

ELAC 30th March 2022

Summary of points raised by members and public

- Concerns about increased traffic, noise, vibration and air quality
- Specific concerns about increased congestion at Bishopstoke Road / Twyford Road roundabout
- Concerns about fire risk at the site
- Clarification needed on tonnage of recyclables at the site, as different figures in different parts of the submission. Questioned how the tonnage would change over time.
- Clarification needed as to the types of odour generating activities on the site.
- Confirmation needed as to whether glass would be recycled on site, now or in the future, as this could have further issues regarding noise, pollution etc.
- Questioned where (and when) traffic data has been taken from.
- Confirmation needed on proposed improvements to Twyford Road roundabout and when these would be undertaken.
- Query as to whether the impact on bats has been fully considered and if there is a possibility of 24 operations with floodlights.
- Query as to whether there would be plans to use the railway to bring materials to the site.
- Query as to whether EBC waste vehicles would directly access the site.
- Confirmation needed on operating hours. Would there be daily operations on site, and at what times.
- Query as to whether alternative locations for the proposed development have been considered and why they were ruled out.
- Concerns about the proposal for off-site biodiversity mitigation in Netley, so far from the site. **Any necessary off-site mitigation should be in the Eastleigh area.**
- Question as to whether the capacity of the facility has taken account of future housing growth.
- Query as to how the Chickenhall Lane roundabout had been modelled.
- Noted that the development would be more acceptable if the Chickenhall Lane Link Road was built.

Update to paragraphs 68 and 69 of the committee report (additional points in red):

68. Should the application progress, EBC would recommend that the following additional information is requested from the applicants to allow for a more detailed assessment of the proposals:

- Reassessment of the background noise levels and resulting noise impacts of the development. Assessments should include hourly operation noise results compared with an hourly background level at that time and at night time in 15 minute intervals.
- Further assessment of the noise impacts of increased traffic in the local area **(including residential areas along Southampton Road and Leigh Road / Romsey Road)**, to include more sensitive times of day / week including early mornings, night time and weekends.
- Reconsideration of embedded noise mitigation measures in light of further assessments recommended above.
- Further information on the condition of the road near Chickenhall Cottages and any works required to upgrade the road surface.
- Assessment of local wind and atmospheric conditions to fully assess potential odour impacts.

- Clarification on whether odour would be emitted from lorries and any required mitigation.
- Further information on the types of activities that could generate odour and required mitigation.
- Confirmation as to whether glass is proposed to be recycled at the site.
- Further information to assess potential dust impacts, including clarification of the activities taking place and relevant mitigations.
- Further information on how roller shutter doors will be managed to prevent odour / dust escape.
- Further information regarding the interaction of winter groundwater levels and infiltration to determine no adverse impact on the River Itchen SAC.
- Confirmation that all opportunities for on-site biodiversity enhancement have been fully explored, e.g., green / brown roofs.
- Further detail regarding the proposed off-site biodiversity provision to ensure it would achieve a biodiversity net gain.
- Landscape and Visual Impact Assessment to be updated to include winter viewpoints and winter assessment, and a wireframe of the proposals superimposed on winter and summer viewpoint photographs.
- Further information to justify the proposed loss of trees, and details of tree replacements.
- Submission of an Arboricultural Method Statement and Tree Protection Plan.
- Further information to demonstrate how the development would meet BREEAM 'excellent' standard.
- Junction capacity analysis for the Twyford Road roundabout should be provided.
- A more robust assessment of current traffic conditions should be provided, utilising data from the Traffic Monitoring Station along Bishopstoke Road.
- 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).
- Clarification of annual tonnage figures and how this would change in the long term.
- Visibility plans for the site accesses and review of car park layout to ensure safe pedestrian access.
- Clarification of where cycle parking and electric vehicle parking would be provided.
- Recommend extension of footway along Chickenhall Lane.
- Further information regarding proposed works to the Twyford Road roundabout and timings.
- Clarification of operating hours and what activities would be taking place at different times of the day.
- Further information regarding alternative sites that have been considered

69. Notwithstanding the objections raised by EBC, in the event that HCC were to recommend permission for the proposed works, the following matters are requested to be addressed through suitably worded conditions or obligations:

- Provision and monitoring of all measures required to mitigate the adverse impacts of the development.
- Financial contribution towards on-going monitoring of Air Quality Management Areas.
- Restrictions on the timings of HGV movements to reduce impacts during more sensitive times (e.g., night time, early morning).
- Provision, implementation and monitoring of a Construction Environmental Management Plan.

- Provision, implementation and monitoring of an Operating Environmental Management Plan, to include on-going maintenance of the access road and odour control mechanisms.
- Implementation of protected species mitigation.
- Provision of a Landscape and Ecological Management Plan.
- Implementation and maintenance of on-site biodiversity enhancements.
- Provision and management of off-site biodiversity mitigation scheme (if agreed).
- Monitoring fee for assessment and evaluation of the Travel Plan for a period of 3 to 5 years.
- Restrictions on operational capacity.