



CHALCROFT BUSINESS CENTRE

TRANSPORT ASSESSMENT ADDENDUM

FIP WEST END LTD

MARCH 2024

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DOCUMENT CONTROL

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Checked By	J Alexander	01 March 2024

September 2023

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1	J Alexander	01 March 2024	Draft for comment
2	J Alexander	04 March 2024	For submission

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Figure 1.1 Site Location Plan

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- Appendix A Hampshire County Council consultation response dated 11 January 2024
- Appendix B Potential Development Layout
- Appendix C Drawing W638/01 Rev D Proposed Site Access

1. INTRODUCTION

- 1.1. This Transport Assessment Addendum (TAA) has been prepared by PFA Consulting on behalf of FIP West End Ltd to support an outline planning application (Reference: O/23/96467) for employment development on land to the southeast of Chalcroft Business Park, Burnetts Lane, West End, Southampton.
- 1.2. This TAA has been prepared due to the site layout being revised in order to respect the need for the existing trees in the centre of the site to be retained. This has also resulted in a reduction in the quantum of employment floor space to that previously proposed.
- 1.3. This TAA, should be read in conjunction with the Transport Assessment (TA) dated November 2023 submitted with the planning application.
- 1.4. The site is allocated in the Eastleigh Borough Local Plan (2016-2036) under policy WE2 for employment development, and is located to the southeast of Chalcroft Business Park, as indicated on **Figure 1.1**.

