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Date	20 January 2025	Email	eastleighdc@hants.gov.uk

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 previous HCC Highway
consultation responses, the most recent of which was dated 31 December
2024, the applicants have provided an updated 'Highway Technical Note'
(January 2025) in order to cover concerns previously raised.

This note has been reviewed, the following comments are made:

1. Revised Delivery Vehicle Tracking

Given the tightness of the site temporarily accommodating two way traffic, and
due to the potential to require parking spaces to be closed off for deliveries, it
had been requested that an updated delivery vehicle tracking drawing was
provided which specifically showed the delivery vehicle parking in place and
turning.

This drawing has now been provided and turning movements are achievable
as described in the Highway Technical Note.

2. Access to the site during S278 works

Concerns were raised in regard to how the S278 works could be implemented with the shop open and attracting customers. A phasing plan has been submitted in this regard, outlining how the works can be achieved with a suitable safety margin between the shop related pedestrian movements and the highway works.

Whilst there are still concerns to some extent in this regard, it is noted that the Highway Technical Note outlines in Figure 1.2 that for the phases of work directly adjacent to the building, and at the temporary southern vehicle access / egress junction, that 'The store to be closed for 1 to 2 days to facilitate works that require full closure of the footway / access'.

Such a closure, will ensure pedestrian safety associated with the shop whilst the works are undertaken, and will of course allow for the improvement works at the southern access (proposed vehicle access / egress during this temporary arrangement) to be undertaken in a safe manner.

Prior to an approval being issued for the temporary access arrangements however, a formal letter from the proposed occupier (Tesco) outlining that they are aware of this need for temporary store closures during the S278 works should be provided as part of the application, clearly stating that they are aware of the issues and will comply with closure periods accordingly as and when required.

Without such a letter, there is no guarantee that a store closure will take place, and this would result in highway safety issues occurring during the S278 works implementation.

3. Left in / Left out vehicle access

Concerns were raised in regard to vehicles being allowed to turn right out of the site, and also right into the site during the temporary access arrangements..

Whilst it is acknowledged that right turns in will be permitted at the southern access once the S278 works are complete, and the previous HCC Highway consultation response agreed to this movement during the temporary access arrangements, this was unfortunately done in error.

As part of the S278 works, there is of course a dedicated right turn lane into the site from Bournemouth Road, and this lane will accommodate any shop related queuing that occurs with northbound traffic. Unfortunately during the previous application assessment, it was missed that the right turn lane would not be in place for the temporary access period.

Given this, there are concerns that any queuing into the site will obstruct the flow of northbound traffic at the traffic signals, and could have highway safety impacts if (for example) vehicles switch to the left lane to bypass the queue.

This could go against the signal head permitted movements (left lane green free-flow / right lane red), and indeed adds to the potential risk of collision with unnecessary lane changes.

For this reason, it would be requested that both right turn in and right turn out movements should not be permitted during the temporary access arrangements.

Whilst the applicants outline that on site signage will show this, it would be a requirement that Temporary Traffic Regulation Orders are put in place to stop such movements during the temporary access arrangements. The use of the TTRO's will of course not only provide legal enforcement, but the signage itself (yellow 'A' frames) will also need to be positioned in the central hatched area on Bournemouth Road, where it will additionally provide some physical obstruction to such movements taking place.

Whilst this will likely result in some turning movements in local roads in order to access the site by vehicle, this would be accepted on a short term basis as causing less harm than the potential for obstructive right turn movements during an elongated 'temporary' period of up to 6 months as described by the applicants.

Given the indicative timescales for the approval of TTRO's (4 to 6 weeks), this should have minimal impact with any delays in the applicants target opening date being minimised accordingly.

4. Commitment to Undertake the S278 Works

Finally, it is understood that Technical Approval for the S278 is close to being issued, and the associated Legal Agreement therefore being signed and the surety / bond for the highway works being secured accordingly (estimated 4 to 6 weeks if required information is received in a timely manner from the applicants).

Given this, it would be requested that no opening of the shop is permitted until such time as this process has been completed. Given the indicative timescales, this should have minimal impact with any delays in the applicants target opening date being minimised accordingly.

If the measures as outlined above (points 2, 3 and 4) can be received / put place prior to the opening of the shop, then as a temporary solution, it is believed that the highway safety implications of the site can be managed, albeit not to full convenience of the sites customers, and other highway users, prior to the S278 works being completed.

Given the above, there would be no objection to the Temporary Access arrangements being granted, however this would be strictly subject to the following:

- A Temporary Traffic Regulation Order being put in place to ban right turns into the site from Bournemouth Road (in place prior to opening);
- A Temporary Traffic Regulation Order put in place to ban right turns out of the site onto Bournemouth Road (in place prior to opening);
- Ongoing commitment to the S278 process, with the Legal Agreement being signed, surety / bond having been secured and implementing the agreed works at the earliest convenience (no later than 6 months given the highway safety improvements that the works will bring for the users of the development, as well as mitigate against the impacts of development). These elements should be in place prior to opening;
- No development site deliveries to be undertaken on Bournemouth Road; and
- Written confirmation from the proposed occupier (Tesco) outlining that they are aware that the store will need to be closed for all users during the S278 works as and when required, and that they are in agreement that these closures will take place (received prior to the variation of condition being issued).

Should any of the above not be agreeable, then an independent 'Interim Stage 3 Road Safety Audit' would be required, clearly reviewing any highway safety implications for road users and pedestrians during the temporary access arrangements. The RSA would need to specifically comment on proposed temporary access arrangements, and the impacts on highway users during the construction of the S278. This would be required prior to any recommendation being issued for the planning application, by HCC as Highway Authority.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050