



Berry Farm, Bursledon Transport Addendum Note

January 2017
Barratt Homes

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**RESIDENTIAL DEVELOPMENT
BERRY FARM, BURSLEDON**

TRANSPORT ADDENDUM NOTE

CONTROLLED DOCUMENT

<i>PB-Associates Document No:</i>		041.0003/TAN/1	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
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<i>PBA Approved:</i>	Jon Huggett		January 2017

Revision Record					
<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>



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RESIDENTIAL DEVELOPMENT BERRY FARM, BURSLEDON

TRANSPORT ADDENDUM NOTE

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1. INTRODUCTION AND SITE HISTORY

1.1 This Transport Addendum Note (TAN) has been prepared by Paul Basham Associates on behalf of Barratt Homes to support a full planning application for the residential redevelopment of Berry Farm on Hamble Lane, Bursledon with access taken from Cunningham Gardens. The site location is outlined in **Figure 1**.

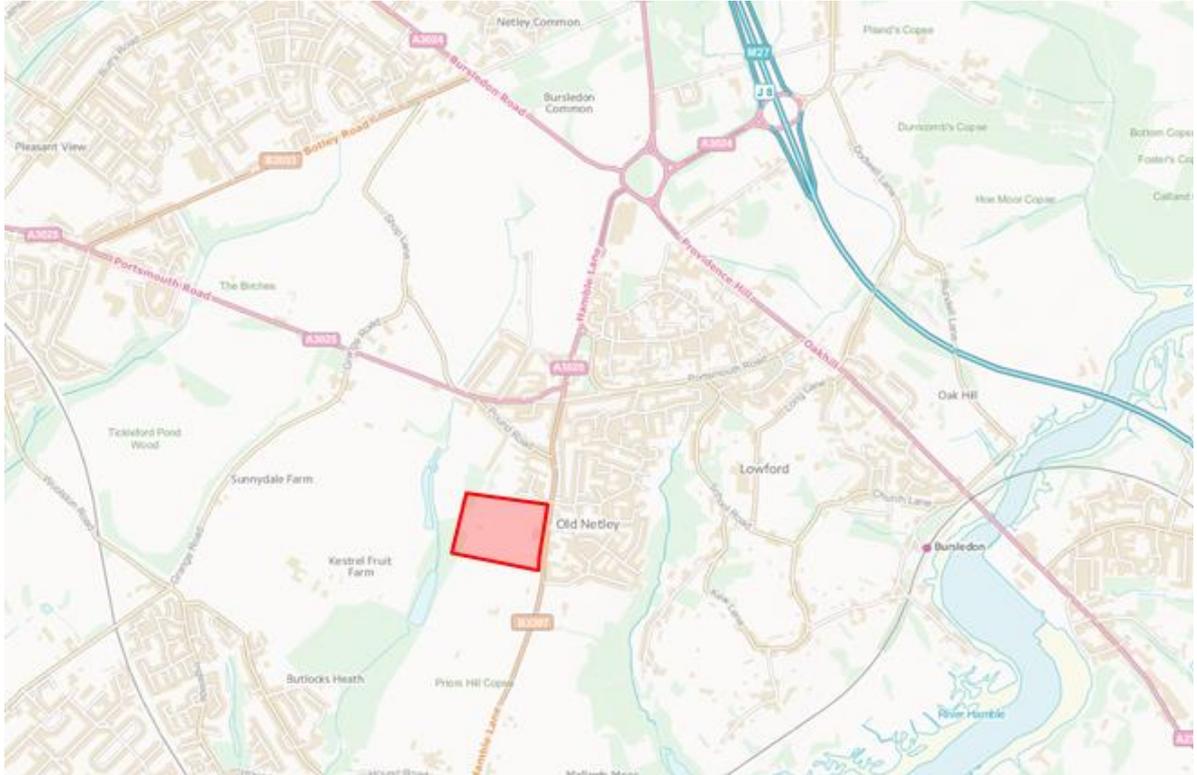


Figure 1: Site Location

- 1.2 The proposed development comprises 166 dwellings with 40% proposed for affordable housing ownership. The site layout is included as **Appendix A**.
- 1.3 The application site has a history of farm use, as demonstrated within **Photograph 1**, with various uses at present including caravan storage and diversified buildings used for storage.



