HAMPSHIRE COUNTY COUNCIL, NEW FOREST NATIONAL PARK AUTHORITY, PORTSMOUTH CITY COUNCIL, SOUTH DOWNS NATIONAL PARK AUTHORITY & SOUTHAMPTON CITY COUNCIL

Hampshire Minerals & Waste Plan

Strategic Transport Assessment

August 2022

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Glossary

AQMA	Air Quality Management Area
HGV	Heavy Goods Vehicle
HMWP/ The Plan	Hampshire Minerals and Waste Plan
LRN	Local Road Network
LTP	Local Transport Plan
MRN	Major Road Network
NPPF	National Planning Policy Framework
NPPW	National Planning Policy for Waste
PRN	Primary Road Network
RUS	Rail Utilisation Strategy
SFN	Strategic Freight Network
SRN	Strategic Road Network
STA	Strategic Transport Assessment

1. Introduction

1.1. Overview

1.1.1. The Hampshire Minerals and Waste Plan (HMWP) is subject to a Partial Update. This will improve, update and strengthen the vision, plan objectives, policies and provide details of strategic sites that will deliver the objectives of the Plan.

1.1.2. This document forms the Strategic Transport Assessment (STA) and will comprise part of the evidence base supporting the development of the HMWP Partial Update. It documents key transport evidence and associated sustainability issues. The STA's aim is to outline the potential effects on the transport network of the Plan area as a result of policies contained within the HMWP Partial Update up to 2040. It also provides a preliminary review of the suitability of sites to be considered for allocation within the Plan in terms of transport.

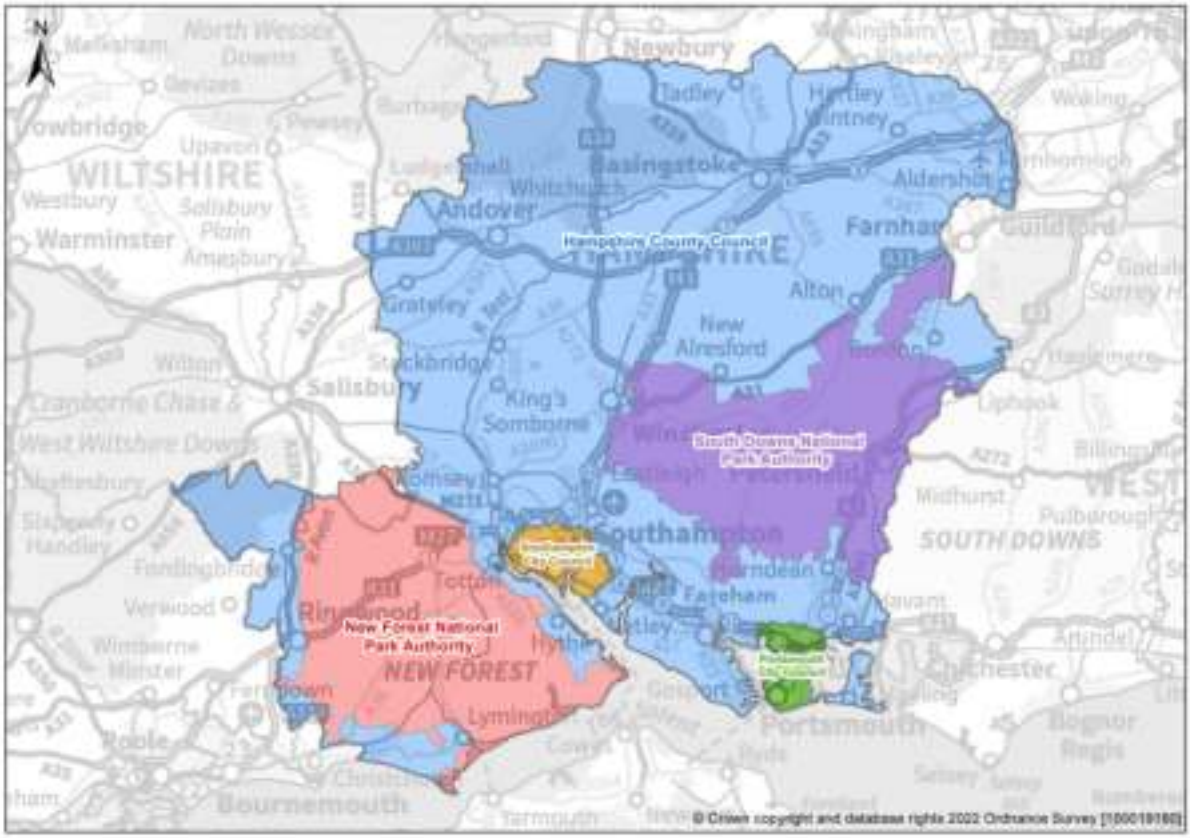
1.1.3. As well as this introductory overview (Section 1), the study is comprised of five sections.

- Section 2 provides the context for this study in terms of policy and the overarching Plan structure.
- Section 3 provides a review of the current transport baseline in Hampshire, looking at the existing transport infrastructure network and network constraints with regards to minerals and waste transport.
- Section 4 provides an assessment of the suitability in terms of transport of each of the 12 sites identified for potential allocation and/or safeguarding as part of the HMWP; and
- Section 5 summarises the findings of this study.

1.2. The Plan area

1.2.1. The HWMP covers the administrative areas of areas of Hampshire County Council, Portsmouth City Council, Southampton City Council and the areas of the South Downs National Park Authority and New Forest National Park Authority within Hampshire, all of which are minerals and waste planning authorities (see **Error! Reference source not found.**). They are collectively referred to as the 'Hampshire Authorities.'

Figure 1 Hampshire Minerals & Waste Plan and Hampshire Authorities administrative area



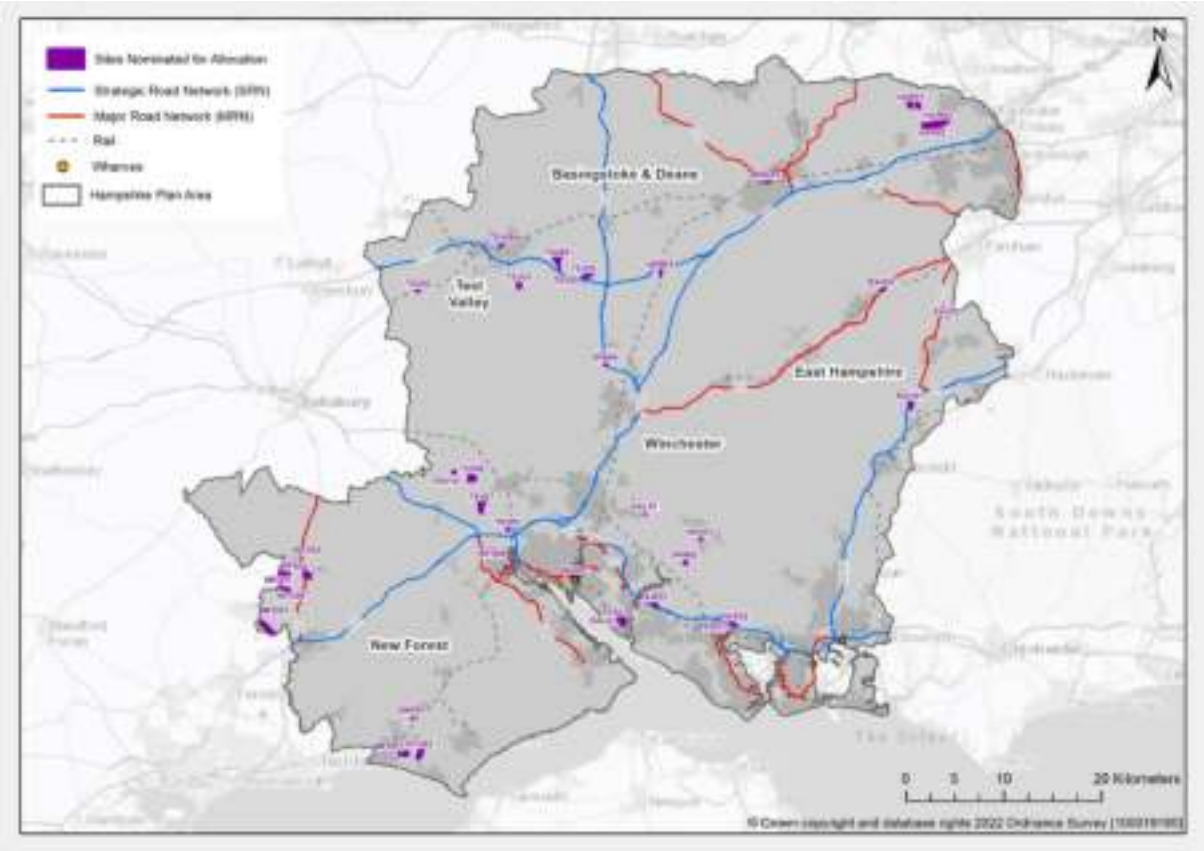
1.3. Site Identification

1.3.1. In the preparation of the HMWP Partial Update, a Call for Sites was made in March 2021, inviting the waste and minerals industry, landowners and promoters to identify any sites that they may wish to be allocated or safeguarded for the purpose of mineral and waste uses.

1.3.2. There are 36 sites within the Plan area, these include suitable sites arising from the call for sites alongside existing allocations.

1.3.3. This Strategic Transport Assessment reports on the sites as shown in **Error! Reference source not found.** with the sites listed in section 4.5.24.5.2 below.

Figure 2 Location of the proposed Sites considered for allocation within the HMWP Partial Update, with the transport network



2. Policy Context

2.1. Introduction

2.1.1. This section explains the policy context for considering transport as part of the process for identifying new minerals and waste facilities and sites, and as such provides part of a robust and credible evidence base for the HMWP Partial Update. This policy context has influenced the approach to this assessment, and has ensured that, in line with Government guidance, *"the transport impacts of alternative spatial development patterns are properly assessed at an early stage and throughout the plan making process as an integral part of the sustainability appraisal of emerging plans".*[1]

2.2. National Planning Policy

2.2.1. Road freight policies will affect the transportation of minerals and waste as this will remain the primary mode of transportation to and from these sites. The Government's transport strategy 'Creating growth, cutting carbon; making sustainable local transport happen' (2011) seeks to encourage freight to shift to lower carbon modes of transport. Although road transport is likely to remain the main mode for many freight movements, land use planning can help to promote sustainable distribution, including where feasible, the movement of freight by rail and water. The overall aim of national planning policy is to minimise the quantity of materials which have to be transported and the distance they have to travel, with a preference for non-road modes of transport. Realistic opportunities for mode transfers are explored in this STA and will be key criteria of the assessment of suitability of appropriate sites to be included in the HMWP.

2.2.2. The Government's National Planning Policy Framework[2] (NPPF) was published in March 2012 and updated in July 2018 and February 2019 and revised in July 2021. It is supported by Planning Practice Guidance (PPG), including the Minerals PPG published in October 2014[3] and the Waste PPG[4] updated in October 2015.

2.2.3. The NPPF does not contain specific waste policies since national waste planning policy is published in the National Waste Management Plan and the National Planning Policy for Waste. However, it requires local authorities preparing waste plans to have regard to policies in the NPPF and specifically

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[2] Department for Transport. Guidance on Transport Assessment: Chapter 5: The link with the development plan making process
[3] National Planning Policy Framework: https://www.gov.uk/government/publications/national-planning-policy-framework--2
[3] National Planning Policy Framework, PPG Minerals: https://www.gov.uk/guidance/minerals
[4] National Planning Policy Framework, PPG Waste: https://www.gov.uk/guidance/waste

those relating to the 'minimising waste'. On the other hand, the NPPF does set out the overarching national policy for minerals development and the production of mineral development plans. Throughout the document, however, the importance is raised of the relationship between transport and land use planning in delivering sustainable developments.

2.2.4. In particular, the NPPF states that "transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places (para 104)".

2.2.5. It also states that planning policies should "be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned" and "identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development (para 106)"

2.2.6. Specifically relating to the transportation of minerals, paragraph 210 of NPPF requires authorities to "safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material" and "set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality".

2.2.7. Similarly, paragraph 5 of the National Planning Policy for Waste (NPPW) states that in assessing the suitability of sites and/or areas for new or enhanced waste management facilities consideration should be given to "*the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport*". Item F of Appendix B of NPPW 'Locational Criteria' goes further in that it requires consideration to include "*the suitability of the road network and the extent to which access would require reliance on local roads, the rail network and transport links to ports*". Detailed guidance on the application of the NPPF is set out in the government guidance on "transport evidence bases in plan making and decision taking."[5]

2.3. Regional Planning Policy

2.3.1. As well as the NPPF withdrawing former planning policy statements and guidance, the Government's Localism Act of 2011 abolished all regional planning and revoked all regional strategies including the South East Plan originally published in 2009. The South East Plan was revoked on 25th March 2013, under the Regional Strategy for the South East (Partial Revocation) Order 2013. Two policies remain extant following the partial revocation of the South East Plan and only one policy, Policy NRM6 relating to the Thames Basin Heaths Special Protection Area, is relevant to development of the HMWP. However, there are no extant regional policies relating to the transportation of minerals or waste.

2.3.2. Transport for South East's (TfSE) Transport Strategy published in June 2020, does not make specific reference to the transportation of minerals or waste. Rather it sets outs TfSE's vision for the South East of England to be a leading global region through net-zero carbon and sustainable economic growth, with integrated transport helping to deliver a step change in connectivity and environmental quality. It also identifies key priorities and goals which will enable the realisation of the vision.

2.4. Local Planning Policy

2.4.1. A Local Plan, as described by NPPF 2019 is "a plan for the future development of a local area, drawn up by the local planning authority in consultation with the community". Although the Local Plans across the Hampshire Authorities areas are at varying stages of development, each has given consideration to transport impacts of proposed new residential and employment allocations. Mineral and waste allocations would not be expected to be included by these Plans – the Local Plan and the Minerals and Waste Plan together will form the

[5] Guidance on transport evidence bases in plan making and decision taking: https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking

Development Plan. The transport studies associated with the Local Plans are useful in the context of this Strategic Transport Assessment in that they highlight junctions and links that are expected to experience a significant or severe impact as a result of Local Plan growth. Where the Plans are sufficiently developed, mitigation measures have been designed and tested to ensure that the growth can be accommodated on the highway network. Further consideration is given to the detail of these transport studies, including junctions highlighted by both Local Plans and this Plan update, in Section 41.

2.4.2. All authorities covered by the HMWP have Local Plans at varying stages of development or approval, which have been reviewed as appropriate.

2.5. Local Transport Policy

2.5.1. The HMWP Partial Update is being produced to cover the areas of the Hampshire Authorities. Other than the New Forest National Park Authority, which is covered by both Hampshire County Council and Wiltshire Council, the rest of the administrative areas are all independent transport authorities and therefore local transport planning policy for the HMWP is covered by five different Local Transport Plans (LTPs), as listed below:

- Connected Southampton – Transport Strategy 2040
- Portsmouth City Council LTP 4
- Hampshire County Council LTP 3
- Wiltshire Council Local Transport Plan 2011-2026

2.5.2. Whilst there is no specific reference to mineral and waste transportation in any of the above LTPs, all include overarching policies and objectives that support those of the NPPF in terms of promoting sustainable freight travel, locating developments where the transport infrastructure leads to greater mode choice and where it does not adversely affect the capacity of the strategic transport networks. Each of the five Local Authorities adopted the HMWP in 2013.

2.5.3. Hampshire County Council has consulted on its new Local Transport Plan 4 and is expected to adopt this in early 2023.

2.5.4. The emerging Hampshire County Council LTP 4, is informed by the Hampshire 2050 Commission of Inquiry ran between May 2018 to October 2019. The Inquiry and the outcomes do not reference minerals and waste transportation but outlines recommendations to develop policies to support the transition to clean, locally generated, renewable energy, reduce waste and to strive for safer, less congested, better connected and efficient transport networks. In this regard the need to transition fleets of HGV vehicles to zero emission vehicles within the emerging Hampshire County Council LTP 4, is the most direct reference to Waste and Minerals transportation.

2.6. Minerals and Waste Transport Policy for Hampshire

2.6.1. In terms of minerals and waste related transport, the HMWP policy for minerals and waste transport recognises that the supply of minerals and the management of waste resources are dependent on a variety of transport infrastructures that need to be considered. Transport infrastructure of all types needs to be maintained and developed to support a sustainable supply of minerals and the sustainable management of waste in Hampshire.

2.6.2. Due to their bulky nature and relatively low value, minerals and waste materials are predominantly transported using Heavy Goods Vehicles (HGVs) along both local and strategic road networks. Within Hampshire, about 90% of all mineral and waste materials movement is by road. Despite the impacts that this form of transport may have, especially in the case of mineral workings in remote locations, it is recognised that finding suitable alternatives to road transport is often not possible or viable.

2.6.3. Impacts arising from the transport of minerals and waste materials by road could, if not controlled, have a significant impact on the environment and on communities, including those not in the immediate vicinity of the development. Impacts such as noise, dust, vibration, traffic congestion and vehicle CO2 emissions can all arise from transportation, and as such, the minimisation and management of them are key priorities of the HMWP.

2.6.4. As such, the proposed policy approach seeks to ensure impacts from transport serving minerals and waste development are at an acceptable level. There should not be unacceptable levels of traffic congestion and in particular sites should have a:

- safe access and an agreed and acceptable route to the strategic road network;
- freight Management Plan and/or Site Operations Plan; and a
- Travel Plan, where the minerals and waste activities generate significant amounts of related movement.

2.6.5. These form the guiding principles of the transport policy of the HMWP, which will require all mineral and waste developments to give consideration to potential highway and transportation impacts that may be associated with their development and specifically, the need to ensure that the movement of minerals or waste does not have unacceptable transport impacts on the local environment, communities and road network. Minerals and waste development is expected to include a Transport Assessment or Statement of potential impacts on highway safety, congestion and demand management. Specifically, the assessment should explore how the movement of minerals and/or waste within and outside the site will not be detrimental to road safety and would not have an unacceptable impact on the environment or local community and

determine whether highway improvements may be required to mitigate associated impacts. Furthermore, where minerals and waste development will require significant road transport, the development will be expected to address alternatives to road-based methods of transportation such as sea, rail, inland waterways, conveyors, pipelines and the use of reverse logistics.

2.6.6. Applying the above guiding principles, it will therefore be beneficial for mineral and waste sites to be located:

- in close proximity to the strategic road network with good accessibility;
- where there is potential for the sustainable movement of materials; and/or
- where road miles can be minimised.

2.6.7. These represent the key criterion against which the suitability of mineral and waste sites has been assessed.

3. The Transport Baseline in Hampshire

3.1. Existing Transport Infrastructure

3.1.1. Geographically the county of Hampshire is one of the largest shire counties in England. It includes five planning authorities, previously described, including the cities of Portsmouth and Southampton. It covers an area of over 3,680 km^2, has a population of over 1.8 million people, a road network of over 9,500 km and a rail network of over 375 km. In addition, Hampshire also contains two international gateway ports, Portsmouth and Southampton, and a number of wharves and depots, as described below.

3.2. Road Network

3.2.1. Hampshire does not have a specified HGV or lorry network. All freight movement is expected to apply a hierarchical approach to using the road network; with accessing the highest category of road possible (ideally the Strategic Road Network) as soon as possible and with the ultimate aim of trying to use the Strategic Road Network for the largest part of each movement.

3.2.2. The strategic transport network within Hampshire is comprised of a varied infrastructure network. Highways infrastructure includes:

- a national Strategic Road Network (SRN), mostly comprised of motorways, with some A-roads;
- a Primary Route Network; this designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country;
- a Major Road Network (MRN); this consists of local authority-controlled A-roads,
- and local road network (LRN) of more minor roads.

3.2.3. The strategic road network is shown in Figure 3.

3.2.4. The Strategic Road Network (SRN) is the responsibility of National Highways, an executive agency of the Department for Transport (DfT). The importance of the SRN for freight traffic is highlighted by the DfT in their Road Network Policy Consultation dated January 2011 that states that "*while the strategic road network (SRN) constitutes only 2.4% of the nation's roads, it carries around a third of all traffic and two thirds of all freight. Individual roads on the SRN are known as trunk roads*". It goes further in stating that "*the SRN exists to connect the country together, and includes most of the motorways and large-scale interurban roads in England. Almost no journeys will start or end on the SRN; but almost all national-level journeys will make use of part of it at some stage*."

3.2.5. The major road network comprising of A roads is the responsibility of local highway authority and plays a key part in in the economy of the region within which it sits.

3.2.6. Within the Plan area the SRN comprises of M3, M27, A34 (M), A3, A27, A34, A36, A303 and A31. The M3 links key urban centres within Hampshire and the International Port of Southampton. The A34 which runs north to south of the county connecting Winchester and via the M3 Southampton to the Midlands and the North. It is a nationally significant route for freight to and from the port to the rest of the country. The A3 links Portsmouth and the southeast of Hampshire to London. The A31 links Southampton and Bournemouth, Poole and south Dorset; it is the main major connection across New Forest National Park. The A303 links for north of Hampshire to the West Country.

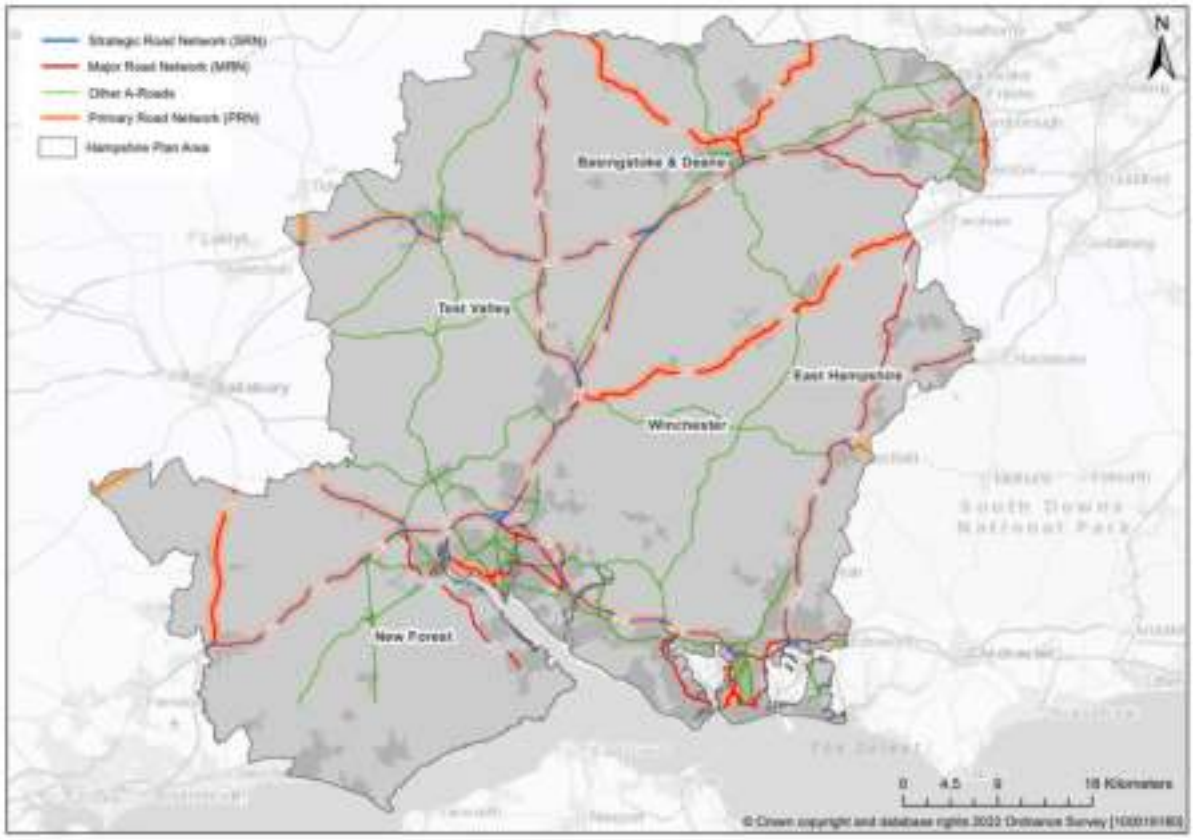
3.2.7. The SRN is supplemented by the Major Road Network, created under the DfT's Transport Investment Strategy 2017. Within Hampshire, the MRN is comprised of the A27, A31, A32, A33, A35, A287, A325, A326, A338, A339 and A2030, which overlaps with some areas of the SRN. The A33 plays an important connecting role between the M3 and M4 which enables traffic to avoid the most heavily congested areas of the M25. In generally, the MRN consists of A road which are not part of the SRN but are also heavily trafficked and economically important local authority roads which fill the SRN gaps.

3.2.8. The Management of MRNs is the responsibility of the five local highway within Hampshire, although the government created dedicated funding for the improvement of this middle tier road via the National Roads Fund.

3.2.9. In addition to the SRN and MRN there is a large network of A, B and C class, and unclassified roads which do not form part of the SRN or MRN, but some parts are still of strategic local importance in terms of freight accessing the SRN and MRN - in particular minerals and waste traffic. Along with the MRN, these other roads make up the Local Road Network (LRN), which like the MRN, is managed by the three local highway authorities within the Hampshire area.

3.2.10. The following map shows the SRN, PRN and MRN within Hampshire.

Figure 3 SRN, PRN and MRN within Hampshire



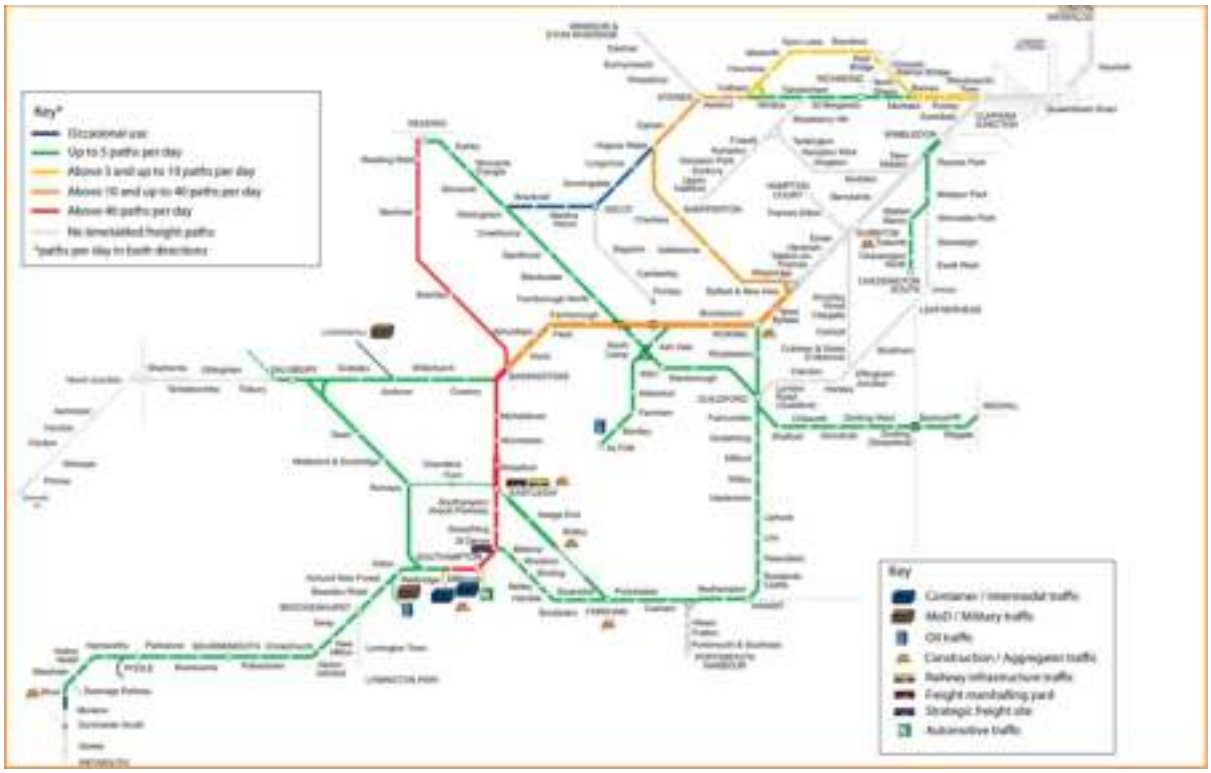
3.3. Rail Network

3.3.1. Rail freight plays a significant part in and across the region, removing hundreds of thousands of lorry journeys, and thus helping to ease road congestion and improve air quality. Each freight train removes 25-76 HGVs from the road network, reducing carbon by an estimated 76%.[6]

3.3.2. Hampshire is well connected by rail and there is about 320 route km of rail network within the county. Routes include those to and from London, those running along the south coast, as well as the link to Reading, the Midlands and the North and routes to Wiltshire and the West Country. The network serves several industries including the automotive, intermodal traffic linked to the port of Southampton. Operational aggregate rail depots can be found at Eastleigh, Botley, Fareham and Bevois Park, as shown in Figure 4.

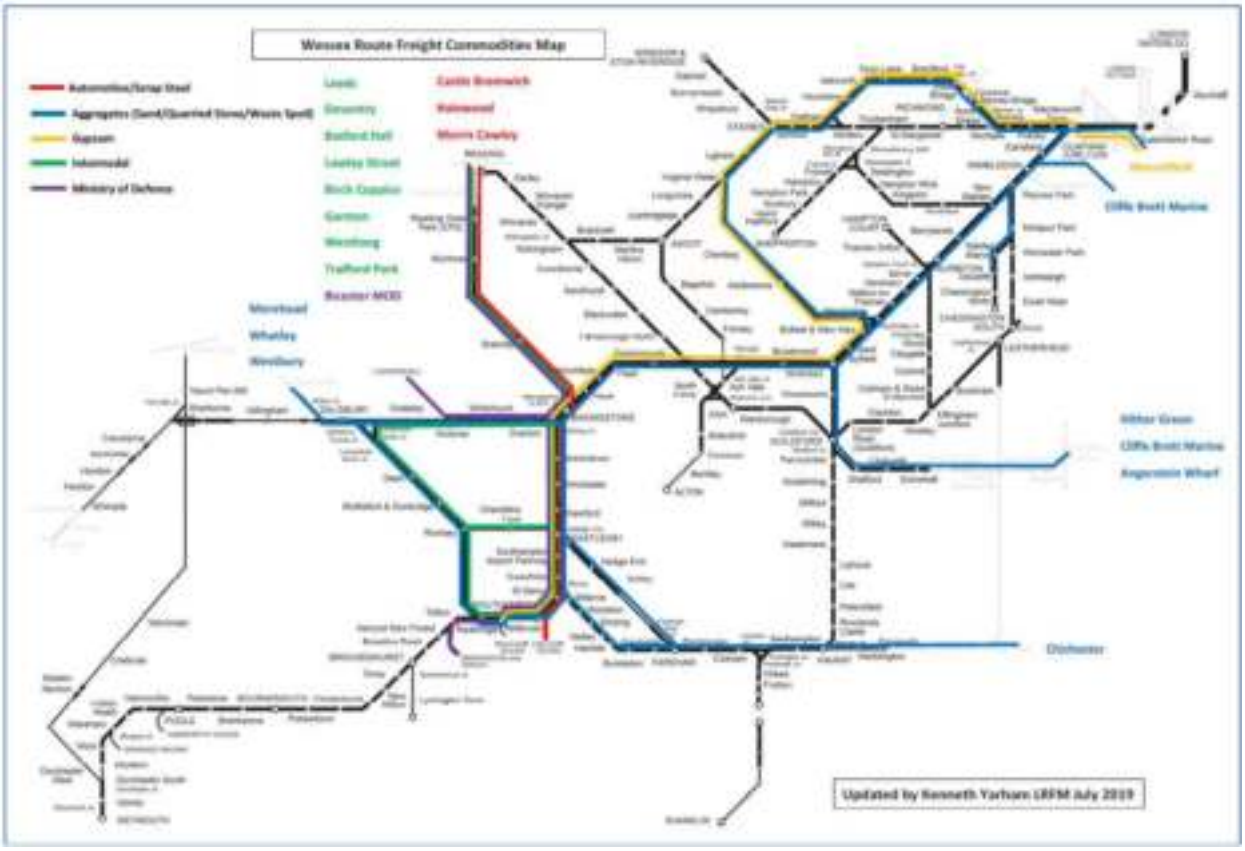
[6] Freight Carbon Review 2017 (publishing.service.gov.uk)

Figure 4 Freight Routes Terminals in Hampshire (Extract from Figure 3.23 of the Wessex RUS)



3.3.3. Quarried aggregate predominately from the Mendips and the Peak District are transported by rail to terminals at Eastleigh, Botley, Fareham and Bevois Park Southampton depots and London. Aggregates also travel through the county to Chichester in West Sussex and Woking in Surrey. Gypsum is carried from the port of Southampton to the British Gypsum facility at Mountfield near Robertsbridge in East Sussex.

Figure 5 Freight Commodities Map



3.3.4. There is also potential for aggregate facilities to be provided or reinstated at Totton, Andover and Fratton. Marine dredged sand and gravels from Poole could also be transported by rail to destinations in and beyond Hampshire. Holybourne dept near Alton up until 2016 had been used to transport crude and refined products to Fawley. This depot is currently being proposed for Mineral transportation

3.3.5. Network Rail has published a number of studies discussing potential growth in rail freight and possible opportunities to increase share of the existing markets and new ones.

