

Eastway Estates Limited

103 Bournemouth Road,
Chandler's Ford

Project Reference: 2208-062/TN07

Technical Note



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1 Response to highways comments

Introduction

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

Servicing

- 1.2 HCC has requested an updated swept path analysis drawing showing all goods vehicle turning movements. An updated plan is therefore provided at **Appendix B**.

Store operation during highway works

- 1.3 Concern is raised that while the S278 works are completed along the site frontage, there will be a need to close off footways, impacting customer access to the site. Reference was made in TPA's earlier response to a 3.7m width being available at the site frontage that would allow the works to be undertaken in sections. HCC contest this figure; therefore, a plan has been prepared indicating the available width between the edge of the carriageway and the site boundary / car park in the vicinity of the site the plan is provided below. The plan is based upon a topographical survey.

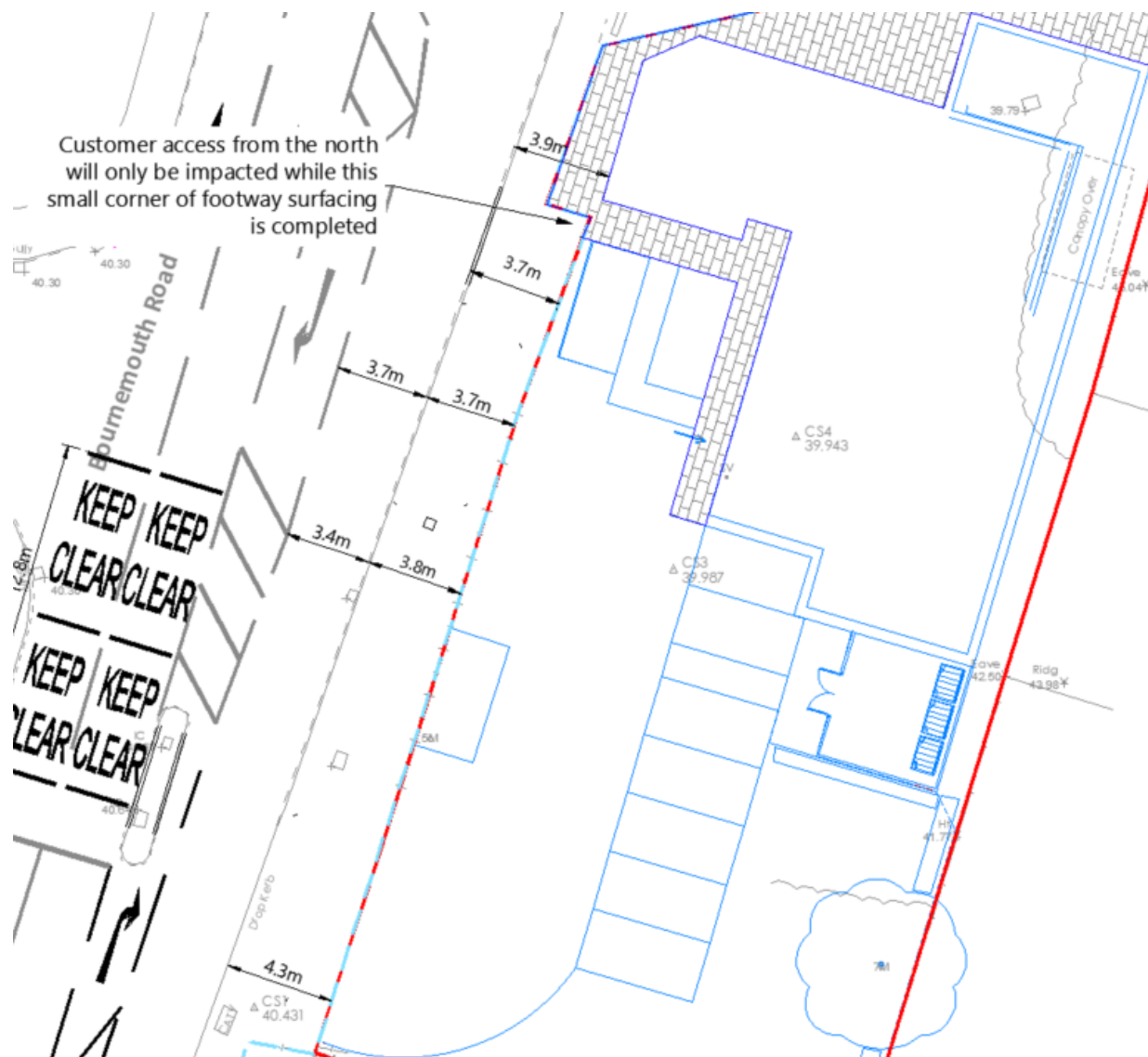


Figure 1.1 – Available widths for traffic management and highway works

- 1.4 As indicated on the plan at Figure 1.1, there is to be a footway around the building, within the site boundary. There is a pinch point at the corner of the building nearest the new site exit. The only time that pedestrian access to / from the north would be restricted is when that section of footway is being created. That small area of work can be scheduled for the start of the S278 process and could be completed within a day, during which time there would be a pedestrian diversion in place taking pedestrians around the area of works. The overall width between the carriageway and building line at this point is 3.9m and during the works (which will have to be between approximately 9am and 4pm) traffic management will be placed in the carriageway to create safe space for workers and for the pedestrian diversion, extending the space available by a further 0.5, or so.
- 1.5 A plan has been produced illustrating one potential traffic management arrangement for the highway works along the site frontage, albeit given the space available there are many potential options available for undertaking the work while maintain pedestrian access and the final solution will be agreed between the

Council's traffic management team / streetworks team and the contractor undertaking the works, or their traffic management consultant. The plan is provided below as Figure 1.2.

