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Date	28 November 2024	Email	

For attention of Ms Altman

Dear Sirs

**Re: X/24/98460 At GROUND FLOOR, 103 BOURNEMOUTH ROAD,
CHANDLER'S FORD, EASTLEIGH, SO53 3AE**

**Variation of Condition 11 of planning permission ref. F/22/94159 to allow
for provision of temporary access/egress arrangement.**

**Original application description: Single storey extension to existing
commercial building (Use Class E, excluding E(b), (d), (g) ii, iii and (f)),
including refuse and cycle storage**

In regard to application X/24/98460, it is understood that the Variation of
Condition 11, involves the condition associated with permitted application
F/22/94159 which requires:

*'Prior to first use of the development hereby permitted, the signal works
(including required upgrades, phase changes and pedestrian crossing works),
and the pedestrian crossing refuse to the south of the site on Bournemouth
Road, shall be completed in accordance with plans and details first approved
through the S278 process. The highway works shall thereafter be retained in
accordance with the approved plans and details.*

*Reason: In the interest of highway safety, in accordance with Policy DM13 of
the Eastleigh Borough Local Plan (2016-2036)'.*

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

In an email dated 20 September 2024, the applicants outlined that whilst they were committed to undertaking the required highway works (under a S278), they wished to alter the condition, in that they could open the retail unit at some point in February 2025, with a commitment to have the S278 works completed at some point after that.

As such, they were requesting temporary permission to operate from the site utilising both the existing north and south vehicle access junctions.

This potential variation of condition was reviewed by HCC Highways, and in an email response dated 26 September 2024, outlined that they were not in support given that 'The development egresses onto Bournemouth Road in a location that does not have visibility of all local signal heads, and as such a user would not be aware from which direction traffic could be imminently approaching. This would be a severe highway concern and would not be acceptable given the level of conflict that could occur'.

It was however suggested that a 'possible alternative would be to keep the northern access closed and have a short term left in / left out access via the southern end, but this would likely need some access widening and also a review of the car park layout, tracking, etc. especially for a delivery vehicle'.

Given this, the applicants have subsequently reviewed their options and submitted this current planning application, X/24/98460, to vary Condition 11 to allow for 'provision of temporary access/egress arrangement', namely a vehicle left turn in and left turn out only of the southern access, with the existing northern access closed up until such time as the required S278 works have been completed.

As originally outlined by HCC Highways, such an application would need to be assessed, with potential access widening; the car park layout; vehicle tracking, etc. especially for a delivery vehicle needing to be demonstrated.

In this regard, the applicant has submitted three drawings, being:

1. Temporary Servicing Access Plan – Drawing SP06;
2. Temporary Access Arrangement Plan – Drawing 22.3377.110 Rev P1; and
3. Proposed Temporary Access Arrangement (left in/left out) – Drawing SK02 Rev A.

These drawings have been reviewed by various HCC Highway Consultees, and the following comments have been made:

(i) Loss of parking during the interim period, whereby the parking quantum will be reduced from 12 vehicle parking spaces, down to 9. This level of parking, at a time where higher than usual usage may be anticipated as a new shop, is likely to result in overspill parking in the local vicinity. This not only has the potentially to result in the loss of amenity for existing residents who may park on road, but also increases the risk of obstructive parking occurring which would not be welcomed.

(ii) Loss of parking during scheduled deliveries, whereby the parking quantum will need be reduced by an additional 3 parking spaces which results in only 6 spaces being available on-site. Not only will this further increase impacts as outlined above, but the delivery vehicle will also have the potential to block / obstruct the free movement of 4 of the remaining 6 vehicle parking spaces. This would potentially leave just 2 vehicle parking spaces on-site during deliveries.

(iii) Once works commence on the S278 site egress, there will be a need to have a certain extent of the surrounding highway and site closed off to public movements. Whilst the site remains unopened, this would be achievable, however should the site open prior to the works being completed it would be anticipated that pedestrian flows in this area of the site, close to the access doors and leading to north and west footway desire lines, would increase significantly and become problematic. Additionally, it is likely that a further two vehicle parking spaces adjacent to the works would also need to be closed off, meaning that a maximum of 7 vehicle spaces would be available, reducing down to 4 (potentially even lower as outlined above) during delivery times.

(iv) Left in / left out – whilst these movements could be achieved as demonstrated by the vehicle tracking, no details have been provided as to how right turn movements in and/or out of the site would be prevented during the temporary access arrangements. The right turn out movement in particular would need to be prevented in order to stop an egressing vehicle from potentially passing through a northbound red light, given the lack of clear visibility of the signal head, and also from pulling out into the southbound carriageway of Bournemouth Road in an attempt to force their way into the northbound flow. If this were to occur, then it could cause a queue to form on the southbound side which would onwards affect the flow of the signalised junction.

(v) Concerns have also been raised in regard to users of the site forming habits of turning out of the site via the southern access during the temporary access arrangements. This could continue following the opening up of the northern access either by habit, or indeed as a way of avoiding having to wait for a green light at the signalised exit. As such, on full consideration of the facts, plus the issues outlined above, it adds weight to the rejection of the temporary arrangements from a highway safety perspective.

Given the concerns as set out above, HCC as Local Highway Authority **object** to the Variation of Condition 11 on Highway Safety grounds at this key and highly trafficked signal controlled staggered crossroads junction, as well as the potential loss of amenity (parking) for residents in surrounding roads.

In order to try and meet the potential February 2025 opening deadline, it is recommended that the applicants continue to deal promptly with the provision of any required S278 information. Onwards, it is understood that Technical Approval is not far off, and there is potential that if a Works Programme and Traffic Management Plans were submitted, a Forward Planning Notice could

be progressed for the Permit to Work. This could save time in the long term, however would need to be formally discussed directly with the S278 Team.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050