3.3.6. Network Rail has also undertaken route studies as part of the Long Term Planning Process (LTPP) established in 2012 as an evolution of the Route Utilisation Strategies (RUS). The LTPP looks at the requirements of the rail network over the next 30 years and includes the Freight Network Study 7, which seeks to outline what the rail industry considers to be the future priorities for enhancing the rail freight network. The Wessex and Western route studies were published in August 2015. The former covers a period for long term planning, with a prioritised set of options for Control Period 6 (2019-2024); and the latter covers a period of 2013-2043

[7] Network Rail (April 2017) *Freight Network Study, Long Term Planning Process*

3.3.7. The Core Freight Network within Hampshire area is primarily served by the Wessex Line RUS which covers South West Main line, and connecting routes to Hampshire, Dorset Coast and the links onto London, Surrey and Berkshire. The majority of the freight movements transit between the port of Southampton and the Midlands, and the North via Basingstoke and Reading. With the Basingstoke to Reading line being the route boundary. Options for improvements on this route are highlighted within the study with a focus on Southampton- Winchester- Basingstoke- Reading. Electrification of Basingstoke- Andover-Laverstoke/Salisbury- Southampton route is highlighted as a necessity.

3.3.8. In addition, as a response to capacity issues identified in the Freight Route Utilisation Strategy 2007, train lengthening project was initiated to increase capacity on the Southampton to the West Midlands and WCML corridor. Capacity is expected to improve by 20%, with upgrades in the following locations Wallers Ash (Winchester district), Eastleigh, Southampton Maritime and Southampton Docks. In February 2021, work was completed for Southampton Western Docks. Additional capacity improvement will be required if the route is to meet the expected forecast demand, which includes increase in aggregates. The Wessex Route Strategic Plan, produced by Network Rail in particular considers the challenges and opportunities for rail freight in the Hampshire and Solent areas over the 2019 to 2027 period.

3.3.9. The Wessex route has a boundary and intersects with the Great Western Main Line and the Southampton to West Midlands line. A route line analysis is also being undertaken to clarify growth requirements between Southampton – Reading - Oxfordshire and the North. Junction constraints have also been identified at Basingstoke where the route splits between London and Reading.

3.3.10. The Western route study also identified future opportunities to increase capacity as a result of the western rail link to Heathrow and HS2 at Old Oak Common station. It is suggested that this could improve links between Basingstoke, Reading and Bournemouth. However, this scheme is unlikely to progress in the immediate future, given the impact that COVID 19 has had on the aviation industry, which would have to agree to the terms including funding contributions.

3.3.11. The former South East England Regional Assembly (SEERA) commissioned a report of Aggregate Wharves and Rail Depots in South East England dated 2007. The report did not include any detailed information about capacities of either wharves or rail depots for reasons of confidentiality. The report noted that freight path capacity on the mainlines in the South East is likely to be the major factor restricting further supply of aggregates by rail freight into the region but concluded that the existing rail depot capacity in the South East is sufficient to handle the forecast growth in aggregate demands. This is confirmed by the

finding that the depots have handled higher throughputs of material in the past than is the case more recently.

3.3.12. The SEERA report recommended that policy documents should safeguard the current capacity to cater for ongoing demand and adopt suitable measures to permit the development of new rail served depots at suitable locations in the event that proposals are brought forward by operators in the future. This will ensure and enhance the geographic choice across the South East.

3.4. Wharves and Waterways

3.4.1. There are five operational wharves supporting the movement of minerals and waste within Hampshire located in Leamouth, Burnley, Marchwood, Bedhampton and Kendall's. The majority of aggregates are then transported by HGV, either to the rail depots or to another location. However, it has not been possible to identify the movements from wharves.

3.4.2. **Leamouth Wharf:** The 1.68 ha site is located on Leamouth Wharf in the Northam area of Southampton, within the City Centre. The site comprises both an aggregate depot and ready-mix concrete plant. The Site sits within an established heavy industry area with wharves to the north and south of the Site along the River Itchen.

3.4.3. Most aggregate landed at Leamouth Wharf comes from the mid-channel area and Isle of Wight dredged banks. The material landed at the wharf serves a 20-mile radius market. Deliveries are made to Winchester utilising the M3 corridor. It has been noted by the operator that as material runs out, materials will travel further – for example into Berkshire.

3.4.4. The Itchen Bridge limits the height clearance of vessels able to access the site. In addition, there is limited wharf frontage in order to ensure vessels can get alongside. The depth of the water also poses a constraint, timing with the tides is important.

3.4.5. The Site includes a ready-mix concrete batching facility and aggregate processing plant and has the capacity to process circa 500,000 tonnes of material per annum. However, this is based on the current plant which is old and needs upgrading

3.4.6. A planning application has been submitted to Southampton City Council to update and replace all equipment on site. The application seeks permission to reorientate on site to allow a better flow of vehicles (with on-site stacking so no waiting on roads), storage of materials, increase productive capacity on site, store dredged material on site – 24/7 permission for vessels coming in on tide (exit on ebbing tide).

3.4.7. Aggregates are currently stored at the northern end of the site, where they are

loaded and unloaded onto ships and trucks.

3.4.8. One of the proposed allocations (SOU01) is at Leamouth Wharf. The proposals relate to modernisation of the site, rather than extraction or other uses.

3.4.9. **Burnley Wharf:** The marine aggregate landed at Burnley Wharf, Southampton mainly supplies Southampton and the wider Southampton market.

3.4.10. There are plans to make small improvements to the plant, including improvement to the storage facilities in order to increase the tonnage that can be held on site. Currently the site can only hold a few days production of materials and therefore the site produces at capacity. During the winter months or in periods of bad weather, operational issues make storage more challenging. Therefore, storage is key to ensuring business continuity and Investment works to broadly increase reliability of the plant.

3.4.11. Significant change at the wharf is constrained by the land available, therefore, increasing operational hours of the plant might accommodate this. Current operating hours are 7am to 6pm, but this is not restricted.

3.4.12. **Marchwood Wharf:** The Wharf is located in the Southampton Port waters. Tarmac Marchwood Wharf Southampton Marine Aggregates supply high quality aggregates to customers in the Southampton area

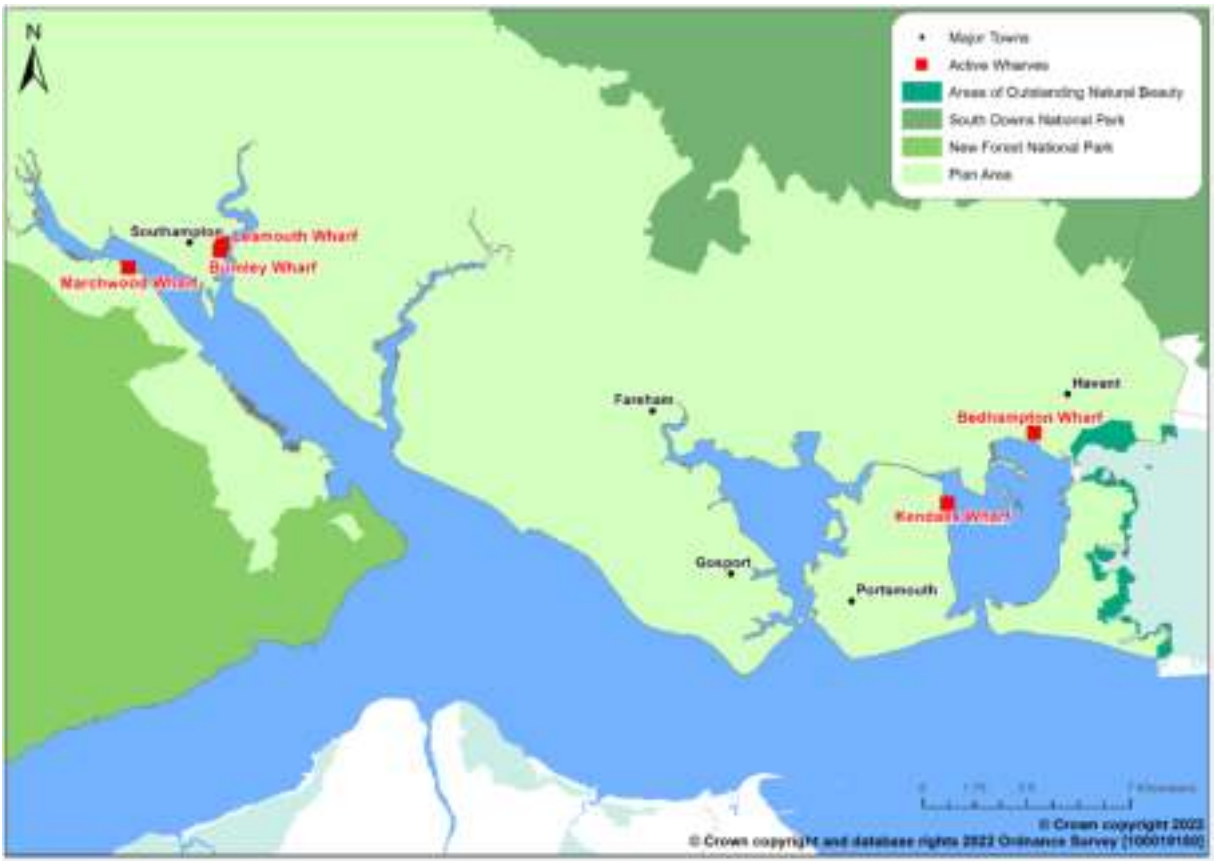
3.4.13. **Bedhampton Wharf:** The wharf is located south of the A27 Havant Bypass in Bedhampton Quay. Bedhampton Quay is relatively small industrial park on the south coast of Hampshire, to the northern end of Langstone Harbour. A concrete batching plant was granted consent on an adjoining site. The plant has good highway access via the A27 and is a successful plant.

3.4.14. In 2010 an application was made to import aggregate by road to the site, for use in the concrete plant operations. Marine aggregate landings were transferred to Burnley wharf (also in the operator's control).

3.4.15. There are also now practical issues with the operation of the wharf that mean the viability of the site is questioned. Survey work has illustrated that a significant investment figure would be required.

3.4.16. **Kendalls Wharf:** Located in Langstone Harbour on the eastern side of Portsea Island. An application was submitted to extend Kendalls Wharf in Portsmouth. However, this application has stalled as the proposed compensation measures have not been approved by Natural England.

Figure 6 Locations of Operational Wharves in Hampshire



3.5. Waste Specific Transportation

3.5.1. Hampshire has many close functional interrelationships with its neighbouring authorities. Waste produced in Hampshire is not necessarily managed within the Plan area. Some is likely to be transported elsewhere and at the same time waste may be brought into the area.

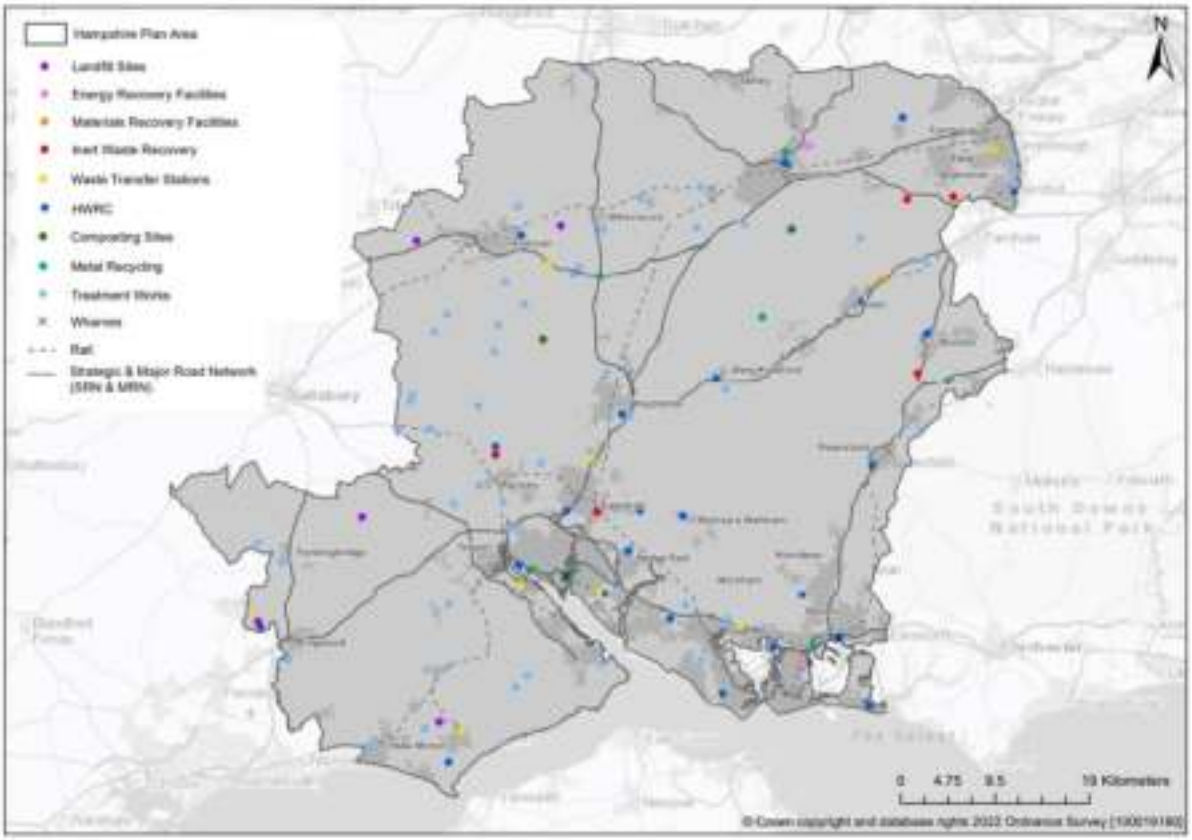
3.5.2. The location of existing waste management facilities in the Plan area is illustrated in Figure 7. These include civic amenity sites, waste transfer stations (some of which serve a recycling function as well), material recycling facilities, various recycling and treatment facilities, composting sites, one landfill and three 'energy from waste/energy recovery' facilities.

3.5.3. There is no transportation of waste by rail or water in the Plan area at present All waste within the Plan area is currently transported by road. The routes taken will be dependent on the location of the facilities and the markets for the waste, which can change over time, but Figure 7 illustrates the close relationship of the majority of existing waste management facilities with the Strategic Road Network within the Plan area, and specifically that most are served by the A27/ M27, A31, A303 and M3.

3.5.4. HGV traffic is often regarded as one of the most visible features associated with waste facilities. This may include complaints made to waste planning

authorities about the intimidating nature of large vehicles, danger, use of roads unsuitable for the size of vehicle, damage to verges, dust, spillages, mud from wheels, vibration and noise.

Figure 7 Location of waste management facilities in Hampshire (2021)



3.5.5. Conditions and legal agreements on transport management and HGV routeing can be used to mitigate some of these impacts. Alternatives to road transport such as water and rail are encouraged where feasible. Planning conditions can be specified relating to:

- site working hours;
- direction vehicles turn out of the site;
- routeing of HGVs approaching and departing sites
- provision of signposting;
- sheeting[8] of HGVs; and
- wheel / vehicle washing facilities.

[8] Sheeting is used for a variety of reasons:
- to keep materials dry;
- to prevent loss of load during transit as required by Road Traffic Act 1991;
- to keep materials hot;
- to comply with authorisations issued under the Environmental Act 1990

3.6. Existing Minerals Transportation

3.6.1. As with the transportation of waste, Hampshire has many close functional interrelationships with its neighbouring authorities. Minerals won and processed in Hampshire are not necessarily used within the Plan area. Some are likely to be transported elsewhere and at the same time minerals, such as hard rock, which is not found within Hampshire, are brought into the area.

3.6.2. The market also dictates that sand and gravel will generally be obtained from the cheapest location for that particular material, and mineral planning authority boundaries do not influence the flow of minerals. Where the demand in parts of Hampshire can be satisfied most efficiently and cost effectively from locations in other areas, such as Dorset, West Sussex and Surrey, then it will.

3.6.3. There are no rail depots in the north of the Plan area, but sites are operational in Eastleigh, Botley, Fareham and Bevois Park. However, the majority, of mineral movements within the HMWP area are by road. The route may be from quarries or processing plants within or outside of Hampshire or from rail. However, since minerals are expensive to transport, mineral extraction sites generally need to be located close to their relevant markets and, as a result, are less driven by their relationship to strategic transport corridors. Due to geological formation, minerals can also only be won where they are found.

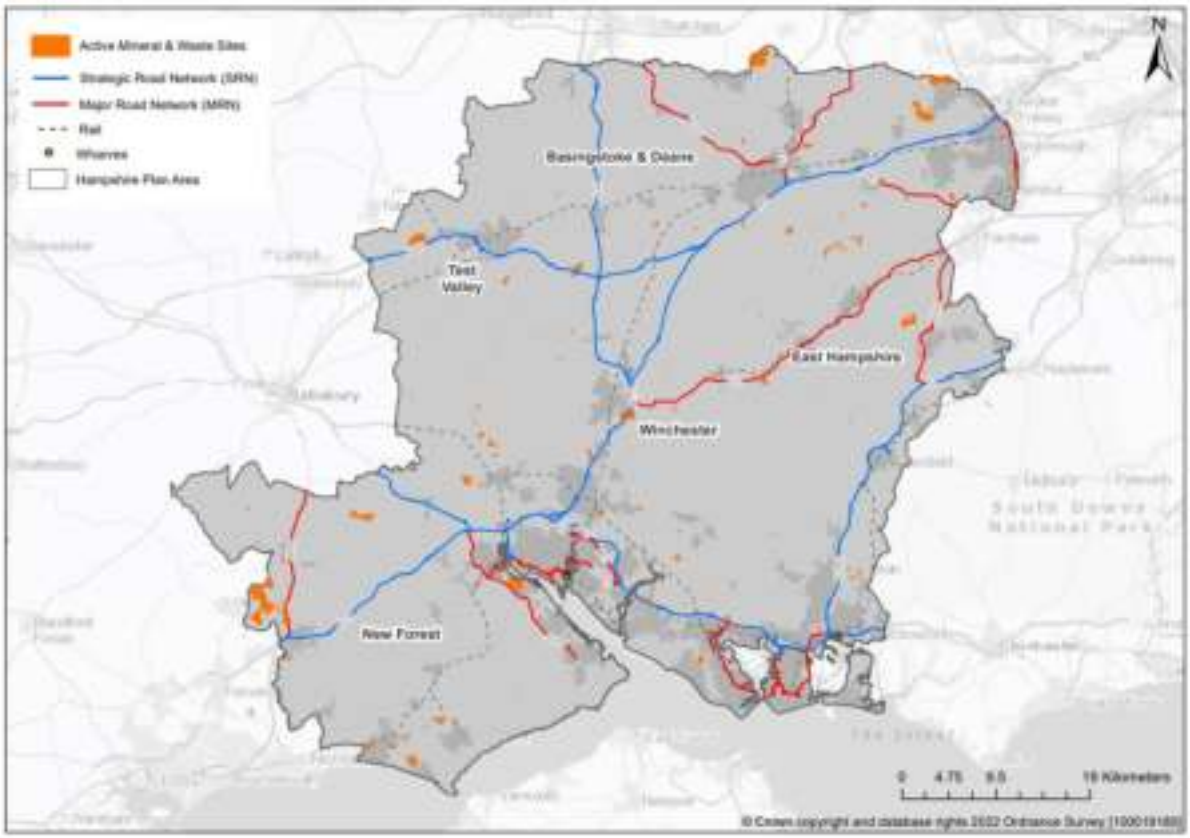
3.6.4. Mineral extraction in the Hampshire is primarily only for aggregate; principally land-won sand and gravel.

3.6.5. **Error! Reference source not found.** illustrates the location of these mineral sites in 2019 within Hampshire.

3.6.6. The geology of Hampshire means that it does not have its own source of crushed and hard rock minerals such as limestone. Therefore, those minerals that cannot be derived from within the Plan area have to be imported by rail and road in order meet local needs. This is mostly from Somerset and North Somerset at present.

3.6.7. The demand for other minerals (non-aggregates such as clay and chalk) has been reviewed as part of the HMWP; however, opportunities for additional workings of these minerals are limited and the associated impact of any new sites coming forward has been excluded from this STA.

Figure 8 Existing mineral and waste sites and relationship to SRN and MRN (2019)



3.6.8. The potential for rail connection at mineral sites could reduce the need for local road impacts, although the likelihood of this opportunity is dependent on a number of factors including location of minerals, access to the rail network and cost. Crossrail is also likely to impact the timetabling of any additional train services including freight, as these lines will be running at virtually full capacity. The Network Rail Western Route Study has taken the 5th iteration of the Crossrail timetable, developed for 2019 as part of the baseline for the study. The possibility should be considered within the HMWP should a future opportunity arise.

3.7. Transport Demand of Existing Minerals and Waste Facilities

3.7.1. Details of the volumes of mineral and waste generated and imported within the Hampshire area are provided in the accompanying Minerals and Waste Background Studies[9] and it is not proposed to restate this information in this document.

3.7.2. There is no joint authority-wide traffic model available for consideration within this Strategic Transport Assessment, nor readily available traffic information as

[9] Minerals: Background Study (August 2022) and Waste: Background Study (August 2022) – https://www.hants.gov.uk/hantsconsult

to the current levels of movements associated with the existing waste and mineral operations on the local and strategic network. HCC, PCC and SCC share a strategic model covering south Hampshire; however, this will not be used as the impact is considered to be low and too localised. It should be borne in mind that some of the sites coming forward will replace or expand existing facilities for which operations have reached their lifetime rather than be entirely new development.

3.7.3. Notwithstanding, many of the local planning authorities are currently preparing new Local Plans to replace existing versions. Whilst the traffic models developed to assess the transport impacts of the respective Local Plans do not explicitly include mineral and waste allocations, those studies have been reviewed to provide an indication of future areas of concern on the road network that may be further affected by the mineral and waste allocations in this Plan. Given the level of detail available, this STA considers the potential impact of the proposed sites as standalone, which will be taken as new to the network rather than provide an assessment of net change. This will provide a worst-case scenario of potential cumulative impacts on the highway network; particularly as the Local Plan modelling focuses on peak hour congestion, whereas the majority of vehicle movements associated with the proposed mineral and waste allocations are likely to occur outside of peak times.

3.7.4. A comparison of this impact with projected impacts of Local Plan growth is included in Section 1.

3.8. Air Quality Management Areas

3.8.1. Since December 1997 when the first Air Quality Strategy was adopted by the UK Government, each local planning (district/borough) authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. Should a local authority identify a place where Air Quality Objectives are not likely to be achieved, it must declare the area an Air Quality Management Area (AQMA) and produce an Air Quality Action Plan.

3.8.2. Most of Hampshire enjoys good air quality but there are declared AQMAs in each of the five authorities in the area. There are number of districts which have declared AQMAs that predate 2019, but no new AQMAs have been declared since 2019.

3.8.3. Table 1 indicates the locations that have an active AQMA and when they were declared. Figure 10 shows where these are located within Hampshire and all locations where a site proposal has been put forward.

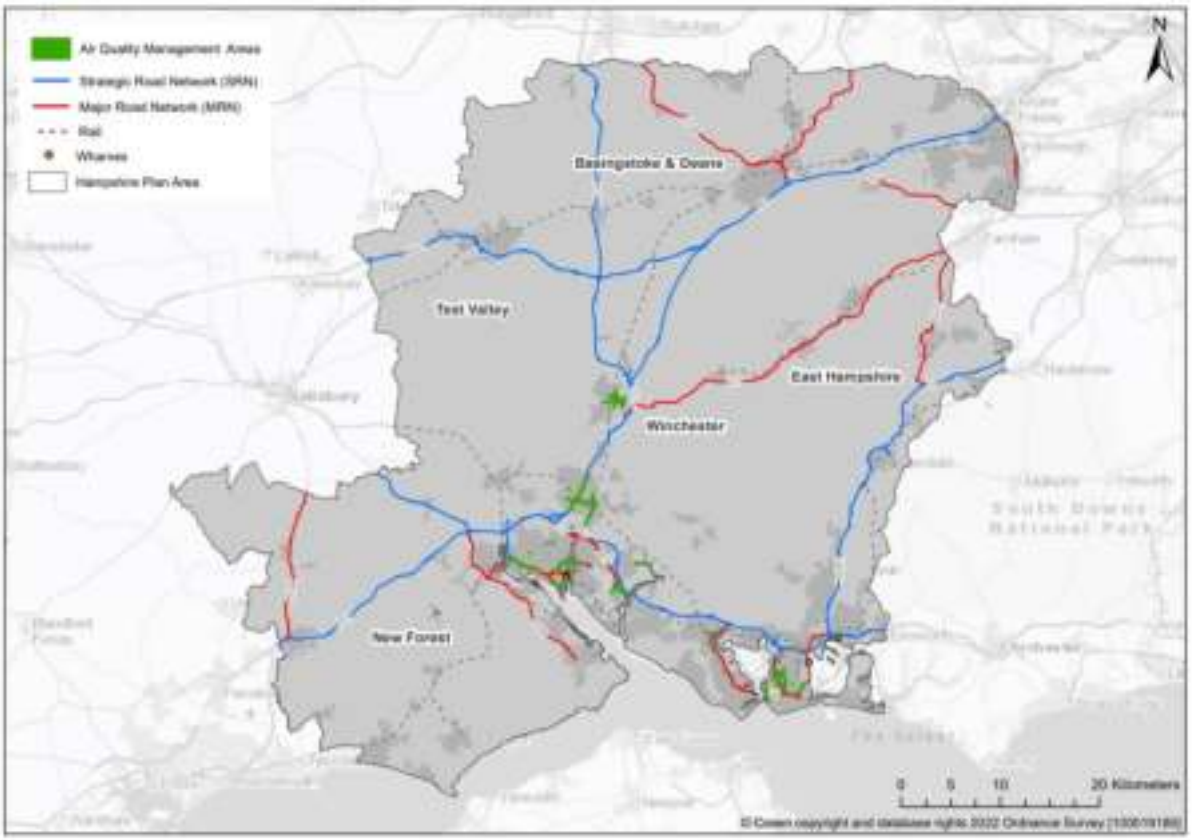
Table 1 Active declared AQMAs in Hampshire

Local Authority	Date Declared	AQMA Name	Pollutants
Eastleigh Borough Council	03/07/2006	Hamble Lane Area	Nitrogen dioxide NO_2
Eastleigh Borough Council	16/02/2005	Eastleigh AQMA No.1 (A335)	Nitrogen dioxide NO_2
Eastleigh Borough Council	03/07/2006	Eastleigh AQMA No. 2 (M3)	Nitrogen dioxide NO_2
Eastleigh Borough Council	20/06/2011	High Street Botley	Nitrogen dioxide NO_2
Fareham Borough Council	01/04/2006	Fareham AQMA	Nitrogen dioxide NO_2
Fareham Borough Council	01/12/2007	Portland Street AQMA	Nitrogen dioxide NO_2
New Forest District Council	06/06/2005	Lyndhurst AQMA	Nitrogen dioxide NO_2
Portsmouth City Council	11/04/2005	Portsmouth AQMA No. 6	Nitrogen dioxide NO_2
Portsmouth City Council	11/04/2005	Portsmouth AQMA No. 7	Nitrogen dioxide NO_2
Portsmouth City Council	11/04/2005	Portsmouth AQMA No. 9	Nitrogen dioxide NO_2
Portsmouth City Council	11/04/2005	Portsmouth AQMA No. 11	Nitrogen dioxide NO_2
Portsmouth City Council	11/04/2005	Portsmouth AQMA No. 12	Nitrogen dioxide NO_2
Southampton City Council	01/07/2008	AQMA No. 1 (Bevois Valley)	Nitrogen dioxide NO_2
Southampton City Council	01/06/2005	AQMA No. 2 Bitterne Road West	Nitrogen dioxide NO_2
Southampton City Council	01/07/2008	AQMA No. 3 (Winchester Road)	Nitrogen dioxide NO_2
Southampton City Council	01/07/2008	AQMA No. 4 (Town Quay)	Nitrogen dioxide NO_2
Southampton City Council	01/07/2008	AQMA No. 5 (AQMA Redbridge to Millbrook Road)	Nitrogen dioxide NO_2
Southampton City Council	01/07/2008	AQMA No. 6 (Romsey Road)	Nitrogen dioxide NO_2
Southampton City Council	28/09/2010	AQMA No. 8 (Commercial Road)	Nitrogen dioxide NO_2
Southampton City Council	01/03/2013	AQMA 9 – Burgess Road	Nitrogen dioxide NO_2
Southampton City Council	01/03/2013	AQMA No. 10 (New Road)	Nitrogen dioxide NO_2

Southampton City Council	01/03/2013	AQMA 11 – Victoria Road	Nitrogen dioxide NO_2
Winchester City Council	14/11/2003	Winchester Town Centre AQMA	Nitrogen dioxide NO_2 Particulate Matter PM_{10}

Source : https://uk-air.defra.gov.uk/

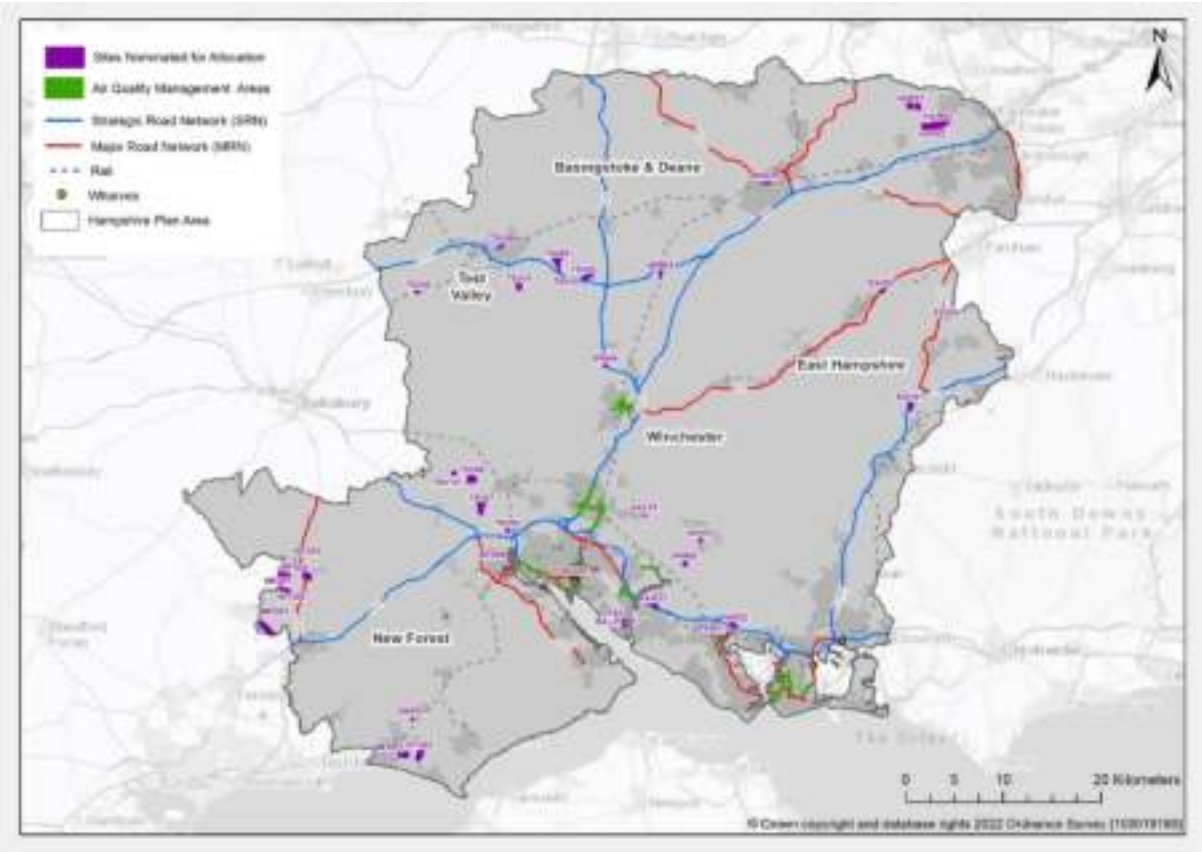
Figure 9 Air Quality Management Areas in Hampshire



3.8.4. Assessments of the various AQMAs in Hampshire all recognise that road transport emissions and particularly heavy goods vehicles (HGVs) have been identified as the primary source of the exceedance, with particular problem sites at heavily trafficked junctions and in urban areas.

3.8.5. The challenge relating to air quality is primarily to reduce emissions including NO_2 and particulate matter from transport. Traffic relating to minerals and waste development can contribute to air pollution, especially in areas where multiple sites are located in close proximity to one another (i.e., cluster sites) and for sites which are located in or close to an existing AQMAs. It should be noted that mineral and waste related traffic is low in volume and makes a minimal contribution to the pollutants causing the poor air quality.