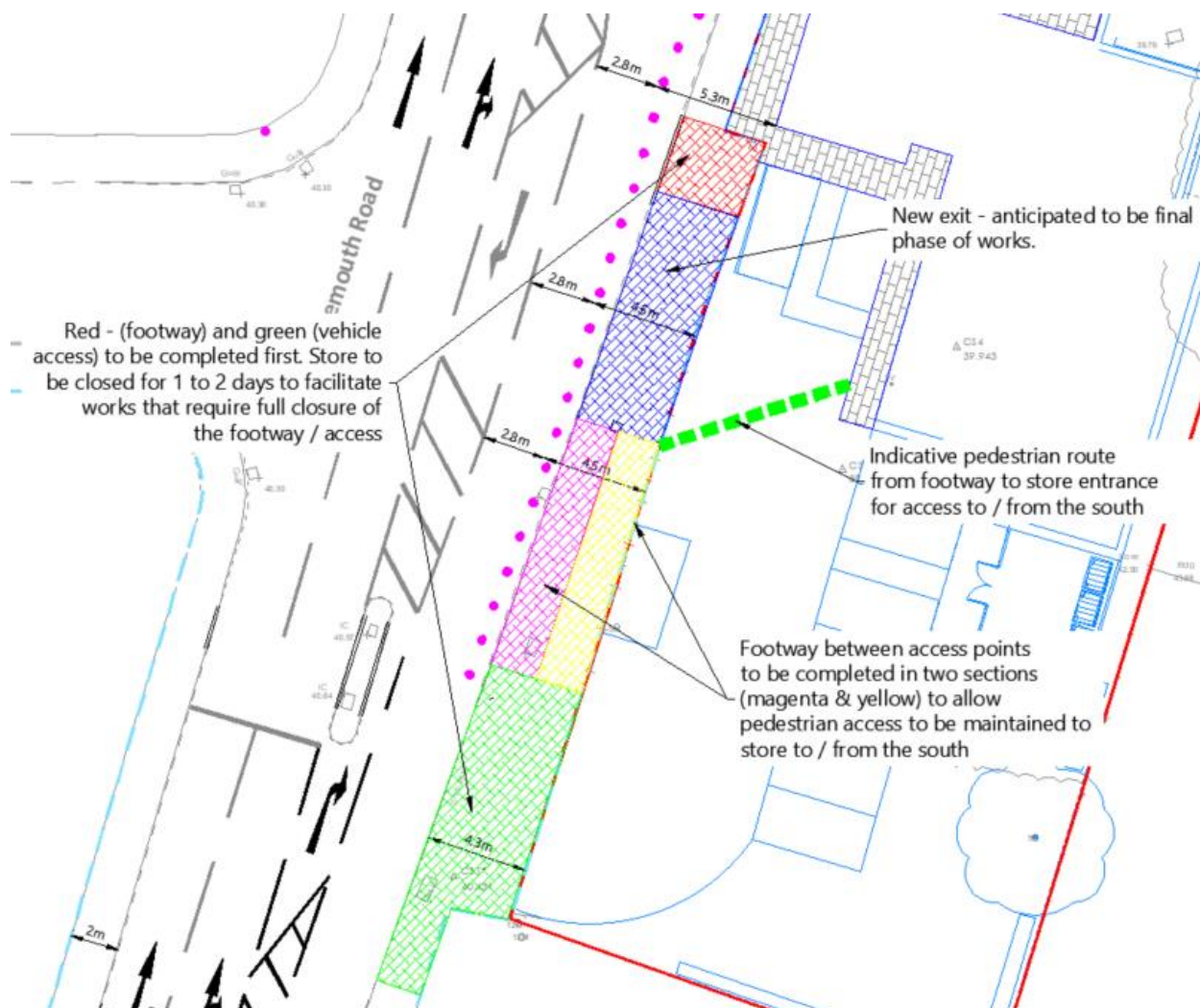


Figure 1.2 - Potential works phasing

- 1.6 In addition to traffic management along the site frontage, it is anticipated that the new pedestrian crossing proposed to the south of the site will be installed before the rest of the highway works and that general pedestrian traffic will be diverted to the west side of Bournemouth Road. This route can be utilised by customers approaching from / going to the south during any short periods of time when a more direct access is not available.

Left in / left out arrangement

- 1.7 HCC request signage details and it is suggested that a 'no right turn' sign (TSRGD no. 612) is placed on the signal pole in the centre of Bournemouth Road that is closest to the site exit. Additionally, signage stating "no right turn" will be placed within the site on the south side of the site exit. A left turn arrow will also be

painted on the car park surface in the exit lane. Signage and lining locations are indicated on in Figure 1.3 below.

