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## Note

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*To:* Katherine Snell – Planning and Development  
*From:* Jon Huggett – Highways Development Planning  
*Our Reference:* 6/3/9/MIN (19)  
*Copies to:*  
*Date:* 7 February 2013

*Subject:* **Bardon Aggregates, Tower Lane, Eastleigh**

Thank you for passing me the above application for comment. The application seeks permission for the erection of a concrete batching plant in a different location to that approved under planning permission (S/10/66620).

The supporting statement submitted with the planning application includes a Transport Assessment undertaken in 2010 in support of the previous application. Given that the proposals do not constitute any change in predicted trip generation from the previous permission and that the capacity of the highway network and the volume of traffic will not have changed significantly in the previous three years, this assessment is considered appropriate for the means of determining the impact of these proposals on the highway network.

### **Trip generation**

The Transport Assessment estimates that the operation of the site under the proposals will generate 42 lorry trips (equating to 84 two-way movements) per day. It is noted that the assessment requests that any restriction on vehicle movements should be higher than that estimated due to seasonal variation, in particular that any restriction should be limited to 1000 trips (2,000 two-way movements) per month. As with the response to the previous application it is considered that a daily restriction is more appropriate with a limit of 50 lorry trips (100 two-way movements) per day.

It is noted that the Transport Assessment estimates that the site will require no more than 10 full time staff. Light vehicle movements associated with staff travelling to and from the site are therefore not likely to have any significant impact on the local highway network, although the Transport Assessment does state that a framework travel plan will be prepared (and that a Travel Plan

Coordinator will be appointed) in order to encourage staff at the site to use non-car modes where possible.

### **Junction analysis**

The Transport Assessment includes analysis of two junctions. The first is the Tower Lane/Chickenhall Lane T-junction which is concluded to have sufficient geometry and capacity to accommodate the increase in HGV movements as a result of the proposals.

The second junction analysed is the Chickenhall Lane/Bishopstoke Road mini roundabout which has been assessed using an ARCADY model. The results of this indicate that in the AM peak the B3037 East arm of the roundabout already operates over capacity with an RFC of 0.967 and this rises to 0.972 with development traffic included. In the PM peak the model results show that the B3037 West arm of the roundabout is currently over capacity with an RFC of 1.061. With development traffic included this rises to 1.069.

The previous application (S/10/66620) included a requirement to pay a contribution of £7,360 based on the expected increase in trips of 32 per day and in line with the County Council's Transport Contributions Policy of £230 per trip. As this payment was made under the previous Section 106 Agreement it is considered that no further payment is required to mitigate the impact of the development.

### **Accident data**

Accident data presented in the Transport Assessment indicated that there was no particular pattern in accidents in the vicinity of the site linked to the operation of the site or to highway geometry. The accident data used in the assessment was from 2004 – 2009 and therefore updated accident data has been analysed for this application. This data reinforces previous conclusions in that there is no discernible accident pattern in relation to the operation of this site.

### **Recommendation**

I raise no highway objection to this planning application subject to the following conditions;

- There shall be no more than 50 HGV vehicle (100 two-way) movements per day entering or exiting the site. Records of vehicle movements to and from the site shall be kept and made available for inspection at the request of the Minerals Planning Authority

Reason: *In the interests of highway safety*

- Details of measures to be taken to prevent mud and debris from vehicles leaving the site during the construction works being deposited on the public highway shall be submitted to and approved by the

Minerals Planning Authority in writing and fully implemented before the development commences. Such measures shall be retained for the duration of the construction period

Reason: *In the interest of highway safety*

Should you wish to discuss this any further please do not hesitate to contact Jon Huggett on (01962) 846815.