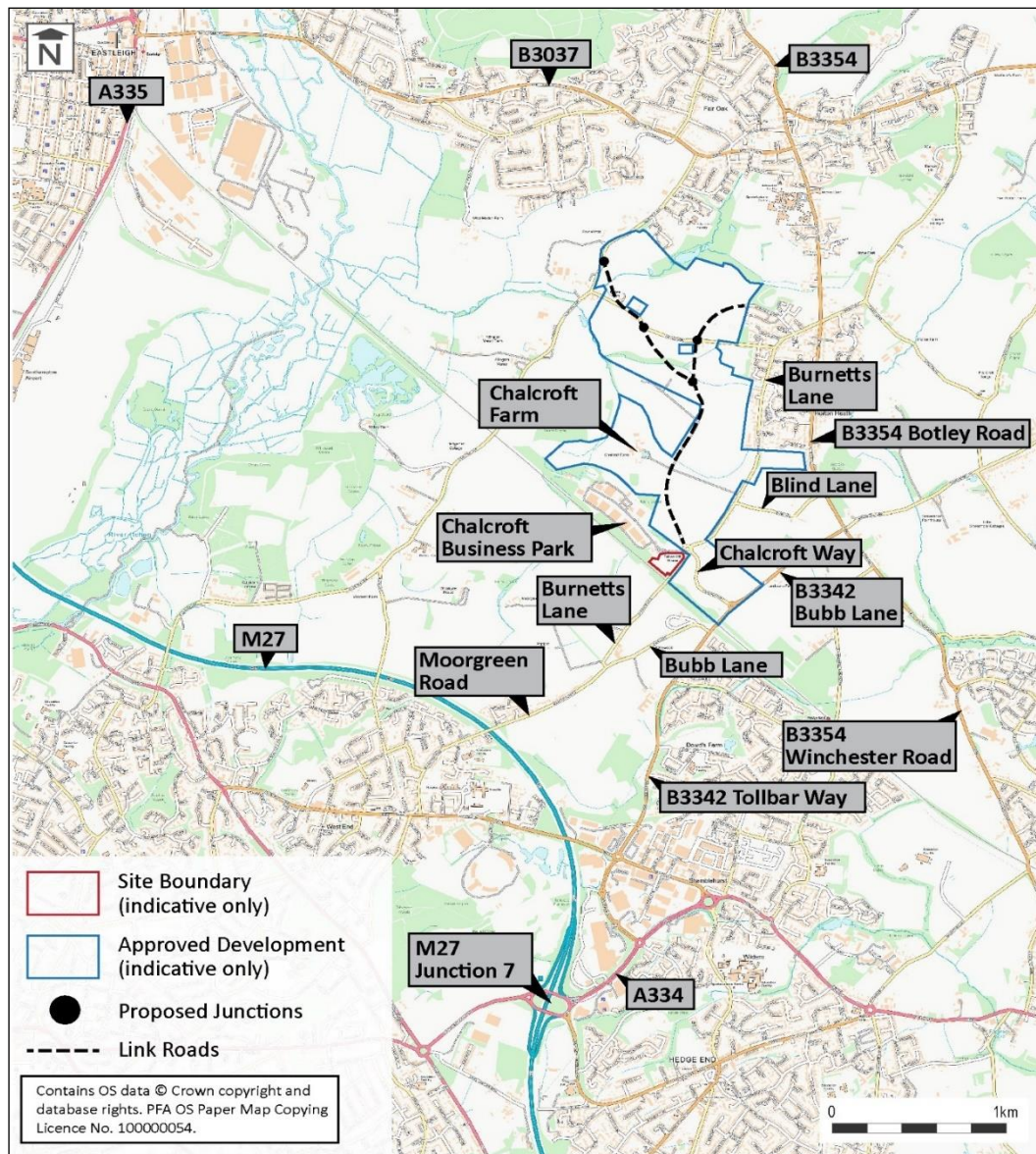


Figure 1.1: Site Location Plan

- 1.5. Hampshire County Council (HCC), as the Local Highway Authority, did not previously object to the planning application; a copy of the consultation response dated 11 January 2024 is reproduced at **Appendix A**. The response did however comment on the site access arrangements and these comments have also been addressed in this TAA.
- 1.6. This TAA will cover the following items:
- identification of the changes to the development proposals;
 - provide details of the revised site access arrangements and updated drawing;
 - address the comments from HCC regarding the site access; and
 - highlight the reduced traffic impacts of the revised development proposals.

2. PROPOSED DEVELOPMENT

- 2.1. The development proposal is an outline application for up to 3,410sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 325sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. Formation of vehicular and pedestrian access to estate road (access not a reserved matter).
- 2.2. This is a reduction from that previously proposed which amounted to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm.
- 2.3. The revised site layout drawing produced by Boyle and Summers is reproduced at **Appendix B**.

Site Access

- 2.4. Access to Chalcroft Business Centre is proposed from a new priority junction from the existing access road serving Chalcroft Business Park. A preliminary design of the revised site access is set out on PFA drawing W638/01 Rev D, reproduced at **Appendix C**. This shows the access relocated further west from the centre of the site in order to avoid the retained trees. The previous access was considered acceptable to HCC.
- 2.5. Visibility splays of 2.4mx25m are shown to the west commensurate with MfS requirements for a 20mph speed limit within Chalcroft Business Park and 43m to the east in line with recorded 85%ile speeds, though in reality visibility will be able to be achieved to the roundabout exit.
- 2.6. The access provides suitable geometry to accommodate an articulated HGV accessing from the east, and for a large refuse vehicle to turn west towards Chalcroft Business Park. The access arrangements also provides for an extension of the existing 3m shared foot/cycleway into the site from Burnetts Lane roundabout and a footway continuing into Chalcroft Business Park, consistent with the earlier proposals.
- 2.7. HCC previously commented that both the refuse vehicle and articulated HGV take up more than half the carriageway when tuning in and out, and questioned whether the applicant may want to review this in taking forward the design. PFA has reviewed this point but consider the proposed access to be appropriate and typical of these types of junctions where the estimated movements by HGV to/from the site would be small (1-2 movements per hour). Accommodating fully the tracking of these vehicles would result in an overly large junction which would impact on pedestrian desire lines which is not recommended, as referenced in MfS. Therefore the proposed junction geometry for the site access has been retained from that previously proposed.

Parking

- 2.8. There have been no adopted non-residential parking standards for Eastleigh Borough, since Hampshire withdrew their non-residential standards in 2014.
- 2.9. Eastleigh Borough Council have issued a new Parking Standards Supplementary Planning Document: Draft for Consultation in July 2023. Relevant standards are summarised below in **Table 2.1**.