Photograph 1: Existing Site Conditions

- 1.4 The site has been subject to a number of planning applications with the most recent application for 166 dwellings with access taken from Hamble Lane consented in March 2016. The status of the applications are demonstrated in **Table 1**.

Application Reference Number:	Description	Status
F/15/76582	Construction of 166 dwellings with associated access off Hamble Lane	Approved
O/14/73948	Outline consent for the redevelopment of land at Berry Farm, Bursledon to accommodate 125 dwellings and a 70 unit extra care facility with access from Hamble Lane	Appeal Withdrawn (No Highway Objection)

Table 1: Site History

- 1.5 The outline scheme for 125 residential dwellings and a 70 unit extra care facility received no highways objection to the traffic impact of the scheme (subject to mitigation works) and for both applications the Hamble Lane corridor was modelled with 'committed development' of the consented Taylor Wimpey '*Land West of Hamble Lane*' and Hallam Land's '*Hamble Station*', the latter of which has recently been refused at appeal.
- 1.6 It is important to highlight that the access proposals associated with the approved 166 dwelling scheme under reference F/15/76582 were found to be acceptable by HCC as the highways authority to accommodate the quantum of development proposed. This stance remains unchanged, with the right turn lane access design from Hamble Lane still considered safe and suitable to accommodate the development.

- 1.7 The TAN supports a revised application to the consented scheme (ref: F/15/76582) with vehicular access taken from Cunningham Gardens rather than Hamble Lane. The proposed site layout and unit numbers/accommodation schedule remains the same, and therefore the parking provision and internal road layout has not changed.
- 1.8 Therefore the development principles and traffic impact of the development beyond the site access have already been found to be acceptable by EBC and HCC highways officers.
- 1.9 Consequently, the scope of this TAN only covers those elements which have changed since the previous application including: planning history, access arrangements (and associated visibility and tracking drawings) and traffic capacity on the Cunningham Gardens/Chamberlayne Road/Hamble Lane signalised crossroads as a result of the development traffic using a different arm of this junction to access the site.
- 1.10 Given the site's previous consents and no highway objections the TAN will not repeat such elements as site accessibility given that the principle and location of development has been previously agreed. Trip rates and distribution across the local road network also remain as agreed under the previous application. The traffic capacity will only assess the impact of relocating the access onto Cunningham Gardens and the impact on the Cunningham Gardens/Chamberlayne Road/Hamble Lane signalised junction given that distribution of vehicles at junctions north and south of this crossroads would remain as per the consented modelling and traffic capacity assessment. The highways matters addressed within this TAN have been informed by brief scoping discussions with Hampshire County Council (HCC) Highways.
- 1.11 A Travel Plan has been prepared as part of the planning application and in conjunction with this TAN, which seeks to promote the use of sustainable transport modes, through providing a package of measures, detailed action plan and related travel modal shift targets. The Travel Plan promotes the same objectives, targets and measures as per that submitted for application F/15/76582, but is updated to reflect the revised access location.

2. EXISTING LOCAL CONDITIONS

- 2.1 The application site is presently occupied by Berry Farm which is bound by greenfield to the north, west and south with vehicle access taken from Hamble Lane (B3397).
- 2.2 The existing mixed-use site comprises; agricultural land and storage, caravan storage for 70 caravans, small commercial units and residential use (1 dwelling). The existing farm access is located centrally along the site frontage and takes the form of a circa 12m break in the boundary hedge leading into a large concrete surface parking and turning area within the site.
- 2.3 Hamble Lane has a wide carriageway of 6m and is subject to a 30mph speed restriction in the vicinity of the site's access. There are no parking restrictions present in the immediate vicinity of the site, however the adjacent properties' provision of off-street parking facilities mean that on street parking is neither required nor desirable and has not been observed during an extensive number of site visits. There are no footways provided on the development (western) side of Hamble Lane, however a 3m footway/cycleway flanks the opposite side of the carriageway. Hamble Lane and its highways features are demonstrated in **Photograph 2**.



