island remain part of the proposals.

Given the above comments, whilst there is no objection in principle to the application proposed, as previous consultation responses have outlined, a holding objection is made until such time as it can be demonstrated that the vehicle access and egress movements associated with the site are resolved, with no highway safety concerns arising as a result of development.

Yours sincerely,

Matt Grantham

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