Table 2.1: Draft EBC Parking Standards

Use Class	Car Parking	Loading Area	Pool Cars and Service Vehicles	Long Stay Cycle Parking	Short Stay Cycle Parking
Class E High-tech/light industry	1 space per 45m ²	1 space	Site by site basis	1 space per 8 staff	1 space per 500m ²
B8 warehouse	1 space per 80m ²	1 space		1 space per 10 staff	1 space per 600m ²
Class E Food Retail	1 space per 14m ² covered areas	1 space		1 space per 6 staff	1 space per 200m ²

- 2.10. 20% of car spaces are required to have active charging provision, with a further 20% with passive provision. A minimum of 5% of spaces should be designated for use by disabled people. Parking spaces for powered two wheelers should be provided at a minimum of 5% of the total car parking spaces with a minimum of 2 spaces provided per site.
- 2.11. These draft standards have been taken into consideration in the design of the revised site layout , reproduced at **Appendix B**. Long-stay cycle parking would be accommodated within each unit, with short-stay indicated on the site layout.
- 2.12. Appropriate car and cycle parking will be provided on site, in accordance with the relevant parking standards and typical demand, at the time of the Reserved Matters application(s).

3. TRAFFIC GENERATION AND IMPACT

- 3.1. HCC previously raised no concerns with the traffic impact of the proposed development, subject to S106 appropriate developer contributions.
- 3.2. As the revised development proposals show a reduction in employment floorspace, the traffic generation also has reduced to that shown in the original TA.
- 3.3. The development traffic generation has been recalculated, consistent with the methodology previously adopted in the TA, for the revised proposals.

Existing Trip Generation

- 3.4. The existing site is vacant land with no existing trip generation.

Proposed Trip Generation

Farm Shop

- 3.5. The proposed Farm Shop trip generation Owton's Farm Shop at Chalcroft Farm had a floor area of 115sqm and the proposed farm shop has a floor area of 325sqm. An uplift factor of 2.83 has been applied to the observed arrivals and departures at the existing farm shop (as detailed in the TA dated November 2023). The resulting level of vehicular arrivals and departures are detailed in **Table 3.1**.

Table 3.1: Summary of Proposed Farm Shop Traffic Generation

Period	Arrivals	Departures	Two-Way
AM Peak 08:00-09:00	6	6	11
PM Peak 16:00-17:00	34	37	71
PM Peak 17:00-18:00	0	0	0

- 3.6. As there are no observed trips to or from the farm shop during the actual PM peak hour (17:00-18:00), the sensitivity test has assessed the hour prior to the PM peak hour to provide a "worst case" assessment.

Commercial Units

- 3.7. Vehicular trip rates for the proposed commercial units were obtained from an interrogation of the TRICS trip generation database for Industrial Estates within Great Britain, excluding Greater London. The site selection was adjusted to remove sites on the edge of town centres, and isolated sites, which is consistent with parameters used to establish proposed trip generation for previous work at Chalcroft Business Park. Sites with B2 land use and dominant amounts of B8 were also removed, as was an unrepresentatively large site (which also had abnormally low trip generation).
- 3.8. The TRICS outputs were set out in Appendix F of the TA ; the agreed vehicular trip rates are summarised in **Table 3.2**.

Table 3.2: Vehicle Trip Rates for Proposed Commercial Units

Period	Arrivals	Departures	Two-Way
AM Peak 08:00-09:00	0.738	0.300	1.038
PM Peak 17:00-18:00	0.223	0.605	0.828

Note: Trip rates per 100m²

- 3.9. Vehicular trip generation has been estimated for the proposed 3,085sqm of commercial units, and is set out in **Table 3.3**.

Table 3.3: Vehicle Trip Generation for Proposed Commercial Units

Period	Arrivals	Departures	Two-Way
AM Peak 08:00-09:00	23	9	32
PM Peak 17:00-18:00	7	19	26

Note: Based on a floor area of 3,085sqm

Total Trip Generation

- 3.10. The total vehicle trip generation arising from the proposed development is set out in **Table 3.4**.

Table 3.4: Total Trip Generation

Period	Arrivals	Departures	Total Two-Way
AM Peak 08:00-09:00	28	15	43
PM Peak 17:00-18:00	41	55	96

Comparison with Previous Submission

- 3.11. The comparison in total vehicle trip generation compared with the original TA submission is set out in **Table 3.5**.

