

Hampshire County Council

Report to the Director of Economy, Transport and Environment

July 2016

Traffic Order – Alton (South) Parking Proposals

Contact: Ian Janes

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1. Summary

1.1 The following decision is sought:

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to vary The Hampshire (Various Roads, East Hampshire) (Parking Places and Prohibition of Stopping, Waiting, Loading / Unloading and Clearway) Consolidation Order 2012, being the principal order, as specified in the schedules below:

SCHEDULE I – No waiting at any time

Access road leading to the rear of property nos. 16 and 25 Mill Lane, both sides – between its junction with Mill Lane and a point 9 metres south thereof.

Access road leading to the rear of property nos. 36 and 45 Mill Lane, both sides – Between its junction with Mill Lane and a point 9 metres south thereof.

Ackender Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

Archery Rise, north-west side – between its junction with Borovere Lane and a point 10 metres south-west thereof.

Archery Rise, south-east side – between its junction with Borovere Lane and a point 8 metres south-west thereof.

Ashdell Road, north-west side – between its junction with Paper Mill Lane and a point 57 metres north-east of its junction with the access road leading to the car park.

Ashdell Road, south-east side – between its junction with Wilsom Road and a point 21 metres north-east of its junction with the Ashdell Road service road.

B3004 Mill Lane, north-west side – between its junction with Paper Mill Lane / Wilsom Road and a point 49 metres south-west of the access to Silcox Court.

B3004 Mill Lane, south-east side – between its junction with Wilsom Road/Paper Mill Lane and a point 46 metres south-west of its junction with the rear access road situated between nos. 16 and 25 Mill Lane.

B3004 Mill Lane, south-east side – between a point 17 metres south-west and a point 16 metres north-east of its junction with the rear access road situated between nos. 16 and 25 Mill Lane

B3004 Mill Lane, south-east side – between a point 18 metres south-west and a point 17 metres north-east of its junction with the rear access road situated between nos. 36 and 45 Mill Lane.

B3004 Wilsom Road, north-east side – between its junction with Mill Lane and a point 246 metres north-west of its junction with Omega Park.

B3004 Wilsom Road, south-west side – between its junction with Ashdell Road and a point 16 metres south-east of its junction with Wilsom Close.

Bolle Road (spur), north-west side – between its junction with Cavalier Way/Bolle Road (spine) and a point 11 metres north-east thereof.

Bolle Road (spur), south-east side – between its junction with Cavalier Way/Bolle Road (spine) and a point 10 metres north-east thereof.

Bolle Road (spine) / Cavalier Way, north-east side – between a point 32 metres north-west of its junction with Bolle Road (spur) and a point 63 metres south-east of that point.

Bolle Road (spine) / Cavalier Way, south-west side – between a point 31 metres north-west of its junction with Downs Way and a point 33 metres north-west of that point.

Borovere Lane, north-east side – between its junction with Butts Road and a point 162 metres south-east thereof.

Borovere Lane, south-west side – between its junction with Butts Road and a point 60 metre south-east thereof.

Borovere Gardens, north-east side – between its junction with Butts Road and a point 12 metres north-west thereof.

Borovere Gardens, south-west side – between its junction with Butts Road and a point 23 metres north-west thereof.

Borovere Gardens service road, both sides – between its junction with Borovere Gardens and a point 4 metres south-west thereof.

Bow Street, both sides – between its junction with Tower Street and a point 5 metres south-west thereof.

Butts Road, north-west side – between its junction with High Street and a point 72 metres south-west thereof.

Butts Road, north-west side – between a point 105 metres south-west of its junction with High Street and a point 98 metres south-west of that point.

Butts Road, north-west side – between a point 221 metres south-west of its junction with High Street and a point 37 metres south-west of that point.

Butts Road, north-west side – between a point 304 metres south-west of its junction with High Street and a point 19 metres south-west of that point.

Butts Road, north-west side – between a point 353 metres south-west of its junction with High Street and a point 44 metres south-west of that point.

Butts Road, south-east side – between its junction with High Street/Drayman's Way and a point 252 metres south-west thereof.

Butts Road, south-east side – between a point 397 metres south-west of its junction with High Street/Drayman's Way and a point 48 metres south-west thereof

Churchill Close, both sides – between its junction with Mount Pleasant Road and a point 10 metres south-west thereof.

Grove Road, both sides – between its junction with Mount Pleasant Road and a point 3 metres south-west thereof.