Figure 10 Air Quality Management Areas and Sites Nominated for Allocation



3.8.6. Two of the proposed sites feature access routes that travel through existing AQMAs. The site at Hamble Airfield routes through the Hamble Lane Area AQMA, routeing via Hamble Lane and Windhover Roundabout within the AQMA to access the M27 and A27. The Deer Park Farm site (DMS Landholdings Ltd & CWM Aggregates Ltd) in Horton Heath routes through Eastleigh AQMA no. 1 via Leigh Road, the A335 and Twyford Road to access the M3 and M27.

4. Assessment of Sites

4.1.1. Although road transportation is undertaken by relatively common HGV types whose routeing would normally be controlled by signing and width/height/weight restrictions, such measures are not always applicable for minerals and waste transportation. Typically, minerals sites and some waste sites are located in relatively rural locations with poor access. Therefore, blanket restrictions such as the prohibited use of unclassified roads or width/height/weight restrictions are not appropriate for minerals and waste traffic. Instead, the current approach is instead to consider each proposed new site, on its own merits, and on a case-by-case basis, taking into account issues such as daily lorry movements or routeing to and from a site and whether there may be physical restrictions such as narrow roads, tight corners, low or weak bridges which may also constrain accessibility by freight.

4.1.2. In relation to the transportation of minerals, the Minerals: Background Study[10] identifies the need for new minerals sites. It is however important to understand that there is a continuum of production to maintain levels of minerals supply. For instance, once a site's reserves are exhausted, there is a switch in production to a new site which may result in no net increase in material volumes if management activities remain similar and no overall impact on the highway infrastructure if routeing strategies remain the same.

4.1.3. Nevertheless, the general approach used to determine a site's acceptability in terms of transportation is a hierarchical approach to routeing. This means that the next highest class of road to that which the site is located on, should be reached as soon as is practicable, where suitable access and routeing is available. This approach does not necessarily preclude any route, but aims to reduce the length, both distance and duration, spent on lower class roads.

4.1.4. Further to this, the general caveat for many new minerals and waste sites is for a Transport Assessment or Statement to be provided as part of a planning application for a site, which explores in detail:

- the acceptability of routeing to the site and the impact(s) on the surrounding road network in relation to capacity and demand, with consideration of committed developments and cumulative impact:
- road safety;
- sustainable accessibility;
- appropriate hours of working; and

[10] Minerals: Background Study (August 2022) – https://www.hants.gov.uk/hantsconsult

- mitigation as appropriate.

4.1.5. Applications would also be expected to be accompanied by an Environmental Statement which would include details of the site's impact on noise, air quality, and severance.

4.2. Methodology

4.2.1. It should be noted that the operation of, and impacts on, the highway network reported in this document describe historical conditions prior to the COVID-19 pandemic. As a result of the pandemic, it is anticipated that overall long term travel patterns may change. Individual site transport assessments would be expected to assess the impact of the traffic generated by a site against a baseline of traffic movements which would be discussed with the relevant Highway Authority at the time of application.

4.2.2. Although there is no county-wide traffic model in place covering the Hampshire area, many of the relevant Planning Authorities are currently preparing new Local Plans to replace existing versions and, as stated in paragraph 3.7.2, whilst the traffic models developed to assess the transport impacts of the respective Local Plans do not explicitly include mineral and waste allocations, those studies have been reviewed to provide an indication of future areas of concern on the road network that may be further affected by the mineral and waste allocations in this Plan. Given the level of detail available, this STA considers the potential impact of the proposed sites as standalone, which will be taken as new to the network rather than provide an assessment of net change. This will provide a worst-case scenario of potential cumulative impacts on the highway network.

4.2.3. Therefore, a high-level study has been undertaken to establish the suitability of each site in terms of transport, rather than a detailed investigation of the potential implications of each potential allocation or safeguarding for mineral and waste activities. A Transport Assessment or Statement would be required as part of any planning application for any allocated site, which would then consider in detail the capacity and safety implications of the proposal. Any highway works would also need to demonstrate compliance with current design standards.

4.2.4. The suitability of each site has been determined on the basis of whether it is:

- well located in close proximity to the strategic or primary road network with good access;
- has potential for the sustainable movement of materials; and/or
- can minimise road miles (and thus impact on the road network).

4.2.5. The sites have been primarily assessed on an individual basis to determine capacity impacts. Where sites lie close together and where there is the

possibility for future cumulative impact, this has been identified and would be subject to further review dependent on the final site allocations and as part of any supporting documentation for a future planning application.

4.2.6. Information has been provided by the various site promoters, and where appropriate and not commercially sensitive, this has been used to guide the review process. For sites where no information has been provided, the impact of development has still been considered based on the nature of the existing highway network and ability to create or improve a new or existing vehicular access to the site suitable to accommodate future HGV movements.

4.2.7. The assessment of each site has been based on the following process:

- Site visits and desktop analysis where applicable[11] – undertaken for each of the sites included in the 'long list' of sites.
- Site and planning history – reviewed alongside information provided by the promoters where available/applicable.
- Traffic Impacts on the SRN/PRN – based on traffic flow information obtained from Hampshire County Council's database, estimates of forecast development traffic generation and an indication of preferred routeing.
- Access Options – reviewed to ascertain any significant issues relating to the delivery of the development in transport terms and the potential for mitigation on sensitive receptors in the local areas
- Acceptability Criteria – based on a 'traffic-light' grading system to summarise the acceptability of each site in transport terms.

4.2.8. The outcome of the site visits combined with any routeing strategies put forward by the site promoter (where applicable) has been reviewed to identify potential HGV routeing strategies for each site. The criteria when determining the suitability of a route included distance to the SRN or MRN but given that a number of roads within Hampshire are also considered to be strategic in nature, where applicable, access to the nearest suitable A-road has been considered as the first point of access to this 'strategic network'. Route suitability also considered the presence of any AQMAs, existing junction arrangements, constraints on the local highway network and environmental factors such as location of sensitive receptors (such as schools, community facilities, etc.). A preferred routeing option was selected for each site and used as the basis for the traffic impact assessment.

4.2.9. The distribution of development-related traffic onto the road network was assessed once the preferred routeing strategies had been agreed. As with the routeing strategies and where available, information from the site promoters

[11] Site assessments for Andover, Basingstoke and Totton Sidings were undertaken using Google Maps Street View, and experience from previous site visits and local knowledge

was used in the first instance as they are best placed to understand the location of future markets. Where the operators have not provided feedback on the development traffic distribution or routeing strategy, where possible information from previous planning applications has been used, or in cases where there is no planning history, professional judgement has been applied.

4.2.10. Traffic flow information has been obtained from HCC's database of permanent counts where available. This provides an indication of the existing volumes along the strategic network, but it is recognised that this does not provide details of future forecast flows at the end of the Plan period. Given that there are multiple traffic models available and no common future Plan details across all five authorities, this will nevertheless provide a worst-case scenario when estimating the net percentage impact of additional mineral and waste traffic on those corridors. Where only Annual Average Daily Traffic (AADT) information is available from the available HCC count database this has been converted to peak hourly flows using Design Manual for Roads and Bridges (DMRB) guidelines.

4.2.11. Traffic generation for the mineral and waste sites has been estimated based on first principles using the stated capacity of each site (expressed in tonnes per annum) and an average lorry payload of 20 tonnes to determine the number of annual loads. Worse case assumptions have been made that each load requires two lorry movements (one laden and one un-laden). The assessments are also based on an average 278 working days per year (i.e., 5.5 days per week excluding public holidays) to determine the average (or maximum) daily HGV movements for each site. Where promoters have provided information or where possible information from previous planning applications is available, this has been used in place of the above estimates.

4.2.12. Routeing of HGVs from mineral and waste sites has also been reviewed against the list of locations and corridors that have been identified in each of the separate authorities' traffic models, developed to assess the impact of their respective Local Plans. It should be noted however that as the Local Plans are at varying stages of development, not all traffic modelling is complete, and this comparative exercise only serves to highlight the potential additional impact at some locations on the network that will need to be fully addressed at the time of submission to planning for each mineral and waste site.

4.3. Acceptability Criteria

A rating system of red, amber and green has been used in the overall conclusion of the consideration of the application sites in Table 4. The grading has been based on the following (

4.3.1. Table 2):

Table 2 Grading Definitions for Site Assessment

	Used for sites with serious concerns and where access may not be possible without requiring third party land or requiring significant improvements to the local road network, and where these issues are likely to influence the delivery of the site
	Applied for those sites where issues have been identified that may affect delivery of the site. These issues may relate to access, routeing or impact upon local residents and sensitive sites, but where a solution may be possible. It is recommended that any identified issues are resolved prior to the site being considered for allocation. Should an 'amber' site be considered for allocation, it is recommended that the site allocation policy makes specific reference to the issue identified and requires this to be resolved as part of any planning application.
	Used for those sites with no immediately identified concerns relating to access or routeing. Some mitigation may still be required to be secured through the allocation of the site.

4.4. Barriers to Alternative Transport Modes

4.4.1. National policy encourages the use of sustainable modes of transport. However, research to date suggests the main factors preventing greater use of alternative modes (principally rail and waterborne) for waste and minerals traffic are broadly as follows:

Table 3 Main Barriers to Alternative Transport Modes

Nature of the product / catchment	Minerals traffic such as sand and cement often only has a local catchment area and/or transports relatively small order volumes (i.e. truckload rather than trainload), whilst the 'proximity principle' for waste traffic may similarly constrain the opportunities for bulk and/or long distance haulage by alternative modes
Lack of knowledge / awareness	Discussion with industry in various sectors suggests a general lack of understanding about how rail and water transport can be used to supplement or replace road haulage in the supply chain, and the availability of grant funding to promote use of alternative modes
Lack of facilities / capacity	Sufficient multi-modal interchange capacity is needed if greater use is to be made of alternative modes, either to cater for new growth and/or to replace increasingly constrained existing sites which may not have the space, facilities or location to retain and attract business There is also a current lack of technology to replace the waste fleet to electric or hydrogen fuelled vehicles in mass at the present time
Inertia	There may be reluctance from operators or users to change existing transport and distribution networks to avoid risk, any additional set-up costs, potential short-term disruption to supplies and a general 'fear of the unknown'. Such concerns can be offset by government grants (i.e. carrots) and strengthening of planning conditions (i.e. sticks)

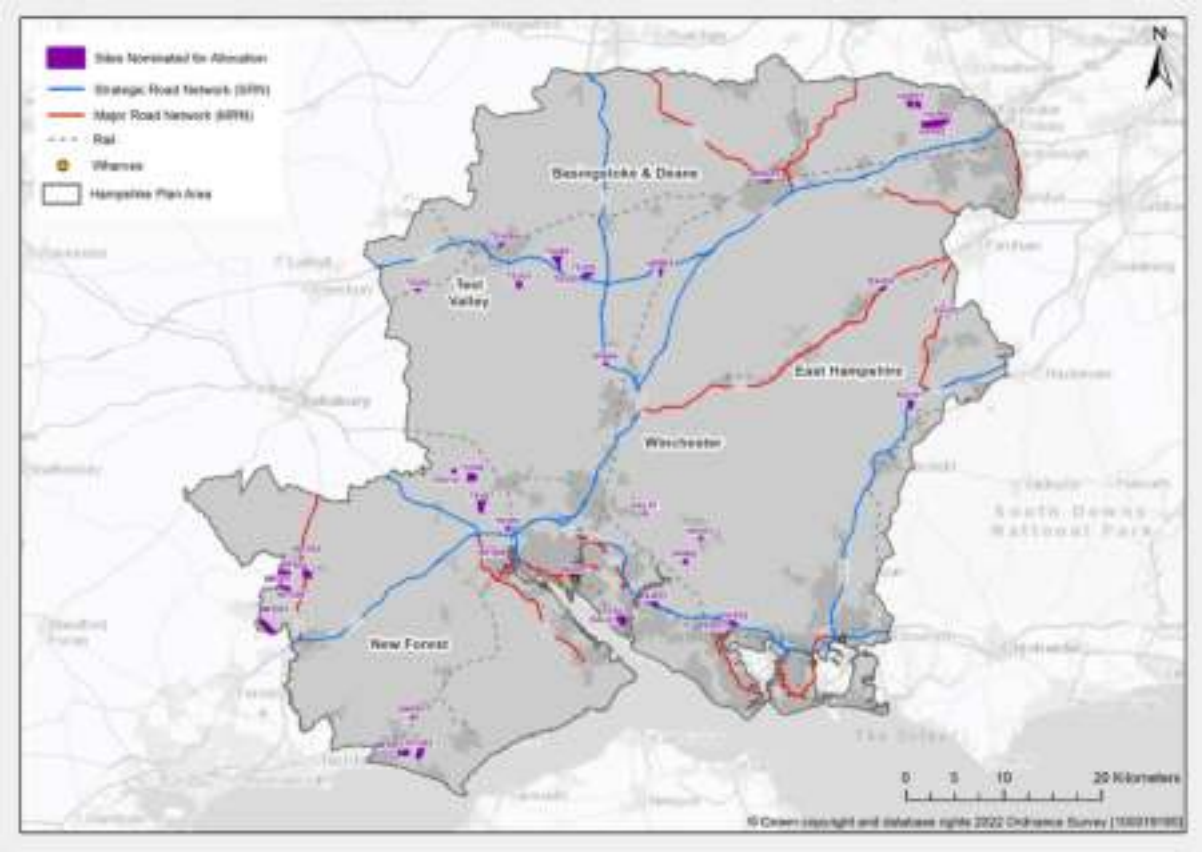
Location of aggregate sites away from rail / sea	The financial issues of 'double handling', where material may be moved onto rail/sea by road for only relatively short journeys before being moved back onto the road

4.4.2. As such, at this stage, only a brief commentary as to the potential for alternative modes of transport from a particular site has been possible. Where this is stated, further detailed exploration of the potential will be required as part of any Transport Assessment or Statement.

4.5. Individual Site Assessments

4.5.1. Appendix 1 provides the details of the assessments for each of the 36 sites identified. The location of these sites in relation to the transport network is illustrated on Figure 2 and reproduced below for ease of reference.

Figure 11 Location of Sites for Assessment



4.5.2. The 35 sites for considerations are:

- BSK01 – Basingstoke Sidings (Rail depot)
- EAL01 - Deer Park Farm (C, D & E recycling)
- EAL02 - Hamble Airfield (Sand and gravel extraction)
- ESH01 – Goleigh Farm (Sand extraction)
- ESH02 - Frith End Quarry Extension (Sand and gravel extraction)
- ESH03 - Holybourne Rail Depot (Rail depot)
- FAR01 – Down Barn Farm

- FAR02 - Boarhunt Road (C, D and E recycling)
- FAR03 – Rookery Farm
- HAR01 – Warren Heath (Sand and gravel extraction)
- HAR02 - Bramshill Quarry (part)
- HAR03 – Bramshill Quarry Extension (Sand and gravel extraction)
- NFD01 - Ashley Manor Farm (Sand and gravel extraction)
- NFD02 - Yeatton Farm (Sand & gravel extraction)
- NFD03 - Purple Haze (Sand & gravel extraction)
- NFD04 - Midgham Farm (Sand & gravel extraction)
- NFD05 – Hyde Farm, Bickton (Sand & gravel extraction)
- NFD06 - Cobley Wood (Sand and gravel extraction)
- NFD07 – Hamer Warren Quarry
- NFD08 – Totton Sidings (Rail depot)
- NNP01 – Tower View
- SOU01 – Leamouth Wharf
- TSV01 – Whitehouse Field
- TSV02 – Grateley Waste Facility
- TSV03 – Lee Lane, Nursling (C, D & E recycling)
- TSV04 - A303 Enviro Park (C, D & E recycling);
- TSV05 – Land west of A303 Enviropark (Recycled and secondary aggregate)
- TSV06 – Roke Manor Quarry Extension (Stanbridge Ranvilles Farm) (Sand & gravel extraction)
- TSV07 - The Triangle (Sand & gravel extraction)
- TSV08 – Cutty Brow (Sand & gravel extraction)
- TSV09 – Andover Sidings (Rail depot)
- TSV10 – Dunwood Fruit Farm (Sand extraction)
- WIN01 - Church Farm (C, D & E recycling)
- WIN02 – Silverlake Automotive Recycling
- WIN03 - Micheldever Sidings (Rail depot)
- WIN04 - Three Maids Hill (C, D & E recycling)

4.5.3. A summary of the assessments is provided in Table 4.

Table 4 Summary Site Assessment – Transport

Site Ref	Site Name	Details	Suitability RAG rating
BSK01	Basingstoke Sidings	The site is a narrow strip of land, adjacent to the rail line serving Basingstoke rail station. The proposals are for use as an aggregate rail depot, although it may also have potential for waste uses. Existing access would remain from the road network serving the adjacent Houndmills Business Park and which connects with the A339 Ringway North. The roads are suitable for HGV traffic and impact of additional HGV movements could be accommodated on the local road network	
EAL01	Deer Park Farm	This site was previously subject to an application, which was refused and subject to Appeal, although it is unclear the outcome of this application. As the site is currently undeveloped, it would need an improved and formalised access from the Deer Park Farm Industrial Estate but the routeing and impact of additional HGV movements could be accommodated on the local road network. Eastleigh station has a rail depot that could support freight movements, however, with the market for the material being local, it is considered that road freight is the more likely option	
EAL02	Former Hamble Airfield	This site is currently allocated in the 2013 HMWP. A new access would be required onto Hamble Lane (a B-class road), which is currently constrained in terms of capacity and road safety.	
ESH01	Goleigh Farm	The site is open agricultural and is proposed for sand extraction over a 20-year period, with restoration to wetland and conservation. With the potential for up to 3 direct access from the A3, there would be no traffic impacts from HGV routeing as a result of the proposals.	

ESH02	Frith End Quarry Extension	This site is currently active, and planning permission for an extension of mineral extractions has also recently been permitted. There would be no changes to traffic conditions as a result of the extension of activities and HGVs would continue to use the access from the A325 and existing routeing.	
ESH03	Holybourne Rail Depot	The site has planning permission for an oil and gas depot, but the site promoter now seeks to redevelop this for employment and aggregate handling/processing with an extension to the railhead to serve the site. The existing road access onto the A31 is very likely to be suitable for the movements from future alternative uses given that the site is co-located with an existing waste processing plant.	
FAR01	Down Barn Farm	The 3.5 ha site is currently in use as an aggregate recycling facility and the proposals are for this to be extended with the potential for inclusion of energy recovery facilities. The site is adjacent to M27 J11 and no significant impacts from additional HGV traffic are anticipated.	
FAR02	Boarhunt Road	The existing Site has an access onto Downend Road to Boarhunt Road and is 1.4 miles from the M27 J11. As the existing access is already approved for HGV use, it is unlikely that any further works to the Site access would be required. Nevertheless, impacts on the wider network would need to be assessed through a Transport Assessment at the time of planning, as the site will lead to additional HGV movements.	
FAR03	Rookery Farm	The site is currently safeguarded Site FA032, Policy 16 within the Hampshire Mineral and Waste Plan (2013) with permission for 140,000 tpa of annual throughput and 240 HGVs movements per day ending in 2021. The proposals are to retain the allocation for mineral extractions and for the site to be used as an inert landfill site until 2026. Depending on the throughout proposed, there will be no or limited impacts from additional HGV traffic.	

HAR01	Warren Heath	The site currently comprises of areas of managed woodland. The proposals for the site are for extraction of sand and gravel with restoration with inert material (from wider site works at the western site) to native woodland and heathland. An enhanced access to the A327 would be required but no significant impacts from additional HGV traffic are anticipated.	
HAR02	Bramshill Quarry	The site is currently in use as a quarry for which planning permission for the extension of the extraction and restoration time is being sought. Site access Welsh drive off the A327 and is shared by another business concern. Traffic volumes are unlikely to change, as it is part of the existing approvals.	
HAR03	Bramshill Quarry Extension	The site is currently in use as commercial forestry and open heathland. It is proposed as an extension of the existing Bramshill quarry for sand and gravel extraction. There is opportunity to use Yateley Drive off either Minley Road or Blackbushes Road. Yateley Drive is an unsurfaced internal road. Yateley Drive off Blackbushes Road, would require upgrading. This is on the assumption that Welsh drive, the current access for the existing Bramshill quarry may not be considered suitable. Traffic volumes are likely to remain unchanged as this site is an extension of the existing one and it is assumed that operations will start once the existing site closes.	
NFD01	Ashley Manor Farm	The undeveloped site is proposed for mineral extraction, with materials being processed at the existing New Milton Sand and Ballast plant, which has permanent consent for these uses. Modifications to the existing Caird Avenue/ A337 Lymington Road roundabout will be required to provide access to the site, some 400m from the existing plant. Routeing would take place on local roads but as this would be very short transfer and the road already carries significant levels of HGVs, the change would be negligible.	

NFD02	Yeatton Farm	The undeveloped site is proposed for mineral extraction, with materials being processed at the existing New Milton Sand and Ballast plant, which has permanent consent for these uses. A new junction from the A337 will be required to provide access to the site, some 2 miles from the existing plant. Routeing would take place on local roads but as this would be very short transfer and the corridor already carries significant levels of HGVs, the change would be negligible.	
NFD03	Purple Haze	The site is currently subject to an application for the extraction of sand and gravel. Routeing to the SRN (A31) will be along the B3081, which is a suitable route for HGV traffic. Subject to a new access onto the B3081, no significant impacts from additional HGV traffic are anticipated.	
NFD04	Midgham Farm	The undeveloped site is proposed as a replacement to the Hamer Warren Quarry located some 600m to the southwest from the proposed site. The promoters have advised that a new priority junction will be required onto Hillbury Road with a conveyor belt over Lomer Lane for the second phase of extraction. Subject to this new access, no changes to the conditions along the existing corridors are therefore anticipated.	
NFD05	Hyde Farm	The site is currently in agricultural use and the proposals are for mineral extraction of sand and gravel. Once extraction ceases at this site, the proposed allocation site will follow on from the Hamer Warren Quarry and landfill (NFD07) and will provide a continuation of production for the same area. Routeing to the MRN (A338) some 0.3 mile away will be along Hern lane to its junction with the A338 and onward connection with the A31, both of which are suitable routes for HGV traffic and no significant impacts from additional HGV traffic are anticipated.	

NFD06	Cobley Wood	The undeveloped site is located opposite the existing Hamer Warren Quarry and Landfill and is proposed as an extension to the existing quarry, with a conveyor over or under Harbridge Drove. Subject to the new conveyor belt, no changes to the conditions along the existing corridors are therefore anticipated.	
NFD07	Hamer Warren Quarry	The site will be an extension to the existing Hamer Warren Quarry to the north. The proposal would result in part of the Bleak Hill II restoration incorporating a landfill cell for the disposal of asbestos and asbestos contaminated soils. Access will be retained as existing and no changes to the conditions along the existing corridors are therefore anticipated.	
NFD08	Totton Sidings	The site is one of Network Rail's Strategic Rail Freight Site listings (SFSS), which will relocate to Eastleigh and the site re-used for aggregates. Existing traffic generation levels from the site are likely to remain broadly similar to existing including number of HGV movements. The nearest access point to the MRN is at the A35 Totton Bypass/Redbridge Causeway interchange junction, some 1 mile north-east of the site and no changes to the conditions along the existing corridors are therefore anticipated.	
SOU01	Leamouth Wharf	The site is currently operating as an aggregate wharf for marine sand and gravel, and this is not proposed to change. Proposal is to improve and modernise the site layout to improve efficiency. As details of HGV movements have been provided, no assessment of likely impacts has been undertaken. Likely impacts will need to be drawn from the TA submitted with the planning application, for this reason it is amber.	
TSV01	Whitehouse Field	The site has been subject to previous infilling and storage of inert waste and the proposals are for excavation and recycling of inert construction waste already on site and of any mineral present before the construction of a golf course. The existing access from Winchester Road to the A303 will be retained and no changes to the	

		conditions along the existing corridors are therefore anticipated.	
TSV02	Grateley Bio Depot	The site is currently used as an aggregate and inert waste recycling facility and the proposals are for extension and possible expansion of the current permit. The existing access from Old Stockbridge Road and on to the A303 will be retained no changes to the conditions along the existing corridors are therefore anticipated. The site lies adjacent to the rail line to the north but the potential for a rail siding is unlikely.	
TSV03	Lee Lane, Nursling	The site is proposed for extension of the existing aggregate and inert waste recycling facility. The existing access would be retained and no changes to the conditions on the road corridors are anticipated.	
TSV04	A303 EnviroPark Shooting School	The proposals are for an extension to the adjacent existing skip hire and waste management/recycling facility operating as the A303 Recycling Facility. The site is well connected to the A30 and A303 and would retain existing access and routeing arrangements. No changes to the conditions along the existing corridors are therefore anticipated.	
TSV05	Land West of A303 EnviroPark	The proposals are for an extension to the adjacent existing skip hire and waste management/recycling facility operating as the A303 Recycling Facility. The site is well connected to the A30 and A303 and would retain existing access and routeing arrangements. No changes to the conditions along the existing corridors are therefore anticipated.	
TSV06	Roke Manor Quarry Extension (Stanbridge Ranvilles Farm)	A planning application was submitted to Hampshire County Council in 2021 and is awaiting determination. The existing access from Salisbury Road will be retained and no mitigation works required. The TA submitted by the site promoter has not highlighted any transport issues with the proposals.	

TSV07	The Triangle	The undeveloped site is proposed for the extraction of sand and gravel and restoration from inert waste. A new access from either Gardeners Lane (preferred) or Ryedown Lane will be required but access to the SRN (A36) is only 2.0 miles from the site. Subject to this new access, no changes to the conditions along the existing corridors is therefore anticipated.	
TSV08	Cutty Brow	The site is currently in agricultural use and the proposals are for extraction of sand and gravel, with restoration from inert waste to agricultural uses. The site is currently allocated for mineral extraction in HMWP2013. The site would provide direct access onto the SRN (A303) and no changes to the conditions along the existing corridors are therefore anticipated.	
TSV09	Andover Sidings	Network Rail have recently completed a project at Andover Sidings to develop the site for use as a rail depot for aggregates. The roads are suitable for HGV traffic and impact of additional HGV movements could be accommodated on the local road network	
TSV10	Dunwood Fruit Farm	The proposals are for building sand extraction and inert waste restoration. The site can be served from the existing access to the former Council Depot off the A27, part of the PRN. HGV traffic along the A27 is low (1.4% of total daily flows) and the proposals would increase this by 24% but no changes to the conditions are anticipated.	
WIN01	Church Farm	The proposals are for recycling of inert waste including soil/green waste and construction (concrete/hardcore) waste and the site benefits from existing permissions for the various farm and light industrial buildings located in the southern area of the site. The existing access with the B2177 will need upgrading to provide a permanent access capable of accommodating HGVs on a regular basis but routeing on local roads to the M271 some 5.1miles to the site is suitable for HGVs.	

WIN02	Silverlake Automotive Recycling	The site comprises an existing automotive recycling facility operated by Silverlake Garage (Motor Salvage) Ltd and the proposals are for an extension to the current facility to provide additional recycling facility for automotive waste including the ability to maximise recovery of electric vehicle components. No changes to the existing site access and routeing are proposed and no changes to the conditions along the existing corridors are therefore anticipated.	
WIN03	Micheldever Sidings	The proposals are for an extension to the existing aggregate rail depot, located along the rail sidings north of Micheldever Rail Station. The site promoter has identified the need for a new site access from Overton Road rather than use the existing access to the sidings. With the A3030 some 0.3mile from the site and subject to this new access, no changes to the conditions along the existing corridors is therefore anticipated.	
WIN04	Three Maids Hill	This undeveloped site is proposed for recycling of inert Construction, Demolition and Excavation (CDE) waste. A planning application was submitted in 2020 and appeal against refusal is waiting decision. The site promoter has identified works for a new access off the A272 in the vicinity of the A34 junction (200m from the site). The site has been recently permitted on appeal. No significant impacts to the road network are anticipated.	

4.5.4. The majority of the sites are deemed suitable in transport terms with no significant mitigation measures required. Of the only amber site at the Former Hamble Airfield, issues have been identified that may affect delivery of the site. These issues primarily relate to access, capacity constraints on Hamble Lane and impact upon local residents and sensitive sites. Other issues have been identified for a number of sites categorised as green, but where a solution may be possible no immediate concerns were identified for those sites which could be taken forward without significant mitigation in transport terms.

4.6. Assessment of Cumulative Impact on the SRN

4.6.1. As shown in Figure 2, the sites are geographically widely spread over the Plan area and other than four clusters of sites located near New Milton, north of Ringwood, Andover and Alton, none will result in cumulative impacts at their first point of entry to the SRN. In addition, some sites are an extension of the existing site permission for mineral extraction which will result in no additional new movements on the network, particularly HGV movements, as the new operation would in effect replace/continue the existing one.

4.6.2. The sites identified in the above clusters will share a similar routeing strategy to the SRN/MRN and would therefore have a cumulative impact on those sections of corridor. Based on the assessments in Appendix 1, the combined forecast traffic generation from these sites to and from the first point of access with the SRN/MRN would represent less than 5% of the daily traffic along those strategic corridors. As noted above, some sites would be worked as extensions to existing mineral and waste operations and therefore would not give rise to net additional HGV movements along these corridors.

4.6.3. Whilst it is recognised that the strategic network regularly operates at capacity during the highway peak periods and on occasion outside of these times (such as half-term or holiday periods), the worst-case projected increases in cumulative HGV traffic would remain less than 5% of the background traffic. This is well within the 10% daily fluctuation in traffic volumes and thus this additional traffic would not result in a material impact that would need to be addressed by specific mitigation or infrastructure improvements.

4.6.4. Overall, this high-level assessment of traffic impacts demonstrates that the HWMP Partial Update is unlikely to result in noticeable[12] traffic impacts on the SRN/MRN over and above existing traffic levels, either as individual impacts or as cumulative impacts.

4.6.5. Furthermore, the key transport issue associated with mineral and waste sites is

[12] "noticeable" refers to the level at which people perceive traffic increases. Guidelines for the Environmental Assessment of Road Traffic from the Institute of Environmental Management and Assessment (IEMA) suggest that this is around 30%.

the impact of HGV movements on sensitive corridors rather than that of capacity and, as stated throughout this STA, site specific Transport Assessments/Statements will be required by the planning authorities to determine the impact of each mineral or waste application at the time of submission, using best available data at that time.

5. Summary and Conclusions

5.1.1. The outcome of the assessment demonstrates the impact on the highway network and environment of the Partial Update to Hampshire Mineral and Waste Plan (HMWP). While there will be some growth in the amount of waste in the joint area that will place an increased demand on the plan areas transport network, this assessment shows that the HWMP Partial Update will need to include policies to mitigate this impact and help to protect the environment from the transportation of minerals and waste.

5.1.2. Approval of planning permission of any mineral or waste operations will need to explore the potential impacts on highway safety, congestion and demand management. Specifically, future site-specific Transport Assessments or Statements will explore how the movement of minerals and/or waste within and outside the site will not be detrimental to road safety; would not have an unacceptable impact on the environment or local community; and determine whether highway improvements may be required to mitigate associated impacts.

5.1.3. In relation to the transportation of minerals, the Minerals Background Study identifies the need for new minerals sites. It is however important to understand that there is a continuum of production to maintain levels of minerals supply. For instance, once a site's reserves are exhausted, there is a switch in production to a new site which may result in no net increase in material volumes if management activities remain similar and no overall impact on the highway infrastructure if routeing strategies remain the same.

5.1.4. The preliminary review of site suitability has concluded that each of the mineral and waste allocations will likely generate minimal levels of additional traffic movements (particularly HGV) when compared to the forecast background traffic levels and/or against movements already generated by existing operations, which will be simply extended or replaced. Suitable HGV routeing strategies could be enforced to ensure minimal impacts on local communities, with either no or limited need for mitigation works. Of those sites that have been identified as having specific routeing or traffic issues that may affect their delivery, it is recommended that the site allocation policy makes specific reference to those issues and requires them to be resolved as part of any planning application.

5.1.5. The assessments have also concluded that cumulative impacts from clusters of mineral and waste sites will remain within the daily variation of flows on the Strategic and Major Road Networks.

5.1.6. **Overall, the associated impact of the proposed mineral and waste site allocations is likely to be relatively limited, with the majority of the sites**

having limited, or no detrimental impacts in terms of transport on the local public highway.

5.1.7. Four of the sites are proposed as rail sidings which would also promote transportation by rail rather than road. Of the remaining sites, issues have been identified that may affect delivery of the site(s). These issues may relate to access, routeing or impact upon residents, and sensitive sites, but where a solution may be possible no immediate concerns were identified for the majority of the above sites which could be taken forward without significant mitigation in transport terms.

Appendix 1

Strategic Transport Site Assessments and summary table -
To be viewed in conjunction with the assessment methodology described in Section 4.2 of this Strategic Transport Assessment.

Basingstoke Sidings | BSK01 | Minerals

Known Issues/Planning History
The 2.4 ha site comprises of a rail siding and adjacent railway land.

The proposals are for use as an aggregate rail depot, although it may also have potential for waste uses.

The site is an identified and safeguarded rail siding depot in the adopted Hampshire Minerals and Waste Local Plan 2013 and allocated in Policy 19: Aggregates wharves and rail depots of the HMWP.