Table 3.5: Comparison in Total Trip Generation with Previous TA Submission

Period	Arrivals	Departures	Total Two-Way
AM Peak 08:00-09:00	-5	-2	-8
PM Peak 17:00-18:00	-2	-5	-7

Note: Errors due to rounding

Impact on the Local Transport Network

- 3.12. Traffic associated with the revised development proposals at Chalcroft Business Centre can be seen to be a net reduction to that previously assessed in the TA which supported the planning application.

4. SUMMARY AND CONCLUSIONS

- 4.1. This Transport Assessment Addendum (TAA) has been prepared by PFA Consulting on behalf of FIP West End Ltd to support an outline planning application (Reference: O/23/96467) for employment development on land to the southeast of Chalcroft Business Park, Burnetts Lane, West End, Southampton.
- 4.2. A TAA was needed due to the site layout being revised in order to respect the need for the existing trees in the centre of the site to be retained. This has also resulted in a reduction in the quantum of employment floor space to that previously proposed in the TA that supported the planning application.
- 4.3. Hampshire County Council (HCC), as the Local Highway Authority, did not previously object to the planning application, in their consultation response dated 11 January 2024.
- 4.4. Traffic associated with the revised development proposals at Chalcroft Business Centre has been shown to be a reduction to that previously assessed in the earlier TA.
- 4.5. On this basis it is considered that HCC's previous consultation response of 'no objection' subject to appropriate conditions and obligations, will continue to apply to the revised development proposals.

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Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
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www.hants.gov.uk

Enquiries To Matt Grantham

My reference 051810

Direct Line

Your reference O/23/96467

Date 11 January 2024

Email eastleighdc@hants.gov.uk

Dear Ms Morris,

Land adjoining Chalcroft Business Park, Burnetts Lane, West End, SO30 2HH

Outline application for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. Formation of vehicular and pedestrian access to estate road. Access considered only.

In regard to application O/23/96467, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highway perspective, subject to consideration of the comments below being considered, and conditions being applied:

ACCESS:

Vehicle access into the site from the highway is via the existing arm from the Chalcroft Way / Burnetts Lane / Chalcroft Business Park roundabout. This leads onto the private 'Estate Road' where a bellmouth junction is then provided to allow access and egress into the specific site. No updates are proposed to this roundabout or the public highway, and this is acceptable given it is designed for and caters for such a use as that proposed.

Onwards, it is proposed that the site will provide pedestrian and cycle access from the site to the wider highway network via a link path from the site access on the southern side of the private 'Estate Road' where it then links into the wider pedestrian and cycle route provision that leads off of the Chalcroft Way / Burnetts Lane / Chalcroft Business

Director of Hampshire 2050
Garry Westbrook

Park roundabout.

It should be noted that given these pedestrian / cycle improvements link directly onto existing highway infrastructure, a S278 will be required by the developer, details of which can be found via the following link:

<https://www.hants.gov.uk/transport/developers/section-278>

Additionally, it should be noted that further improvements proposed as part of the wider One Horton Heath development can be linked into by this development once implemented, which will link into a wider access area and increase the sustainable transport options to and from the site.

SITE ACCESS AND INTERNAL LAYOUT:

Whilst the site specific access is not being put forward for adoption, given that it is located off of the private 'Estate Road', a review has been undertaken regardless.

The access is proposed to be via a priority junction access, with footways provided on both the east and west side leading into the development itself, providing safe passage for pedestrians within the site.

The parking layout also appears to be acceptable, with adequately sized spaces and aisle widths will easily allow turns in and out of the specific parking spaces. The quantum of parking has not however been assessed as this is a function for EBC, ensuring that their Parking Standards SPD (draft) is adhered to.

In regard to movement around the internal site, no vehicle tracking has been provided for this 'Access Only' application, and so no comment is made at this stage.

Vehicle Tracking drawings have however been provided for the priority access junction, and these have been reviewed. It is noted that both the refuse vehicle and Articulated Vehicle tracking takes up more than half of the available road width when turning in and out of the access. This would prevent dual movement in and out of the access at any one time, potentially resulting in a temporary obstruction, and as such the developers may wish to review this accordingly.

TRIP RATES:

Trip rate analysis has been undertaken, which suggests that post development up to 51 two-way trips would be anticipated in the AM Peak (34 in / 17 out) and 103 in the PM Peak (43 in / 60 out). It would not be anticipated that this level of additional additional movements, as a single site, would have a severe impact on the local highway network, when considered against existing traffic flow levels. Additionally, when the retail element is considered for variants such as linked and passby trips, the impacts would be diluted even further.