Mount Pleasant Road, north-east side – between its junction with Butts Road and a point 90 metres south-east thereof.

Mount Pleasant Road, north-east side – between a point 151 metres south-east of its junction with Butts Road and a point 41 metres south-east of that point.

Mount Pleasant Road, north-east side – between a point 285 metres south-east of its junction with Butts Road and a point 33 metres south-east of that point.

Mount Pleasant Road, south-west side – between its junction with Butts Road and a point 90 metres south-east thereof.

Mount Pleasant Road, south-west side – between a point 99 metres south-east of its junction with Butts Road and a point 15 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 168 metres south-east of its junction with Butts Road and a point 14 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 195 metres south-east of its junction with Butts Road and a point 38 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 285 metres south-east of its junction with Butts Road and a point 34 metres south-east of that point.

Old Acre Road, both sides – between its junction with Mount Pleasant Road and a point 5 metres south-west thereof.

Old Acre Road, both sides – between its junction with Tower Street and a point 2 metres north-east thereof.

Omega Park, north-east side – between a point 11 metres north-west and a point 17 metres south-east of its junction with the access road leading to the Household Waste Recycling Centre, an approximate distance of 28 metres.

Access road leading to the Household Waste Recycling Centre, both sides – all sides, for their entire lengths, including the turning head at its southern end, an approximate distance of 360 metres.

Paper Mill Lane, north-east side – between its junction with Mill Lane and a point 77 metres south-east of its junction with Dicker's Lane.

Paper Mill Lane, north-east side – between a point 12 metres north-west of its junction with The Lamports and a point 23 metres south-east of that point.

Paper Mill Lane, south-west side – between its junction with Ashdell Road a point 95 metres south-east of its junction with Waterside Court.

Queens Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

The Lamports, north-west side – between its junction with Paper Mill Lane and a point 70 metres north-east and north-west thereof.

The Lamports, north-west side – between a point 153 metres north-east of its junction with Paper Mill Lane and a point 20 metres north-east of that point.

The Lamports, south-east side – for its entire length, an approximate distance of 167 metres.

Tower Street, north-east side – between its junction with Butts Road and a point 43 metres south-east thereof.

Tower Street, north-east side – between a point 58 metres south-east of its junction with Butts Road and a point 25 metres south-east of that point.

Tower Street, south-west side – between its junction with Butts Road and a point 47 metres south-east thereof.

Tower Street, south-west side – between a point 58 metres south-east of its junction with Butts Road and a point 25 metres south-east of that point.

Tower Street, south-west side – between a point 131 metres south-east of its junction with Butts Road and a point 16 metres south-east of that point.

Upper Grove Road, both sides – between its junction with Mount Pleasant Road and a point 5 metres south-west thereof.

Vicarage Road, north-west side – between its junction with Tower Street and a point 5 metres south-west thereof.

Vicarage Road, north-west side – between its junction with Borovery Lane and a point 10 metres north-east thereof.

Vicarage Road, south-east side – between its junction with Tower Street and a point 5 metres south-west thereof.

Vicarage Road, south-east side – between its junction with Borovery Lane and a point 18 metres north-east thereof.

Wilsom Close, west and south-west sides – between its junction with B3004 Wilsom Road and a point 19 metres south thereof.

Wilsom Close, east and north-east sides – between its junction with B3004 Wilsom Road and a point 30 metres south thereof.

SCHEDULE II – No waiting Monday to Saturday between 8.00am and 6.00pm

Butts Road, north-west side – between a point 72 metres south-west of its junction with High Street and a point 33 metres south-west of that point.

SCHEDULE III – No waiting Monday to Saturday between 9.00am and 6.00pm

Lower Turk Street, north side – between a point 126 metres east of its junction with Drayman’s Way and a point 127 metres east of that point.

Lower Turk Street, south side – between a point 143 metres east of its junction with Drayman’s Way and a point 133 metres east of that point.

SCHEDULE IV – No waiting Monday to Friday between 9.00am and 6.00pm

Access road leading to Alton Business centre, north-west side – between its junction with Omega Park and a point 11 metres south-west thereof.

Access road leading to Alton Business centre, south-east side – between its junction with Omega Park and a point 62 metres south-west thereof, including all sides of the turning head.

Wilsom Road, north-east side – between a point 246 metres north-west of its junction with Omega Park and a point 41 metres south-east of that junction.

Wilsom Road, south-west side – between a point 16 metres south-east of its junction with Ashdell Road and a point 129 metres south-east of that point.