Photograph 2: Hamble Lane

- 2.4 Hamble Lane exhibits relatively heavy traffic during AM and PM peaks across the site frontage, serving as the primary route between the M27 and the Hamble peninsular, providing access to the villages of Hamble-le-Rice and Netley.

2.5 Cunningham Gardens varies in width from approximately 7.3m to 5.5m and is accessed from Hamble Lane off the Cunningham Gardens/Chamberlayne Road/Hamble Lane signalised crossroads.

2.6 Cunningham Gardens only serves residential properties of approximately 34 houses and a block of apartments and is relatively lightly trafficked.

Local Road Network

2.7 As previously identified Hamble Lane serves as the primary route to/from the Hamble peninsular, providing access to Hamble-Le-Rice and Netley. The Windhover Roundabout at the northern end of Hamble Lane provides connections to major strategic routes such as M27 Junction 8, the A27 east and west bound, and Bursledon Road (A3024).

2.8 Previous Transport Assessments produced by Paul Basham Associates to support applications at this proposed site had considered the following junctions for traffic capacity assessments:

- The new right turn lane access from Hamble Lane;
- Cunningham Gardens/Chamberlayne Road/Hamble Lane Signalised Crossroads
- Portsmouth Road/Hamble Lane T-junction
- Lowford Roundabout Junction
- Tesco Roundabout
- Windhover Roundabout

2.9 For the purposes of this Transport Addendum Note only the Cunningham Gardens/Chamberlayne Road/Hamble Lane Signalised Crossroads has been assessed given that the previous junctions were demonstrated as operating within capacity with suitable mitigation measures which will be retained with this application.

2.10 Traffic flow data for the capacity assessment of the signalised crossroads has been collected from the 2013 baseline traffic surveys conducted by PBA as part of the site's previous applications. The surveys have been growthed up to reflect current conditions, discussed in subsequent sections of this ATN.

3. ACCESS ARRANGEMENTS

- 3.1 The site would be served by a single access point taken from Cunningham Gardens. Cunningham Gardens would see a change in priority with the new access road leading into the site taking priority as the major road, with a priority junction for the remainder of Cunningham Gardens acting as the minor road. The proposed arrangement is attached as **Appendix B**.
- 3.2 The access road (Cunningham Gardens) varies in width from the signalised junction into the site (typically circa 6.6m). Upon entering the site the access road is 6m however this narrows to 4.8m over 14m into the site.
- 3.3 Visibility splays of 2.4m x 43m have been demonstrated as achievable to the nearside kerb from the new priority junction which ensures that residents exiting Cunningham Gardens have suitable visibility. These visibility splays are displayed in **Appendix B**.
- 3.4 Forward visibility splays have also been checked to ensure that vehicles travelling along the site access road have sufficient visibility on approach to the signal junction (and vice versa). Forward visibility of 43m (reflective of 30mph speeds) is demonstrated within **Appendix B**.
- 3.5 Tracking for two large vehicles passing (Box van and refuse vehicle), as well as a refuse vehicle passing a car has also been demonstrated in **Appendix B**.
- 3.6 The proposed development would retain the pedestrian routes/footways as per the previously consented scheme. However, only the southern pedestrian refuge island across Hamble Lane will be retained as part the proposed development. This ensures that there are still adequate crossing points for the residents of the proposed development. The pedestrian refuge island design is attached as **Appendix B**, along with vehicle tracking drawings to demonstrate that the proposed island would not impinge access to existing dwellings on the eastern side of Hamble Lane.
- 3.7 An independent Stage 1 Road Safety Audit (RSA) has been commissioned to assess the highway safety implications of the proposed access arrangements and the single pedestrian refuge island on Hamble Lane. The RSA raised no concerns over the safety of the designs. The Stage 1 Road Safety Audit is attached as **Appendix C**.

