
Note

To: Peter Bond– Strategic Planning
From: Philippa Gordon – Highways Development Planning
Our Reference: PG 6/3/9/MIN (035985)
Copies to:
Date: 23rd March 2022

Subject: **CS/22/92277 Proposed extraction of sand and gravel, with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and access onto Hamble Lane at Hamble Airfield**

Thank you for consulting me on the application recently submitted in relation to Hamble Airfield, Hamble. The application is for the proposed extraction of sand and gravel, with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and access.

Site Location

The site is a former airfield located in the north of Hamble. The site borders Hamble Lane to the west, Satchell Lane to the east and the railway line to the north.

Proposal

The site is allocated within the Hampshire Minerals and Waste Local Plan 2013. It is proposed to extract approximately 1.7million tonnes of sand and gravel at a rate of approximately 250,000 tonnes per annum. It is anticipated that this will take approximately 7 years and this will then be followed by a period of infilling and restoration. It is anticipated that the proposed development would commence in 2023, and would take up to 11 years to complete, generating HGV movements up to 2034.

The anticipated phases are:

- Traffic Phase 1: Year 1-2 – Export only;
- Traffic Phase 2: Years 3 – 7 – Export and infill; and
- Traffic Phase 3: Years 8 – 11 – Infill only.

The site will be operational between the hours of 0700-1700 hours Monday to Friday and 0700-1200 hours on Saturdays. It is stated that soil stripping and sand extraction will not commence until 0800 hours. Maintenance of plant and vehicles will be until 1900 during the week and 1800 hours on Saturdays.

Site Access

Access to the Site is proposed to be taken from a new priority access junction directly onto Hamble Lane (shown on drawing ITB13040-SK-006 Rev B). All HGVs arriving and departing the site will arrive and depart to the north (towards the M27). The access has been designed with a width of 7.3m and a kerb radius of 4.0m to the left / south of the access to prevent HGVs from turning left out of the site whilst still allowing smaller vehicles to make this manoeuvre.

In 2019, the applicant engaged Hampshire County Council's (HCC) Engineering Consultancy to provide a Pre-application Design Review (PADR) of the proposed new access. Two concerns raised within the PADR do not appear to have been addressed:

1. The Designer was asked to demonstrate that other options had been considered thoroughly – both in terms of junction location and junction form. This has been briefly mentioned in the Transport Assessment (TA), but there is no evidence that this optioneering exercise was undertaken fully and this should be provided to enable to rationale of the presented access to be understood.
2. The PADR made it very clear that both HCC Arboriculture and Ecology teams had genuine concerns regarding the proposed tree loss and set out requirements for the Designer to demonstrate that their loss could not be avoided, and to fully mitigate if their loss was found to be essential. One key element relates to CAVAT (Capital Asset Value for Amenity Trees), the value of these trees is likely to be substantial and nothing appears to have been submitted which looks to address these points. Further information can be found within HCC's TG15 Trees, landscape and Ecology and the 2019 Highways Trees Policy <https://documents.hants.gov.uk/transport/TG15-Trees-Landscape-and-Ecology.pdf> <https://documents.hants.gov.uk/transport/HighwaysTreePolicy.pdf>

Additional information is also required as follows:

- Speed data is provided in a summary table only with no raw data. It is unclear where the measurements were taken, or when. The designer needs to confirm that the speeds are current (within two years) and taken in appropriate locations.

- Visibility to the south (left) can actually be shown to the centreline as there is a physical feature (refuge) which prevents overtaking here.
- Visibility to/from the tactile paving on the southern side of the proposed junction (in particular) may be limited. The designer should demonstrate that ped/cyclist visibility is achieved at all crossing points.
- The RSA requires updating to reflect the changes made since the PADR.
- There is no mention of LTN 1/20. Designs will need to prove compliance. Where possible, the cycleway should be widened to 3.0m and a suitable verge/margin provided for safety – given recorded speeds. The designer also needs to account for ‘shyness’ from the proposed barriers. One section is shown 2.28m wide with barrier adjacent. The effective width becomes minimal here. The crossing refuge in the bellmouth should also be a minimum of 3.0m ‘deep’ to cater for cyclists and the designer needs to check that the barriers do not become a problem for cyclists here too.
- A Walking, cycling and horse-riding assessment and review (WCHAR) has not been provided and is required.
- With regard to vehicle tracking, lock-to-lock times of 6s would be more appropriate than the 3s currently proposed for HGVs.
- Tracking – Speeds are not shown. These should be provided (it should be noted that anything lower than 10mph is not appropriate/realistic).
- All internal tracking uses a 14m HGV, whereas the junction is tracked with the correct 16.5m HGV, it is not clear why this is inconsistent.

Also, it is noted that the traffic count data included within the Transport Assessment includes ATC data from 2016/2017 plus growth. A sensitivity test to compare this approach with more recent data (potentially held by HCC surveys team) should be undertaken to confirm accuracy.

Recommendation

From a review of the information contained in the application I am unable to make a recommendation until further information has been provided as outlined above. A further response which covers the Transport Assessment and mitigation requirements will be provided once the above issues relating to the proposed access have been addressed.

In the meantime, should you wish to discuss this further please do not hesitate to contact Philippa Gordon on 0370 779 2886.