

ELAC Eastleigh Local Area Committee – Wednesday 30<sup>th</sup> March 2022

ITEM 7 – LAND OFF CHICKENHALL LANE – ref. CS/22/92463

Item no.	Updates	Recommendation amendments
	<p><u>Corrections in report</u></p> <p>Hampshire County Council is referenced in error as ‘HBC’ in paragraphs 56 and 67. This should read ‘HCC’.</p> <p><u>Additional consultation comments</u></p> <p>Sustainable Transport Officer:</p> <p>Google Drive data has been used to inform current traffic conditions, which is not considered to be robust enough. 2019 data should be taken from the traffic monitoring station along Bishopstoke Road for comparison with the most recent data.</p> <p>The capacity of the Twyford Road roundabout has not been considered in the Transport Assessment (TA), even though the majority of traffic is predicated to travel towards Eastleigh.</p> <p>The TA assumes 75% staff will access the site from the east, as they are currently working at sites in Alton and commute from Portsmouth. However, commuters from Portsmouth are likely to use the M27 and access the site via Eastleigh and the Twyford Road roundabout, increasing traffic levels. Junction assessments should be recalculated to take this into account.</p> <p>Noted that the Transport Assessment does not refer to the emerging Hampshire Local Transport Plan 4. The Annual tonnage figures in the TA are also inconsistent and need to be clarified to ensure that the full impacts of the development are considered and mitigated. There is mention that the site capacity may expand in the future. A condition to limit the operation of the site may be required.</p>	<p>In light of the comments from the Sustainable Transport Officer, the following points have been added to the recommendations in paragraphs 68 and 69.</p> <p>Paragraph 68:</p> <ul style="list-style-type: none"> <li>• Junction capacity analysis for the Twyford Road roundabout should be provided.</li> <li>• A more robust assessment of current traffic conditions should be provided, utilising data from the Traffic Monitoring Station along Bishopstoke Road.</li> <li>• Reassessment of traffic impacts on junctions based on realistic assumptions of staff travel patterns (i.e. commuters from the east most likely to use M27 and access the site via Eastleigh).</li> <li>• Clarification of annual tonnage figures in the Transport Assessment.</li> <li>• Visibility plans for the site accesses and review of car park layout to ensure safe pedestrian access.</li> <li>• Clarification of where cycle parking and electric vehicle parking would be provided.</li> <li>• Recommend extension of footway along Chickenhall Lane.</li> </ul> <p>Paragraph 69:</p>

<p>Visibility plans for accesses should be provided. Signage and markings would be needed in parking area. Amendments should be made to the parking layout to provide safe pedestrian access.</p> <p>Unclear where cycle parking would be, or where the 3 electric vehicle charging points would be.</p> <p>The footway along the adopted section of Chickenhall Lane should be extended to provide site access to avoid pedestrian conflict with HGVs. There is also concern that increased HGVs could result in increased conflicts with cyclists as there is no dedicated cycle provision along Chickenhall Lane.</p> <p>A monitoring fee for assessment and evaluation of the Travel Plan would be required for a period of 3 to 5 years.</p> <p>Trip rate data is not based on survey data from other comparable sites. Noted that the shift patterns on the site would fall outside of normal network peaks. This would reduce the impact at the height of congestion but would lead to extended peaks and higher volumes of traffic between peak times.</p> <p>Waste and Recycling Service:</p> <p>Support the application. Agree with the Government's desire for higher recycling targets and increased range of recycling. The new infrastructure will enable residents to recycle more and enable EBC to achieve national recycling targets meaning fewer materials sent for incineration, and meet the requirements of the Environment Act.</p>	<ul style="list-style-type: none"><li>• Monitoring fee for assessment and evaluation of the Travel Plan for a period of 3 to 5 years.</li><li>• Restrictions on operational capacity.</li></ul>
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