4. TRAFFIC IMPACT ON SIGNALISED CROSSROADS

Trip Assessment

- 4.1 This section of the TAN assesses the likely impact on capacity of the Hamble Lane/Cunningham Gardens/Chamberlayne Road signalised crossroads as a result of the proposed development. As the trip rates and trip generation of the previously consented scheme (F/15/76582) have been agreed with Hampshire County Council, the trip rates and trip generation have remained the same given that the accommodation schedule has not changed.
- 4.2 For ease of reference, the peak period and daily trip rates and subsequent trip generation for the proposed scheme are outlined in **Table 2**. Three peak periods have been identified, AM peak 0800-0900, PM peak 1700-1800 and the network peak 1600-1700 (based on ATC surveys) and these trip rates are approved by HCC highways.

TRICS	AM Peak (0800-0900)		Network PM Peak (1600-1700)		Residential PM Peak (1700-1800)		Daily Totals
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
<i>Trip Rate per Flat</i>	0.075	0.281	0.136	0.102	0.262	0.129	2.721
35 Flats	3	10	5	4	9	5	95
<i>Trip Rate Per Household</i>	0.162	0.425	0.325	0.196	0.402	0.238	5.413
131 dwellings	21	56	43	26	53	31	709
Total	90		78		98		804

Table 2: Trip Generation

- 4.3 The distribution of these trips across the local road network is in accordance with that found acceptable for the consented scheme. Therefore the anticipated traffic distribution from the proposed development site remains as per the consented scheme. For ease of reference, the percentage development flows are attached as **Appendix D**.
- 4.4 In order to provide an update on the capacity assessment of the Cunningham Gardens/Chamberlayne Road/Hamble Lane signalised crossroads PBA's 2013 Baseline (approved through the sites previous applications) and i-Transport's 2014 Baseline flows submitted as part of Persimmon Homes 'Mallards Road, Bursledon' application (Application Reference: O/15/76491) have been considered. Given that the 2013 flows are markedly higher than those collected to support the 'Mallards Road' application, the 2013 baseline flows are considered robust for continued use with this application.

- 4.5 As aforementioned, given that trip generation and trip distribution remains unchanged for the majority of the LRN, only the Chamberlayne Road/Cunningham Gardens/Hamble Lane signalised crossroads will be modelled. This approach has been agreed with HCC highways.
- 4.6 The previous assessment of this junction under the consented application looked to 2018 as a future year, and consequently there is an “approved” junction scenario of 2018 with committed developments and the addition of 166 dwellings at Berry Farm. As part of this TAN, it has been agreed with HCC to reassess the 2018 scenario mindful of the relocated access, but also to consider a future year of 2022 (i.e. 5 years from submission of this application).
- 4.7 The 2013 baseline data has had TEMPRO growth factors applied as shown in **Table 3** (NTM adjusted AF09 – Hamble) to consider traffic increases on the local road network for the 2022 scenario.

	2013-2022	
	AM	PM
TEMPRO Growth Factor	1.1172	1.1261

Table 3: TEMPRO Growth Factors

- 4.8 As per the previous applications TA and at the request of Hampshire County Council the following development have been included in the assessment as ‘Committed Development’:
- Taylor Wimpey’s ‘*Land West of Hamble Lane*’
 - Hallam Land’s ‘*Hamble Station*’
- 4.9 Since the site’s previous applications, the Taylor Wimpey development has commenced construction (including the access) and Hallam Land’s development has been refused at appeal. Therefore, whilst ‘*Hamble Station*’ could be discounted, due to other applications in the locale, including Persimmon Homes South Coast’s ‘*Mallards Road*’ application which is currently at appeal, it has been agreed with HCC that the trips associated with ‘*Hamble Station*’ are to be retained within the assessment to ensure a level of continuity and a very robust worst case scenario is assessed whereby ‘*Mallards Close*’ is for 80 dwellings but ‘*Hamble Station*’ was for 225 dwellings, plus 100 care/extra care units.