Description of Existing Public Highway and Transport Corridors
The site is a narrow strip of land, adjacent to the rail line serving Basingstoke rail station and does not appear to be used at present other than for some storage.

The rail siding is currently accessed from a private road off Houndmills Road, part of the road network serving Houndmills Business Park. The business park connects to the A339 Ringway North at the Aldermaston Road roundabout to the north of the site. The A339 is not part of the Strategic Road Network (SRN) managed by National Highways but links to the M3 J6 east of Basingstoke.

Likely Traffic Flows and Site Operations
Although the site has no historical traffic generation to rely on, the road network serving the business park already experiences significant HGV traffic. The future capacity of the rail depot is unknown but any additional HGV movements are likely to be in the order of 90 HGV

movements per day if handling 200,000tpa of aggregates based on three trains per day. There would also be limited full time staff on-site resulting in limited additional car/light vehicle movements per day.

The average annual daily traffic on the A340, Ringway West SB, 2018 in 2018 was 17,732 vehicles over 24 hours 3.7% (est. 656) of these were HGVs. There were 1,347 vehicles in the AM peak and 1,419 in the PM peak. At the SRN (M3J6), the Annual average Weekly Traffic (AAWT) in 2018-19 was 66,284 two-way of which around 10% was HGV traffic. The addition of 90 HGV movements would have a negligible impact, representing a 14% increase in the proportion of HGVs using the A340 but less than 1.4% on the SRN, falling to 0.3% if considering all vehicles. No additional staff movements were provided. Overall increase in the traffic on the corridor will be an estimated 0.50%, therefore of no significance.

Suggested Routeing

The nearest access point to the SRN is via the A339, some 0.7 miles north through the Houndmills Business Park at the M3 J6, some 3.1 miles south-east of the site.

Sensitive Receptors

The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

Access Works and Possible Mitigation Works

The current access road and junction with Houndmills Road may need to be upgraded but no significant highway works will be required.

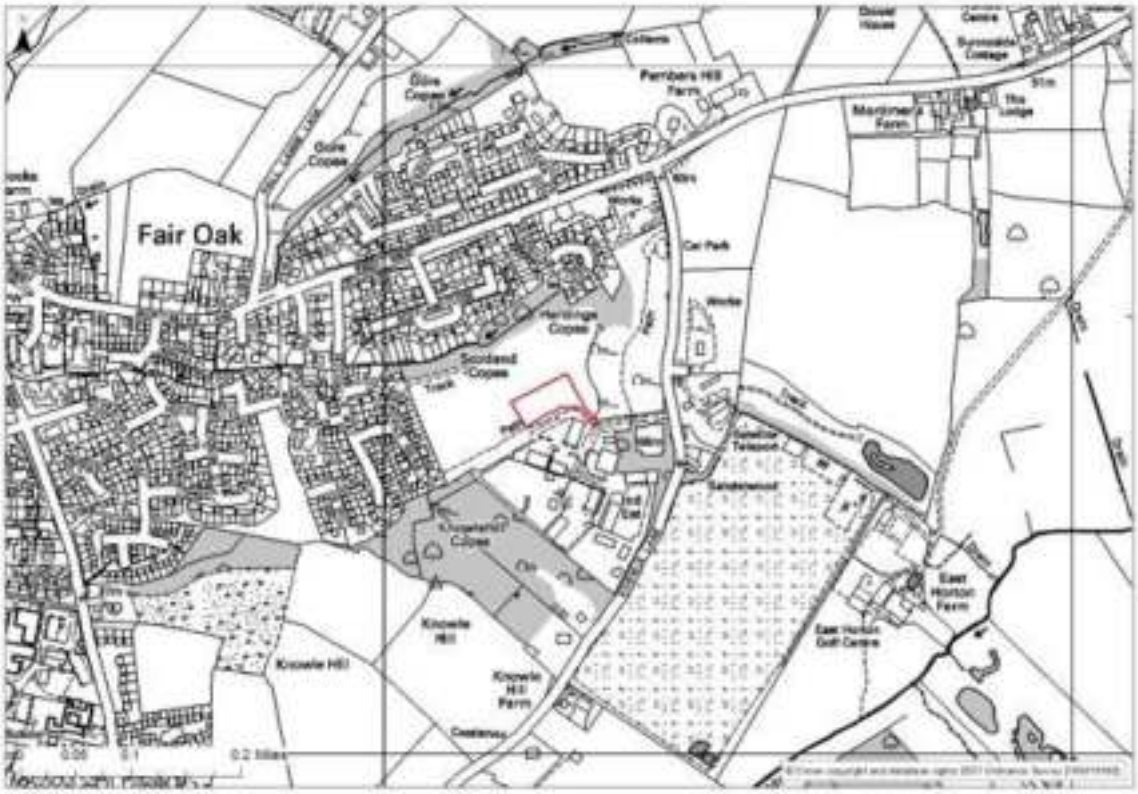
Items for Further Consideration

Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be a 1.4% increase therefore of negligible impact. The magnitude of change from the existing conditions would be 0.3% and therefore of no significance and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	3.1 miles
Requirement for mitigation?	Likely upgrade to existing access road
Opportunities for sustainable modes of transport	Yes – the site would operate as a rail depot providing rail-based access as an alternative to some road journeys.
Overall assessment	

Deer Park Farm | EAL01 | Waste



Known Issues/Planning History
The 0.404ha site is currently open scrubland. The site is located within the Deer Park Farm Industrial Estate within Fair Oak in the Borough of Eastleigh.
The site is proposed as a permanent site for recycling concrete/hardcore, inert soil and green waste, for reuse in the construction industry.

Although the site has no current use, it is covered by a Certificate of Lawful use (U/08/64229) for B8 open storage use. The certificate has no restriction on the number of the HGV movements associated with the use of the site. A proposal for the development of inert waste transfer and recycling facility was submitted in 2016 within Deer Park Farm Industrial Estate under application number S/16/78159. The application was however refused for several reasons, including:

- inappropriate intensification by the development for a countryside activity which included noise disturbance to neighbours - both in terms of activity and vehicle movements.
- The site was also considered *not* to have "good transport connections to sources of and/or markets for the type of waste proposed to be managed".

Site access for the refused application was proposed via Knowle Lane, off B3037 Mortimer Lane approximately 4 miles north of the M27.

Description of Existing Public Highway and Transport Corridors
The site is located within the Deer Park Farm industrial estate, along with several other businesses, and the Fair Oak Household Waste Recycling Site. The industrial estate has an access road which forms the minor arm of a priority junction with Knowle Lane. The site itself is beyond the Household Waste Recycling Site; and has a vehicle crossover to join the access road.

Knowle Lane, at the site access, is subject to a 40mph speed limit and is not street-lit. Visibility at the access is limited by frontage landscaping but as the lane is not heavily trafficked this is not considered to be a material issue at present.

Knowle Lane has a 7.5T restriction (except for loading) to the south of the site. There is no footway south of the site.

Likely Traffic Flows and Site Operations
As the site is not currently in use, there are no existing traffic flows for comparison or to offset against. The previous application for the site estimated that this would have the potential to generate 36 HGV movements per day, with an additional 26 movements per day from staff vehicles.

Access to the SRN would be via the A335, east of Eastleigh before joining the M3 or M27 corridors. The average annual daily traffic (AADT) on the A335 was 16,531 vehicles, with 10% (est. 1,629) of these HGVs. The addition of 36 daily HGV movements would have a negligible impact, representing a 2.2% increase in the proportion of HGVs using the corridor. Similarly, the increase in total daily vehicle movements on the A335 corridor would not be significant, at c. 0.4% increase in total daily traffic.

Suggested Routeing
Noting the southbound HGV restriction on Knowle Lane, potential HGV routes to the SRN/MRN include:

- Knowle Lane, Mortimers Lane (B3037), Botley Road (B3354), Fair Oak Road, Alan Drayton Way/Bishopstoke Road (B3037), Romsey Road/Leigh Road (A335), M3 junction 13 (4.9 miles/typically 14-24 minutes)

- Knowle Lane, Mortimers Lane (B3037), Botley Road (B3354), Fair Oak Road, Alan Drayton Way/Bishopstoke Road (B3037), Southampton Road/Wide Lane (A335), M27 junction 5 (6 miles/22 mins)

It is suggested that the applicant considers the location of sensitive receptors described below when assessing route options in a future Transport Assessment as part of any planning application.

Sensitive Receptors
Both proposed routes go through some built up areas including residential areas, but the sensitivity rating is low.

Access Works and Possible Mitigation Works
An improved and formalised access from the Deer Park Farm Industrial Estate into the site will be required. As HGVs already use the junction with Knowle Lane, it is unlikely any further works will be needed at that location.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There are several options from the site to access the local A roads and motorway junctions. Given that the materials from the site are likely to serve a local market, it is likely that the HGVs would be split between these routes, and in any case, the maximum number of HGV movements on any route on any one day would be relatively low, at 36. As this would only represent an increase of 2.2% of HGV traffic on the corridor, this impact is considered negligible. The magnitude of change to total vehicle flows would be insignificant, at c0.4%.
Maximum distance to SRN	6.7 miles
Requirement for mitigation?	Yes, at site access within the Industrial Estate
Opportunities for sustainable modes of transport	Eastleigh station has a rail depot that could support freight movements, however, with the market for the material being local, it is considered that road freight is the more likely option
Overall assessment	

Former Hamble Airfield | EAL02 | Mineral

Known Issues/Planning History
The 62ha site is currently unused open land and is located at Hamble in the borough of Eastleigh.

The site is allocated within the currently adopted 2013 HMWP, identified as a new sand and gravel extraction site of 1.5- 1.6 million tonnes. There is a current application submitted in December 2021 for this use, planning application reference HCC/2021/0787, which is being determined.

In a Transport Assessment Scoping Note of 19th April 2019 154 HGV movements per day were anticipated for both the extraction and restoration to take place simultaneously. In addition, around circa 20 movements per day were estimated for staff.
A pre-application design review in August 2019, suggested S278 highway improvements on Hamble Lane including the construction of a new bell mouth access junction incorporating a pedestrian crossing facility with a pedestrian refuge, to be required as part of the approval.

The HGV movements estimated within the TA for the current planning application has been assessed as maximum of 154, which has been used as basis for assessment below.

Description of Existing Public Highway and Transport Corridors
The site promoter is proposing a site access to the east of Hamble Lane.

Hamble Lane is a single carriageway 30mph road with street lighting, footways and a shared use walking/cycling route. There are no weight restrictions on this road. It is one of HCC's proposed walking and cycling routes in the Eastleigh Local Cycling and Walking Infrastructure Plan.

The site is within 300m of Hamble Railway Station, but this station does not have any existing facilities or future plans for rail freight.

The site promoter has suggested HGV routeing via Hamble Lane (B3397) to the Windhover Roundabout where onwards journeys on the A3024 and M27 could be made. This route is 2.4 miles and typically takes between 5-9 minutes.

Likely Traffic Flows and Site Operations
As the land is unused at present, there are no baseline traffic flows to include in the net assessment of additional movements.

The proposals suggest up to 154 daily HGV movements during years 2-7 when extraction and infill occur together, plus 20 daily movements associated with staff travel.

The average annual daily traffic on Hamble Lane in 2019 was 17,892 vehicles. 2.1% of these were HGVs. There were 1,731 vehicles in the AM peak and 1,866 in the PM peak. The addition of 154 HGV movements from this site would have a moderate impact, representing a 29% increase in the number of HGVs using the corridor across the day. With the staff vehicles included the increase in total vehicle on the route would not be significant at c. 1% increase in total traffic.

Suggested Routeing
Routes to the SRN and MRN are limited. The route suggested by the site promoter, via Hamble Lane to the A3024 and M27, is the most likely to be acceptable.

Sensitive Receptors
The suggested route goes through the congested junction of Windhover roundabout as well as past a local primary school and local health centre, meaning the sensitivity is high.

Access Works and Possible Mitigation Works
The applicant proposes a new access onto Hamble Lane including a construction of a new bell mouth junction, a pedestrian crossing facility with a pedestrian refuge. Any mitigation measures, particularly to the walking and cycling networks should be reviewed based on recent guidance on walking and cycling infrastructure including the LCWIP and LTN 1/20 guidance. The proposals would need to be supported by a future Transport Assessment or Statement.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There is one route from the site to access the SRN. The maximum number of HGV movements on any one day would be 154. Although, the overall magnitude of change from the existing conditions would be 1%, the proposals would represent an increase of 29% in HGV traffic along a route with high sensitivity receptors. The significance of impact of the new proposals would be moderate.
Maximum distance to SRN	Preferred route (north) is 2.4 miles

Requirement for mitigation?	A new access junction will be required onto Hamble Lane, together improvements to the walking and cycling infrastructure in line with current guidance.
Opportunities for sustainable modes of transport	Although the site is very close to Hamble Station, and only three miles from Sholing station, these stations do not offer freight opportunities.
Overall assessment	Subject to considerations in the adopted 2013 Plan

ESH01 | Goleigh Farm | Mineral

Known Issues/Planning History
The 20ha site is currently open agricultural land and is located north of Liss, in the district of East Hampshire. The site is not a safeguarded site within the HMWP2013.

The site has no previous mineral related planning history. The site is proposed for sand extraction over a 20-year period, with restoration to wetland and conservation.

Description of Existing Public Highway and Transport Corridors
The site spans both sides of the A3 Petersfield Bypass and the promoter has identified four potential access points; three to the north of the A3, and one to the south. All proposed accesses are on the B3006, very close (at most, within 400m) to the Ham Barn Roundabout which provides access to the A3.

The site promoter suggests that the northern site would be worked first, followed by the southern site.

The site promoter suggests that the sand extracted would serve a local market. There are no suitable options for sustainable transport of these materials.

Between the proposed northern accesses and the A3, the B3006 is subject to national speed limit. Between the southern access and the A3, the B3006 is subject to a 40mph speed limit. In both directions, the road is single carriageway, with additional approach lanes on the roundabout junction with the A3.

Likely Traffic Flows and Site Operations
The site promoter has suggested that the site would generate up to 40 HGV and 10 staff vehicle movements per day. The assumption is that these are two-way movements.

At the SRN (A3), the AAWT in 2018-19 was 58,290 of which around 6.6% was HGV traffic. The addition of 40 HGV movements would have a negligible impact, representing a 1.05% increase in the proportion of HGVs using the A3. Including staff movements, the overall increase in the traffic on the corridor will be an estimated 0.09%, therefore of no significance.

Suggested Routeing
The site is located in very close proximity to the A3 via the B3006. New site accesses would be required north and south of the A3.

Sensitive Receptors
As this site is already in very close proximity to the A3, the sensitivity rating is negligible.

Access Works and Possible Mitigation Works
New site accesses would be required, with a supporting Transport Assessment or Statement.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	As this is new site 40 HGV movements and 10 staff movements are envisaged. Whilst there is no baseline data available, this is anticipated to be a negligible impact due to proximity to the A3. The change in HGV traffic on the SRN would be a 1.05% increase therefore of negligible impact. The magnitude of change from the existing conditions would be 0.09% and therefore of no significance. The significance of impact of the new proposals would be negligible.
Maximum distance to SRN/MRN	400m
Requirement for mitigation?	New site accesses
Opportunities for sustainable modes of transport	None
Overall assessment	

Frith End Extension | ESH02 | Minerals

Known Issues/Planning History

Frith End Quarry
Frith End Quarry is currently permitted and active. It is also safeguarded within the HMWP 2013. Under application 30633/038 extraction is permitted until December 2022 with two further years allowed for restoration. Frith End Quarry has a current planning application submitted in February 2021 for the extension of the permitted timescale, phasing and landscaping under 30633/040, for which a decision is pending.

Proposed extension
The proposed 1.7 ha extension (the site) is directly adjacent to the existing quarry and is currently open grassland and woodland. The site is currently subject to planning application 30633/041 submitted on 19/02/2021. It is proposed that the site would be used for extraction of up to 150,000 tonnes of building and silica sand, with an annual output of 70-80,000 tonnes per year.

Description of Existing Public Highway and Transport Corridors
The existing Frith End site is served by an access road from a priority junction, with a wide bell mouth and right turn lane from the A325, part of Hampshire's MRN network. The extension site would use the existing access. The A325 is a single carriageway road, with grass verges and trees on both sides. There is no footway except in areas surrounding bus stops.
Should the minerals extracted be transported further afield, the A325 joins the A3 which is part of the strategic network approximately 6 miles south of the site at Longmoor, or the A31, 4.5 miles north of the Site, close to Farnham.

Likely Traffic Flows and Site Operations
The site is proposed to generate 150,000 of building and silica sand over a two-year period.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction operations, this would be equivalent to approximately 40 two-way HGV movements per day for sand sale, with a maximum of 10 two-way car movements from staff.

Presently the site generates 8 two-way HGV movements per hour, which translates to 48 two-way movements per day and 10 two-way staff movements. The extension is not expected to increase traffic movements as operations will move from the existing site to the extension.

The average annual daily traffic on the A325 corridor in 2021 was 13,989 vehicles. 2.3% (est. 322) of these were HGVs. The addition of 48 HGV movements would have a negligible impact, representing a 13% increase in the proportion of HGVs using the corridor. With the staff vehicles included, the increase in total vehicles on the route would not be significant, at c. 0.4% increase in total traffic.

Suggested Routeing
It is proposed by the applicant that the site would use the existing access directly onto the A325, to serve a local market. Should the minerals extracted be transported further afield, the A325 joins the A3 approximately 6 miles south of the site at Longmoor, or the A31 4.5 miles north of the Site, close to Farnham.

Sensitive Receptors
As this site is already active and therefore there are already HGV movements on these routes, the sensitivity is considered to be negligible. The routes travel through urban areas but these are well served by footways and there are no communities facilities on the route.

Access Works and Possible Mitigation Works
As the existing access to the A325 from Frith End Quarry will be used, it is unlikely that any access works will be required.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There are several options from the site to access local A roads. It is likely that HGVs would be split between these routes, and in any case, the maximum number of additional HGV movements on any route on any one day would be relatively low, at 48. As this would represent an increase of 13% of HGV traffic on the corridor, this impact is considered negligible. The overall impact on traffic flows is an increase of 0.4%, which is not significant.
Maximum distance to SRN	6 miles
Requirement for mitigation?	No
Opportunities for sustainable modes of transport	None
Overall assessment	

Holybourne Rail Terminal | ESH03 | Mineral, Waste, and Rail Depot

Known Issues/Planning History
The 4.2 ha site is currently in use as an oil and gas site and is located in Holybourne in the district of East Hampshire. The site has temporary consent and safeguarded status for oil and gas development. This consent is due to lapse in September 2025 (as set out in planning permission references 17/01917/CMA, 26326/014 and 17/01340/HCC).

It is proposed that the site be redeveloped to reduce the working area and develop a mixed-use (B2/B8) employment scheme, alongside and an aggregate handling/processing area with an extension to the existing railhead to serve the site.

Description of Existing Public Highway and Transport Corridors
The site has direct access onto the A31 is a dual carriageway and is part of the strategic network which. Access to the site is in the form of an entry and exit slip onto the A31, in one direction only (southbound).

The site also includes the Holybourne Rail Depot which the applicant reports to be in good condition, although currently not in use due to current low outputs of the. The applicant proposes to reinstate usage of the rail depot and cites that continued safeguarding of this site would retain an important rail asset.

Likely Traffic Flows and Site Operations
The applicant is unclear about the potential number of vehicle movements that would arise from the proposed usage. However, the applicant does indicate that there is currently only one movement per week as it relates to the oil and gas operations. The applicant suggests a number of new uses at this site, but at this time, the mix is not known and estimates of trips are not provided. The applicant suggests that minerals, waste an existing oil and gas outputs could utilise the rail route. However, additional uses, including waste processing, and

employment, would generate different types of levels of trips. Nevertheless, the direct proximity to the A31 means that these trips would likely have a relatively low impact on the flows and operation of the A31.

At the SRN (M3J9), the AAWT in 2019 was 113,984 of which around 15% was HGV traffic.

Suggested Routeing
For appropriate outputs, the rail depot could be used to transport goods via rail. For road transport, the site has direct access to the A31 which is part of Hampshire's Major Road Network.

Sensitive Receptors
As the site will have direct access to the A31, the sensitivity rating for this site is negligible.

Access Works and Possible Mitigation Works
The applicant proposes an extension to the existing railhead to improve access for the additional uses of the site. The existing road access onto the A31 is very likely to be suitable for the movements from future alternative uses given that the site is co-located with an existing waste processing plant which already caters for HGVs.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	Unknown at this time as future uses yet to be determined.
Maximum distance to SRN	0 miles
Requirement for mitigation?	None, although the applicant proposes an extension to the rail head
Opportunities for sustainable modes of transport	Yes, use of, and future securing of the existing rail head
Overall assessment	Subject to clarification of vehicle numbers being determined.

Down Barn Farm | FAR01 | Waste and Energy Recovery

Known Issues/Planning History
The 3.5 ha site is currently in use as an aggregate recycling facility and is located in Boarhunt, within the borough of Fareham. The existing planning reference is P/09/0396/MW and site has been in full operation since August 2012. The site surrounds a farm, with operations to the west and north of the farm, and a shared access onto Boarhunt Road in the southeast corner.

The applicant proposes that the site be extended from the 0.57-hectare site granted in 2019 to 3.5 ha, with the potential for inclusion of energy recovery facilities. The proposed hours of operation are 24 hours with approximately 120 vehicle movements per day. The site is not referenced within the 2013 Hampshire Minerals and Waste Plan.

The most recent planning application for this site is reference P/18/1122/CC. It allowed for reconfiguration of site to facilitate access to gas network infrastructure. It also required (as a condition of planning) improved highway access to allow an increased number of vehicle movements per week following observations of stacking on the highway. This application was approved on 24/05/19.

The total number of vehicle movements is currently limited to 400 movements (200 movements in and 200 movements out) in any one week (Monday to Saturday).

Description of Existing Public Highway and Transport Corridors
The existing site has an access onto Boarhunt Road, a single carriageway derestricted road. The existing access is a priority junction and already supports HGV movements. M27, junction 11 is within 350m of the Site.

Likely Traffic Flows and Site Operations
The applicant suggests that there will be around 120 vehicle movements per day associated with the waste recycling activity. The transport statement associated with the 2018 application allows for 80 movements maximum per day, and 400 per week. The new application seeks an increase of up to 40 vehicle movements per day.

The average annual daily traffic on the M27 east of junction 11 in 2019 was 114,120 vehicles. c.6.7% of these were HGVs (est. 7553). There were 11,001 vehicles in the AM peak and 10,896 in the PM peak. The addition of 40 HGV movements a day would not have a significant

impact, representing a 0.53% increase in the proportion of HGVs using the corridor out of the total volume of HGVs. The increase in total volume of traffic would be insignificant at 0.04.%.

Suggested Routeing
The applicant does not propose a routeing, but the site is within 350m of the SRN (M27), junction 11 via Boarhunt Road so this route is proposed.

Sensitive Receptors
The proximity of the site to the M27 means the route does not pass through any sensitive areas, and therefore the sensitivity rating for this site is negligible.

Access Works and Possible Mitigation Works
As the existing access is already approved for HGV use, ordinarily no further works to the site access would be required. However, given the previous issues experienced with the existing activity, additional works may be required to mitigate against queuing on the highway, given the proposed increase in the number of vehicle movements. This will need to be assessed through the Transport Assessment.
Additional impacts on the wider network would also need to be assessed through a Transport Assessment at the time of planning.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be 0.53%%. The magnitude of change from the existing conditions would be 40 additional HGV journeys a day and therefore the significance of impact of the new proposals would be low. The increase in total traffic volume would not be significant at c0.04%.
Maximum distance to SRN	350m
Requirement for mitigation?	Potentially, to be assessed through a TA with the aim of avoiding stacking on the highway.
Opportunities for sustainable modes of transport	None
Overall assessment	

Land off Boarhunt Road | FAR02 | Waste and Energy Recovery

Known Issues/Planning History
The 1.3 ha site is indicated to be a new site located off Portsdown Hill Road proposed as a recycling of construction, demolition and excavation materials. The site is not identified within the current HMWP 2013.

The applicant proposes that the site be extended with the potential for inclusion of energy recovery facilities.

Planning History
There is no planning history identified for this new proposed use. However, the operator indicates that the site is adjacent to a gas peaking station which shares a site access at the existing Veolia Warren Farm waste management facility.

There are existing planning obligations and restrictions related to Veolia Warren Farm facility (P/06/1124/MW) as follows:

Vehicular access to and from the site shall be via the current access onto Downend Road[1] only. All lorries travelling to and from the site shall use the haul road to Boarhunt Road/Junction 11 of the M27. No lorries shall turn right out of the site, and a 'no right turn' sign shall be erected at the site entrance. This is for reasons of highway safety.

Description of Existing Public Highway and Transport Corridors
The existing site links to Boarhunt Road via a haul road from Downend Road/Portsdown Hill road. Access from the site is on Portsdown Hill Road which is a single carriageway 40mph road. The existing access is a priority junction and is already approved for HGV movements. M27, junction 11 is within 350m of the site.

Likely Traffic Flows and Site Operations
The applicant suggests that there will be around 400 HGV movements per week. Staff movements are anticipated as 8 staff car movements per day associated with the waste

recycling activity. As this will be a new site these movements will be an addition to the existing HGV movements by Veolia Warren Farm facility cited above. Operating hours are Monday – Friday 7-6pm Monday to Friday and 7-1pm on Saturday, with no operations on Sundays and public holidays.

The average annual weekly traffic on the M27 east of junction 11 in 2019 was 114,120 vehicles. c.6.7% of these were HGVs (est. 7,553). There were 11,001 vehicles in the AM peak and 10,896 in the PM peak. The addition of 400 HGV movements would not have a significant impact, representing a 5.3% increase in the proportion of HGVs using the corridor out of the total volume. With staff vehicles included, the increase in overall traffic volume is 0.36%.

Suggested Routeing
The applicant does not propose a routeing, but the site is within 350m of the M27, junction 11 via the haul road to Boarhunt Road. The use of this route is already required of Veolia for the existing site. It is suggested that the applicant use the existing site access for the Warren Farm facility. There is no permitted right turn for lorries from the site.

Sensitive Receptors
The proximity of the site to the M27 means the route does not pass through any sensitive areas, and therefore the sensitivity rating for this site is negligible.

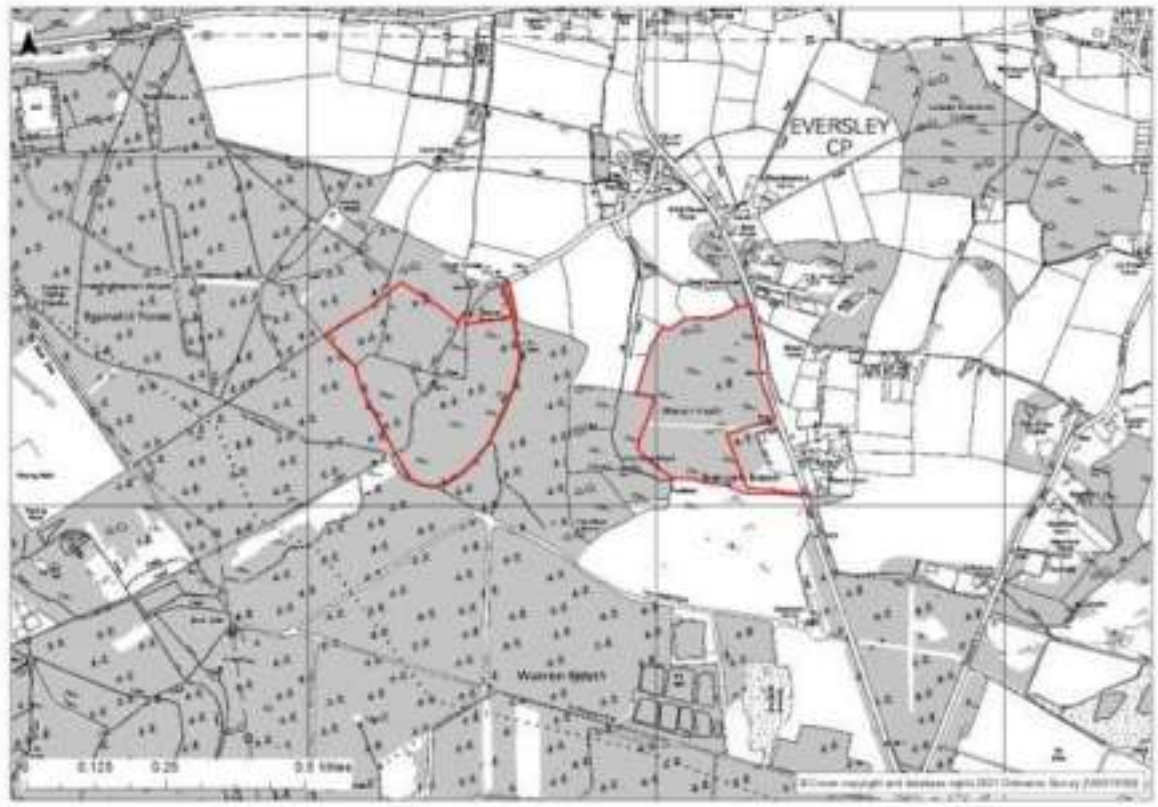
Access Works and Possible Mitigation Works
As the existing access is already approved for HGV use, it is unlikely that any further works to the site access would be required. Nevertheless, impacts on the wider network would need to be assessed through a Transport Assessment at the time of planning.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	An additional 400 movement per week, the existing 679 movements at the Veolia site. The change in HGV traffic on the SRN would be 5.3%. The magnitude of change from the existing conditions would be 400 additional HGV journeys and therefore the significance of impact of the new proposals would be low. The increase in total traffic volume would not be significant at c0.36%.
Maximum distance to SRN	1.4 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Warren Heath | HAR01 | Minerals



Known Issues/Planning History
The site is proposed in two parts. Warren Heath West is 19.2ha and Warren Heath East is 14.6 ha. Both sites are currently areas of managed woodland. They are located in Warren Heath, south of Eversley in the district of Hart.

The proposals for the sites are for extraction of up to 2.196 mt of sand and gravel from Warren Heath West, and up to 0.69 mt from Warren Heath East (a total of 2.886 across both sites), at a rate of between 150,000 and 180,000 tpa, with restoration of both sites (with approximately 3,731,000 tonnes of inert material from wider site works at the western site) to native woodland and heathland to follow.

Part of the site has previously been used for sand and gravel extraction with a succession of planning permissions, the last expiring in 2006.

The applicant sought pre-application advice from Hampshire Council in 2020 under application reference SCO/2020/0499. The proposals were as above. Advice was provided by HCC on 02/11/20 as follows:

The applicant's Transport Scoping Report states that additional anticipated movements are 136 HGV daily movements (68 in and 68 out). This would combine with the existing HGVs associated with the operational ARF and CBP of 136 HGV daily movements (68 in and 68 out) resulting in a maximum of 278 HGV daily movements (139 in and 139 out).
Overall, the combined level of HGV movements which would route via the public highway would be 262 (131 in and 131 out) due to some HGVs only travelling internally between the quarries and the processing plants. The restoration of the two mineral extraction sites using imported inert materials would also generate HGV traffic involving 36 HGV movements daily

(18 in and 18 out), is factored into the additional 126 HGV movements to the site. These vehicle movement figures are higher than indicated in the call for site form initiated in March 2021.

Description of Existing Public Highway and Transport Corridors
The applicant suggests that both sites would access the highway network at the A327, the western site utilising an internal road "The Welsh Drive" to gain access. There is an existing unmade road access onto the A327 at the bottom of the eastern site. An enhanced access would be required at this location with suitable visibility splays.
The A327 is a single carriageway, 50mph A-road with signs of equestrian activity locally. The A30 is c. 1.15 miles to the south, and the M3 SRN, junction 4a at c.5 miles from the site via the A327, A30 and A327. The M3, junction 5, to the west, is accessible via the A327, A30, B3349, at a distance of c. 7 miles.

Likely Traffic Flows and Site Operations
In the call for site form, the applicant suggests that at an extraction rate of 215,000tpa (the current extraction rate) equates to 62 two-way HGV trips daily. Combined with the importation of backfilling materials for restoration of 36 two-way trips daily, which would be done concurrently to shorten the working period. They also suggest that staff vehicle numbers are likely to be fewer than 10, suggesting a maximum of a further 10 two-way trips. Following extraction, and during the restoration of the sites, the applicant suggests that approximately 117,500 tpa of inert material would be brought in, over four years. The applicant suggests this would equate to 36 daily two-way HGV trips and a further 10 two-way staff trips. These are integrated into the existing additional trips. Some flows will not use the highway and instead will use the private road.

The average annual daily traffic on the A327 corridor in 2021 was 15,532 vehicles. 3.7% of these were HGVs (est.575). The addition of 98 HGV movements would have a negligible impact, representing a 15% increase in the proportion of HGVs using the corridor. With staff vehicles included the increase in total vehicles on the route would not be significant, at a 0.9% increase in total traffic.

Suggested Routeing
The site exits directly onto an A road, the A327, and the shortest route to the wider network is via the A30 towards junction 4a of the M3.

Sensitive Receptors
The site is also close to a number of designated sites including SSSIs and nature reserves. There is a public right of way 320 metres from the site to the northeast. The site has a low to moderate sensitivity score owing to the existence of nature conservation areas in close proximity.

