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Date	10 November 2025	Email	eastleighDC@hants.gov.uk

For attention of Mr Huckfield

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, it is noted that subsequent to the initial HCC Highway consultation response dated 01 September 2025, additional information has been made available in the form of a Transport Statement (now added to the portal dated 08 August 2025); and updated Transport Statement (portal date 27 October 2025) and an amended Proposed Site Plan (WKDRY-BSL-ZZ-XX-DR-A-G2-1006 G2).

This information has been reviewed, and the following comments are made.

ACCESS:

A single access point into the site is proposed, utilising the existing give way vehicle crossover on School Lane, and this is acceptable with no amendments required.

The access provides a route into the site for the main car park located on the lower tier of the existing overall site (an area outside of this specific application red line), as well a route through to 9 parking spaces on the top tier running parallel to Bournemouth Road.

Given the existing use of this access, which runs without known safety issues and with adequate levels of visibility and width, there would be no objection to the continued use of this for the proposals.

In terms of egress, it is understood that again the proposals are for the vast majority of vehicles egressing the site to again continue utilising the existing egress junction onto School Lane. Again, this is acceptable for the reasons outlined above.

However, a secondary egress route is proposed utilising the existing, but gated shut, route out of the site to the east directly onto Bournemouth Road.

As outlined in the previous HCC Highways consultation response dated 01 September 2025, such an egress would not be welcomed for several reasons, which ultimately conclude with a highway safety concern.

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.

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.

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.

Whilst the plans principally show this egress to be for the 9 car parking spaces only, there appears to be no controls in place to prevent other vehicles from the wider site also utilising the access as well. As such, with no formal physical measures to ensure left turn out only is enforced, and the quantum of vehicles potentially being significant the use of the Bournemouth Road egress would be unacceptable from a highway perspective.

Given the above, it would be requested that the egress option be removed from plans accordingly with a condition put in place to formally stop up the access and reinstate the footway and raised kerbs accordingly.

There appears to be adequate space for the 9 vehicles to turn within the site at the end of the parking run in the vicinity of the proposed left turn out, so the closure should not be an issue in this respect, though the applicants may wish

to check this if vehicles larger than a car were actually also anticipated to be using the egress.

TRIP GENERATION:

It is understood that growth predictions for the business, with the proposed re-development of the site could result in up to 66 additional staff travelling to and from the site on a daily basis.

Of these 66 additional staff, existing travel survey data, as shown in Table 2 of the revised Transport Statement, suggests that up to 91.2% will travel to work via a non-publicly accessible vehicle (i.e. private car). Taking into account a 3.5% car share prediction, the anticipation is that 61 additional vehicles will travel to the site on a daily basis should the proposals be implemented.

Given the extended peak hour spread of arrivals typical for such uses (typically 0730 to 0930), this would onwards equate to an average of 33 vehicles per peak (1 every 2 minutes on an even spread).

Given the existing background vehicle flows already experienced on (primarily) School Lane and Bournemouth Road, this increase would generate a low level percentage increase in traffic overall and is not deemed as being significant by the Highway Authority.

Additionally, it should be noted that the prime concern would have been the addition to potential queuing eastbound on School Lane, but due to the positioning of the egress onto this road, vehicles exiting the site will essentially be held on site until the queue on School Lane is cleared. As such, there should be minimal additional delays to existing highway users not specifically coming from the site.

PARKING:

In terms of vehicle parking, the overall parking quantum for the site will be for EBC to assess in line with their Parking Standards SPD. It is noted however that in the revised Transport Statement, it is outlined that 85 parking spaces will be provided (9 on this element of the site and 76 on the wider site), with additional informal space available.

Given that the revised Transport Statement also suggests (at Section 4.3.1) that overall the staff on site are expected to generate 179 vehicle trips into the site, which will all need to be parking somewhere, the quantum of 85 appears low. Whilst formal parking bays are available on School Lane, these are already well used, it would be suspected that employee parking could therefore migrate out to surrounding residential areas, or utilise the Chandler's Ford rail station car park at the disbenefit of rail users.

It would therefore be recommended that the Case Officer ensure the EBC Parking Standards are being adhered to, and request further information as to where parking overspill would be anticipated to occur.

In terms of the layout for the proposed 9 parking spaces which form part of this specific application, the proposals are acceptable, though it is noted that they will require a reverse into the space due to the angle they are positioned at. Off of highway this is acceptable, but applicants may wish to reverse this angle of entry to better accommodate vehicles arriving from a School Lane direction.

With a closure of the Bournemouth Road egress however, as requested above, with a vehicle turn at the end of the run, the spaces would work well for vehicles travelling back towards the School Lane egress.

Cycle Parking is also proposed for the site, with an acknowledgement in the revised Transport Statement that an overall quantum of 35 cycle spaces should be provided in accordance to the EBC Parking Standards, but that only 22 spaces will actually be made available.

In order to fully promote sustainable travel (cycling) to the site, it would be recommended that the Case Officer insists on the full provision being made available from the outset to prevent any discouragement to cycling by full or near full cycle stands.

SUSTAINABLE TRAVEL:

The site is ideally located to fully promote sustainable transport trips to and from work for both staff and visitors. It is situated near adjacent to the Chandler's Ford rail station; within a short walk of various bus routes including the key route between Southampton and Winchester (Blue Star 1), has a good provision of cycle routes heading in the direction of Southampton and Valley Park; and has continuous footways linking into the surrounding residential areas. As such, with an appropriate Travel Plan in place, as proposed, the opportunities and promotion of sustainable transport should have good rates of success.

RECOMMENDATION:

Given the information provided, and the subsequent assessment of these, as outlined in the comments above, there would be **no objection in principle** to the proposals from a highway perspective, subject to the Bournemouth Road egress being removed from plans, and the following conditions being applied to any planning permission that may be forthcoming.

CONDITIONS:

1. CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access(es) from the site to Bournemouth Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

2. 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.

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site as a whole in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050