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Gary Westbrook

To demonstrate this, traffic modelling has been undertaken for the two key local junctions, being the Chalcroft Way / Burnetts Lane / Chalcroft Business Park roundabout, and the Chalcroft Way / Bubb Lane roundabout to the east.

Both models demonstrate that even with all committed development included, and growthed to the year 2028, the junctions remain within capacity, though in the case of the Bubb Lane south arm, this is on the limit at a modelled RFC of 0.9.

It should be noted however that this proposed development only adds 0.01 to the RFC, which shows as reaching 0.89 without the development proposals in place. Queue length times also only show a minimal increase in this scenario, rising from 17.74 seconds delay to 20.61 seconds.

Accumulatively with other development that is proposed for the local area however, mitigation measures will be required in the future, be this for highway capacity increases, or sustainable transport measures such as improved foot/cycle links or bus service or infrastructure improvements. for this reason, as with other development in the local vicinity, highway contributions would be requested.

DEVELOPER CONTRIBUTIONS:

In regard to S106 developer contributions, a request for £96,500 is made in order to both mitigate against the impacts of the development proposals, and to improve existing facilities for the benefit of the future site users. Details of appropriate transport schemes can be provided upon request, however they are likely to be allocated towards:

1. Foot / cycleway link between Eastleigh and Hedge End;
2. Bubb Lane / Tollbar Way junction improvements; and
3. Bus service and infrastructure improvements in the local vicinity.

TRAVEL PLAN:

It is noted that a Travel Plan (TP) has been submitted as part of the application pack, and this has been reviewed. Generally the TP would be acceptable, with appropriate measures and targets being proposed, and it would be anticipated to link into the TP for the existing areas of the Chalcroft Business Park, as well as potentially linking into the benefits of the wider One Horton Heath site once this has been developed.

As outlined in the TP a bond will need to be secured within the S106 for £33,000 to cover the monitoring and measures of the TP.

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Gary Westbrook

CONDITIONS:

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement 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 inclusive of routes to and from the site;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) 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.

PEDESTRIAN / CYCLEWAY PROVISION

No occupation of the site shall start until the footway / cycleway links from the site to the public highway have been constructed in accordance with the approved plans..

Reason - To provide satisfactory access and in the interests of highway safety.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook



Notes

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Other than for the purposes of planning, do not scale these drawings. Use written dimensions only. All dimensions to be checked on site prior to commencement of work.

Ordnance Survey Data

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Site and plot boundaries are shown indicatively only and subject to confirmation.

Area Schedule

New business starter and move-on units:
Gross plot area: 1.8ha / 4.45ac
Gross External Area (building footprints): 3,410sqm. / 36,705sqft.
Site coverage / plot ratio: approximately 19%
Gross Internal Area (building footprints): 3,125sqm. / 33,637sqft.
Allowance for mezzanine offices circa 5% of GIA: 140sqm. / 1,507sqft. (excluding farm shop)
Building height (to haunch): 6-8m (excluding farm shop)
Use Class: E(a),(g)(ii), (iii) and B8
Car parking: 86no. spaces (including 9no. accessible)

Detailed area breakdown by building: Gross Internal Areas
Farm Shop 325sqm. / 3,498sqft.
A 170sqm. / 1,830sqft.
B 292sqm. / 3,143sqft.
C 166sqm. / 1,787sqft.
D 1,171sqm. / 12,504sqft.
E 280sqm. / 3,014sqft.
F 406sqm. / 4,370sqft.
G 315sqm. / 3,391sqft.