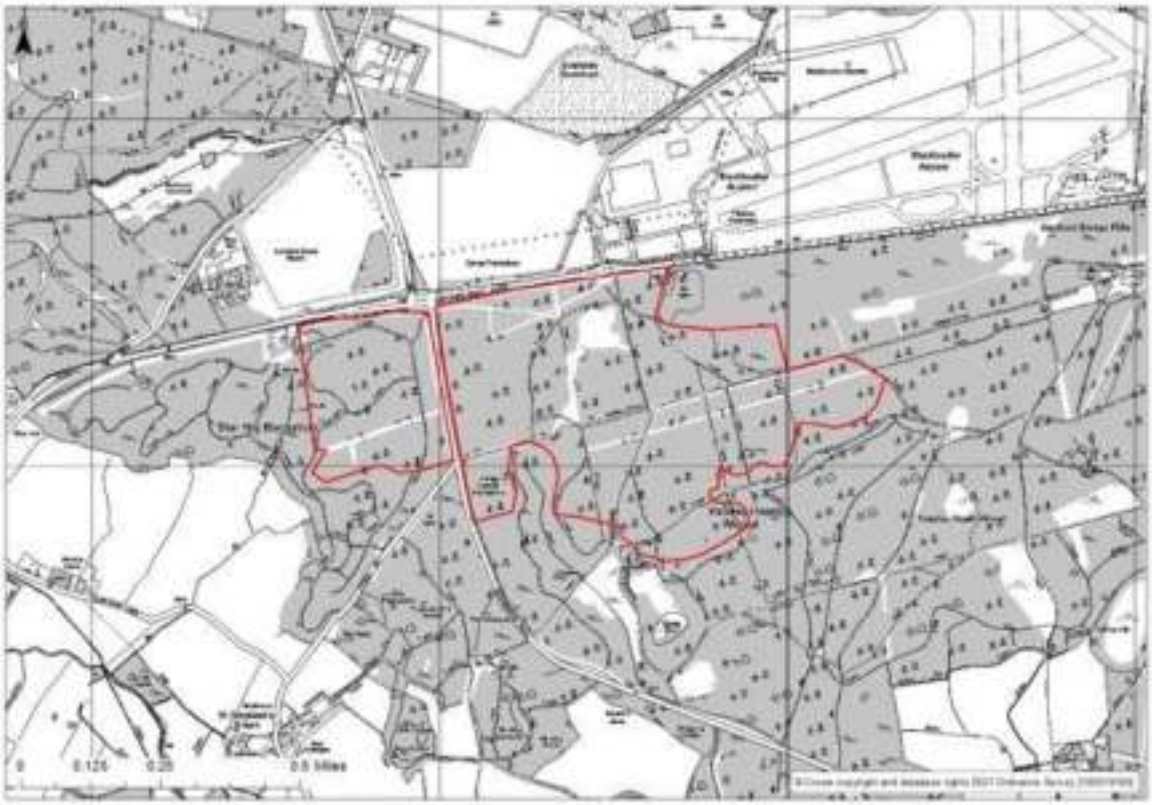
Access Works and Possible Mitigation Works
Improvements to the access to the eastern site through suitable visibility splays and potential quality of the unmade road to avoid excess mud onto the highway.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on the proposed route is 98 vehicles. This would represent a 15% increase of HGV traffic on the corridor, this impact is considered negligible. The increase in total traffic volume would not be significant at c0.9% and the impact negligible.
Maximum distance to SRN	The site exits directly onto an A road, maximum distance to M3, J5 is c. 7 miles.
Requirement for mitigation?	Improvements to the access for the eastern site, where it joins the A327. Improvements to the access road, which is currently unmade.
Opportunities for sustainable modes of transport	None
Overall assessment	

Bramshill Quarry | HAR02 | Waste



Known Issues/Planning History
The 81ha site is currently in use as a quarry and is located immediately south of Blackbushe Airport in Eversley in the district of Hart. In 2021, the site was granted the retention of its batching plant until 2026 under planning reference 20/03158/HCC. Similarly, the extraction period was extended until 2026 under planning reference 20/03153/HCC, subject to completion of a legal agreement.

The site is safeguarded HMWP 2013 under HR042, Policy 15 and 20.

The applicant proposes potential restoration as part of the existing approved mineral extraction site using importation and depositing of inert waste material. The space available for infill is estimated at 740,000 m^3, over a time period of 5-10 years.

Description of Existing Public Highway and Transport Corridors
Bramshill Quarry has a number of individual parcels that are split by the local road network. With two parcels north of the A30, one east and one west of the A327; and two south of the A30 one east and one west of Blackbushes Road. The two sites south of the A30 are illustrated on the above map.

Site access is provided at Welsh drive via a priority T junction on the A327, which has wide splays. The access is also shared with another business R Collard Ltd which is focused on recycling. The site also has a part time signal-controlled access point on Blackbushes Road, 100m south of the A30 which provides HGVs with a safe crossing point for extracted materials from east to the west of the road.

The A327 is a 60mph single carriageway road from the site access to just after the A30, where it widens into a two-lane carriageway. North of The Welsh Drive access, the speed limit reduces to 50mph, thereafter the speed varies between 30, 40and 60mph.
The A30 is a mainly single carriageway road which is dualled in parts, which connects to the M3 (SRN) via the A331 or the A327 Minley Road. To the west the A30 leads M3 junction 5 via Hook.

Likely Traffic Flows and Site Operations
A 2013 Transport Impact Assessment for the wider site operations indicated there were 336 HGVs per day and 21% were Cemex operations at the time. Forecasted movements for the existing Bramshill quarry were 150 two-way movements with peak hour movements assumed to remain constant at 7% of daily flows. The site runs an average of 64 HGV movements per day on average over the course of the year. The site promoter Cemex suggests that there will be no addition to the overall number of traffic movements with this new proposal.

The A30 divides the wider site into north and south, therefore alongside the incoming vehicle movements via Welsh Drive, the site has a conveyor bridge over the A30, which facilitates the material extracted from the southern side to be transported to the processing plant over a conveyer bridge to the northern side, rather than via the highway.

The time extension does not increase the number of vehicles to the site.

- The parcel west of Blackbushes Road and south of the A30 (illustrated on the above map above) is the location of the current sand and gravel extraction and progressive restoration. Extracted minerals are transferred to the conveyor via a part time signalised crossing on Blackbushes Road.

- The parcel to the south of A30 and west of Blackbushes Road also illustrated on the map as a proposed site has yet to be extracted and is the location of the conveyor crossing over the A30. Extracted minerals are transported by HGV to be loaded onto the conveyor, where they are then carried across over the A30 to stockpiling area.

The average annual daily traffic on the A327 corridor in 2021 was 15,532 vehicles. 3.7% of these were HGVs (est.575). As this proposal does not add any HGV movements to the corridor, there is no impact.

Suggested Routeing
The site is currently accessed via Welsh Drive, which is priority junction with the A327, which is a 60mph. South of the site access, the A327 joins the A30 which links to the M3 via A327 Minley and via the A331. Alternative routeing is north of the site access road, the A327 leads to Reading and the M4, although this is a longer route to an MRN/SRN.

Sensitive Receptors
The site is close to a number of designated sites including site of special scientific interest, nature reserves. There is a public right of way 320 metres from the site to the northeast. The site has a low to moderate sensitivity score owing to the existence of nature conservation areas in close proximity.

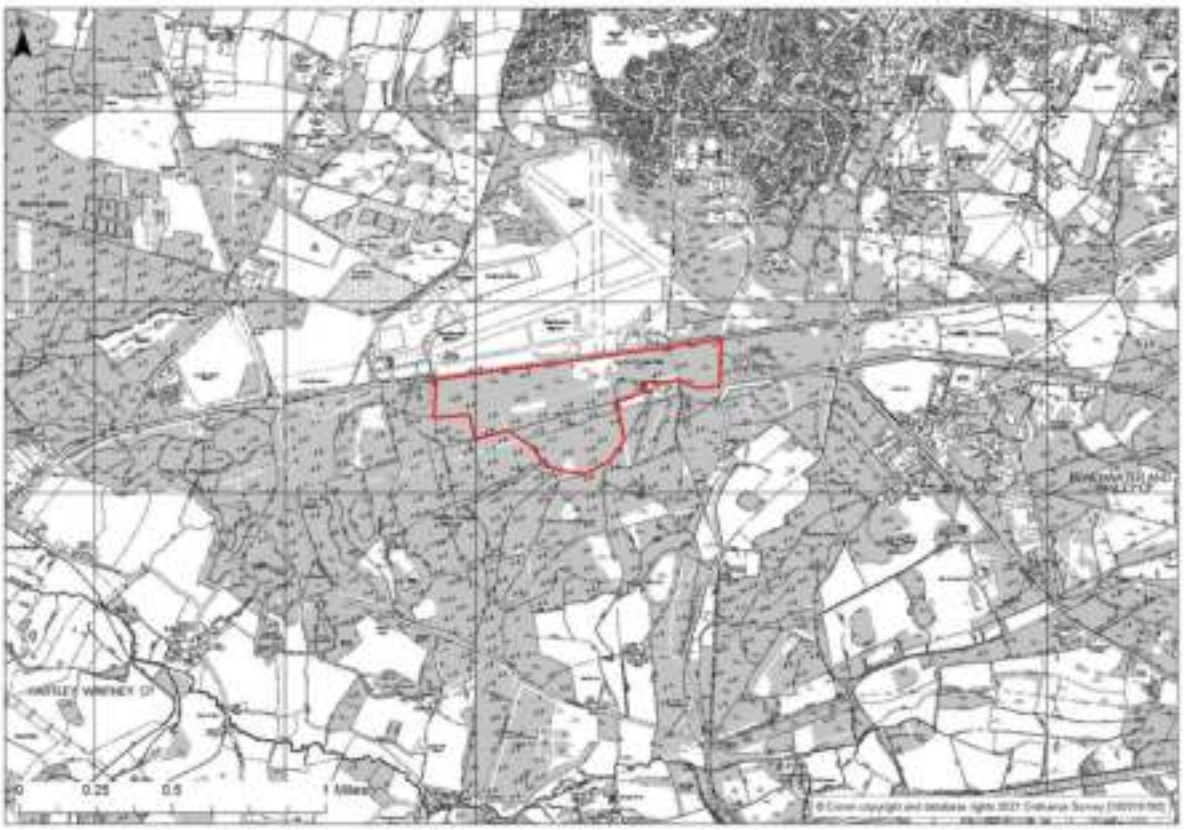
Access Works and Possible Mitigation Works
None

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	Traffic volumes are unlikely to change, as it is part of the existing approvals.
Maximum distance to SRN	1.6m to M3
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Bramshill Quarry Extension | HAR03 | Mineral



Known Issues/Planning History
The 52 ha is proposed as an extension of an existing site (Bramshill Quarry) for the extraction of 1 million tonnes of sharp sand and gravel. The existing Bramshill Quarry has a number of individual parcels that are split by the local road network. With two parcels north of the A30, one east and one west of the A327, and two south of the A30 one east and one west of Blackbushes Road. The site for which the proposed extension is being sought lies east of, and adjacent to, the southern parcels of the existing quarry. The proposed extension site is currently in use as commercial forestry and open heathland and is located in Yateley Heath Wood, South of Blackbushe Airport.

The site is safeguarded in the Hampshire Minerals and Waste Plan (2013) under policy 20 for sand and gravel, as an extension site. There is no further planning history relating to the extension.

Description of Existing Public Highway and Transport Corridors
Site access could be taken from Yateley Drive off either Minley Road or Blackbushes Road. Yateley Drive is an unsurfaced internal road.

Minley Road is a single carriageway road with verges and trees on either side which leads to a roundabout with the A327 and onwards towards the M3 (SRN). On entry A327 is a 40mph single carriageway road with streetlighting and trees on either side The speed limit varies along the road between 30, 40 and 50mph.
Blackbushes Road is a single carriageway road with a national speed limit of 60mph. It has verges and trees in parts on either side of the carriageway. Close to the junction with the A30 there is a part time traffic signal junction which facilitates HGV movements east to west.

The A30 is a single carriageway road, dualled in parts, which connects to the M3 (SRN) via the A331 or the A327.

There is also an existing access at The Welsh Drive. Use of this access would require vehicles to cross the A327 using the part time signals, and transfer materials to the conveyor across the A30 to another of the operator's sites, north of the A30.

Likely Traffic Flows and Site Operations
Hours of operation for the existing quarry are 07.00 - 18.00 Monday to Friday and 07.30 - 13.00 on Saturdays, excluding Bank Holidays. A 2013 Transport Impact Assessment for the wider site operations indicated that there were 336 HGVs per day. The average daily movements were forecasted to be approximately 150 two-way movements. It is unclear whether this site extension will be operational at the same time as the existing Bramshill Quarry site or will whether it will only be operational after extraction has ceased. The assessment has been made on the basis that the new application will operate after the existing site has been closed, and that therefore, there would be no increase in HGV movements.

The average annual daily traffic on the A327 corridor in 2021 was 15,532 vehicles. 3.7% of these were HGVs (est.575). As the assumption for this proposal does not add any HGV movements to the corridor, there is no impact.

Suggested Routeing
The access for this site is likely to be Yateley Drive off Blackbushes road or Minley Road. Traffic is anticipated to travel northwards on Blackbushes Road. At the junction with the A30, all vehicles turn left, onto the roundabout before heading eastwards on the A30 onwards to the A331 then onto the M3 at junction 4. Alternatively, vehicles could route from the A30 onto Minley Road A327 to junction 4 of the M3, which would be the shortest route onto the SRN.

It may also be possible for the site to use Welsh Drive, the current access used by the existing quarry. The Welsh Drive is north of the A30 and materials are transported across using a conveyor.

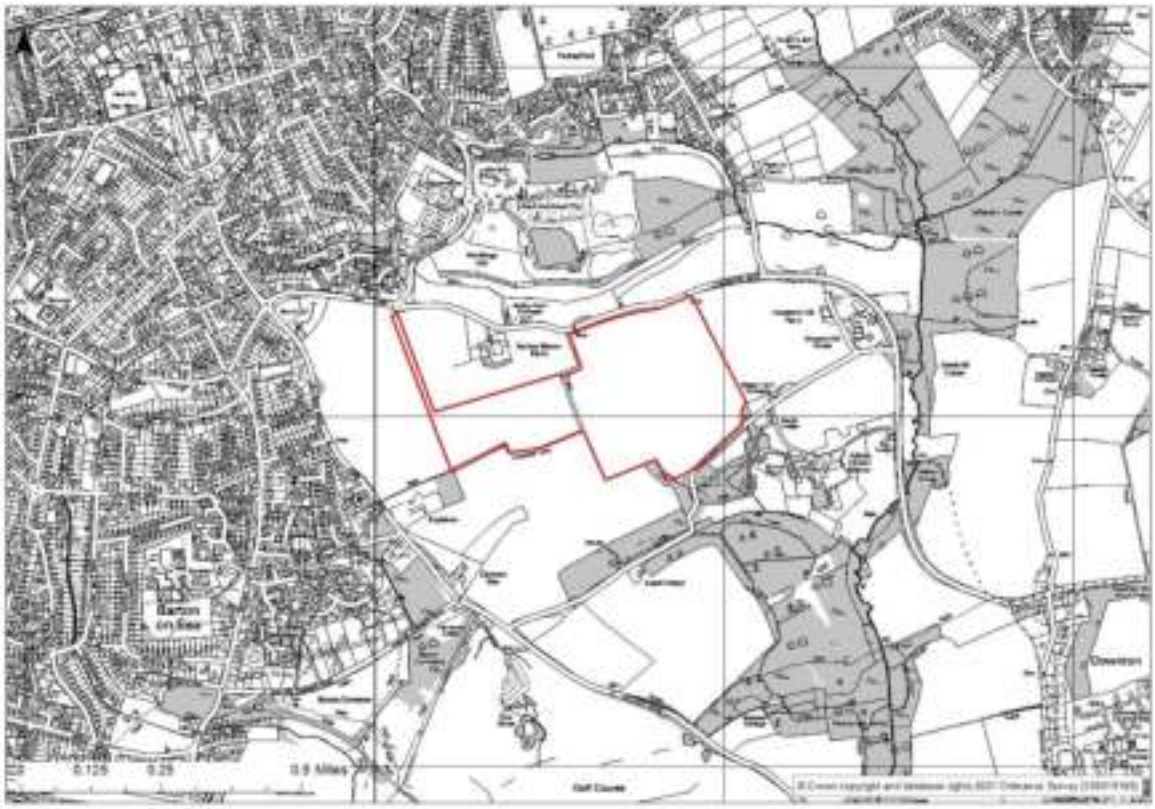
Sensitive Receptors
The site has a low to moderate sensitivity score owing to the existence of nature conservation areas, SPAs and SSSIs, and PRoWs in close proximity.

Access Works and Possible Mitigation Works
Use of Yateley Drive off Blackbushes Road, would require upgrading and potential consideration of any potential conflict with movements from Ivyhole Hill.

Conclusions

Change in traffic volumes	Traffic volumes are likely to remain unchanged as this site is an extension of the existing one and it is assumed that operations will start once the existing site closes.
Maximum distance to SRN	5 miles to SRN
Requirement for mitigation?	Upgrades to access, dependent on permitted point of access.
Opportunities for sustainable modes of transport	None
Overall assessment	

Ashley Manor Farm | NFD01 | Minerals and Waste



Known Issues/Planning History
The 26.62 ha site is currently in agricultural use and is located on Ashley Manor Farm, lying south of the A337 Lymington Road in New Milton (BH25 5PY). A mineral processing plant, known as new Milton Sand and Ballast, is located directly opposite the proposed allocation to the north of the A337. The processing site is currently accessed from Caird Avenue, which also serves a Builders Merchant, residential development and a large Tesco superstore.

The site is proposed to replace the operations at the Downton Manor Farm Quarry.

A planning Application was submitted in August 1992 for a much larger 83.2 ha area. Application number 050553. An Appeal for Non-determination was lodged in January 1998. Appeal ref: T/APP/Q1770/A/98 was dismissed in December 1998.

The site was previously submitted for consideration as an Allocation Site in the current Mineral Plan.

An application for mineral extraction and restoration is expected in 2021, with site operations scheduled to start in 2024.

Description of Existing Public Highway and Transport Corridors
The A337 is classed as a Major 'A' Road in Hampshire's LTP but does not form part of the Strategic Road Network (SRN) managed by National Highways. Past the proposed site, it is a single carriageway of 7.3m width, bordered by grass verges and hedging but with no footways. The road is derestricted immediately east of its roundabout junction with Caird Avenue. Caird Avenue connects with the A337 Lymington Road at a three-arm roundabout.

As detailed above, the proposed site is fronted by the A337 and Ashley Manor Farm benefits from a simple priority junction with the A337. However, the applicant has already indicated that access to the mineral extraction site would be from a new fourth-arm to the existing Lymington Road/Caird Avenue roundabout, as shown on Figure 1. The new approach would cross the existing cycle bypass along the A337 and new cycling facilities would need to be considered as mitigation.

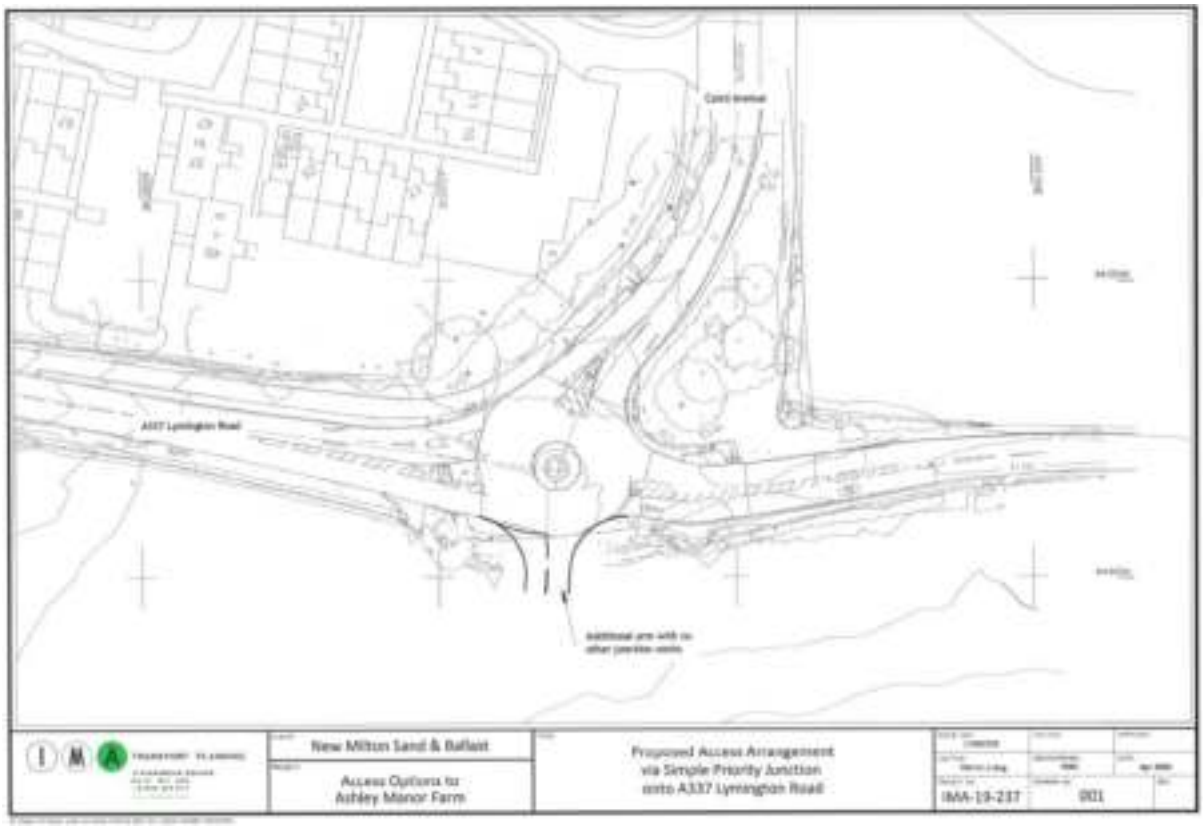


Figure 1 – Proposed site access to NFD01 off the A337Lymington Road/Caird Avenue Roundabout

Caird Avenue between its junction with the A337 and access to the New Milton Sand & Ballast plant is also a single carriageway road of 7.3m in width, with a footway on its western side and grass verge on its eastern side. The road is lit and subject to a 30mph speed limit. Access to the New Milton Sand & Ballast plant off Caird Avenue is via a four-arm roundabout, which also serves a large Tesco superstore.

Likely Traffic Flows and Site Operations

The site is proposed to generate 1.5Mt of sand and gravel over a 12-year period, equivalent to 150,000 tpa of mineral extraction. Restoration would require 1.5Mt of inert landfill to return the land to agriculture use with species rich meadow, ditches/ponds and extra hedgerows. There will be no on-site processing required.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction operations, this would be equivalent to approximately 50 HGVs or 100 two-way HGV movements per day, with a maximum of 4 two-way car movements from staff. This is based on observations from similar operations at the Downton Farm Quarry.

There is no baseline data of existing flows available to compare the additional HGV movements to.

Suggested Routeing
The minerals are to be transported by HGV to the New Milton Sand and Ballast site at Caird Avenue for storage, processing and sale, which has permanent consent for these uses. This existing processing plant lies directly opposite the proposed allocation site across the A337, some 440m from the proposed new access onto the A337. A new access to the proposed site is proposed to be from the A337 via a new roundabout, as shown on figure 1. Routeing of HGV traffic will therefore be limited to Caird Avenue between the roundabout and the New Milton Sand & Ballast plant.

Caird Avenue provides the main access to the plant at present, and therefore carries a relatively high number of HGV traffic at present. The route is therefore appropriate to accommodate the additional c.100 two-way HGV movements from the proposed site but an assessment of impacts in terms of junction capacity, particularly at the roundabout access to the plant and Tesco superstore and at the proposed A337 roundabout site access would be required as a minimum.

The A337 does not form part of HCC's Major Road Network (MRN) but provides strategic access to the South Hampshire areas, with the nearest point of access to the MRN being with the A338 in Bournemouth, Dorset some 9 miles to the west.

Sensitive Receptors
The A337 and Caird Avenue appear to suffer from congestions at peak times. Caird Avenue also serves a residential area as well as the Tesco superstore and a number of pedestrians have been observed using the footway provided. The receptor sensitivity of the route is therefore considered to be low.

Access Works and Possible Mitigation Works
A new approach to the existing Caird Avenue/ Lymington Road roundabout will be required. Other mitigations in the form of off-site highway improvements may be required following a full Transport Assessment but this is unlikely.

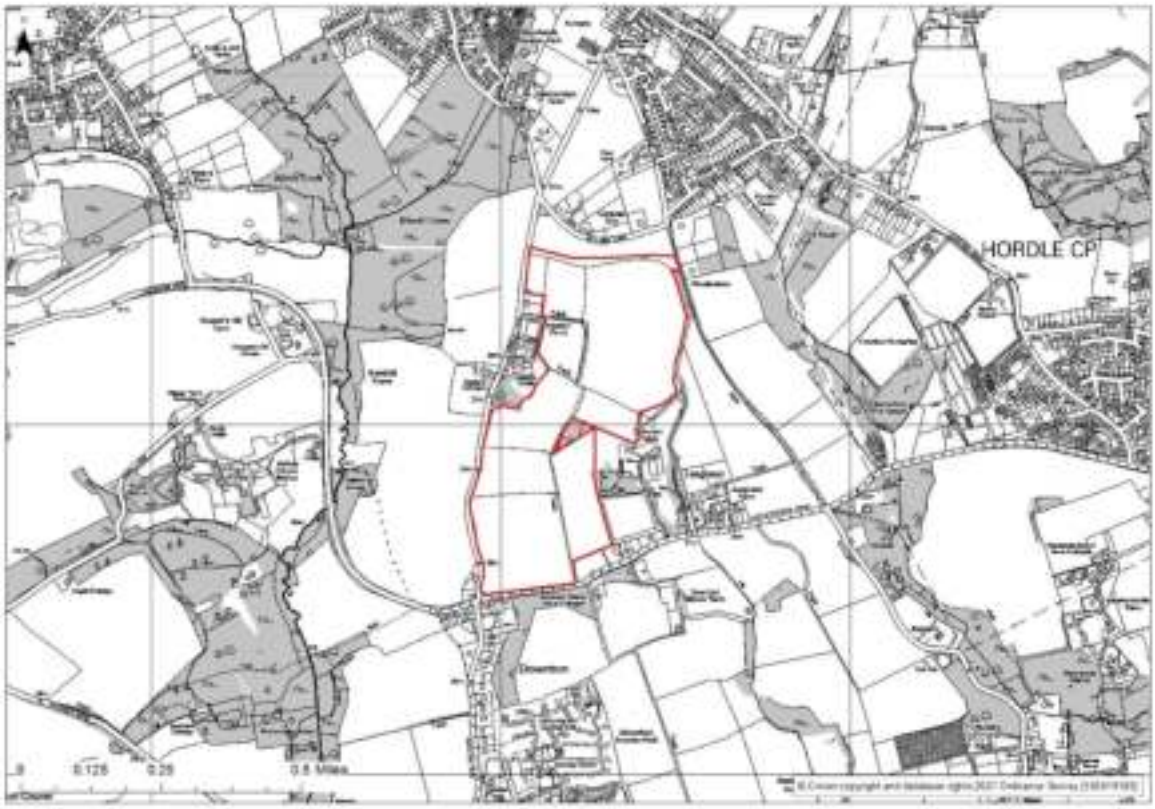
Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	HGV routeing will take place outside of the SRN and impact of additional movements on the local road network would need to be assessed. However, given that the route already carries significant levels of HGV traffic, the magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would likely be neutral/slight.
Maximum distance to SRN	Not applicable
Requirement for mitigation?	Modifications to the existing Caird Avenue/ A337 Lymington Road roundabout will be required to provide access to the site.

Opportunities for sustainable modes of transport	No but the extraction site will be located in close proximity to an existing processing plant, minimising the environmental impacts of HGV travel.
Overall assessment	

Yeatton Farm | NFD02 | Minerals



Known Issues/Planning History
The 32.6ha site is currently in agricultural use and is located off Hordle Lane in Hordle near Lymington (SO41 0HW). The proposals are for mineral extraction of sand and gravel.
The site is located opposite the existing Downton Manor Farm Quarry, which is expected to cease operations before this site comes forward.

The site was previously submitted for consideration as an Allocation Site in the current Mineral Plan.

An application for mineral extraction is expected in 2031-2032, with site operations scheduled to commence in 2036. The site has no previous planning applications.

Description of Existing Public Highway and Transport Corridors
The fields currently benefit from a number of farm accesses off Hordle Lane. Hordle Lane is a single carriageway of approximately 5.0m in width, with grass verges and no footways. The lane provides direct access to existing residential and farm buildings as well as to some large private gardens (Apple Court Gardens). The lane is unlit and subject to a 40mph speed limit.

Hordle Lane connects to the A337 Christchurch Road at a simple priority junction. The A337 is classed as a Major 'A' Road in Hampshire's LTP but does not form part of the Strategic Road Network (SRN) managed by National Highways. Past the proposed site, it is a single carriageway of 7.3m width, bordered by grass verges and hedging but with no footways. The road is subject to a 40mph speed limit across the site frontage but is derestricted west of the Downton village boundary.

As stated above, the site is bounded by Hordle Lane to the west and by the A337 to the south. However, the applicant has already indicated that access to the mineral extraction site

would be from a new priority junction opposite the existing access to Downton Manor Farm Quarry as shown on Figure 1.

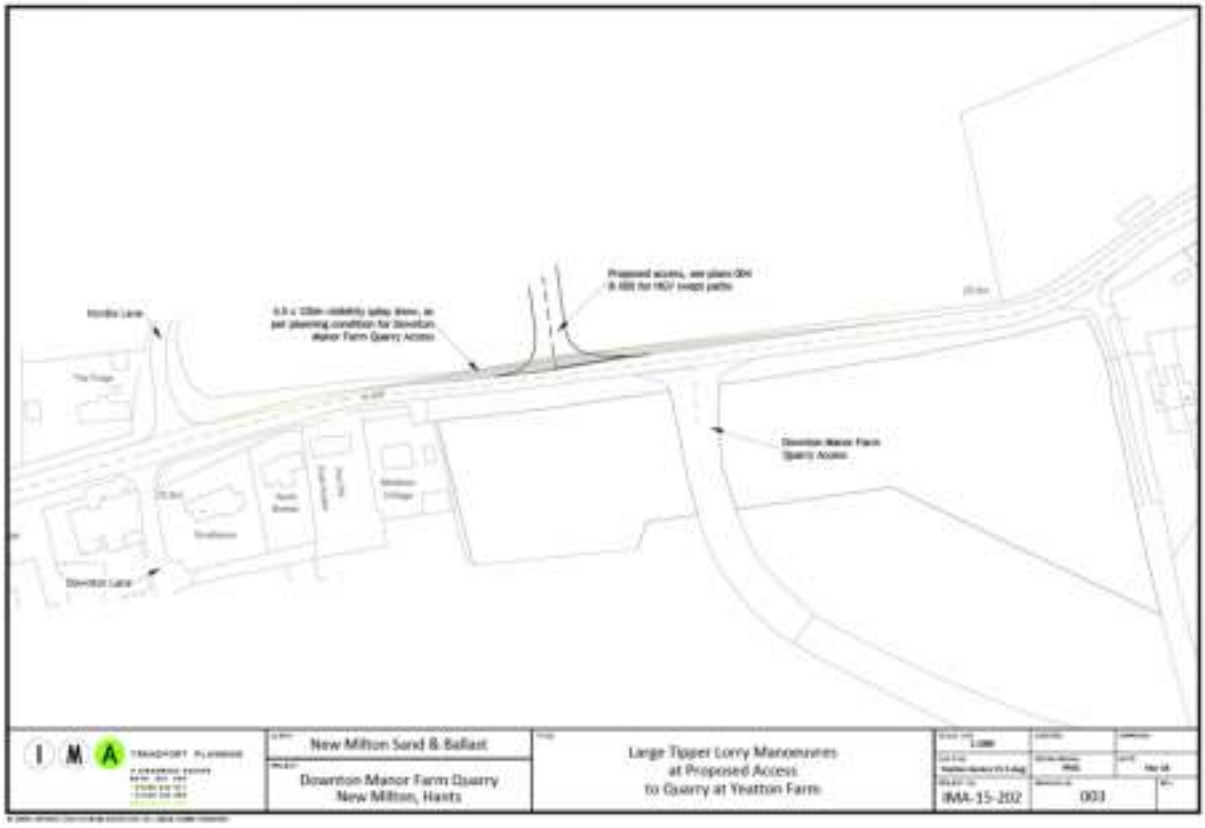


Figure 1 – Proposed Site Access to Yeatton farm from A337 Lymington Road

Likely Traffic Flows and Site Operations

The site is proposed to generate 1.1Mt of sand and gravel over a 7 to 8-year period, equivalent to 150,000 tpa of mineral extraction. No inert waste will be required for restoration and approximately 70% of the land will be returned as a mixture of lakes, wetland, woodland and agriculture. There will be no on-site processing required and minerals will be processed at an existing plant, known as new Milton Sand and Ballast, which is located on Caird Avenue, off the A337 Lymington Road some 2 miles from Yeatton Farm.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction operations, this would be equivalent to approximately 50 HGVs or 100 two-way HGV movements per day, with a maximum of 4 two-way car movements from staff. This is based on observations from similar operations at other sites operated by the applicant.

