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Date 19 June 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, following on from the previous HCC Highways Consultation response issued 25 May 2023, the applicants have submitted an updated Transport Technical Note dated June 2023 (2208-062 TN05) in order to resolve the issues that had been raised following the ITS review.

This updated document has again been reviewed by the HCC ITS team, and there is now **no objection** in principle to the application, subject to:

1. Condition(s) being applied to any planning permission that may be issued by EBC as Local Planning Authority in regard to this application, as outlined below;
2. A S278 being entered into by the applicant with HCC, with the final design of the signals and layout to be agreed prior to the start of works;
3. The implementation of the pedestrian crossing island to the south of the site on Bournemouth Road being implemented prior to the opening of the retail unit.

In regard to the applicants updated Transport Technical Note dated June 2023 (2208-062 TN05), this set out to find resolution to the previous consultation comments issued by HCC Highways, and following the HCC ITS review, the following consultation

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comments are made:

1. Item 1.3 (Incorrect use of the designated vehicle entrance and exit by drivers)

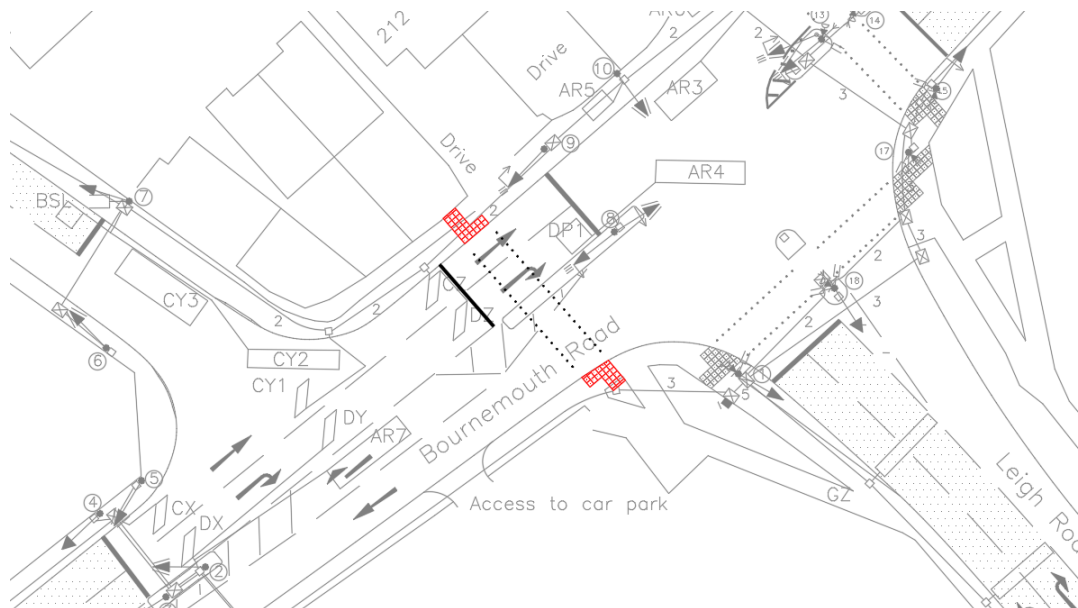
It is agreed that a planning condition is necessary. HCC to influence implementation of on-site measures to control compliance.

2. Item 1.5 (Indiscriminate parking on site which adversely affects the operation of the signalised exit)

It is agreed that a planning condition is necessary. HCC to influence implementation of on-site measures to control compliance.

3. Item 1.7 (Provision of pedestrian crossings to serve the development)

For discussion - Our suggestion to include a new crossing point would involve moving the internal northbound stop line (between the Castle Lane and Leigh Road arms) south to accommodate the crossing over Bournemouth Road. Stage 5 would therefore contain all 3 pedestrian phases as well as the site exit phase. As illustrated in the sketch below:



4. Item 1.8 (Provision of pedestrian crossing facility to the south of the development)

Accepted - We are satisfied with the proposal to include the pedestrian refuge south of the junction. Furthermore, this inclusion should also reduce any incidents of site bound drivers overtaking other queued vehicles (as per Highway Response comment 7).

5. Item 1.10 (Pedestrian crossing over the signalised site exit)

This can be reviewed at the detailed design stage. Since there wouldn't be a way to provide a signal-controlled crossing over the site entrance, we would suggest

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uncontrolled crossing points at both the entrance and exit arms (with buff tactile paving and dropped kerbs) would be sufficient.

6. Item 1.12 (Right turn lane/waiting area on Bournemouth Road south of the site entrance)

For discussion – HCC still believe a more formal entry lane is necessary. This should be developed as a point of consideration at the detailed design stage.

7. Item 1.14 (Linsig traffic modelling)

Accepted – Revised modelling reflects the additional junction data provided by HCC. The introduction of a pedestrian crossing over Bournemouth Road (item 1.7) would need to be included in the model.

Given the above comments, it is understood that no fundamental issues have been raised, and that any outstanding issues can be dealt with at the detailed design stage, when the applicant will need to enter into the S278 process in order to undertake the highway works associated with the development. Details of this process can be found via the following web address -

<https://www.hants.gov.uk/transport/developers/section-278>

Given that, as outlined above, certain elements of design will be subject to discussion and update, it would be suggested that the applicant engages in this process at their earliest convenience.

CONDITIONS:

HIGHWAY INFRASTRUCTURE WORKS

No development shall start on site until all highway works associated with the development, and agreed through the S278 process, have been approved and implemented, inclusive of:

1. The access, including the footway and/or verge crossing shall be constructed in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.
2. The existing northern access from the site to Bournemouth Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with approved plans.
3. The signal works, inclusive of required upgrades, phase changes, and pedestrian crossing works have been implemented in accordance with approved plans; and
4. The pedestrian crossing refuge to the south of the site on Bournemouth Road has been implemented in accordance with approved plans.

Reason: In the interests of highway safety.

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CAR PARK AND DELIVERY MANAGEMENT PLAN

No development shall start on site until a Car Park and Delivery Management Plan has been submitted and approved by the Local Planning Authority in consultation with the Highway Authority.

This plans must outline elements of on-site management, inclusive of:

1. How the delivery bay / 2 x vehicle parking spaces will be managed when deliveries are due, in order to ensure that (a) deliveries take place on-site and (b) unobstructed movement of customer vehicles through the site can be retained at such times;
2. How parking will be managed on site to ensure that only designated parking bays are utilised;
3. How the applicant intends to enforce the entry only exit only vehicle movements in and out of site (signage or other measures); and
4. Details on how this plan will be reviewed on a periodic basis and updated as necessary.

Reason: In the interests of highway safety.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

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Gary Westbrook