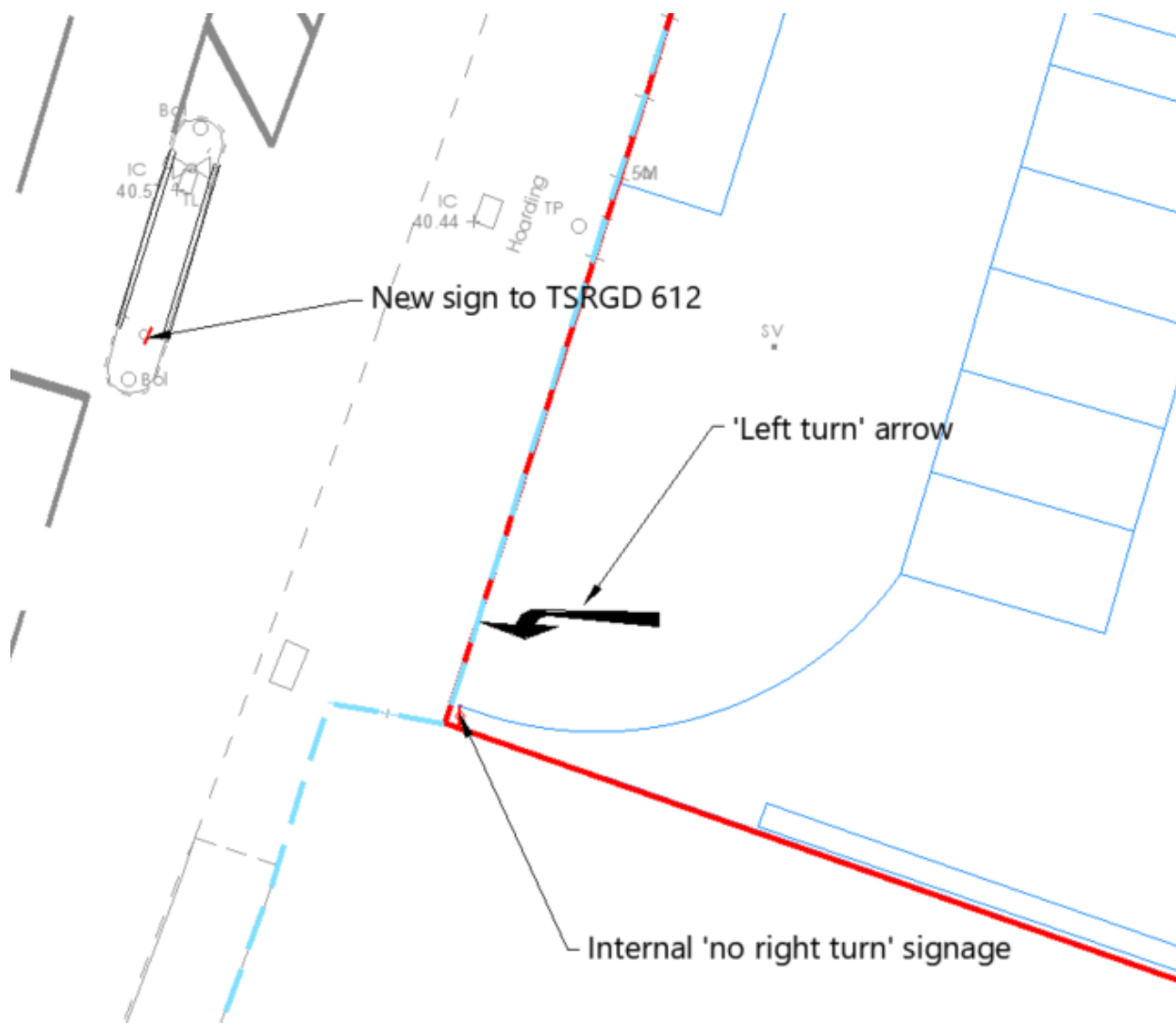


Figure 1.3 – Locations for no right turn signage

- 1.8 A traffic order is not considered to be necessary, due to the short term / temporary nature of the proposals. Ultimately, members of the public will have no idea as to whether, or not, the signage is covered by a traffic order and thus the effect of the signage in the few months that the arrangement will be in place will be the same whether a legal order is in place, or not. Should the highway authority deem that a traffic order is necessary then a temporary order can be secured. TPA have been informed by the relevant department that is a 4 week process.

Timings for the permanent access arrangements

- 1.9 TPA are engaged with the S278 design work and the process is ongoing with respect to technical approval of the design drawings. Following technical approval there will be a requirement for legal documents to be

agreed between solicitors, for road space booking (minimum 90 day lead in time) and for the signals equipment to be quoted for and then ordered, the latter requiring a 14 week lead time. On this basis it is considered that the July end date for the temporary permission is a sensible long stop date, to allow adequate time for the S278 process to be completed.

Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	NH		NH	January 25
-	Issue	NH		NH	January 25
A	Revision ¹				
B	Revision ²				

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2

APPENDIX A

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Enquiries to	Matt Grantham	My reference	055364
Direct Line	N/A	Your reference	X/24/98460
Date	31 December 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, following on from the original HCC
Highway consultation response dated 28 November 2024, which raised
objections to the proposed 'temporary' access arrangements, additional
information has been received from the applicant.

This additional information, in the form of a Transport Technical Note –
December 2024, has been reviewed against the issues raised, and the
following comments are made.