There is no data available on the existing flows to compare additional HGV movements to.

Suggested Routeing

Access to the New Milton Sand & Ballast processing plant would route HGV traffic west onto the A337 from the new access for up to 2 miles before travelling up onto Caird Avenue.

Caird Avenue provides the main access to the plant at present, and therefore carries a relatively high number of HGV traffic at present. The route is therefore appropriate to accommodate the additional c.100 two-way HGV movements from the proposed site but an assessment of impacts in terms of junction capacity, particularly at the roundabout access to

the plant and the Tesco superstore and at the existing A337/Caird Avenue roundabout would be required as a minimum.

The A337 does not form part of HCC's Major Road Network (MRN) but provides strategic access to the South Hampshire areas, with the nearest point of access to the MRN being with the A338 in Bournemouth, Dorset some 9 miles to the west.

Sensitive Receptors
The A337 routes through Downton but only has limited direct accesses. No sensitive land uses are located in this part of the village. Caird Avenue however appears to suffer from congestions at peak times and serves a residential area as well as the Tesco superstore and a number of pedestrians have been observed using the footway provided. The receptor sensitivity of the route is therefore considered to be low.

Access Works and Possible Mitigation Works
A new priority junction will be required onto the A337 as shown on Figure 1. Impact on existing hedging to accommodate visibility splays would need to be assessed.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	HGV routeing will take place outside of the MRN and impact of additional movements on the local road network would need to be assessed. However, given that the route already carries significant levels of HGV traffic, the magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would likely be neutral/slight.
Maximum distance to MRN	Not applicable
Requirement for mitigation?	A new site access onto the A337 will be required
Opportunities for sustainable modes of transport	No but the extraction site will be located in close proximity to an existing processing plant, minimising the environmental impacts of HGV travel.
Overall assessment	

Purple Haze | NFD03 | Minerals

Known Issues/Planning History
The 70.0ha site forms part of the Moors Valley Country Park and Forest and is located off the B3081, south of Verwood. The proposals are for mineral extraction of sand and gravel and restoration to a mosaic of lowland heath, gorse scrub, woodland and pond areas.

The site is located opposite the existing Somerley Household Waste Recycling Centre (HWRC) operated by Veolia on behalf of Hampshire County Council.

The site was previously submitted for consideration as an Allocation Site in the current Mineral Plan and is included at Inset Map 12 and Appendix A of the 2013 Minerals and Waste Plan. The Plan identified a resource of 8Mt of sand and gravel, of which 4Mt are expected to come forward during that Plan period. The site is subject to a current planning application for the extraction of sand and gravel. Planning ref. 21/10459 submitted in March 2021.

Description of Existing Public Highway and Transport Corridors
The wooded area currently benefits from a number of gated accesses off the B3081 Verwood Road which are used for maintenance, and which link internally to a series of tracks. The planning application supporting statement proposes access off B3081 Verwood.

The B3081 Verwood Road is a single carriageway road of 7.3m in width, with generous grass and planted verges on both sides and no footways. Past the site, the road is subject to a 50mph speed limit.

The Somerley HWRC is accessed from a priority junction with the B3081, located on the opposite side of the site, broadly half-way along the site frontage. There is evidence of overrunning on the opposing verge, potentially as a result of traffic bypassing waiting right-turning traffic into the HWRC.

Some 2 miles south, the B3081 connects with the A31 Ringwood Road at a grade-separate junction. The A31 forms part of the Strategic Road Network (SRN) managed by National Highways. At the junction with the B3081, the A31 is built to dual carriageway standards and becomes the M27 at the Cadnam roundabout some 11 miles east. Travelling west, the A31 connects Ringwood with Bournemouth and Poole and the rest of the South-west.

As stated above, the site is bounded by the B3081, and a new access would be required along the frontage either as an upgrade to one of the existing gated accesses or as a new junction. There is a bridleway immediately northwest of the site.

Likely Traffic Flows and Site Operations
The site is proposed to generate 8Mt of sand and gravel, for a period of up to 20 years, equivalent to 250,000 tpa of mineral extraction. Details of proposed restoration are limited with the land to be returned as a mixture of heathland, woodland and conservation. This is proposed as running concurrently with extraction and could require material for restoration. The volume of restoration material and whether HGVs would make use of unladen journeys for bringing material to site is unknown at present.

There will be on-site processing located near the extraction areas and the destination of processed material is unknown at this stage, although this is likely to be local to minimise imports from wider areas.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction operations, this would be equivalent to approximately 45 HGVs or 90 two-way HGV movements per day, with a maximum of 10 staff on site. As a worst case, a further 90 two-way HGV daily movements could be generated for processed material.

AAWT flows on the A31 east of the junction with Verwood Road were recorded at around 67,135 two-way flows, of which 4,865 are HGVs. The estimated increase in flows from the proposed site would represent a 1.9% increase in daily HGV movements or a 0.2% increase in daily vehicle movements on the A31. This is considered negligible.

Suggested Routeing
Routeing to the SRN (A31) will be along the B3081, which is a suitable route for HGV traffic. The SRN is located some 1.4 miles south from the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

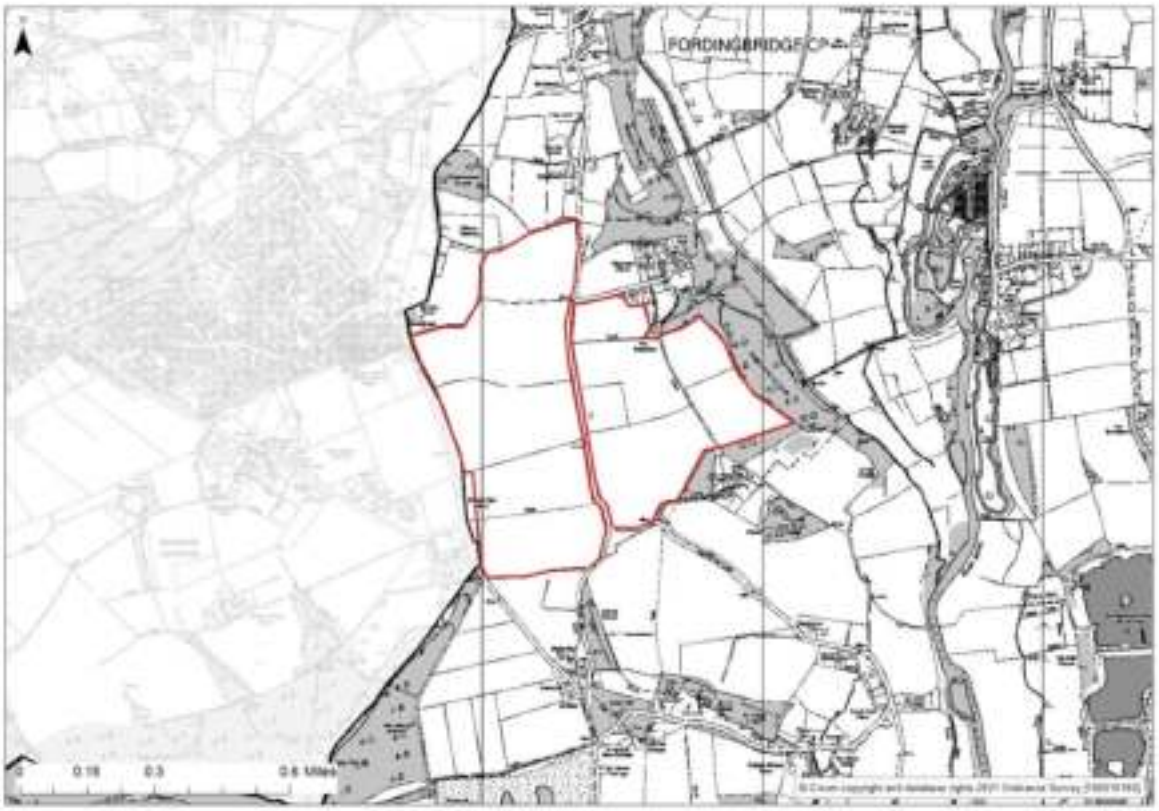
Access Works and Possible Mitigation Works
A new priority junction will be required onto the B3081. The current planning application proposes a priority T-junction with the B3081 Verwood road which will form a right left stagger with the HWRC opposite and a right turn lane for southbound vehicles on Verwood Road. An additional right turn lane is proposed to serve HCC Waste recycling site. An initial clearance of vegetation will also be required to create the access route off the B3081.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There is no data available to assess the likely change in traffic flows on the A337, but at the SRN, this will be less than 0.2%. Given the route is considered to be low in sensitivity, is likely the impact would be negligible.
Maximum distance to SRN	1.4 miles
Requirement for mitigation?	A new site access onto the B3081 will be required
Opportunities for sustainable modes of transport	None
Overall assessment	

Midgham Farm | NFD04 | Minerals



Known Issues/Planning History
The 89.7ha site is currently in agricultural use and is located off the Hillbury Road in Alderholt (Fordingbridge, SP6 3DD). The proposals are for mineral extraction of sand and gravel.
Once extraction ceases at these sites, the proposed allocation site will follow on from the Hamer Warren Quarry and landfill (also known as Bleak Hill Quarry), located off Harbridge Drove some 600m to the southwest and will provide a continuation of production for the same area.

A planning application is expected in 2022/2023 with commencement of operations in 2024/2025. A previous planning application submitted in September 1992 for Wining and working, processing of Sand and Gravel deposits was withdrawn. Application ref. 050721M.

Description of Existing Public Highway and Transport Corridors
The site is bisected by Lomer Lane, a single-track road subject to a 6'6 width restriction, which provides access to Midgham Farm. The mineral extraction would be undertaken in two phases; commencing with land to the west of Lomer Lane followed by a second phase on land to the east. Due to its circuitous alignment and narrow width bordered by mature trees and hedging, Lomer Lane is not deemed a suitable road for HGV traffic and a conveyor belt over Lomer lane would be required for the second phase of extraction to avoid HGV traffic down the lane.

The land to the west of Lomer Lane (Phase 1) is bordered by Hillbury Road becoming Harbridge Drove north of its junction with Ringwood Road at the southern end of the site. There is an existing farm access off Hillbury Road, which could be upgraded to a single priority junction. Harbridge Drove/Hillbury Road is a single carriageway road of 5.0m in width, with planted verges and mature hedges on both sides and no footways. Past the site, the road is derestricted and unlit.

Approximately 3 miles from the site, lies the Somerley Household Waste Recycling Centre (HWRC), located to the west of Harbridge Drove but accessed off the B3081 Verwood Road.

Harbridge Drove connects with the B3081 at a priority junction, some 4 miles south of the site, and onwards to the A31 Ringwood Road at a grade-separate junction. The A31 forms part of the Strategic Road Network (SRN) managed by National Highways. At the junction with the B3081, the A31 is built to dual carriageway standards and becomes the M27 at the Cadnam Roundabout, some 11 miles east. Travelling west, the A31 connects Ringwood with Bournemouth and Poole and the rest of the South-west.

As stated above, the site is bounded by Hillbury Road and the applicant has indicated that a new access would be required as an upgrade to the existing gated access off Hillbury Road.

Likely Traffic Flows and Site Operations
The site is proposed to generate 4.2Mt of sand and gravel for a period of up to 22 years, equivalent to 200,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for agricultural grazing with increased conservation and increased permissive/public access. This would require approximately 5.3Mt of fill.

There will be on-site processing located to the north of the land west of Lomer Lane and although the destination of processed material is unknown at this stage, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials, this would be equivalent to approximately 55 HGVs or 110 two-way HGV movements per day, with a maximum of 10 staff on site (or 20 car movements per day).

The average daily traffic on the A31 near its junction with Verwood Road was 67,134 vehicles (AAWT), of which 4864 were HGVs. The addition of 110 HGV movements a day would have a negligible impact, representing a 2.3% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would not be significant at a 0.2% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A31) will be south along Hillbury Road/Harbridge Drove before joining briefly the B3081 to its junction with the A31. Both Harbridge Drove and the B3081 are suitable routes for HGV traffic. The SRN is located some 5.5 miles south from the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

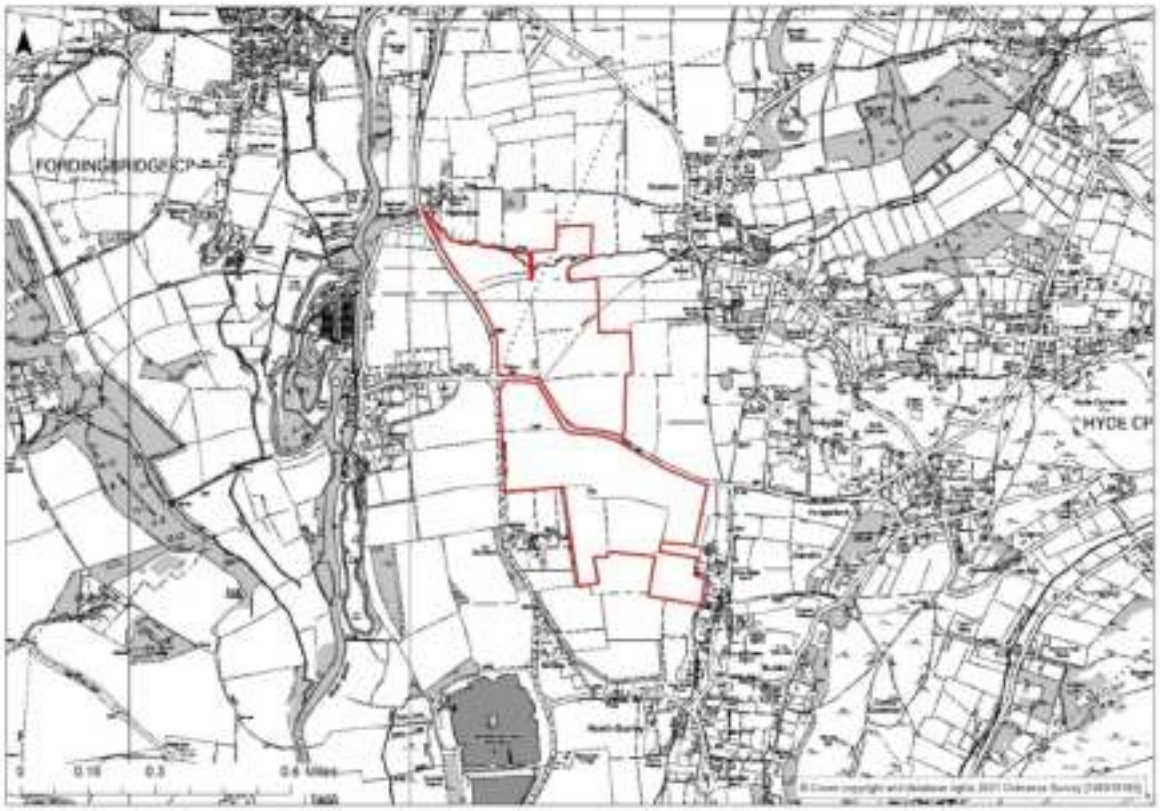
Access Works and Possible Mitigation Works
A new priority junction will be required onto Hillbury Road and a conveyor belt over Lomer Lane for the second phase of extraction.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on any route on any one day would be relatively low, at 110. As this would only represent an increase of 2.3% of HGV traffic or 0.2% of total vehicles on the corridor, this impact is considered negligible.
Maximum distance to SRN	5.5 miles
Requirement for mitigation?	The existing farm access off Hillbury Road would need to be upgraded to simple priority junction and a conveyor belt over Lomer Lane needs to be considered for the second phase of extraction
Opportunities for sustainable modes of transport	None
Overall assessment	

Hyde Farm | NFD05 | Minerals



Known Issues/Planning History
The 54.3ha site is currently in agricultural use and is located on land north and south of Hern Lane in Bickton (SP6 2EZ). The proposals are for mineral extraction of sand and gravel. Once extraction ceases at this site, the proposed allocation site will follow on from the Hamer Warren Quarry and landfill (also known as Bleak Hill Quarry), located off Harbridge Drove in Alderholt and will provide a continuation of production for the same area.

A large proportion of the site has been promoted previously by CEMEX as a site for mineral working in the 2013 Hampshire Minerals Local Plan.

A planning application is expected in 2023 with commencement of operations in 2025.

Description of Existing Public Highway and Transport Corridors
The site is bisected by Hern Lane, a single-track road subject to a 7.5T weight restriction, except for local access, which links the A338 Ringwood Road to the west with the village of Hyde to the east. Past the site frontage, Hern Lane is subject to a 40-mph speed limit and is unlit.

Hern Lane connects with the A338 Ringwood Road at a priority cross-roads with Bickton. The A338 is a single carriageway road, of relatively straight horizontal alignment and it is expected that speeds along the road are high, especially given that the road at this point is derestricted. The A338 is also a bus route and flagpole stops are located on either side of the cross-roads but there are no footways or footpaths in the generous grass verges.

Approximately 8 miles south from the site, the A338 connects with the A31, west of Ringwood, at a grade-separated junction.

The A338 is classed as a Major 'A' Roads in Hampshire's LTP but does not form part of the Strategic Road Network (SRN) managed by National Highways. The A31 on the other hand is part of the SRN. At the junction with the A338, the A31 is built to dual carriageway standards and becomes the M27 at the Cadnam Roundabout, some 11 miles east. Travelling west, the A31 connects Ringwood with Bournemouth and Poole and the rest of the South-west.

As stated above, the site is bisected by Hern Lane, and a new access would be required off the lane. If both parcels are developed concurrently and given that the processing plant will be located on the land to the south of Hern Lane, this may need to provide a crossroad arrangement unless a conveyor is provided over or under the lane to link both sites.

Alternatively, each parcel could be accessed from new priority junctions with the A338 but given the strategic nature of the corridor and potentially unsafe speeds along the road, an access from Hern Lane would be more suitable.

Likely Traffic Flows and Site Operations
The site is proposed to generate 3.2Mt of sand and gravel for a period of up to 20 years, equivalent to 200,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for agricultural grazing with increased conservation and permissive/public access. This would require approximately 4Mt of fill.
There will be on-site processing located to the south of Hern Lane and although the destination of processed material is unknown at this stage, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials, this would be equivalent to approximately 55 HGVs or 110 two-way HGV movements per day, with a maximum of 10 staff on site (or 20 car movements per day).

There is no baseline data available for the MRN. The average daily traffic on the SRN (A31) in 2019 was 84,316 vehicles. 7.7% of these were HGVs (est 6491). The addition of 110 HGV movements would have a negligible impact on A31 traffic, representing a 1.7% increase in the proportion of HGVs using the corridor. With staff vehicle movements included the increase in total vehicles would not be significant at a 0.13% increase in total traffic on the A31.

Suggested Routeing
Routeing to the MRN (A338) will be along Hern Lane to its junction with the A338 and onward connection with the A31, both of which are suitable routes for HGV traffic. The MRN (A338) is located some 0.3 miles west from the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

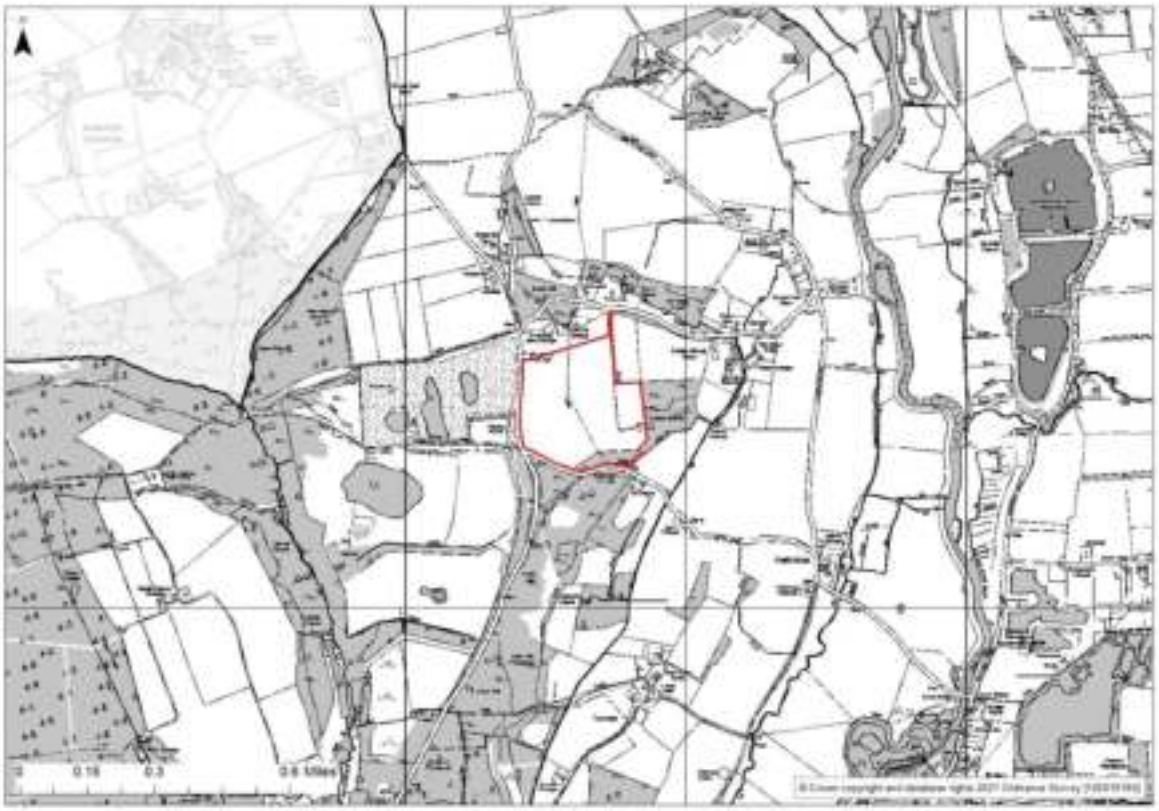
Access Works and Possible Mitigation Works
A new priority junction will be required from Hern Lane. This may need to be a crossroad arrangement if the use of conveyor to link both parcels is not feasible. Given that HGV routeing will be to and from the south, consideration to the provision of a right turning lane at the A338/Hern Lane junction should form part of any assessment.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of HGV movements on any route on any one day would be relatively low at 110. This would represent a 1.7% increase on the A31 corridor and the impact on the A31 corridor is likely to be negligible. The increase in total traffic volume would not be significant at c0.13%.
Maximum distance to MRN	0.3 miles
Requirement for mitigation?	A new priority junction will be required from Hern Lane and possible improvements to the Hern Lane/Bickton/A338 cross-roads may be required
Opportunities for sustainable modes of transport	None, with the exception of the provision of a conveyor across Hern Lane if feasible.
Overall assessment	

Cobley Wood | NFD06 | Minerals



Known Issues/Planning History
The 14.8ha site is currently in agricultural use and is located off Harbridge Drove in Alderholt (Fordingbridge, BH24 3PU). The proposals are for mineral extraction of sand and gravel.

The site is located opposite the existing Hamer Warren Quarry and Landfill and is proposed as an extension to the existing quarry, with a conveyor over or under Harbridge Drove. Hamer Warren Quarry has planning permission up to 31 December 2025, granted in 2021 following a request for extension period for both Bleak II and Bleak III. Planning ref. 19/11326 for the former and 19/11326 for the latter. The Transport Assessment linked to the Bleak III site but relating to all three sites forecasts 214 two-way movements for both sites in 2019, with the figure expected to decrease to 176 from 2020 onwards and further decline to 102 in 2024 and 2025. Although existing movements at the time based on the 170,000 tonnes per annum equated to on average 110 two-way HGV movements per day. With LGV accounting for 30 two-way movements per day.

Under the current planning permission for Hamer Warren the site is operational 7:00-18:00 Monday to Friday and 07:00-13:00 Saturday.

A planning application for this site is expected in 2023 with commencement of operations in 2024. A previous planning application or Cobley wood Farm, submitted in March 1992 for extracting sand/gravel and the erection of a processing plant and a conveyor belt ancillary plant was withdrawn. Application ref. 49550

Planning limitation – routeing
Concerns over the impact on the highway resulted in the site being subject to S106 contribution for maintenance of Harbridge Drove and also a routeing agreement. HGVs to

arrive and depart from the south on Harbridge Drove, route through Plumley and join the B3081 Verwood Road towards its southern extent.

Description of Existing Public Highway and Transport Corridors
The land is bordered by Harbridge Drove. Harbridge Drove/Hillbury Road is a single carriageway road of 5.0m in width, with planted verges and mature hedges on both sides and no footways. Past the site, the road is derestricted and unlit. Access to the Hamer Warren Quarry is from a simple priority junction off Harbridge Road, some 500m south of the southern boundary of the proposed site.

Approximately 2.5 miles from the site, lies the Somerley Household Waste Recycling Centre (HWRC), located to the west of Harbridge Drove but accessed off the B3081 Verwood Road.

Harbridge Drove connects with the B3081 at a priority junction, some 4 miles south of the site, and onwards to the A31 Ringwood Road at a grade-separate junction. The A31 forms part of the Strategic Road Network (SRN) managed by National Highways. At the junction with the B3081, the A31 is built to dual carriageway standards and becomes the M27 at the Cadnam Roundabout, some 11 miles east. Travelling west, the A31 connects Ringwood with Bournemouth and Poole and the rest of the South-west.

As stated above, although the site is bounded by Harbridge Drove, the applicant has indicated that a conveyor would be used to access the processing plant at Hamer Warren Quarry. However, onward travel from vehicles distributing the processed material would remain using the existing access to Hamer Warren Quarry.

Likely Traffic Flows and Site Operations
The site is proposed to generate 1.0Mt of sand and gravel for a period of up to 7 years including restoration, equivalent to 200,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for agricultural grazing with increased conservation and could include additional woodland and increased permissive/public access. This would require approximately 1.3Mt of fill.

Processing will take place at the Hamer warren Quarry with material transported via conveyor across Harbridge Drove and although the destination of processed material is unknown at this stage, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials, this would be equivalent to approximately 55 HGVs or 110 two-way HGV movements per day, with a maximum of 10 staff on site (or 20 car movements per day). These were the same number of HGV movements for Hammer Warren at the time of the planning application for the extension of the Hamer warren site period.

The average daily traffic on the A31 near its junction with Verwood Road was 67,134 vehicles, of which 4,864 were HGVs. The addition of 110 HGV movements a day would have a negligible impact, representing a 2.3% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.2% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A31) will be south along Harbridge Drove for connection with the B3081 at its junction with the A31, both of which are suitable routes for HGV traffic. The SRN is located some 4.7 miles south from the site. The same routeing management will need to be followed.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
Works associated with the installation of a conveyor belt over the public highway (Harbridge Drove) will be required.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on any route on any one day would be relatively low, at 110. As this would only represent an increase of 2.3% of HGV traffic on the corridor, this impact is considered negligible. The increase in total traffic volume would not be significant at c0.2%.
Maximum distance to SRN	4.7 miles
Requirement for mitigation?	Works associated with the installation of a conveyor belt over the public highway (Harbridge Drove) will be required
Opportunities for sustainable modes of transport	The use of a conveyor to transport material to the existing processing plant will negate the need for HGV travel between the extraction site and the plant.
Overall assessment	

Hamer Warren Quarry | NFD07 | Waste

Known Issues/Planning History
The 15.6ha site is located off Harbridge Drove in Alderholt (Fordingbridge, BH24 3PX). The proposals are the land to be used as a landfill cell of approx. 6.25ha.

The site will be an extension to the existing Hamer Warren Quarry to the north. Hamer Warren Quarry (Bleak Hill I and II) is an active quarry with associated inert landfill as part of an approved quarry restoration scheme (with consent to operate until 31 December 2025). The proposal would result in part of the Bleak Hill II restoration incorporating a landfill cell for the disposal of asbestos and asbestos contaminated soils.

A planning application for extension of the Bleak Hill Quarry was granted in 2019 (19/11326) subject to legal agreement (Bleak Hill II) but an application for this proposal is expected in 2022 with possible commencement of the works in 2024.

Description of Existing Public Highway and Transport Corridors
The land is bordered by Harbridge Drove. Harbridge Drove/Hillbury Road is a single carriageway road of 5.0m in width, with planted verges and mature hedges on both sides and no footways. Past the site, the road is derestricted and unlit. Access to the Hamer Warren Quarry is from a simple priority junction off Harbridge Road, some 500m south of the southern boundary of the proposed site.

Approximately 2.5 miles from the site, lies the Somerley Household Waste Recycling Centre (HWRC), located to the west of Harbridge Drove but accessed off the B3081 Verwood Road.

Harbridge Drove connects with the B3081 at a priority junction, some 4 miles south of the site, and onwards to the A31 Ringwood Road at a grade-separate junction. The A31 forms part of

the Strategic Road Network (SRN) managed by National Highways. At the junction with the B3081, the A31 is built to dual carriageway standards and becomes the M27 at the Cadnam Roundabout, some 11 miles east. Travelling west, the A31 connects Ringwood with Bournemouth and Poole and the rest of the South-west.

As an extension to the existing Hamer Warren Quarry, access will be retained from the existing junction with Harbridge Drove.

Likely Traffic Flows and Site Operations
The site is proposed to provide additional capacity within Hampshire to manage the disposal of non-recyclable asbestos and asbestos contaminated soils. The total cell capacity is estimated at 400,000t over 6 years, equivalent to 75,000tpa. The waste would originate from local construction, demolition, and excavation projects.

The applicant has estimated that approximately 40 two-way HGV movements per day would be associated with the asbestos waste. All movements would be via the existing Hamer Warren Quarry access.

