



Dice
Environmental
Acoustics

Land East of Chickenhall Lane, Eastleigh
Noise Impact Assessment Addendum

17th June 2025

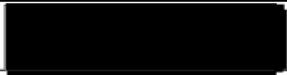
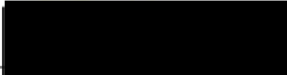
Ref: 101358

Version 3

Distribution List

Issued To	Company	Telephone No
Oliver Dempster	Highwood Ventures 7 Limited	---

Quality Assurance

Issue/Revision	Version 1	Version 2	Version 3
Project Number	101599	101599	101599
Remarks	Addendum to report	Addendum to report	Assessment of HGV only
Date	30 th April 2025	30 th May 2025	17 th June 2025
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Introduction

Dice Environmental were commissioned by Highwood Ventures 7 Limited to compile an addendum to the report, reference: '101358 Land East of Chickenhall Lane, Eastleigh Noise Impact Assessment Version 05' to address queries raised by the Planning Officer and support a full planning application at Land East of Chickenhall Lane, Eastleigh.

Planning Officer Comments

Comments were received from the Principal Planning Officer at Eastleigh Borough Council as per the below:

Members also mentioned the proposed Material Recycling Facility that has been granted planning permission by HCC (on 24 November 2024 – decision notice attached), at the southern end of Chickenhall Lane. They queried to me whether the potential increased traffic impacts from this development had been taken into account in terms of the noise and air quality assessments. This is a relevant point as the proposal would result in up to 128 additional HGV movements on Chickenhall Lane (see condition 10 on the decision notice). Having reviewed the Noise Report and discussed with our Environmental Health Officer, it does not look like the assessment has taken account of this permission and the predicted increase in traffic. It would therefore be requested that an update is provided to consider the potential noise implications, to ensure that the mitigation measures remain appropriate or to determine if any additional mitigation is required"

Transport Assessment

Upon receipt of the above comments, additional information was provided for HGV movements associated with the Material Recycling Facility by the Transport Consultant (TC).

Table 1: Transport Data

Road	HGV Baseline	Material Recycling Facility	HGV Baseline + Material Recycling Facility
Chickenhall Lane	751	128	879

The inputs as provided by the TC were input into CadnaA noise modelling software to demonstrate the difference within the respective scenarios. Figure 1 presents the Baseline at the receiver position whilst Figure 2 presents the Baseline + Material Recycling Facility at the receiver position. Note that the TC has confirmed that the development will not result in an increase in HGV movements, as such, no mention is made in the remainder of this document.