Legend

- Approximate site area - 1.8ha
- Client ownership boundary
- Indicative acoustic fence
- Retained tree
- Root protection zone (RPZ)

Rev A 07-02-24 Redesign of layout to retain two existing oak trees. Area schedule updated accordingly ER TB

Proposed Site

CBP - BSL - ZZ - XX - DR - A - 1501 - PL - A October 2023
22093: Paddock Development 1:500 @ A1
Chalcraft Business Park Drawn ER
Client: FIPWEL Checked TB

Canute Chambers
Canute Road
Southampton
Hampshire
SO14 3AB

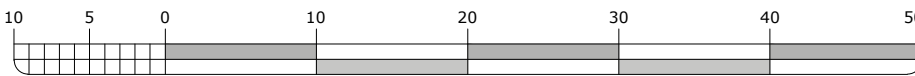
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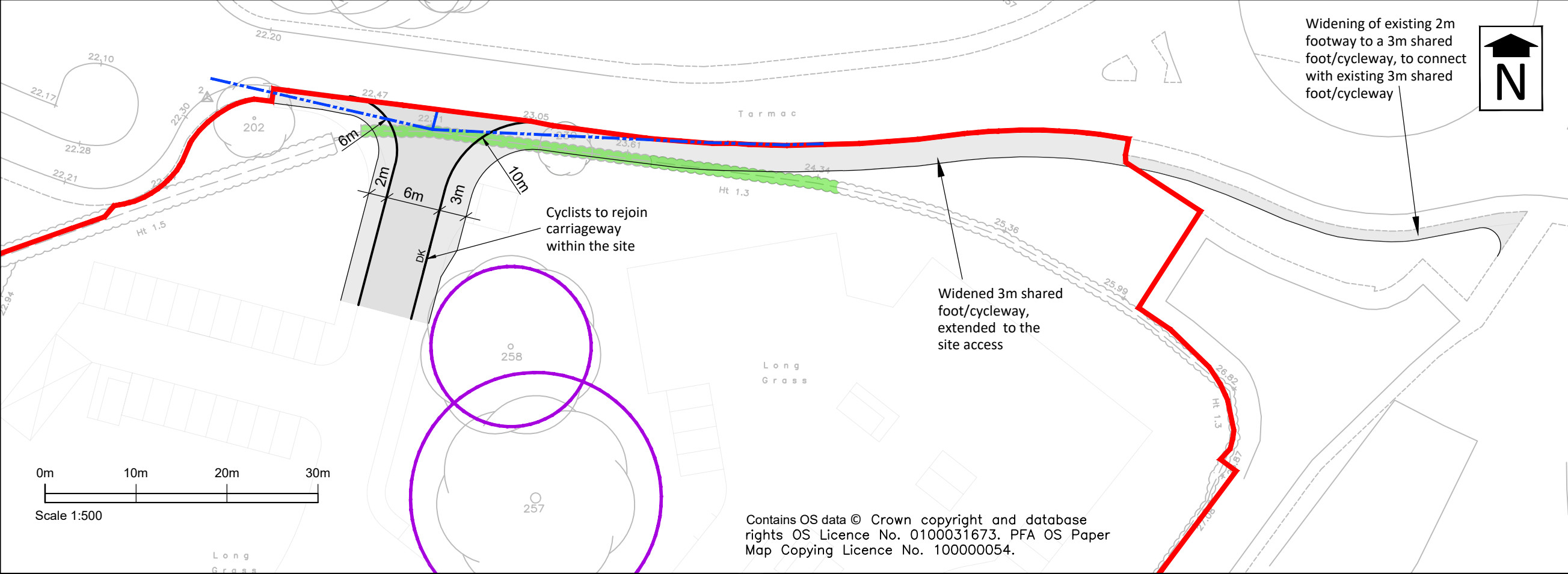
Boyle & Summers