The average daily traffic on the A31 near its junction with Verwood Road was 67,134 vehicles, of which 4,864 were HGVs. The addition of 80 HGV movements a day would have a negligible impact, representing a 1.6% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.1% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A31) will be south along Harbridge Drove for connection with the B3081 at its junction with the A31, both of which are suitable routes for HGV traffic. The SRN is located some 4.7 miles south from the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

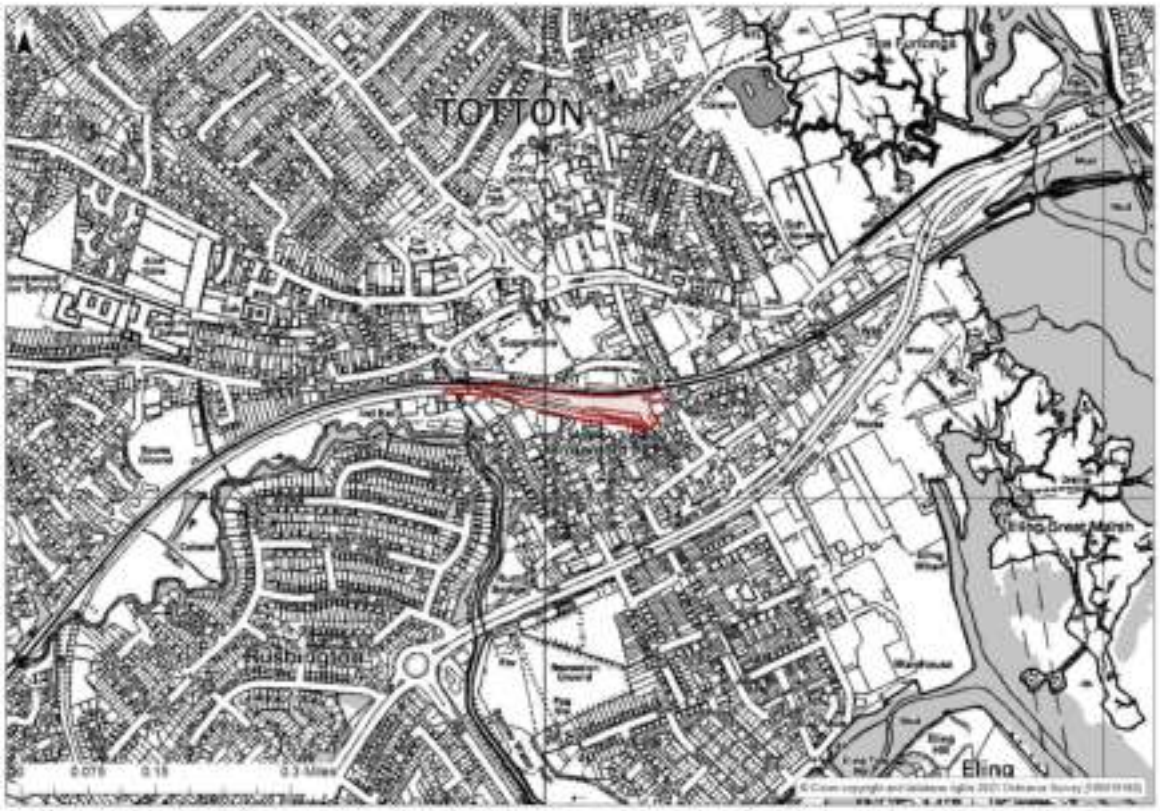
Access Works and Possible Mitigation Works
Access will be retained as existing.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

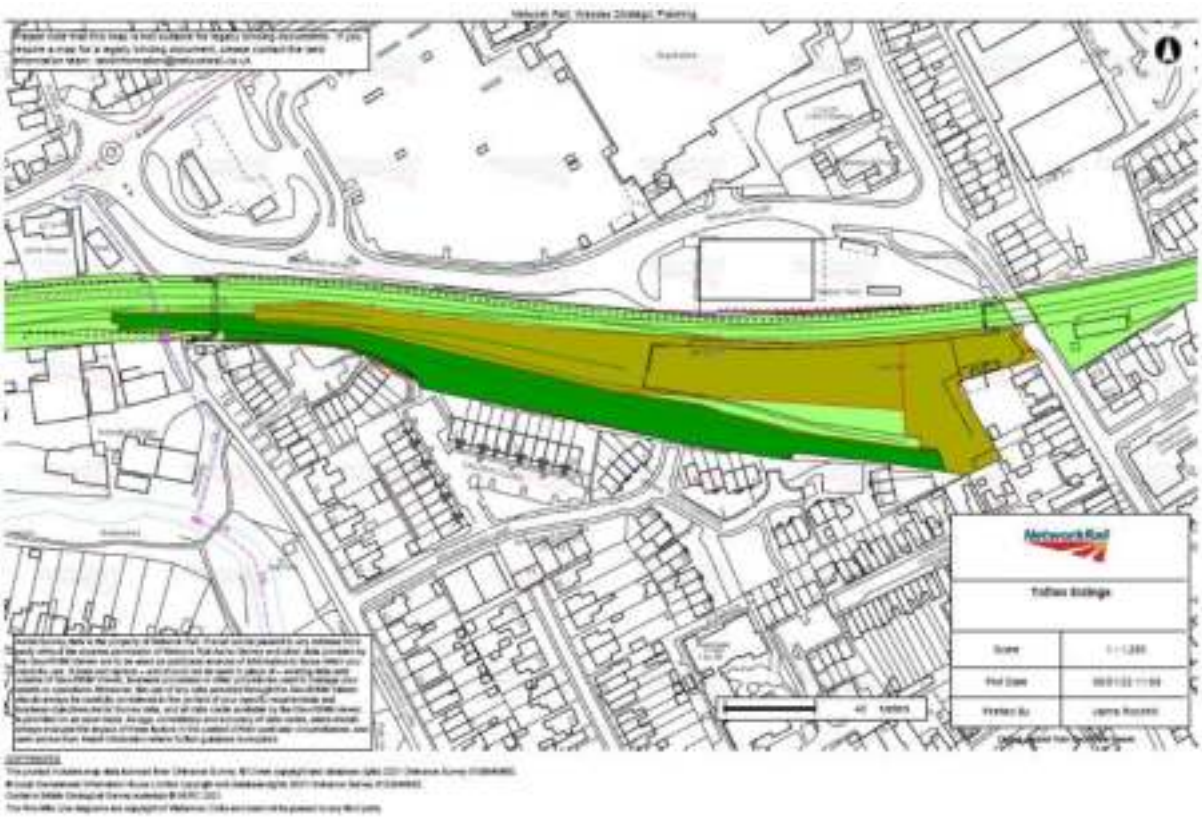
Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on any route on any one day would be relatively low, at 80. As this would only represent an increase of 0.1% of HGV traffic on the corridor, this impact is considered negligible.
Maximum distance to SRN	4.7 miles
Requirement for mitigation?	Access will be retained as existing
Opportunities for sustainable modes of transport	None
Overall assessment	

Totton Sidings | NFD08 | Minerals



Known Issues/Planning History
The site is one of Network Rail's Strategic Rail Freight Site listings (SFSS). The site is currently occupied by Network Rail, but future plans for the site involve the relocation of existing operations to a site at Eastleigh.



(Source: Copy of Network Rail submission drawing)

Network Rail have highlighted that this site could be considered for aggregate services as it already benefits from freight rail paths, suitable for movements of minerals.

Description of Existing Public Highway and Transport Corridors
The rail sidings are currently from Junction Road, which runs across the South West rail line at a level crossing and links to the A35 Totton Bypass via the High Street to the south and, as it becomes Maynard Street, to the A336 and A36 to the north. There are however HGV restrictions within the High Street area of Totton and HGVs over 7.5T in weight are required to route north onto the A336/A36 to connect with the A35 Totton Bypass further east of the town.

The A35 corridor including Totton Bypass is part of the Major Road Network (MRN) managed by Hampshire County Council and provides a strategic link between the New Forest and Southampton waterfront and city centre.

Likely Traffic Flows and Site Operations
Although, there are no details of existing and proposed traffic generation, as an existing rail siding, the site will already generate a significant number of staff (cars and vans) and HGV movements. It is expected that this would be replaced by similar traffic levels once the existing site operations relocate to Eastleigh and the site is developed as an aggregate depot in future.

Suggested Routeing
The nearest access point to the MRN is at the A35 Totton Bypass/Redbridge Causeway interchange junction, some 1 mile north-east of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

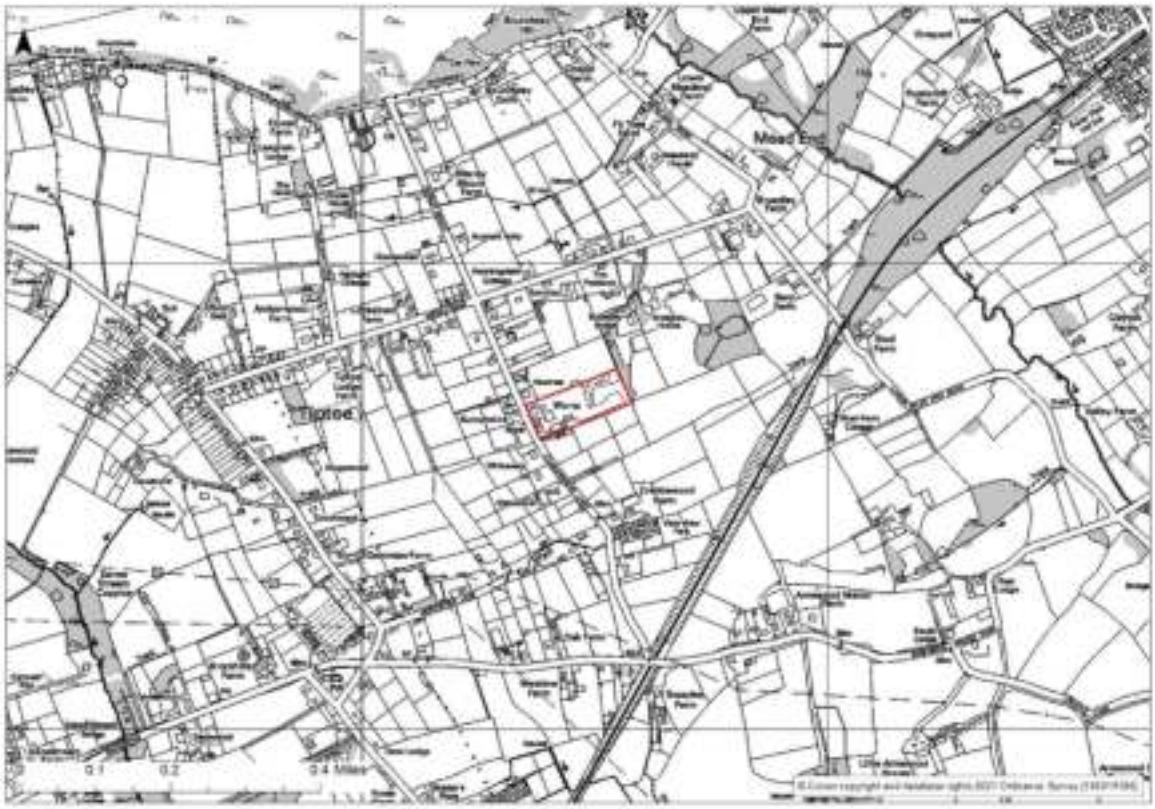
Access Works and Possible Mitigation Works
No highway works will be required.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There would be no or limited change in HGV traffic on the MRN when compared with existing operations (which would relocate) The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	1.0 mile
Requirement for mitigation?	None required
Opportunities for sustainable modes of transport	Yes – the site would operate as a rail depot providing rail-based access as an alternative to some road journeys.
Overall assessment	

Tower View | NNP01 | Waste



Known Issues/Planning History
The 1.3ha site is currently in use as an inert waste recycling site (no landfill) and is located off Crabbswood Lane in Sway (Lymington, SO41 6EQ). The proposals are for redevelopment of the existing site, known as Tower View.

The site has been operational since 1952 with several historical planning issues, none of which are relevant to this allocation. Planning Ref. 0054775M relates to a certificate application for lawful waste transfer station but no documentation provided. A planning application is expected but no date provided.

Description of Existing Public Highway and Transport Corridors
The land is bordered by Crabbswood Lane to the west, from which the site is accessed via a relatively wide priority junction. Crabbswood Lane is a narrow single carriageway road of 5.0m in width, with grass verges and mature hedges on both sides and no footways. Past the site, the road is derestricted and unlit. There is evidence of wheel tracks on some of the verges suggesting that the road is not sufficiently wide to allow the safe passing of large vehicles.

Crabbswood Lane connects to Middle Road and Marley Mount at a priority cross-roads some 0.2 miles to the north of the site and to the B3055 Sway Road at a priority junction some 0.4 mile to the south. HGVs currently access the site via the B3055 with other vehicles (such as private cars and light vehicles) travelling wither from the above route or via Middle Road. All roads are local rural lanes in character providing direct access to residential and commercial properties.

Access to the A337 (to Brockenhurst) is 3.9 miles east of the site via Sway Road. Although not currently suitable for HGV access, Middle Road eventually leads to the A35 in Burley some 2.9 miles north of the site.

Likely Traffic Flows and Site Operations
The site has a throughput of 20,000 tonnes of inert recycling waste and this is not proposed to change. The applicant has indicated that the material for recycling is local and re-sold to local customers and not brought to landfill.

Processing takes place on site.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that current levels of HGV movements would remain unchanged and would be equivalent to approximately 45 HGVs or 90 two-way HGV movements per day, with a maximum of 40 staff on site (or up to 80 car movements per day). All movements would be via the existing access off Crabbswood Lane.

The average annual daily traffic (AAWT) on the A337 in 2021 was 12,604 vehicles, with 1.8% (est. 215) of these HGVs. The addition of 90 daily HGV movements would have a small impact, representing a 42% increase in the proportion of HGVs using the corridor. The increase in total daily vehicle movements on the A337 corridor would not be significant, at c1% increase in total daily traffic.

Suggested Routeing
The applicant has indicated that the material for recycling is local and re-sold to local customers and not brought to landfill. Routeing will therefore be limited to local areas rather than for access to the MRN/SRN, with the A337 through Brockenhurst likely to be the main major corridor for access further afield. The A337 does not form part of HCC's Major Road Network (MRN) but provides strategic access to the South Hampshire areas and leads to the A31/M27 J1 at Cadnam, some 15 miles to the north of the site. For the purpose of these assessments, impacts have therefore been based on access to the A337.

Routeing to the A337 will be south along Crabbswood Lane and onto the B3055 as current.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
The existing access from Crabbswood Lane will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on any route on any one day would be relatively low, at 90. As this would represent an increase of 42% of HGV traffic on the corridor, this impact is considered small. The increase in total traffic volume would not be significant at c1%.
Maximum distance to MRN	3.9 miles (to A337)
Requirement for mitigation?	No

Opportunities for sustainable modes of transport	No
Overall assessment	

Leamouth Wharf | SOU01 | Minerals

Known Issues/Planning History

The 16ha site is currently operating by Cemex as an aggregate wharf, located along the shore to the River Itchen. The site is currently access from Belvedere Road in Southampton (SO41 6EQ). The proposals will retain the existing use for processing of marine sand and gravel and the proposals are limited to redeveloping the wharf to improve efficiency of operations.

The site is an identified and safeguarded wharf in the adopted Hampshire Minerals and Waste Local Plan 2013.

An application for proposed changes to the wharf layout was expected to be made in 2021/2022 but no update has been provided.

Description of Existing Public Highway and Transport Corridors

The site is currently operating as an aggregate wharf for marine sand and gravel, and this is not proposed to be changed. The proposals would be to improve and modernise the site layout and increase efficiency of the operations. This would seek to improve HGV circulation internally along with modifications to the entry/exit arrangements from Belvedere Road.

There are a number of access points to the wharf along Belvedere Road; an entry only access at the roundabout with the B3038 Britannia Road and exit-only egress further south along Belvedere Road. Access to the adjacent concrete plant is from a separate access onto Belvedere Road further north.

Belvedere Road is a single carriageway road with footways on both sides, lit and subject to the 30mph speed limit. The road provides access to a large number of industrial, commercial and marine-related businesses and to the St Mary's Football Stadium, which is also served by the roundabout with B3038 Britannia Road.

Likely Traffic Flows and Site Operations
The site is already operating as an aggregate wharf and no details have been provided in relation to existing levels of HGV movements. No assessment of the likely impacts has therefore been undertaken. Therefore, assessment would need to be drawn from the TA submitted with planning application.

Suggested Routeing
The site use is not proposed to change and the proposals for internal modifications to the layout are unlikely to affect existing HGV routeing.

The nearest access point to the MRN/SRN is the M27 J5, some 4.1 miles from the site.

Sensitive Receptors
HGV routeing will be along urban corridors within Southampton, which are congested and serve a number of sensitive receptors such as schools, residential areas with footways, etc. The overall sensitivity receptor is therefore considered to be high.

Access Works and Possible Mitigation Works
The proposals include modifications to the current access arrangements to the wharf, but this will remain from Belvedere Road and be subject to separate detailed assessment as part of any planning submission.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	No changes to HGV volumes and/or routeing are expected from this proposal
Maximum distance to SRN	4.1 miles
Requirement for mitigation?	Proposals include modifications to the existing access arrangements
Opportunities for sustainable modes of transport	Yes – the site is operating as a wharf providing water-based access as an alternative to road-based access.
Overall assessment	

Whitehouse Field | TSV01 | Minerals and Waste

Known Issues/Planning History
The 17.8ha site has been subject to previous infilling and storage of inert waste and is located off Whitehouse Field in Goodworth Clatford (Andover, SP11 7HW). The proposals are for excavation and recycling of inert construction waste already on site and of any mineral present before the construction of a golf course.

The site has an extant planning application for a golf course (planning Ref TVN6179/8) as an extension to the existing Hampshire Golf Club, which will represent the final restoration of the site. Recyclable inert waste (concrete hardcore, ballast) has already been deposited on site and will require excavation and recycling before the golf course is complete. There are minerals on site (sand, clay, chalk) which will be extracted as part of this project but will require separate planning permission.

A planning application is expected in 2023 with commencement of operations in 2024.

Description of Existing Public Highway and Transport Corridors
The site is triangular in shape and is bordered by the B4020 Winchester Road to the north and by the A3057 Romsey Road to the west. Power lines and hedging form the remaining eastern boundary. The site benefits from access through a privately owned car park, itself accessed from an informal junction with the Winchester Road immediately prior to its junction with the A3057 Romsey Road. The car park is owned by the applicant.

The Winchester Road/ Romsey Road junction includes a kerbed island between the inbound and outbound lanes and the short section of verge between the site access and the junction appears to have been surfaced to enhance manoeuvrability of large vehicles out of the access.

Both Winchester Road and Romsey Road are single carriageway roads of 7.3m in width with grass verges on both sides and no footways. Both are unlit and derestricted

The Fullerton Waste Water Treatment Works (WWTW) lies across the A3057 to the west from where it is accessed at a priority junction, some 0.3 miles to the south of the A3057/B4020 junction.

Some 1.3 miles to the north, the A3057 connects with the A303 at a grade-separated junction. The A303 forms part of the Strategic Road Network (SRN) managed by National Highways.

As stated above, the existing access off Winchester Road will provide the main means of access to the site.

Likely Traffic Flows and Site Operations
The planning application for a golf course at the site is extant but has not yet been completed. Some 40,000m3 of imported inert waste remains to complete the development. There are no time limits on the completion of the permission and no limits to HGV movements.

The proposals seek to extract over 750,000m3 of inert waste for recycling on-site and a similar amount of mor suitable inter waste brought to site as infilling to complete the restoration as a golf course. The applicant has estimated an annual throughout of between 100,000 tpa to 200,00tpa. For the purpose of this assessment, the upper limit of 200,000tpa has been used as a worst case.

Based on the worst case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials, this would be equivalent to approximately 25 HGVs or 50 two-way HGV movements per day. All movements would be via the existing access through the car park and onto Winchester Road.

The average daily traffic on the A303 was 44,544 vehicles, of which 4791 were HGVs. The addition of 50 HGV movements a day would have a negligible impact, representing a 1.0% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.1% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A303) will be north along the A3057 Romsey Road. The SRN is located some 1.3 miles north of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

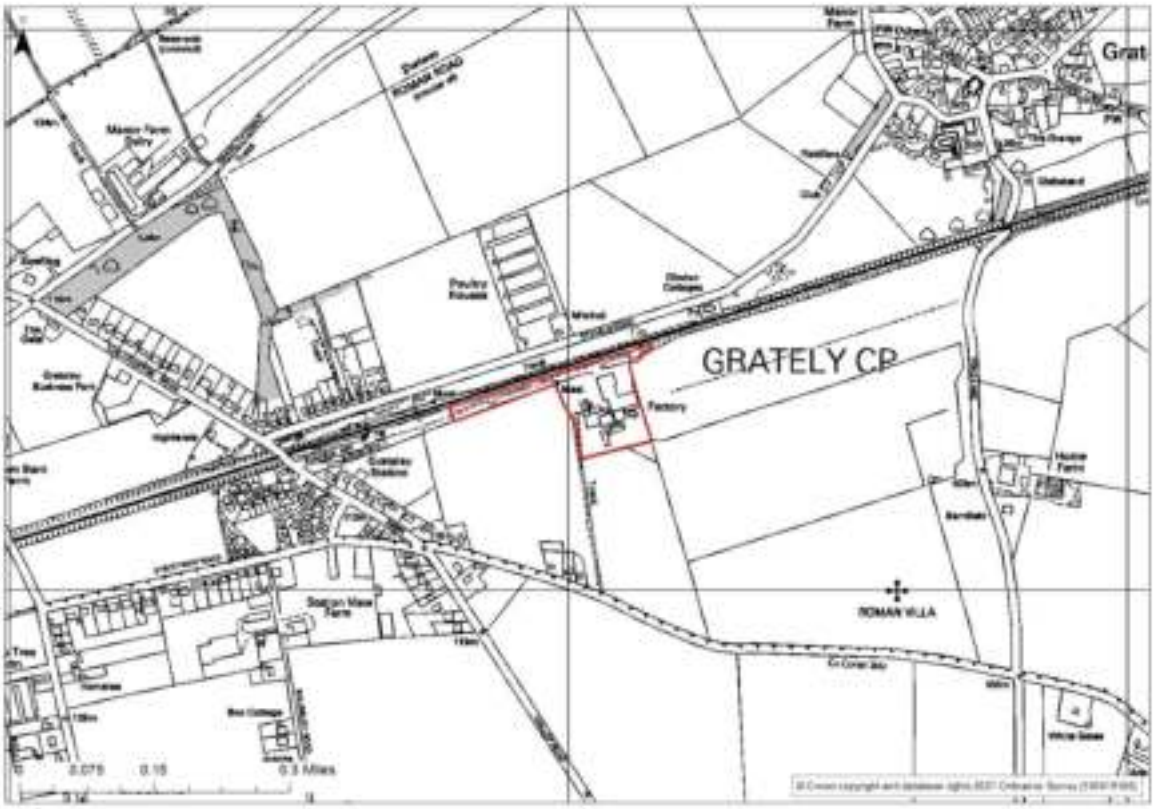
Access Works and Possible Mitigation Works
The existing access from Winchester Road will be retained and no mitigation works required.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 1.0%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	1.3 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Grateley Waste Facility | TSV02 | Waste



Known Issues/Planning History
The 2.45ha site is currently used as an aggregate and inert waste recycling facility and is located off Old Stockbridge Road in Grateley (Andover, SP11 7EF). The proposals are for extension and possible expansion of the current permit.

The proposals are for redevelopment of the existing aggregates and inert waste recycling site, currently operating as Grateley Bio Depot. The site has a current permit for up to 35,000tpa but could be redeveloped to increase the throughput to between 40,000tpa and 75,000tpa as part of the Hampshire Minerals and Waste Plan.

Description of Existing Public Highway and Transport Corridors
The site is accessed from a narrow private track with passing bay, connecting to the public highway at a private priority access with the B3084 Old Stockbridge Road some 350m to the south of the site. The site is bordered by agricultural fields to the west, south and east and by a rail line to the north. Grateley rail station is 320m west of the site but is not directly accessible from it. The station is served hourly by the South Western Railway service between London Waterloo and Salisbury, with limited extensions to Bristol, Exeter and Yeovil.

The B3084 Old Stockbridge Road is a single carriageway road of 7.3m in width with grass verges on both sides and no footways. The road is unlit and subject to parking restrictions between the site access and its junction with Wallop Road some 320m to the west. Past the site access, The B3084 is derestricted but subject to a 40mph speed limit through the built-up areas of Grateley village. Wallop Road is subject to a width restriction (6’6”) apart from access.

The B3084 runs through the village but eventually provides connection to the A303 at a grade-separated junction, some 3.1 miles north of the site. The A303 forms part of the Strategic Road Network (SRN) managed by National Highways.

As stated above, the existing access off Old Stockbridge Road will be retained to provide the main means of access to the site but given its proximity to the rail line, opportunity for rail access could be explored.

Likely Traffic Flows and Site Operations
The site has a current permit for up to 35,000tpa but could be redeveloped to increase the throughput to between 40,000tpa and 75,000tpa as part of the Hampshire Minerals and Waste Plan. The applicant did not provide an indication of existing or anticipated HGV movements and an estimated based on the maximum 75,000tpa throughput has been provided. This would be equivalent to c.50 HGV movements per day, although some will already be on the network from existing operations.

All movements would be via the existing access through the car park and onto Winchester Road.

The average daily traffic on the A303 was 26,662 vehicles (in 2014-15), of which 2654 were HGVs. The addition of 50 HGV movements a day would have a negligible impact, representing a 1.9% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included, the increase in vehicles would be negligible at a 0.2% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A303) will be north along the B3084. The SRN is located some 3.1 miles north-west of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be low given that, although the majority of the route has low sensitivity to traffic flows, the route will travel through Grateley village, which includes residential areas bordered by adequate footways.

Access Works and Possible Mitigation Works
The existing access from Old Stockbridge Road will be retained. The site lies adjacent to the rail line and in proximity of Grateley Rail Station, but it is unlikely that a rail siding would be viable in this location.

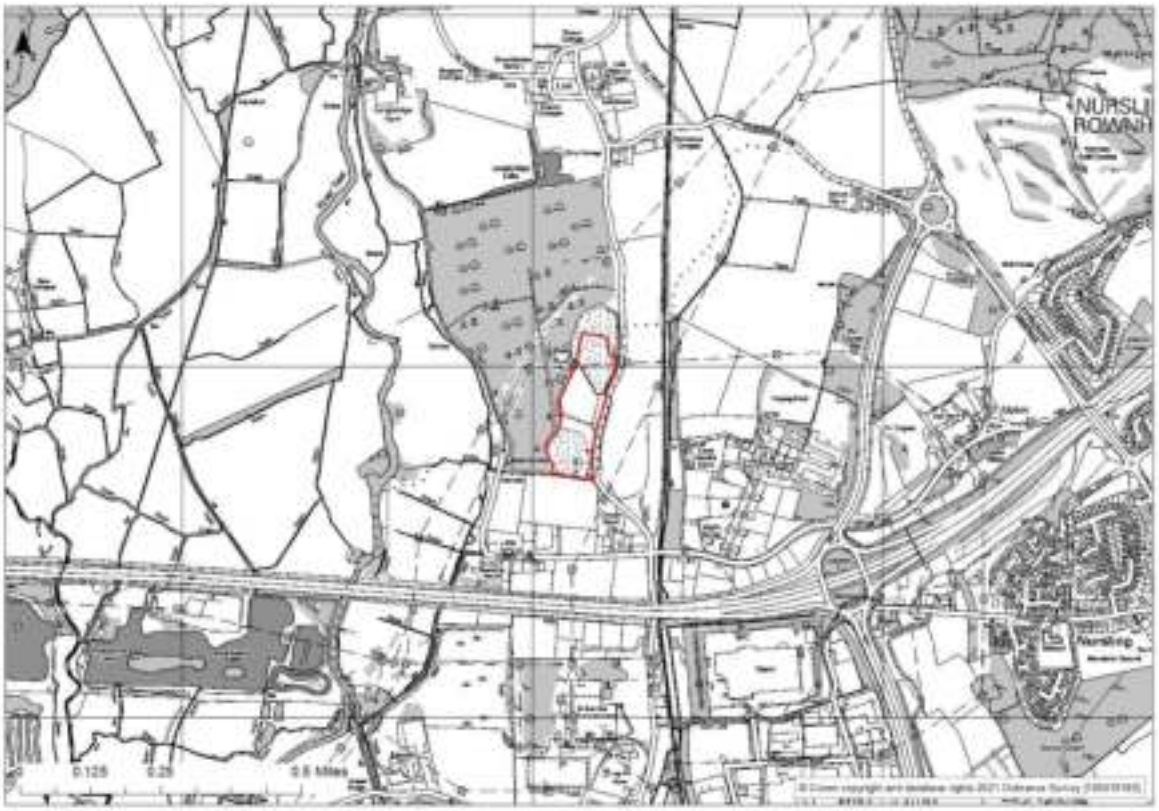
Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 1.9%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	3.1 miles
Requirement for mitigation?	None

Opportunities for sustainable modes of transport	There is opportunity for a new rail siding due to its proximity with the rail line but the viability for a rail siding is unlikely.
Overall assessment	

Lee Lane | TSV03 | Waste



Known Issues/Planning History
The 2.5ha site is currently used as an aggregate and inert waste recycling facility and is located off Lee Lane in Nursling (Southampton, SO16 0AD).

The proposals are an extension to the current facility to provide additional recycling facility for up to 5,000 tpa of inert waste currently being sent to landfill at Brickworth.

The site is safeguarded as a permanent aggregate recycling site.

The current operations comprise a skip waste business and ready mixed concrete (RMC) plant. Inert recycling operations are also permitted by the current planning permission. The proposed extension would be for the RMC and inert recycling operations with the skip waste business remaining on the existing site.

A planning application was submitted in December 2021, application reference HCC/2021/0784. Operations commencing is expected as soon as permission and EA permit are granted. The Transport Statement stipulates that the site would lead to 12% increase in traffic on Lee Lane based on the baseline data from a survey taken between 15/07/21 – 21/07/21, which demonstrated a 24hour average of 913 total two-way movements on Lee Lane Monday to Friday.

Planning application 14/00024/CMAS approved in 2014 restricts commercial vehicle movements to 240 two-way per day with a maximum of 6 vehicles between 066:00-07:00 Monday to Friday. No more than a maximum of 160 movements exceeding 7.5 tonnes gross vehicle weight. Operator expected to keep record of vehicle movement for inspection by the Waste Planning authority. The new planning application will increase this number to 350 two-way movements per day, that is an additional 110 two-way HGV movement per day.

Description of Existing Public Highway and Transport Corridors
The site is accessed from Lee Lane, which runs to the rear of the Southampton Retail Park and connects the M271 J1 to the south and the A27 to the north. The site is bordered by woodland to the west and open fields to the north and south. The access from lee Lane also provides access to the Delta Force Paintball facility.

Despite connecting two major road corridors within North Hampshire, Lee Lane is a relatively narrow single carriageway of 5.5m in width, bordered by verges and mature hedging with no footways. The road is subject to a width restriction (6'6") immediately north of the current site access, restricting HGVs from travelling north to the A27. Past the site access, Lee Lane is unlit and derestricted but is subject to a 30mph some 0.2miles to the south where it runs under the M271 and becomes Station Road.

Station Road provides access to a number of industrial and commercial uses and runs parallel to the rail line between Redbridge and Romsey rail stations. The line is crossed by Upton Lane, some 250m south of the site but the site has no direct frontage to the rail line and the rail bridge over Upton Lane is restricted to vehicles under 3T in weight. There are currently no opportunities for rail access to the waste facility now or in future.

The applicant noted that the extension would be able to process waste that was until recently taken to the Rookery Farm recycling facility (now closed) with recycled material brought back for use in the Southampton market. It is noted that the extension would therefore help to reduce journey lengths.

Lee Lane/Station Road provides connection to the M271 J1 at a grade-separated junction, some 1.3 miles south of the site and to the Southampton Retail Park. The M271 forms part of the Strategic Road Network (SRN) managed by National Highways.

As stated above, the existing access off Lee Lane will be retained to provide the main means of access to the site but given its proximity to the rail line, opportunity for rail access could be explored further.

Likely Traffic Flows and Site Operations
The site has a current capacity of up to 75,000tpa but could be redeveloped to increase the throughput to 100,000tpa. This currently generates 240 HGV movements per day, which would increase to 350 HGV movements per day or a net increase of 110 HGV movements per day. In addition, the current operations restrict the number of HGVs over 7.5T to 160 per day and the extension would seek to increase this limit to 200 HGVs per day.

All movements would be via the existing access from Lee Lane.

The average daily traffic on the M271 south of its junction with the M27 was 60432 vehicles, of which 9720 were HGVs. The addition of 200 HGV movements a day would have a negligible impact, representing a 2.1% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.3% increase in total traffic.

Suggested Routeing
Routeing to the SRN (M271) will be north along Lee Lane and through the Southampton Retail Park to J1 of the M271. The SRN is located some 3.1 miles north-west of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
The existing access from Lee Lane will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 2.1%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	1.3 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	Unlikely that rail access would be an option
Overall assessment	

A303 EnviroPark | TSV04 | Minerals and Waste

Known Issues/Planning History
The c.15ha site is currently occupied by the Owls Lodge Shooting School and is located off The Street in Barton Stacey (Southampton, SO21 3QS).

The proposals are for an extension to the adjacent existing skip hire and waste management/recycling facility operating as the A303 Recycling Facility to include processing and recycling of aggregates and inert waste, a ready-mix concrete (RMC) plant as well as an Energy Recovery facility, composting, waste transfer, material recovery facility and metal re-processing. The existing EnviroPark also includes an incinerator Bottom Ash (IBA) recycling facility. It should be noted that this site is proposed alongside another extension site to the A303 EnviroPark to provide additional storage for the IBA (TSV05) and has been considered alongside the latter proposed allocation. Current Vehicle movements permitted on this site are 236 movements per day under planning ref. Planning reference 3/01643/CMAN, approved the site as a permanent facilitate for processing and recycling in September 2013.

This site benefits from current planning permission for clay shooting grounds with associated clubhouse, store and car park (TVN.06331/1) and is adjacent to the existing A303 EnviroPark, a safeguarded site (TV231) under the HMWP 2013. Planning permission history on the site relates to the site as a shooting ground. It is expected that the shooting ground will close, and clubhouse demolished to make way for the proposed A303 EnviroPark extension.

Description of Existing Public Highway and Transport Corridors
The site is accessed from a private road off The Street, which connects the A30 to the south and the B3048 to the north. As well as the shooting grounds, the private access road also provides access to the existing A303 EnviroPark and to the Forest Edge Kart Club. The site is bordered by the private road to the south and by agricultural fields on all other sides. It is assumed that access would be retained from the existing private road off The Street.

The Street is a single carriageway road of 7.3m in width, with grass verges on both sides and no footway. Past the site, the corridor is unlit and derestricted. The Street connects to the A303, a staggered grade-separated priority junction, with the eastbound on- and off-slip roads located immediately south of the of the junction with the site access road. Further south and past the bridge over the A303, The Street provides access to the westbound on- and off-slip road. Beyond this, the road is restricted to vehicles below 6'6" in width except for local access, preventing HGVs from travelling through the local villages along the corridor.

The A303 forms part of the Strategic Road Network (SRN) managed by National Highways. As stated above, the existing access off The Street will be retained to provide the main means of access to the site.

Likely Traffic Flows and Site Operations
No information relating to existing throughout and HGV movements have been provided by the applicant other than the waste capacity of the facility (assumed to be from the existing site and proposed extension) would be 500,000tpa. This would be equivalent to 160 HGV movements per day. In the absence of any other information, this has been taken as net additional traffic as a worst case.

All movements would be via the existing access from the existing access off The Street. Proposed operation hours by the applicant between 07:00-20:00 Monday to Friday and 07:00-14:00 Saturday. Excludes Sunday and bank holidays.

The average daily traffic on the A303 near its junction with The Street (in 2014) was 46836 vehicles, of which 5433 were HGVs. The addition of 160 HGV movements a day would have a negligible impact, representing a 2.9% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.3% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A303) will be south along The Street. The SRN is located some 0.6 miles south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
The existing access from The Street will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 2.9%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	0.6 miles
Requirement for mitigation?	None

Opportunities for sustainable modes of transport	None
Overall assessment	

Land west of A303 EnviroPark | TSV05 | Waste

Known Issues/Planning History
The 1.8ha site is adjacent to the existing A303 EnviroPark Recycling Facility and is located off The Street in Barton Stacey (Southampton, SO21 3QS).