4.10 Where the Taylor Wimpey '*Land West of Hamble Station*' and Hallam, Land's '*Hamble Station*' have not considered the impact of 4-5pm network peak period (traditional AM and PM peak periods only), we have applied the 5-6pm peak period flows to the 4-5pm peak scenarios for all junction reviews as previously agreed with HCC and considered robust with the previous application.

4.11 This TAN considers the traffic impact of the proposed development at Cunningham Gardens/Chamberlayne Road/Hamble Lane signalised crossroads only due to this being the only junction where flows have been amended to reflect the change in access location. All other flows and distributions beyond this junction have remained the same as the 2015 consent.

Modelling Process

4.12 Based on the 8-9AM, 4-5PM and 5-6PM peak network models, the signal junction has been modelled to gauge the traffic impact associated with the proposed development during peak network traffic periods.

4.13 The assessment has been completed in relation to this development's trip generations and the trip generations associated with 2 'committed developments'; at Taylor Wimpey's '*Land West of Hamble Lane*' (TW) and Hallam Land's '*Hamble Station*' (HS) as agreed with HCC highways.

4.14 Therefore the following modelling scenarios are completed in this TAN for the AM (8:00-9:00), PM (16:00-17:00) and PM (17:00-18:00) time periods:

- 2018 Baseline plus Committed Development plus Berry Farm (Hamble Lane access)
 - This is the approved scenario from application F/15/76582
- 2018 Baseline plus Committed Development plus Berry Farm (Cunningham Gardens access)
- 2022 Baseline plus Committed Development (without Berry Farm development)
- 2022 Baseline plus Committed Development plus Berry Farm (Cunningham Gardens access)

Modelling Results

4.15 The approved 2018 scenario from the May 2015 Transport Assessment for 166 Dwellings with access from Hamble Lane is recreated here as **Table 4**, with the modelling outputs included as **Appendix E**.

	AM Peak (8-9am)		PM Peak (4-5pm)		PM Peak (5-6pm)	
	Queue	Deg Sat	Queue	Deg Sat	Queue	Deg Sat
Baseline 2018 + Dev (TW + HS + BF) (Agreed through Transport Assessment for 166 dwellings) Access from Hamble Lane						
Hamble Lane N	16.7	76.4%	19.9	72.1%	15.9	71.3%
Chamberlayne Road	5.2	71.5%	5.5	81.2%	5.2	78.2%
Hamble Lane S	16.1	75.4%	42.9	93.9%	22.4	83.3%
Cunningham Gardens	0.4	6.7%	0.3	6.4%	0.3	7.4%

Table 4: Consented Scheme (Access from Hamble Lane): 2018 Cunningham Gardens Crossroads

4.16 A capacity assessment for the same 2018 scenario but with access taken from Cunningham Gardens is displayed in **Table 5** which has been considered by HCC prior to this application submission and found acceptable. The full modelling outputs are attached as **Appendix F**.

	AM Peak (8-9am)		PM Peak (4-5pm)		PM Peak (5-6pm)	
	Queue	Deg Sat	Queue	Deg Sat	Queue	Deg Sat
Baseline 2018 + Dev (TW + HS + BF) (Considered acceptable by HCC) Access from Cunningham Gardens						
Hamble Lane N	15.8	74.2%	18.5	70.9%	14.5	69.4%
Chamberlayne Road	5.5	74.9%	5.6	81.2%	2.5	78.2%
Hamble Lane S	13.8	69.6%	36.8	91.8%	20.7	81.0%
Cunningham Gardens	1.7	30.4%	1.4	27.3%	1.1	23.1%

Table 5: Proposed Scheme (Access from Cunningham Gardens): 2018 Cunningham Gardens Crossroads

4.17 The above demonstrates that the junction operates satisfactorily in all three peak periods studied (0800-0900, 1600-1700, 1700-1800). The maximum Degree of Saturation (DoS) also falls from 93.9% to 91.8% on the Hamble Lane South arm at the expense of the Cunningham Gardens arm (which remains significantly below capacity) due to the switch of development traffic. This reduction is also reflected in queue lengths, with a marginal reduction seen.