Omega Park, both sides – between its junction with Wilsom Road and a point 35 metres north-east thereof.

Omega Park, south-west side – between a point 15 metres north-west of its junction with the access road leading to Alton Business Centre and a point 15 south-east of that junction.

SCHEDULE V – No waiting Monday to Friday between 8.00am and 6.00pm

Borovere Lane, south-west side – between a point 92 metres south-east of its junction with Butts Road and a point 73 metres south-east of that point.

SCHEDULE VI – Revocations (No waiting at any time)

Ackender Road, north side – between its junction with Butts Road and a point 20 metres west of that junction.

Ackender Road, south side – between its junction with Butts Road and a point 19 metres west of that junction.

Borovere Gardens, both sides – between its junction with Butts Road and a point 12 metres north-west of that junction.

Bow Street, both sides – between its junction with Tower Street and a point 8 metres south thereof.

Butts Road, north-west side – between its junction with High Street and a point 40 metres south-west of its junction with Ackender Road.

Butts Road, north-west side – between a point 18 metres south-west of its junction with Queens Road and a point 15 metres north-east of that junction.

Butts Road, north-west side – between a point 20 metres north-east of its junction with Borovere Gardens and a point 15 metres south-west of that junction.

Butts Road, south-east side – between its junction with High Street and a point 14 metres south-west of its junction with Ackender Road.

Mount Pleasant Road, both sides – between its junction with High Street / Butts Road and a point 49 metres south-east of its junction with Old Acre Road.

Queens Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

2. Reason

- 2.1 At the County Council's Highways Workshop meeting in November 2014, the County Councillors covering the East Hampshire area agreed to carry forward the Alton (South) parking scheme to the 2015/2016 East Hampshire Traffic Management scheme programme. This scheme is the second phase of an overall review of on-street parking controls in Alton. The first phase covering the town centre was implemented in 2013. Subject to future traffic management policy and recent changes to the delivery of on-street parking controls in East Hampshire, it has provisionally been hoped to progress a third phase – Alton (North) – when the current Alton (South) second phase has been completed. The aim of the overall review is to investigate parking problems which have been brought to the County Council's attention throughout the Alton area in recent

years and, where prioritised, to progress appropriate parking controls.

2.2 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.

3. **Other Options Considered and Rejected**

3.1 No other options have been considered.

4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**

5. **Dispensation granted by the Conduct Advisory Panel – None.**

6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by:

Date:

3/8/16



Stuart Jarvis
Director of Economy, Transport and Environment

Hampshire County Council

Report to the Director of Economy, Transport and Environment

July 2016

Traffic Order – Alton (South) Parking Proposals

Contact: Ian Janes

Tel: 0300 555 1388

Email: ian.janes@hants.gov.uk

1. Introduction

1.1 This report considers the introduction of new/revised on-street parking controls in the Alton (South) area.

2. Recommendation

That a Traffic Order be made under the Road Traffic Regulation Act 1984, the effect of which will be to vary The Hampshire (Various Roads, East Hampshire) (Parking Places and Prohibition of Stopping, Waiting, Loading / Unloading and Clearway) Consolidation Order 2012, being the principal order, as specified in the schedules below:

SCHEDULE I – No waiting at any time

Access road leading to the rear of property nos. 16 and 25 Mill Lane, both sides – between its junction with Mill Lane and a point 9 metres south thereof.

Access road leading to the rear of property nos. 36 and 45 Mill Lane, both sides – Between its junction with Mill Lane and a point 9 metres south thereof.

Ackender Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

Archery Rise, north-west side – between its junction with Borovere Lane and a point 10 metres south-west thereof.

Archery Rise, south-east side – between its junction with Borovere Lane and a point 8 metres south-west thereof.

Ashdell Road, north-west side – between its junction with Paper Mill Lane and a point 57 metres north-east of its junction with the access road leading to the car park.

Ashdell Road, south-east side – between its junction with Wilsom Road and a point 21 metres north-east of its junction with the Ashdell Road service road.

B3004 Mill Lane, north-west side – between its junction with Paper Mill Lane / Wilsom Road and a point 49 metres south-west of the access to Silcox Court.

B3004 Mill Lane, south-east side – between its junction with Wilsom Road/Paper Mill Lane and a point 46 metres south-west of its junction with the rear access road situated between nos. 16 and 25 Mill Lane.