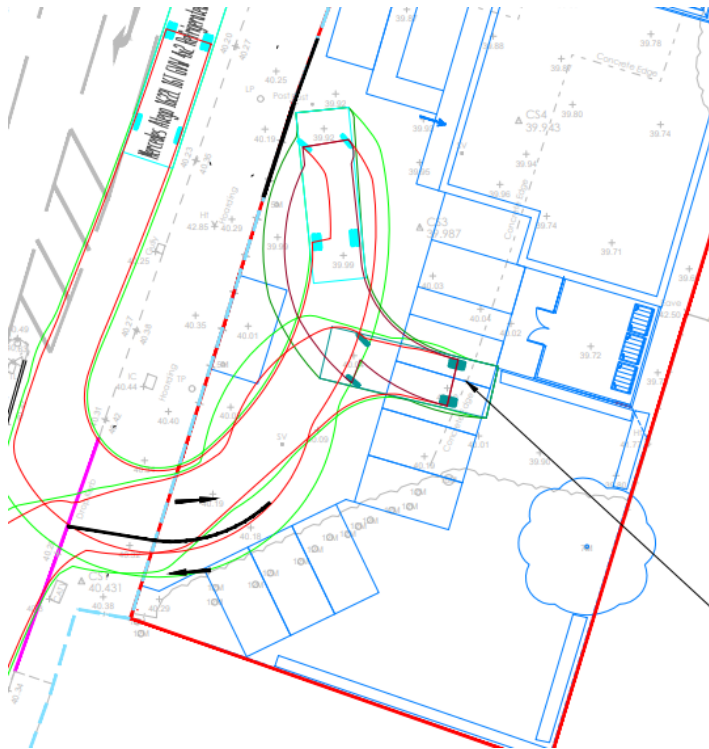
(i) Loss of parking during the interim period, whereby the parking quantum will
be reduced from 12 vehicle parking spaces, down to 9.

The applicants have produced a temporary parking layout, which continues to
lose 3 parking bays, but adds in an additional 2 temporary bays which will
need to be removed once the northern access is opened, with the original
layout provided. This is acceptable in principle from a highway perspective,
but is ultimately up to EBC to assess in line with their Parking Standards,
noting that no length of the 'temporary' arrangement is provided.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

(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.

The original plans submitted appeared to show the stopping position of the delivery vehicle as being in two parking spaces, given it was never positioned within the agreed delivery bay space.



It has now been confirmed that the use of the 2 parking spaces is only for turning purposes, and indeed the parking space that sits parallel to Bournemouth Road will actually be where the delivery vehicle stops.

Given this, the loss of parking whilst deliveries take place will actually be less severe, with just 1 space blocked off, and the delivery vehicle will need to wait for the 2 turning spaces to become free before utilising them to turn and leave site in a forward gear.

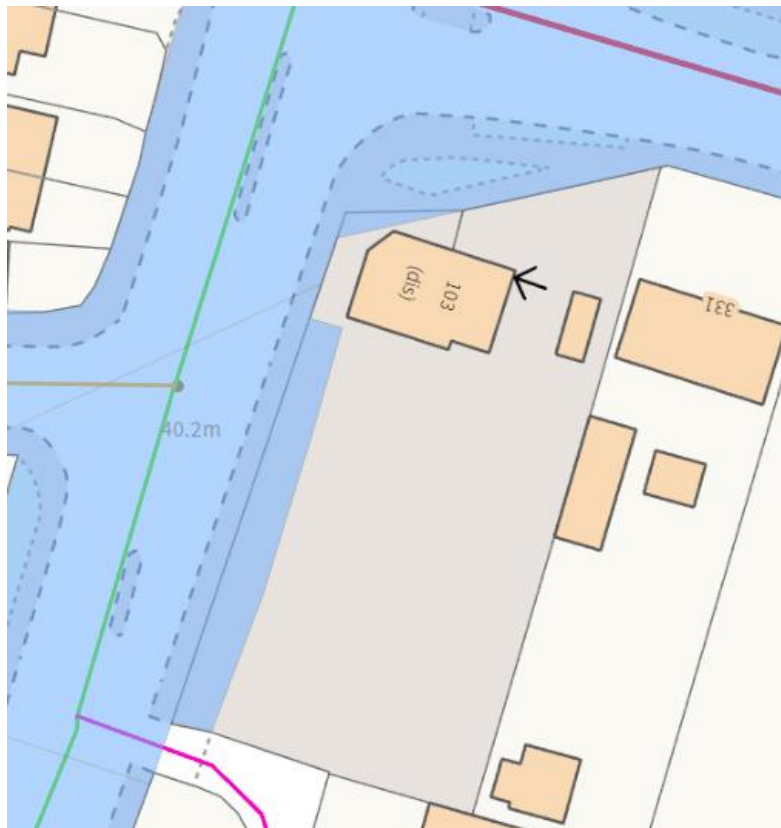
It would however be requested that the delivery vehicle tracking drawing is revised to fully demonstrate the on-site turning movements whilst also being correctly positioned in the delivery bays. The site is very tight for such a turning movement, and evidence of this is required to fully assess the potential issues.

