

Eastway Estates Limited

103 Bournemouth Road,
Chandler's Ford

Project Reference: 2208-062/TN06

Technical Note



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1 Response to highways comments

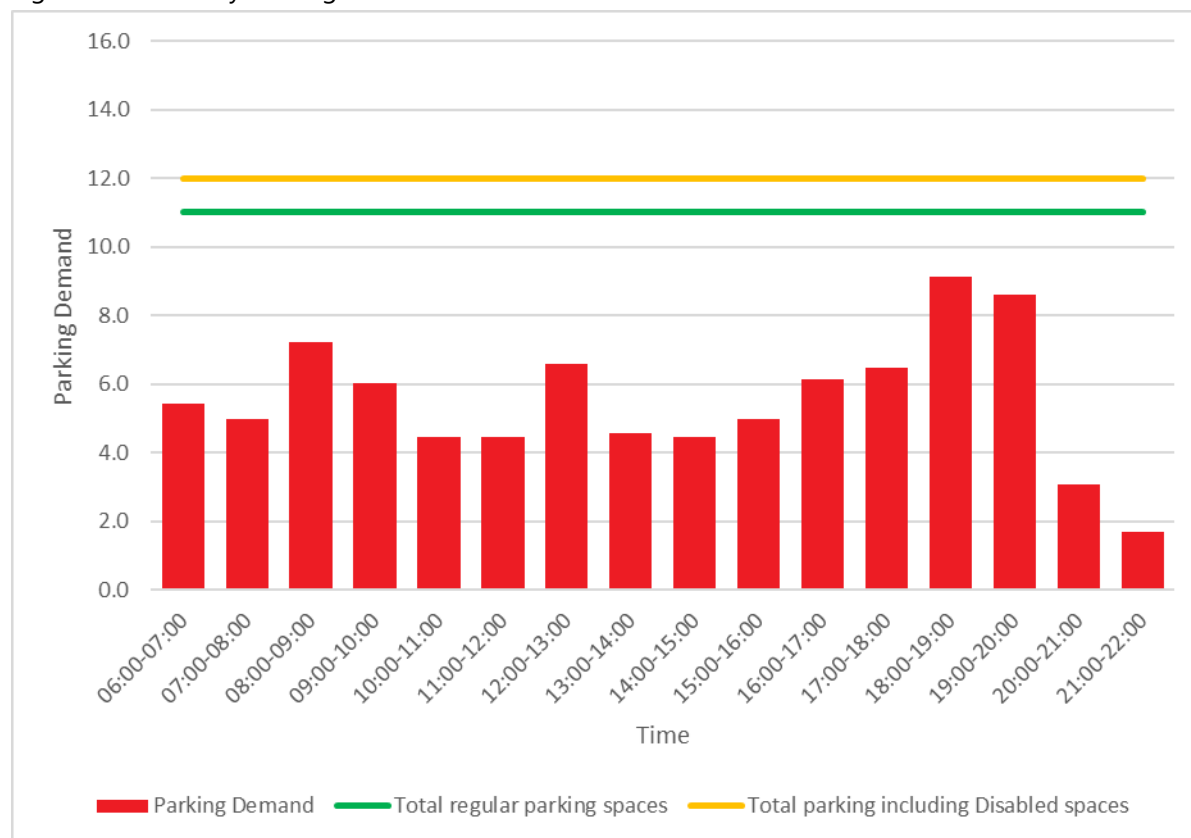
Introduction

- 1.1 Further to the submission of planning application X/24/98460 comments have been received from Hampshire County Council (HCC), as highway authority. This note provides responses and additional information. A copy of the highways comments is provided at **Appendix A**.

Parking

- 1.2 Concern is raised by HCC that there will be overspill parking as levels of on site parking would be temporarily reduced from 12 to 9 spaces. A review of the site layout has been undertaken and this concluded that the number of parking bays retained on site during the temporary access period can be increased to 11, just one fewer than the permanent (consented) arrangement. An update layout plan is provided at **Appendix B**.
- 1.3 Parking demand calculations, based upon TRICS data and typical duration of stay in a convenience store, were presented in figure 5.1 of the Transport Statement that supported the planning application for the store. That figure is reproduced below, as figure 1.1.