4.18 The Baseline 2022 plus committed development but without the Berry Farm development has been assessed and the results are demonstrated in **Table 6**, with full outputs attached as **Appendix G**.

	AM Peak (8-9am)		NPM Peak (4-5pm)		TPM Peak (5-6pm)	
	Queue	Deg Sat	Queue	Deg Sat	Queue	Deg Sat
Baseline 2022 + TW + HS (Access from Cunningham Gardens)						
Hamble Lane N	18.8	80.4%	20.5	73.0%	16.5	72.2%
Chamberlayne Road	5.7	75.6%	6.6	86.4%	6.2	83.4%
Hamble Lane S	16.7	75.9%	51.1	97.6%	26.1	87.6%
Cunningham Gardens	0.4	7.1%	0.4	7.5%	0.4	7.4%

Table 6: Baseline 2022 (plus committed development) Cunningham Gardens Crossroads

4.19 **Table 6** demonstrates that in the 2022 Baseline plus committed development the Hamble Lane south arm operates close to capacity in the Network PM peak (1600-1700) with vehicle queues of 51. The DoS values outlined are representative of the previous models with Hamble Lane South operating the closest to capacity and Cunningham Gardens the least.

4.20 The impact of adding the Berry Farm development served from Cunningham Gardens onto this scenario is demonstrated in **Table 7**, with the modelling outputs included as **Appendix F**.

	AM Peak (8-9am)		NPM Peak (4-5pm)		TPM Peak (5-6pm)	
	Queue	Deg Sat	Queue	Deg Sat	Queue	Deg Sat
Baseline 2022 + CD + PD Dev (Access from Cunningham Gardens)						
Hamble Lane N	19.1	80.8%	21.3	74.9%	17.4	74.4%
Chamberlayne Road	5.7	75.6%	6.6	86.4%	6.2	83.4%
Hamble Lane S	16.7	76.0%	51.9	97.9%	26.3	88.0%
Cunningham Gardens	1.5	26.0%	1.1	22.6%	1.1	21.4%

Table 7: Proposed Scheme (Access from Cunningham Gardens): 2022 Cunningham Gardens Crossroads

4.21 The increase in the DoS and queue between ‘Baseline 2022 plus committed development’ and ‘Baseline 2022 plus committed development plus proposed development’ scenarios on Hamble Lane South (the most sensitive arm) is 0.3% and less than 1 vehicle.

4.22 The Cunningham Gardens arm continues to operate significantly below capacity in this future year scenario (a maximum DoS of 26% and queue of 1-2 vehicles).

4.23 Anticipated queue lengths on Hamble Lane North are 21 vehicles (PCUs) in the busiest period at this junction (1600-1700) with committed and proposed development traffic added only marginally increased from 20 vehicles in the ‘Baseline 2022 plus committed development’ scenario. This therefore suggests that vehicles wishing to turn right at this junction into Cunningham Gardens and into the proposed development would not cause additional delay or inconvenience to existing users of this junction.

4.24 The conclusions drawn from **Table 7** demonstrate that the proposed scheme with an access taken from Cunningham Gardens would have a marginal impact on the operation of the signalised junction.

4.25 As a result, the relocation of the vehicular access on to Cunningham Gardens would not result in a ‘severe’ impact upon highway safety or the operation of this junction and should not change the findings of HCC highways from their previous stance of no objection.