(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.

The applicant has outlined how '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'.

It is the understanding of the Highway Authority that only a small section of area (mix of highway and private land) measures anything like this width, and is accessed via a pinchpoint at the edge of the building which is unlikely to be wide enough for access to be achieved (pedestrian / buggy/ disabled). The remaining land is highway (as shown below), which has an approximate footway width of 1.8m, with the remaining width being grass verge that needs to be converted to widened footway and utilised for the northern egress as part of the S278.



It would therefore be requested that the applicants re-visit this issue, and if they are still content that the S278 works can be built out whilst the shop is in full operation, that they provide plans clearly demonstrating closed off areas, with the retention of adequate pedestrian access ways clearly shown for the duration of the works.

Additionally, it was noted that when the applicants were outlining how they believed the S278 works could be completed with the shop being opened, they only outlined issues at the northern access.

During the period of S278 works, pedestrians looking to walk to or from the residential areas south of the site will normally utilise the existing footway alongside Bournemouth Road. With no access to the footway adjacent to the shop, they will need to utilise the proposed temporary two-way vehicle access, which of course has no footway links and very little remaining safe space given the tracking of two vehicle takes up almost all of the area.

As such, it would be requested that again the applicants provide information as to how pedestrian movements will be managed safely during the S278 construction phase, inclusive of appropriate plans.

(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.

The applicants have outlined how right turn in movements will be permitted (which is accepted), and that right turn out movements will be prevented through signage. It would be requested that details of this signage are provided, inclusive of the appropriate location that will actually prevent right turn out movements.

Simple signage is problematic in terms of actual enforcement, as can be noted at the local junction of Bournemouth Road / Brickfield Lane, where right turn egress movements are apparent at times despite restrictions and signage.

If signage were to be ignored at the site egress, particularly if not legally binding (i.e. Temporary Traffic Regulation Order), then the impact on the signalised staggered crossroads could be significant if a vehicle were to block a lane. As such, further details are required.

(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.

The applicants have outlined that signage will be in place within the car park area, and that they do not believe that this will be an issue.

Given the requirement for additional information to be provided, as outlined above, an objection to the Variation of Condition would remain in place on highway safety grounds.

A re-assessment can be undertaken once the updated information has been received.

Ultimately however, there are concerns with any temporary access arrangements, as of course the finalised access / egress design was agreed in order to achieve the required level of highway safety.

Whilst a short term temporary access could ultimately be agreeable, the length of time that this access should be permitted would need to be set, and a minimum of 3 months (as indicated by the developer) is concerning as this is relatively long, and it does not provide the same level of highway safety as the approved design.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050

APPENDIX B

ORIGINAL
PLOT SIZE

NOTES:

	-	-	-	-	-	-
Rev	Date	Details	Drawn by	Checked by	Approved by	



CLIENT:

TITLE:
Proposed temporary
servicing arrangement

STATUS: **FOR INFORMATION**

SCALE: 1:250	DATE: 07/10/25	DRAWN: NH	CHECKED:	APPROVED: NH
JOB NO: 2307-018		DRAWING NO: SP06		REVISION: A

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INDICATIVE

Entry

Unloading

Exit