Figure 1.1 Weekday Parking Demand Profile



- 1.4 The calculations highlight that anticipated parking demand would peak at 9 cars, with significant periods of the day when demand is below 6 vehicles. There is therefore no justification for any concern with respect to overflow parking.

Servicing

- 1.5 HCC raise a concern that parking levels during servicing of the site would be reduced further and that would result in displacement of parking onto the local highway network. The delivery solution will require the closure of two parking spaces for the duration of each delivery, then a further two spaces would be needed when the vehicle turns to exit the site, albeit those bays would only be closed off for 5 minutes or so, to allow the vehicle to turn and exit.
- 1.6 The delivery vehicle stopping location will be as per the approved arrangement, thus there will be 9 parking spaces available during servicing, reducing to 7 for 5 minutes or so each time a delivery vehicle needs to turn.
- 1.7 To minimise impacts of service vehicles while the temporary solution is in place, it is suggested that deliveries with HGVs are restricted to the quietest time of day which, based upon the table above, would be 9am – 3pm, where parking demand will not exceed 7 vehicles.

Store operation during highway works

- 1.8 Concern is raised that while the S278 works are completed along the site frontage, there will be a need to close off footways and some areas inside the site. This has been considered by TPA's infrastructure design team and it is noted that the footway has a width of 3.7m in the vicinity of the site and thus considered that there is ample opportunity to maintain suitable and safe pedestrian routes during the works, by phasing them appropriately.
- 1.9 While pedestrian flows will be increased with the store in operation, the works will have to be undertaken during off peak hours only, given the proximity to the busy traffic signal controlled junction. It is understood that works will have to be restricted to 9am – 3pm only. Pedestrian flows associated with a convenience store are significantly reduced between 9am and 3pm, thus while the works are operational there will be minimal impact and when the peaks occur on the local highway network and for the store, suitable routes can be accommodated while the highway works are not operational, as is common practice.
- 1.10 Highway works at locations such as this, with retail units immediately adjacent, are commonplace and the issues of concern that have been raised are matters that the highway authority and highways contractors have to manage on a regular basis.

Left in / left out arrangement

- 1.11 HCC ask how right turns into the site would be prohibited, however it is not proposed that they will be – right turns into the site are permitted in the permanent / consented scheme and thus there is no reason to prohibit them in the temporary scheme.
- 1.12 Right turns out would be prohibited through the use of signage, which is considered suitable given the temporary nature of the arrangement.

Forming of habits

- 1.13 Concern is raised that customers will form a habit of using the southern crossover to exit the store. Once the permanent access solution is in place, there will be a scheme of signage and lining within the car park that has been agreed with the planning and highway authority and which very clearly shows a one-way system through the site and includes 'no exit' signage for the southern crossover. Habits tend to set in following extended periods of use, while this temporary arrangement is not anticipated to be in place for an extended period. For these reasons, the forming of habits is not therefore considered to be something that can reasonably be considered as a material issue.

Timings for the permanent access arrangements

- 1.14 The HCC comments suggest that the S278 works could potentially be completed by / around February 2025. TPA are engaged with the S278 design work and consider that completion of the works in February, or indeed March, is not realistic, given that the HCC signals team continue to raise design queries and additional requests. With Technical Approval of the highway works not likely until January and the need for a legal agreement to follow that, plus HCC will require a 3 month notice period for the undertaking of works of this scale and the lead time for delivery of the signals equipment is 14 weeks. The work could therefore not begin until April, at the earliest, and the signals equipment could not be installed until mid to late April, given that an order will not be placed until technical approval has been granted.

Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	NH		NH	December 24
-	Issue				
A	Revision ¹				
B	Revision ²				

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