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Appendix C



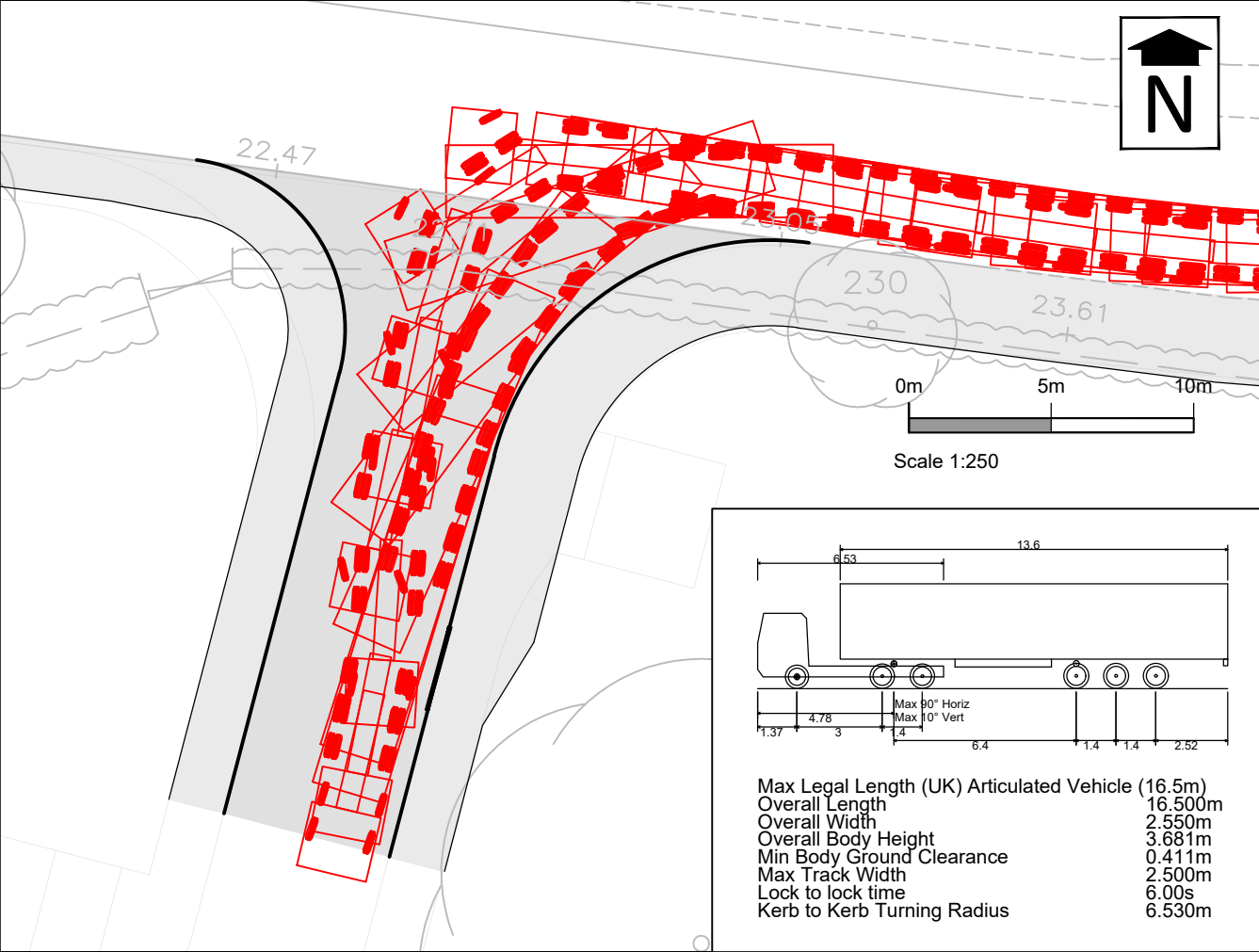
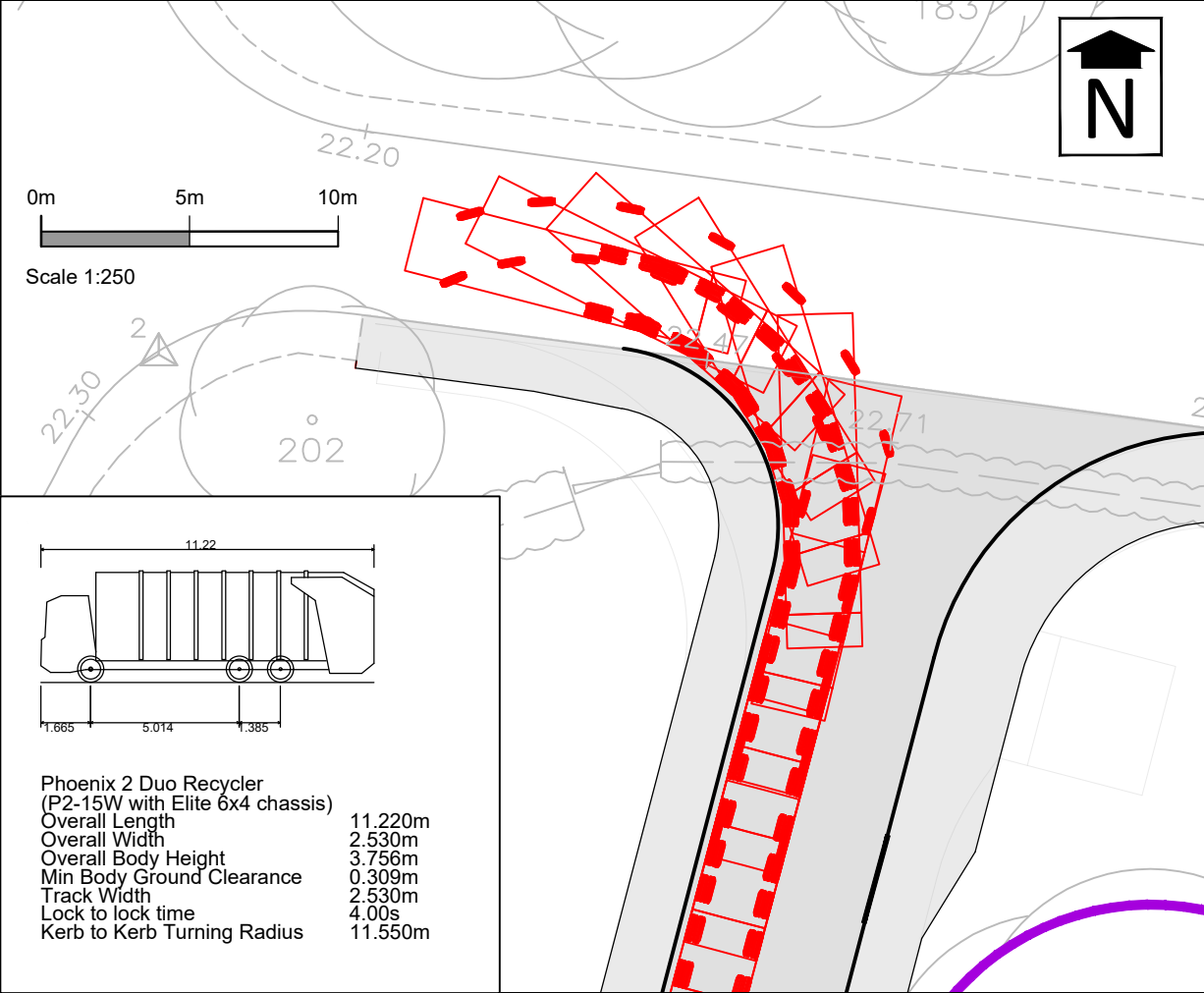
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NOTES

