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|--------------|------------------|----------------|------------|
| Enquiries to | Matt Grantham    | My reference   | 057561     |
| Direct Line  | N/A              | Your reference | F/25/99876 |
| Date         | 1 September 2025 | Email          |            |

**For attention of Andy Amery**

Dear Sirs

**Re: F/25/99876 At 32-34 BOURNEMOUTH ROAD, CHANDLER'S FORD,  
EASTLEIGH, SO53 3ZL**

**Re-development of site including demolition of existing office building and replacement with a three-storey headquarters office building, together with associated supporting infrastructure, including car parking and hard and soft landscaping (amended description).**

In regard to application F/25/99876, having reviewed the information contained within the application pack, whilst there would not necessarily be an objection in principle to the application proposals, more information is required to fully assess the impacts on the local highway network.

**ACCESS:**

It is understood that in addition to the utilisation of the existing access from site onto School Lane, there are proposals to re-open an vehicular egress onto Bournemouth Road.

There would be concerns with this, given that this section of Bournemouth Road regularly has queueing traffic on the nearside northbound carriageway as vehicles wait for a green light to proceed through the Bournemouth Road / Chalvington Road / School Lane signalised junction.

Any right turn movements out of the site would likely be blind, with visibility blocked by waiting vehicles, when entering into the moving southbound lane. Not only would this be concerning from a road safety perspective given the potential number of vehicle movements involved, but also from a congestion perspective with site related vehicles slowing movements through the signalised junction.

Deputy Chief Executive and Director of Hampshire 2050  
**Gary Westbrook**

Whilst it is noted that the proposal is for a 'left turn only' movement to negate this issue to some extent, without any formal physical restrictions in place, the reality is that some right turn movements will still be likely and this would not be welcomed. An independent Road Safety Audit would be required to provide an independent commentary on such an egress.

Additionally, it would result in an increase in vehicles utilising the Bournemouth Road / Winchester Road / Hursley Road roundabout to essentially make u-turns, and the impacts on this would also need to be quantified.

It is recommended that this egress be removed from plans and the application.

### **TRIP RATES / DISTRIBUTION / MODELLING:**

It is noted from the application form that employee numbers are proposed to increase from the existing 60 full-time employees to 200. Clearly such an increase will result in additional traffic, but unfortunately no details of what this may be have been submitted by the applicant.

It is therefore requested that a Transport Assessment be provided, which should outline the development proposals, along with the anticipated existing trips set against the anticipated proposed trips.

A trip distribution exercise will onwards need to be undertaken within the TA, outlining anticipated routes of travel in and out of the site, and this information should be utilised to undertake junction modelling of the Bournemouth Road / School Lane / Chalvington Road junction to assess the impacts on the junction in terms of pre and post development scenarios.

Should the applicant wish to proceed with the opening of an egress onto Bournemouth Road, then modelling will also be required for the Bournemouth Road / Winchester Road / Hursley Road roundabout.

Modelling should be accompanied by surveyed queue length data, along with modelled queue lengths.

It should also be noted by the applicants that trip rate information will also be utilised for the assessment of appropriate Transport Developer Contributions, should these be required to mitigate potential impacts of to provide improvements for the future employees on the highway.

### **PARKING:**

Whilst the quantum of parking is for EBC to review, as Local Parking Authority, where their Parking Standards would need to be adhered to, it is noted that at the present time, 70 parking spaces are provided for existing staff (60) plus visitors, and this appears to be adequate.

However, only 20 additional parking spaces are proposed for the new development (90 in total), even though staff numbers are projected to increase to 200.

Any shortfall in parking is likely to result in on-street parking, potentially in residential areas which would not be welcomed, as this would be obstructive to

movement as well as visibility when egressing driveways. As such it is requested that the Case Officer ensures the EBC parking Standards are adhered to, and the applicants should also provide commentary / justification of numbers within the Transport Assessment.

Details of the location, number, and style of cycle parking should also be provided as these do not appear to be shown on plans.

#### **CONDITIONS:**

Should the Case Officer be minded to approve the application, then it would be requested that a Construction Site Management Plan be secured via condition to cover the following:

#### **CONSTRUCTION SITE MANAGEMENT PLAN REQUIRED**

No development shall start on site until a construction site management plan 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) Access and egress for plant and machinery;
- (e) Protection of pedestrian routes during construction;
- (f) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (g) 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 faithfully,

Matt Grantham  
Principal Transport Planner - Highway Development Planning  
Hampshire 2050