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Borovere Lane, south-west side – between its junction with Butts Road and a point 60 metre south-east thereof.

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Borovere Gardens, south-west side – between its junction with Butts Road and a point 23 metres north-west thereof.

Borovere Gardens service road, both sides – between its junction with Borovere Gardens and a point 4 metres south-west thereof.

Bow Street, both sides – between its junction with Tower Street and a point 5 metres south-west thereof.

Butts Road, north-west side – between its junction with High Street and a point 72 metres south-west thereof.

Butts Road, north-west side – between a point 105 metres south-west of its junction with High Street and a point 98 metres south-west of that point.

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Butts Road, south-east side – between a point 397 metres south-west of its junction with High Street/Drayman's Way and a point 48 metres south-west thereof

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Grove Road, both sides – between its junction with Mount Pleasant Road and a point 3 metres south-west thereof.

Mount Pleasant Road, north-east side – between its junction with Butts Road and a point 90 metres south-east thereof.

Mount Pleasant Road, north-east side – between a point 151 metres south-east of its junction with Butts Road and a point 41 metres south-east of that point.

Mount Pleasant Road, north-east side – between a point 285 metres south-east of its junction with Butts Road and a point 33 metres south-east of that point.

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Mount Pleasant Road, south-west side – between a point 99 metres south-east of its junction with Butts Road and a point 15 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 168 metres south-east of its junction with Butts Road and a point 14 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 195 metres south-east of its junction with Butts Road and a point 38 metres south-east of that point.

Mount Pleasant Road, south-west side – between a point 285 metres south-east of its junction with Butts Road and a point 34 metres south-east of that point.

Old Acre Road, both sides – between its junction with Mount Pleasant Road and a point 5 metres south-west thereof.

Old Acre Road, both sides – between its junction with Tower Street and a point 2 metres north-east thereof.

Omega Park, north-east side – between a point 11 metres north-west and a point 17 metres south-east of its junction with the access road leading to the Household Waste Recycling Centre, an approximate distance of 28 metres.

Access road leading to the Household Waste Recycling Centre, both sides – all sides, for their entire lengths, including the turning head at its southern end, an approximate distance of 360 metres.

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Paper Mill Lane, north-east side – between a point 12 metres north-west of its junction with The Lamports and a point 23 metres south-east of that point.

Paper Mill Lane, south-west side – between its junction with Ashdell Road a point 95 metres south-east of its junction with Waterside Court.

Queens Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

The Lamports, north-west side – between its junction with Paper Mill Lane and a point 70 metres north-east and north-west thereof.

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Tower Street, north-east side – between a point 58 metres south-east of its junction with Butts Road and a point 25 metres south-east of that point.

Tower Street, south-west side – between its junction with Butts Road and a point 47 metres south-east thereof.

Tower Street, south-west side – between a point 58 metres south-east of its junction with Butts Road and a point 25 metres south-east of that point.

Tower Street, south-west side – between a point 131 metres south-east of its junction with Butts Road and a point 16 metres south-east of that point.

Upper Grove Road, both sides – between its junction with Mount Pleasant Road and a point 5 metres south-west thereof.

Vicarage Road, north-west side – between its junction with Tower Street and a point 5 metres south-west thereof.

Vicarage Road, north-west side – between its junction with Borovere Lane and a point 10 metres north-east thereof.

Vicarage Road, south-east side – between its junction with Tower Street and a point 5 metres south-west thereof.

Vicarage Road, south-east side – between its junction with Borovere Lane and a point 18 metres north-east thereof.

Wilsom Close, west and south-west sides – between its junction with B3004 Wilsom Road and a point 19 metres south thereof.

Wilsom Close, east and north-east sides – between its junction with B3004 Wilsom Road and a point 30 metres south thereof.

SCHEDULE II – No waiting Monday to Saturday between 8.00am and 6.00pm

Butts Road, north-west side – between a point 72 metres south-west of its junction with High Street and a point 33 metres south-west of that point.

SCHEDULE III – No waiting Monday to Saturday between 9.00am and 6.00pm

Lower Turk Street, north side – between a point 126 metres east of its junction with Drayman's Way and a point 127 metres east of that point.

Lower Turk Street, south side – between a point 143 metres east of its junction with Drayman's Way and a point 133 metres east of that point.

SCHEDULE IV – No waiting Monday to Friday between 9.00am and 6.00pm

Access road leading to Alton Business centre, north-west side – between its junction with Omega Park and a point 11 metres south-west thereof.