Plan based on survey produced by
Laser Surveys July 2000, drawing no.
T3914/1 and supplemented with OS
mapping showing the more recently
constructed Chalcroft Way roundabout

KEY

- Site boundary
- Tree/hedge removal to provide access and cycleway
- 2.4m visibility splay
25m West
43m East
- Tree root protection zone



Rev	Date	Description	Drawn	Check
#	27/07/23	First Issue	TLH	PK
A	14/08/23	Shared footway cycleway included	TLH	PK
B	31/08/23	Extent of Section 38 land amended	TLH	PK
C	24/01/24	Access relocated	TLH	PK
D	08/02/24		TLH	JA

Status

FOR INFORMATION

Client

West End FIP

Project

Chalcroft Business Centre

Drawing Title

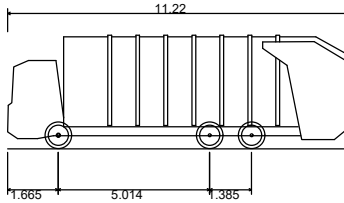
Preliminary Site Access

Drawing No. **W638/1** Rev D

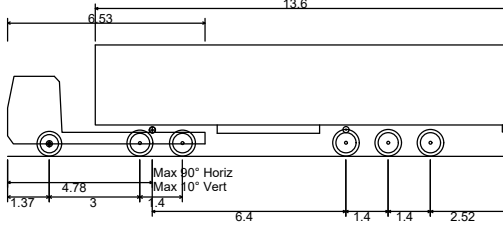
Date: July 2023 Scale: As shown @ A3
E-Mail: thillier@pfapl.com

0m 10m 20m 30m
Scale 1:500

0m 5m 10m
Scale 1:250



Phoenix 2 Duo Recycler
(P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m