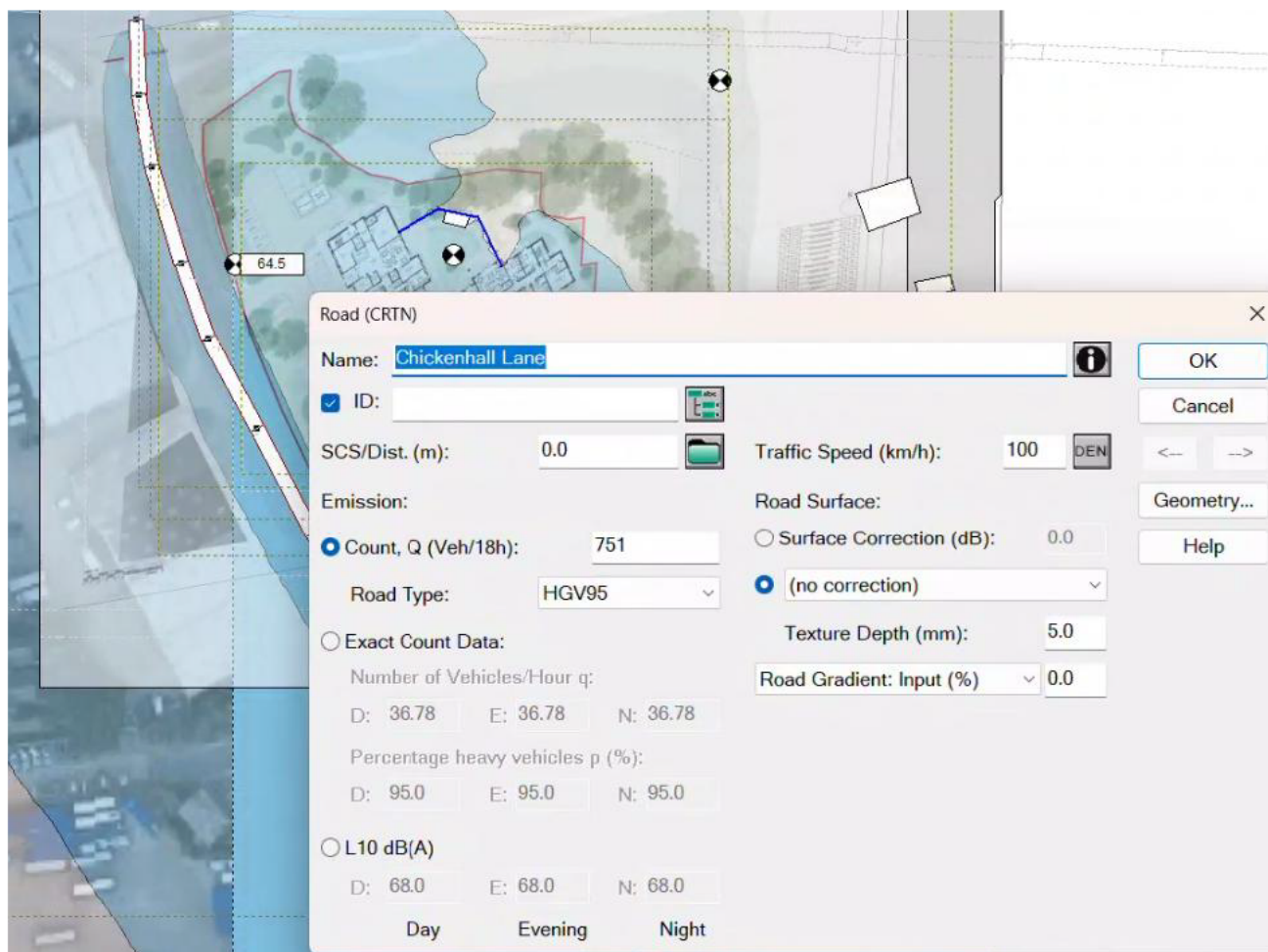


Figure 1: Baseline

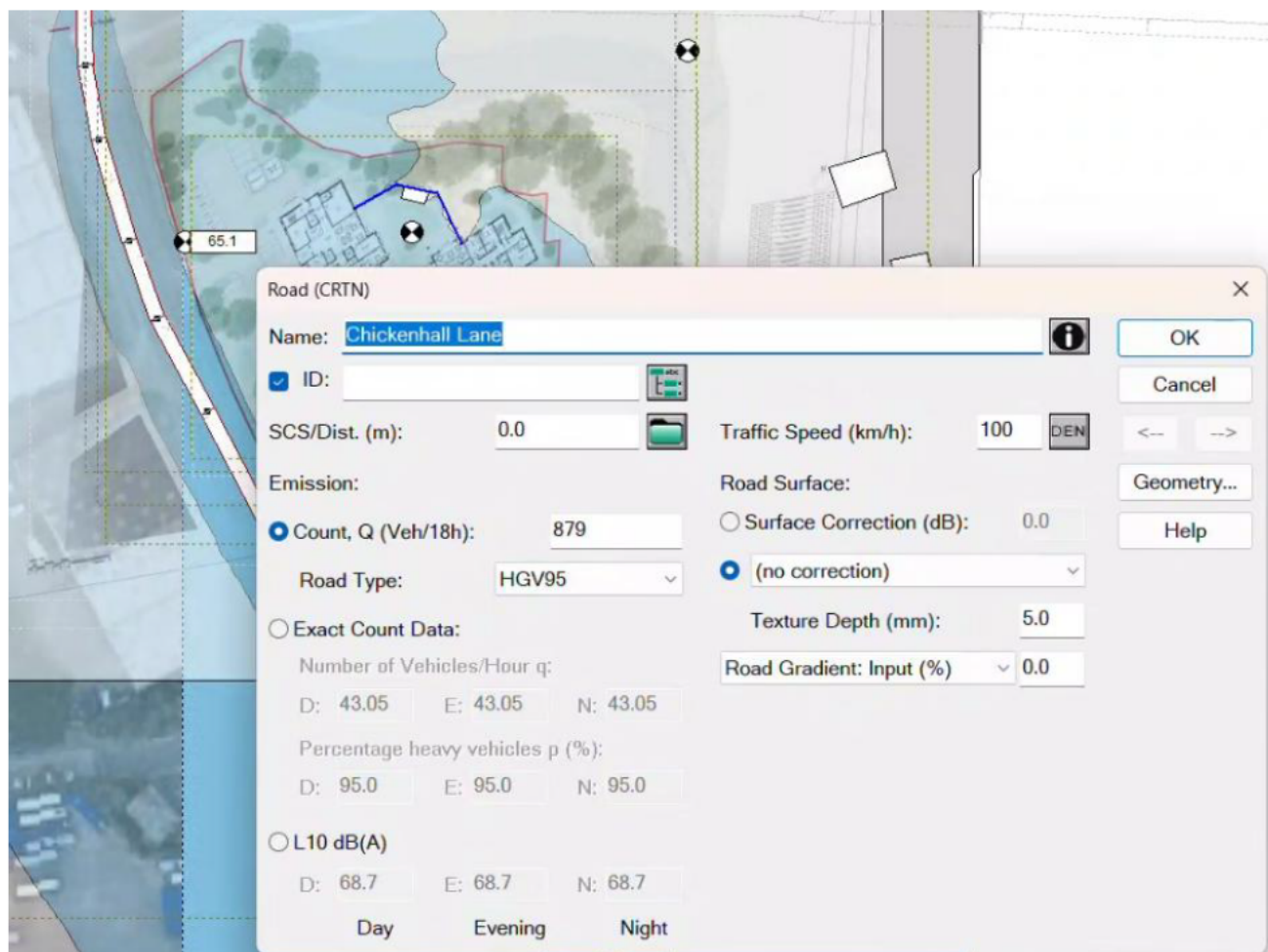


Figure 2: Baseline + Material Recycling Facility

The above images show that there is a minor change of 0.6dB expected at the receptor location as a result of HGV increase due to the Material Recycling facilities.

These noise grids have been based upon robust and worst-case assumptions and demonstrate that in principle there should be no adverse impact at the proposed development as a result of the Material Recycling facilities HGV movements. The site is suitable for the promotion of the intended development.