Summary

4.26 The modelling assessment reviewed the impact of the proposed scheme with a vehicular access on Cunningham Gardens against the modelling results of the consented scheme for 166 dwellings with access from Hamble Lane which found there are no material changes to the operation of the signalised crossing. Where HCC did not object to the consented scheme, and where the modelling results demonstrate no material alterations to the operation of the junction we would encourage HCC to look favourably upon this scheme.

5. TRANSPORT CONTRIBUTIONS

5.1 The following transport contributions were secured as part of the sites previous consented application (F/15/76582):

- Sum of £500,000 towards an improvement scheme at the Hamble Lane and Portsmouth Road junction

TRIGGER - Prior to Commencement of Development of the Site to pay the Hamble Lane/Portsmouth Road Design Contribution

- Sum of £546,645.49 to be paid by the owners to the County Council in respect of sustainable transport measures and/or capacity improvements to the Hamble Lane Corridor

TRIGGER - 50% to be paid prior to commencement of development

TRIGGER - Prior to occupation of 10th Open Market Dwelling, the remaining 50% to be paid

5.2 The proposed application would agree to the same contribution and same trigger points outlined above.

6. SUMMARY AND CONCLUSION

- 6.1 This Transport Addendum Note has been prepared by Paul Basham Associates on behalf of Barratt Homes to support a full planning application for the redevelopment of Berry Farm and has been informed by discussions with Hampshire County Council and extensive assessments completed on the previous applications (ref: O/14/73948 and F/15/76582) both receiving no highways objections, subject to the identified mitigation works, and the latter receiving planning consent in March 2016.
- 6.2 The access proposals associated with the approved 166 dwelling scheme under reference F/15/76582 were found to be acceptable by HCC as the highways authority to accommodate the quantum of development proposed. This stance remains unchanged, with the right turn lane access design from Hamble Lane still considered safe and suitable to accommodate the development
- 6.3 This application however seeks consent for a relocated access onto Cunningham Gardens. Therefore the majority of the development impact from a highways perspective is already agreed (trip rates, distribution, local road network impact, internal road layout, parking provision and layout). This TAN reviews the detail of the new access onto Cunningham Gardens and impact in capacity terms of relocating the access at the Hamble Lane/Cunningham Gardens/Chamberlayne Road signalised crossroads.
- 6.4 Access to the site would be provided from Cunningham Gardens with the new access road having priority as the major road and the remainder of Cunningham Gardens acting as a minor road with a priority junction on the sites access road. The access road upon entering the development site is 6m, narrowing down to 4.8m within the first 14m of the spine road. Associated tracking and visibility splays have been provided within this TAN, and the design has been subject to an independent Stage 1 RSA (also appended to this report).
- 6.5 Given that the accommodation schedule has not changed as a result of the revised access location and design, the proposed development would still generate the same volume of traffic as already approved by EBC/HCC.

- 6.6 It has been established through discussions with Hampshire County Council highways that only the signalised crossroads of Cunningham Gardens/Chamberlayne Road/Hamble Lane needs to be re-assessed in terms of traffic capacity. This is due to the percentage and number of vehicles travelling north and south beyond this junction on the wider local road network remaining as per the previous applications and the associated TA's which demonstrated the nearby junctions operating satisfactorily (or would be with mitigation measures).
- 6.7 A variety of modelling scenarios have been used including Baseline 2018 and 2022 with committed developments ('*Land West of Hamble Lane*' and '*Hamble Station*') and with development. Modelling of the signalised crossroads demonstrates that the proposed development would not have detrimental impact on the operation of this junction.
- 6.8 The transport contributions sought through the site's previous application would remain the same with contributions towards the Portsmouth Road/Hamble Lane T-junction, sustainable transport measures and/or capacity improvements to the Hamble Lane corridor.
- 6.9 This report has analysed the transport related impacts of the proposed development with a revised access location and design, concluding no detrimental impact and sufficient funds to improve junctions in the locale. We would therefore encourage Hampshire County Council and Eastleigh Borough Council highways officers to look favourably upon this application.