Access road leading to Alton Business centre, south-east side – between its junction with Omega Park and a point 62 metres south-west thereof, including all sides of the turning head.

Wilsom Road, north-east side – between a point 246 metres north-west of its junction with Omega Park and a point 41 metres south-east of that junction.

Wilsom Road, south-west side – between a point 16 metres south-east of its junction with Ashdell Road and a point 129 metres south-east of that point.

Omega Park, both sides – between its junction with Wilsom Road and a point 35 metres north-east thereof.

Omega Park, south-west side – between a point 15 metres north-west of its junction with the access road leading to Alton Business Centre and a point 15 south-east of that junction.

SCHEDULE V – No waiting Monday to Friday between 8.00am and 6.00pm

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SCHEDULE VI – Revocations (No waiting at any time)

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Bow Street, both sides – between its junction with Tower Street and a point 8 metres south thereof.

Butts Road, north-west side – between its junction with High Street and a point 40 metres south-west of its junction with Ackender Road.

Butts Road, north-west side – between a point 18 metres south-west of its junction with Queens Road and a point 15 metres north-east of that junction.

Butts Road, north-west side – between a point 20 metres north-east of its junction with Borovere Gardens and a point 15 metres south-west of that junction.

Butts Road, south-east side – between its junction with High Street and a point 14 metres south-west of its junction with Ackender Road.

Mount Pleasant Road, both sides – between its junction with High Street / Butts Road and a point 49 metres south-east of its junction with Old Acre Road.

Queens Road, both sides – between its junction with Butts Road and a point 20 metres north-west thereof.

3. Justification and Details of Proposal

- 3.1 At the County Council's Highways Workshop meeting in November 2014, the County Councillors covering the East Hampshire area agreed to carry forward the Alton (South) parking scheme to the 2015/2016 East Hampshire Traffic Management scheme programme. This scheme is the second phase of an overall review of on-street parking controls in Alton. The first phase covering the town centre was implemented in 2013. Subject to future traffic management policy and recent changes to the delivery of on-street parking controls in East Hampshire, it has provisionally been hoped to progress a third phase – Alton (North) – when the current Alton (South) second phase has been completed. The aim of the overall

review is to investigate parking problems which have been brought to the County Council's attention throughout the Alton area in recent years and, where prioritised, to progress appropriate parking controls.

- 3.2 As part of the process to implement additional parking controls the opportunity has been taken to consolidate and therefore simplify other parking restrictions in the area to bring them together under the one traffic order. Therefore some of the restrictions that have been included within the advertised Traffic Order, as part of the proposals, are already in place.
- 3.3 The scheme supports the safer and more secure for all, maximising well-being and enhancing our quality of place corporate strategies.
- 3.4 During the three year period ending 29 February 2016, there have been no injury accidents involving parked vehicles at any of sites under consideration.
- 3.5 Attached are:
- (i) the advertised traffic order;
 - (ii) the revised traffic order;
 - (iii) a location plan; and
 - (iv) descriptive plans of the areas.

4. **Consultation**

- 4.1 Consultation with local interested parties (including East Hampshire District Council, Alton Council and the emergency services) was carried out in July/August 2014. The Police did not object to the proposals.
- 4.2 In response to the public advertisement in April/May 2015, a total of 61 representations were received including two petitions (consisting of 28 and 20 signatures). Summaries, together with officer comments, are attached as appendices to this report.

5. **Local Member's View**

- 5.1 The local County Councillor, Andrew Joy, supports the proposals as per the officer comments in the attached appendix and the conclusion below.

6. **Cost**

- 6.1 The cost of implementation will be met from the ordinary Traffic Management Programme.

7. **Conclusion**

- 7.1 Bolle Road/Cavalier Way and Lower Turk Street – No representations received during public advertisement. Proposals to be implemented as advertised (see attached advertised drawings).
- 7.2 Spitalhatch Area – Representations received. Proposals to be implemented as advertised (see attached advertised drawing).
- 7.3 Butts Road Area – Representations received. Amended proposals to be implemented (see attached amended drawing).
- 7.4 Tanhouse Lane – Representations received. No further action to be taken regarding advertised proposals (see attached advertised drawing).

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Scheme file	Economy, Transport and Environment Department, Hampshire County Council, Elizabeth II Court West, The Castle Winchester, Hampshire, SO23 8UD.

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

No significant impact.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
No significant impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
No significant change.