The proposals are for an extension to the adjacent existing skip hire and waste management/recycling facility operating as the A303 Recycling Facility The existing EnviroPark also includes an incinerator Bottom Ash (IBA) recycling facility, and this extension is proposed for the recycling of IBA waste by providing additional stockpile storage.

This site is proposed alongside another extension site to the A303 EnviroPark on land currently occupied by the Owls Lodge Shooting School (TSV04) and has been considered alongside the latter proposed allocation.

A planning application has been submitted in September 2021 (21/00812/CMAN), (HCC/2021/0545) but no Transport Assessment has so far been provided. Current hours of operation for vehicle entry and departure 7:00-20:00 Monday to Friday and 07:00-14:00 Saturdays, excluding public holidays.

Planning ref. 20/01480/CMAN, November 2020 relates to permission to temporarily increase the annual output. The support statement indicates that under the existing planning permission there is no condition relating to the number of lorries on site, the tonnage level is used to limit numbers. The Support statement also indicates that there no additional HGV movements would arise with the temporary increase over the current allowance due to back backloading of lorries.

Planning reference 3/01643/CMAN, approved the site as a permanent facilitate for processing and recycling in September 2013. The related Highway and Transport Statement July 2013 indicated that the facility increased its HGV movements from 160 to 236 movements.

Description of Existing Public Highway and Transport Corridors
The site is accessed from a private road off The Street, which connects the A30 to the south and the B3048 to the north. The private access road also provides access to the existing A303 EnviroPark, the Owls Lodge Shooting School and to the Forest Edge Kart Club. It is assumed that access would be retained from the existing private road off The Street.

The Street is a single carriageway road of 7.3m in width, with grass verges on both sides and no footway. Past the site, the corridor is unlit and derestricted. The Street connects to the A303, a staggered grade-separated priority junction, with the eastbound on- and off-slip roads located immediately south of the of the junction with the site access road. Further south and past the bridge over the A303, The Street provides access to the westbound on- and off-slip road. Beyond this, the road is restricted to vehicles below 6'6" in width except for local access, preventing HGVs from travelling through the local villages along the corridor.

The A303 forms part of the Strategic Road Network (SRN) managed by National Highways. As stated above, the existing access off The Street will be retained to provide the main means of access to the site.

Likely Traffic Flows and Site Operations
The proposals are for additional storage of IBA waste produced by the adjacent A303 EnviroPark and therefore no additional net traffic movements are anticipated as a result.

Suggested Routeing
Routeing to the SRN (A303) will be south along The Street. The SRN is located some 0.6 miles south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

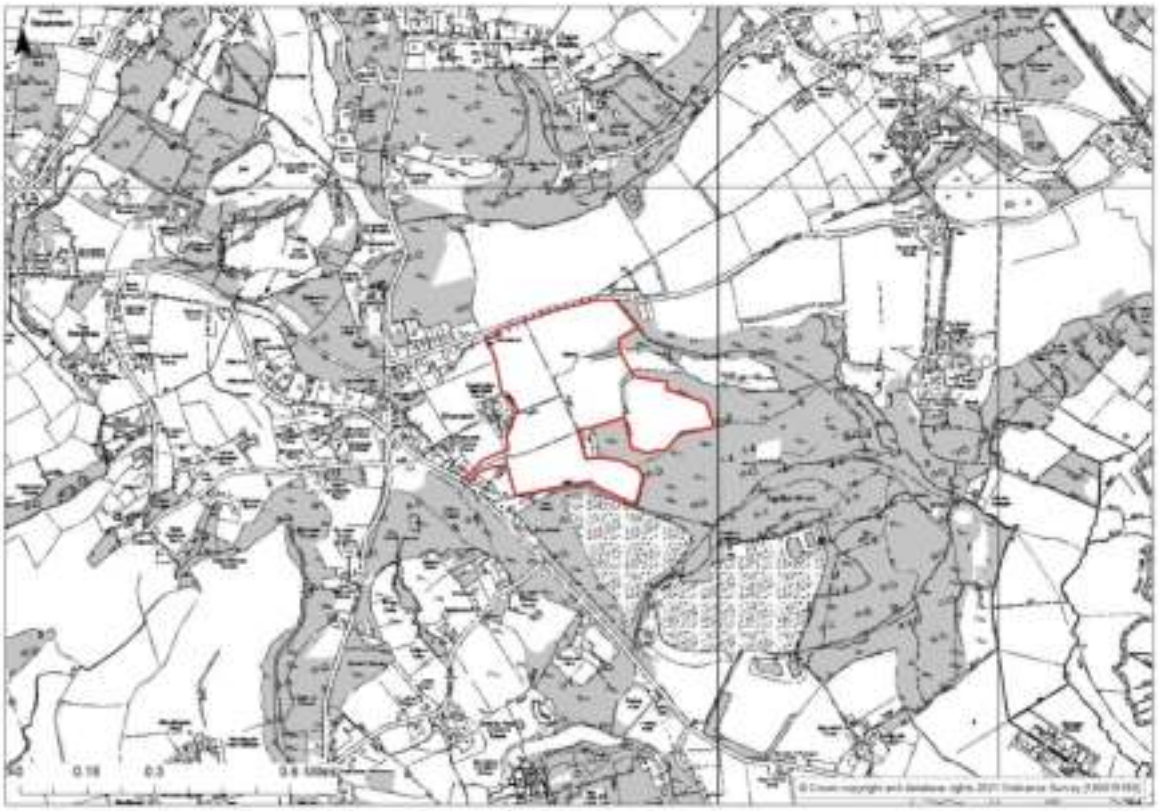
Access Works and Possible Mitigation Works
The existing access from The Street will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	There will be no change to HGV movements as a result of this proposal and therefore the significance of impact of the new proposals would be no change.
Maximum distance to SRN	0.6 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Land at Stanbridge Ranvilles Farm | TSV06 | Minerals and Waste



Known Issues/Planning History
The 32ha site is currently in agricultural use and is located off Salisbury Road in Shootash (Romsey, SO51 6GA). The proposals are for an extension to the adjacent Raymond Brown Roke Manor Quarry, which has now been closed for the extraction of sand and gravel. The site includes the retention of the processing recycling plant of the existing quarry. The proposals will also comprise of restoration from inert waste.

A planning application was submitted to Hampshire County Council (Planning Ref 21/01274/CMAS) and is awaiting determination. It is expected that the works will commence as soon as permission is granted.

Planning Limitations:
Officers Report for Planning re. 18/00040/CMAS granted in 2018 for the extension of the extraction indicated that Roke Manor Quarry had no condition limiting the HGV movement numbers.

Description of Existing Public Highway and Transport Corridors
The site is bordered by Old Salisbury Lane to the north, by the existing quarry to the east and by agricultural land to the west. The existing quarry is accessed from a private road, which also serves a farm holding (Stanbridge Ranvilles Farm). The private access forms a priority junction with the A27 Salisbury Road, and it is proposed to retain this access for the proposed extension.

The A27 Salisbury Road is a single carriageway road of 7.3m in width with grass verges on both sides. A narrow footway runs in the northern verge providing access to the residential properties fronting the road on both sides of the site access. Salisbury Road is unlit and

subject to a 40mph speed limit past the site access. The corridor is also a bus route, with bus stops located some 340m north-west of the site access junction.

To the south, the A27 also provides access to the Squabb Wood Landfill site, which is now closed but which historically carried relatively large number of HGVs.

This section of the A27 is not classed as a Major Road (MRN) in Hampshire's LTP but connects to the dual carriageway A3090 Romsey Road and onwards to the A36 at the at-grade Netley Marsh roundabout, some 4.5 miles to the south. The A36 forms part of the Strategic Road Network (SRN) managed by National Highways.

As stated above, the existing access off the A27 Salisbury Road will provide the main means of access to the site.

Likely Traffic Flows and Site Operations
The site is proposed to generate 600,000t of sand and gravel (net of waste) for a period of up to 8 years, equivalent to 125,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for agricultural use. This would require approximately 600,000t of fill.

The existing on-site processing located to the east of the site will be retained and although the destination of processed material is unknown at this stage, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials, this would be equivalent to a total of approximately 100 HGVs or 200 two-way HGV movements per day, with a maximum of 8 staff and visitor car movements per day. As no information on existing movements from the recently closed Raymond Brown Roke Manor Quarry have been provided however the above estimates have been taken as net to the local network as a worst case.

The average annual daily traffic on the A3090 corridor in 2019 was 20523 vehicles, of which 1.4% of these were HGVs. There were 1731 vehicles in the AM peak and 1866 in the PM peak. While the addition of 200 HGV movements would in effect more than double HGV movements on the A3090, these additional movements would not have a significant impact on the corridor, representing a 1% increase in the proportion of total daily traffic at present.

Suggested Routeing
Routeing to the SRN (A36) will be south-east along the A27 Salisbury Road to the junction with the A3090 Romsey Road before accessing the A36. The SRN is located some 4.5 miles south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

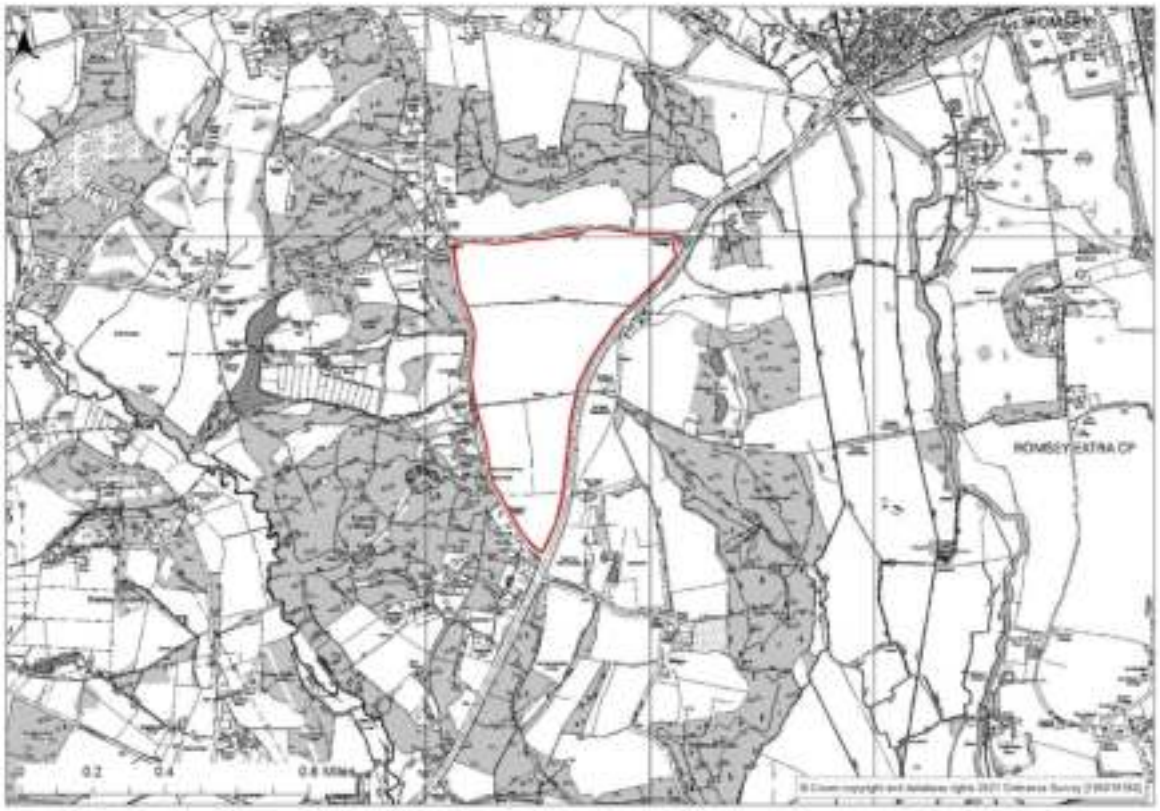
Access Works and Possible Mitigation Works
The existing access from Salisbury Road will be retained and no mitigation works required.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the A3090 leading to the SRN would be 1%, as suggested by the Transport Statement therefore there would be limited additional impact on the highway.
Maximum distance to SRN	4.5 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Land at The Triangle | TSV07 | Minerals and Waste



Known Issues/Planning History
The 68ha site is currently in agricultural use and is located off Ryedown Lane in Ower (Romsey, SO51 6BD). The proposals are for the extraction of sand and gravel and restoration from inert waste.

The site was previously identified as "Preferred Area No4 for mineral extraction and waste disposal" in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (HPSMWLP) (December 1998) but is not currently allocated.

Previous planning application on site also included a small part by the Ridge Lane under planning re. TVS08924 submitted in 2001. This was refused due to concerns about the adverse impact of operational and engineering woks on the ground water and the arising damage to the value of the adjacent Site of interest for Nature conservation. Mitigation measures were not deemed sufficient to provide effective and lasting protection.

Description of Existing Public Highway and Transport Corridors
The site is triangular in shape and is bordered by Ryedown Lane to the north, the B3090 Romsey Road to the east and Gardeners Lane to the west.

Ryedown Lane and Gardeners Lane are both rural single carriageway roads of c. 5.0m in width, with grass verges and mature tree hedging on both sides. Both roads are unlit and derestricted and connect to the dual carriageway A3090 Romsey Road at at-grade priority junctions.

The A3090 provides access to the A36 at the at-grade Netley Marsh roundabout, some 2.0 miles to the south. The A36 forms part of the Strategic Road Network (SRN) managed by National Highways.

A new access would be required, and this could be from either Ryedown Lane or Gardeners Lane, although the latter would result in shorter travel distances to the A3090 and thus to the A36. Given the strategic importance of the A3090 dual carriageway, a new access from this corridor would not be supported by HCC.

Likely Traffic Flows and Site Operations
The site is proposed to generate 2Mt of sand and gravel (net of waste) for a period of up to 18 years, equivalent to 150,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for agricultural use. This would require approximately 2Mt of fill at a 250,000tpa rate of input.

Processing would take place on-site and although the destination of processed material is unknown at this stage, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials (progressive restoration), this would be equivalent to a total of approximately 125 HGVs or 250 two-way HGV movements per day, with a maximum of 8 staff and visitor car movements per day.

The average annual daily traffic on A3090 Romsey Bypass, West of Broadlands in 2019 was 20,523 vehicles over 24 hours, of which 1.4% were HGVs. There were 1731 vehicles in the AM peak and 1866 in the PM peak. The addition of 200 HGV movements would have medium impact, representing a 70% increase in the proportion of HGVs using the corridor with the additional staff movements of 8 leads to no significant impact on overall traffic flows on the route at a 1% increase.

Suggested Routeing
Routeing to the SRN (A36) will be south-east via the junction with the A3090 Romsey Road before accessing the A36. The SRN is located some 2.0 miles south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
A new access from either Gardeners Lane (preferred) or Ryedown Lane will be required.

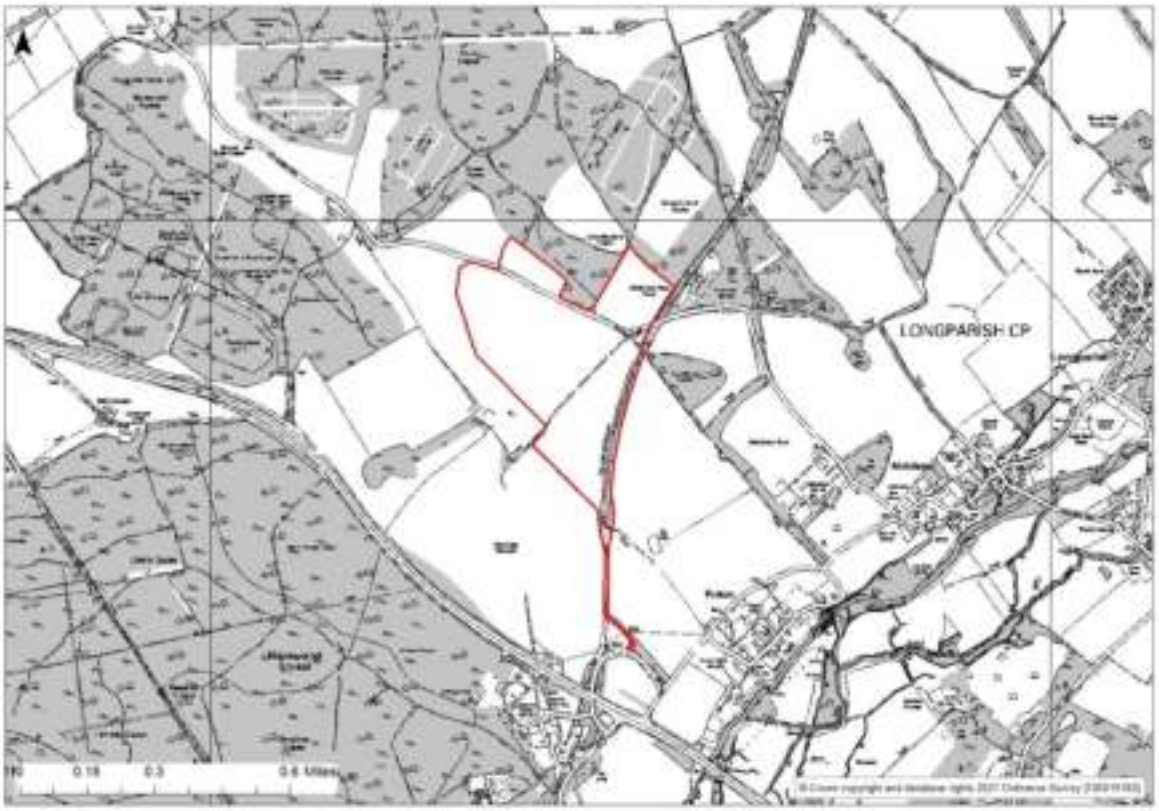
Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	Drawing on the corridor with the most update data of 2019 on A3090 Romsey Bypass, West of Broadlands, the change in HGV traffic will be of medium impact representing a 70% increase, whilst the impact on overall traffic volume will be of negligible impact at 1%.
Maximum distance to SRN	2.0 miles
Requirement for mitigation?	None

Opportunities for sustainable modes of transport	None
Overall assessment	

Cutty Brow | TSV08 | Minerals



Known Issues/Planning History
The 36.7ha site is currently in agricultural use and is located on land to the west of Longparish (Andover) and north of the A303.

The proposals are for extraction of sand and gravel, with restoration from inert waste to agricultural uses.

The site is currently allocated for mineral extraction under policy 20 (Local land –won aggregates) as in the HMWP 2013.

Description of Existing Public Highway and Transport Corridors
The site is currently accessed from a gated private road directly off the B3048, which connects to the A303 in the south of the site. The B3048 at this point forms part of the slip road arrangements to the grade-separate junction with the A303 but the B3048 through Longparish itself is unsuitable for HGV traffic from that point.

The A303 forms part of the Strategic Road Network (SRN) managed by National Highways. The existing access off the B3048 will be retained to provide the main means of access to the site.

Likely Traffic Flows and Site Operations
No information relating to existing throughout and HGV movements has been provided other than the capacity of the site would provide 1Mt of minerals. It is expected that a similar amount of inert waste would be required for restoration and based on other proposals, it is estimated that this would be equivalent to up to 110 HGV movements per day. In the absence of any other information, this has been taken as net additional traffic as a worst case.

All movements would be via the existing access from the B3048.

The average daily traffic on the A303 near its junction with The Street (in 2014) was 46,836 vehicles, of which 5433 were HGVs. The addition of 110 HGV movements a day would have a negligible impact, representing a 2.0% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.2% increase in total traffic.

Suggested Routeing
The site would provide direct access onto the SRN (A303).

Sensitive Receptors
The sensitivity of receptors along the preferred route will be negligible given that the route has low sensitivity to traffic flows.

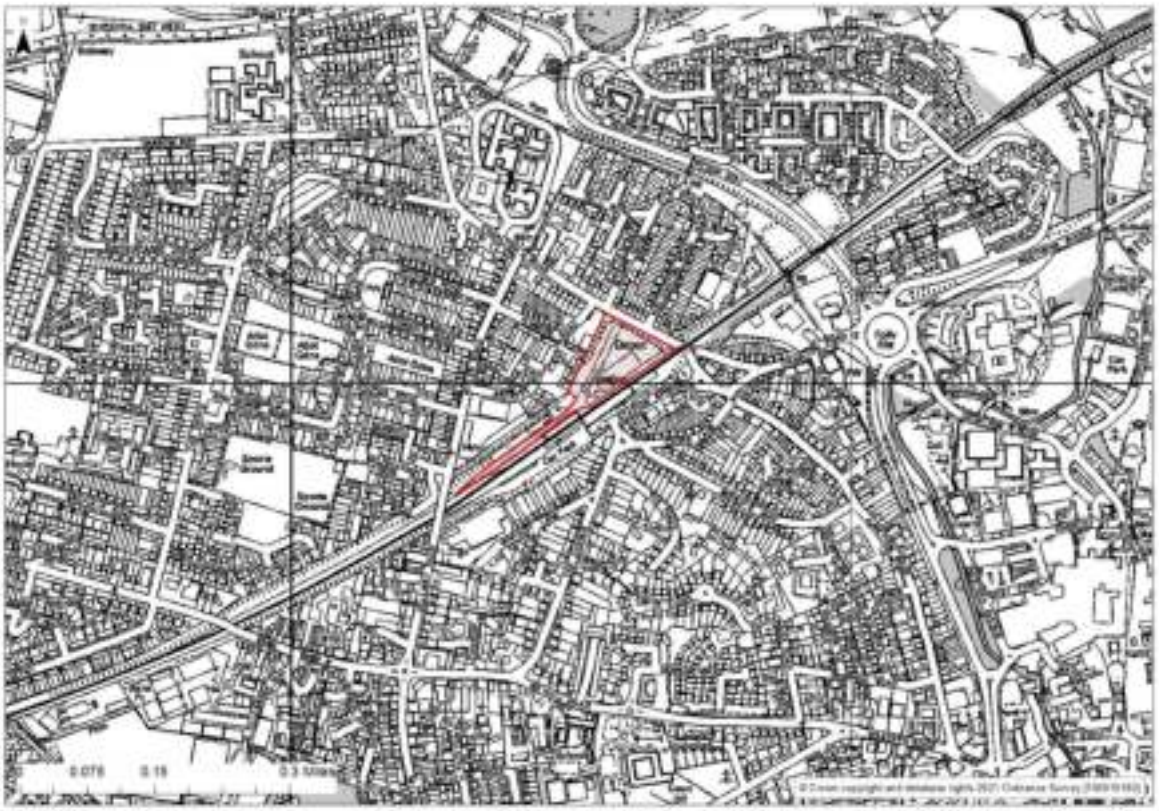
Access Works and Possible Mitigation Works
The existing access from the B3048/A303 will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 0.2%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	0 miles
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Andover Sidings | TSV09 | Minerals



Known Issues/Planning History
Network Rail have recently completed a project at Andover Sidings to develop the site for use as a rail depot for aggregates. This has links to London and serves as an alternative to the Solent mainline.

(Extract from Network Rail drawing 161401-WDS-DRG-EMF-010002 RevA Proposed Layout)

Network Rail have highlighted that this site would be considered as a grouped 'aggregates/construction' site, including this as the most likely potential commodity for

Andover freight operations. The site would revert to railway land upon ceasing depot activities.

Description of Existing Public Highway and Transport Corridors
The new rail sidings will provide access to the existing Switch International depot, immediately north of Andover rail station. Access to the sidings will be from the existing access road linking to Mylen Road/ Millway Road corridor, south-west of the site (as illustrated on the extract above).

Millway Road runs south to connect with Weyhill Road at a standard roundabout. Neither road is part of the Strategic Road Network (SRN) managed by National Highways but Weyhill Road links to the A303 at the Hundred Acre roundabout, some 1.1mile west of the site, west of Andover.

Likely Traffic Flows and Site Operations
Although the site has no historical traffic generation to rely on, the road network serving the area already experiences a significant number of HGV traffic, with Weyhill Road one of Andover's arterial roads within the A303/A343 ring road. The future capacity of the rail depot is unknown but any additional HGV movements are likely to be in the order of 90 HGV movements per day if handling 200,00tpa of aggregates based on 3 trains per day. There would also be limited full time staff on-site resulting in limited additional car/light vehicle movements per day.

The average daily traffic on the A303 between the A342 and A343 was 45,840 vehicles, of which 1888 were HGVs. The addition of 90 HGV movements a day would have a negligible impact, representing a 1.7% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.2% increase in total traffic

Suggested Routeing
The nearest access point to the SRN is at the A303 at the Hundred Acre roundabout, some 1.1mile west of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be low given that the route has low sensitivity to traffic flows.

Access Works and Possible Mitigation Works
No highway works will be required.

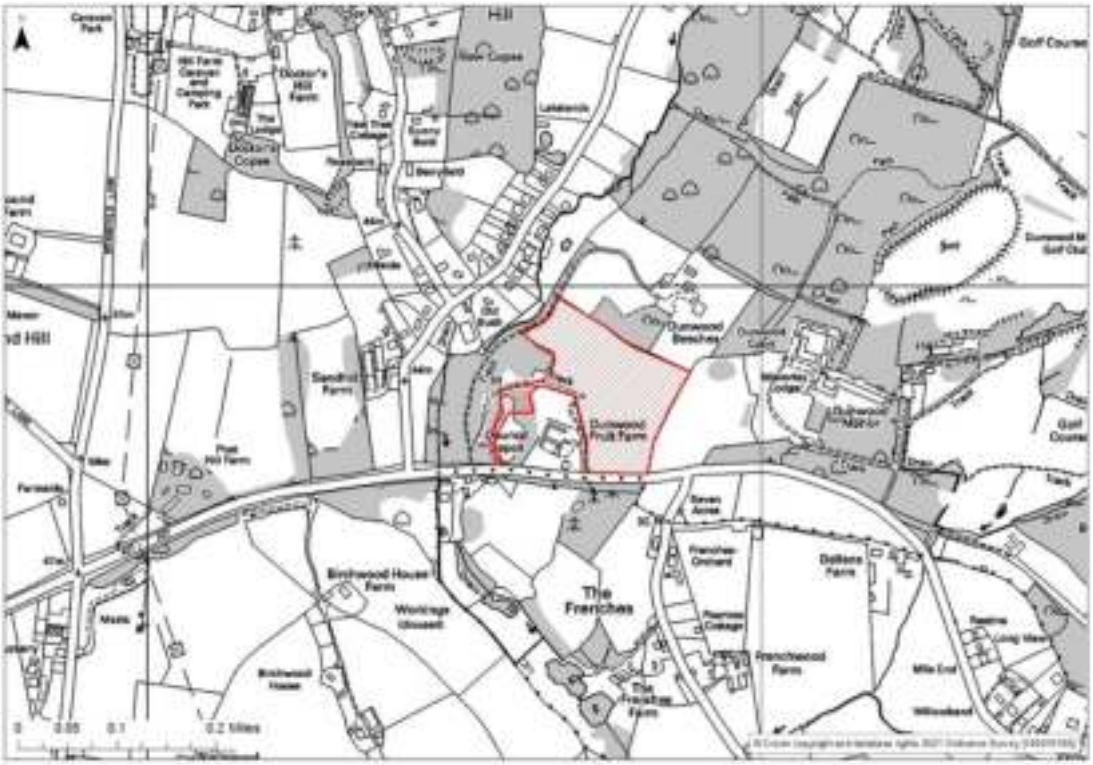
Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 0.2%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	1.1 miles
Requirement for mitigation?	None required

Opportunities for sustainable modes of transport	Yes – the site would operate as a rail depot providing rail-based access as an alternative to some road journeys.
Overall assessment	

Dunwood Fruit Farm | TSV10 | Minerals



Known Issues/Planning History

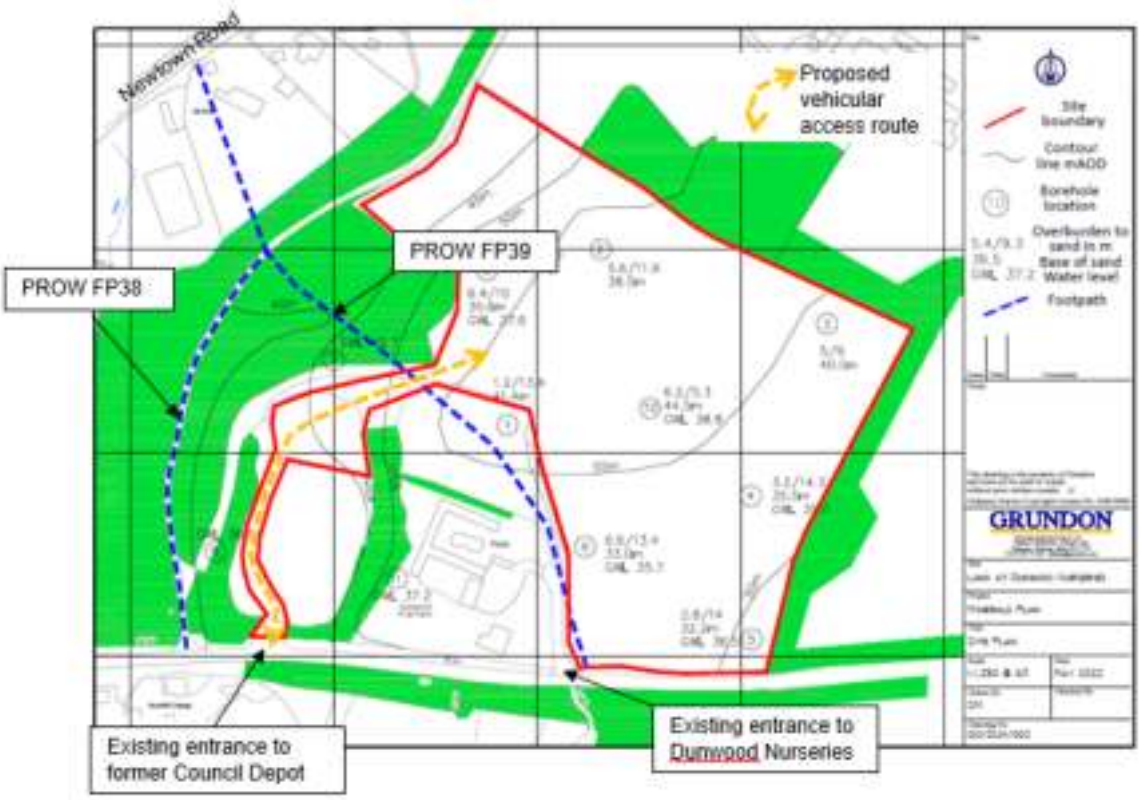
The 4.2ha site is currently used as fruit farm and nursery and is located off the A27 Salisbury Road, west of Romsey (S051 6FF). The proposals are for the extraction of sand and restoration from inert waste and returned to woodland and agricultural use thereafter.

The site was previously put forward in the 2013 HMWP but was not allocated due to availability of other sites at the time.

Description of Existing Public Highway and Transport Corridors

The land is part of Dunwood Nurseries at present, and as shown above the land within the red line straddles the existing farm house and cattery business that are accessed from a simple driveway running immediately west of the main part of the site. The 'extraction' element of the site is broadly triangular in shape and is bordered by the A27 Salisbury Road to the south and by woodland or agricultural land on all other sides. As shown on drawing 00/DUN/002, the remainder of the land forms a narrow strip of land running from the A27 some 150m to the west of the Nurseries' entrance to the main part of the site to the east.

This strip of land forms part of a larger parcel of land, which was formerly used as a Council's highways maintenance depot and includes the existing gated private access from the A27. It is proposed to use this existing access and the strip of land to provide a new access road from the A27 to the mineral extraction operations.



At the proposed site access, the speed limit along the A27 changes from 50mph, west of the access to 40mph east of the access. Centre line road markings prevent overtaking in the eastbound direction past the access and in both directions further east. The access junction currently has adequate visibility splays in both directions. The corridor is bordered by generous grass verges on both sides of the carriageway, but there are no footways or footpaths in the vicinity.

As shown on the drawing above, there are however two sections of PROW footpath encircling the Nurseries site and linking the A27 to Newtown Road. The proposed internal access road will severe the eastern section of footpath (FP39) and mitigation will be required to ensure the safety of users. The western section of footpath (FP38) is likely to be in greater use as it also provides an alternative off-road access to the existing A27 bus stops at its junction with Newtown Road, serving bus services 634, 662 and X7R.

The A27 forms part of the Primary Road Network (PRN) managed by Hampshire County Council and the section past the site provides links to the A3090 Romsey Road, south of Romsey in the east and to the A36 to the west. The dual-carriageway A3090 connects with the A36 at a large roundabout to the south, with the latter providing access to the M27 at the M27J2 Ower interchange. Both the A36 and M27 form part of the Strategic Road Network (SRN) managed by National Highways.

Likely Traffic Flows and Site Operations

The site is proposed to generate 500,000t of sand (net of waste) for a period of up to 8 years, equivalent to 170,000 tpa of mineral extraction. The site would be restored with inert materials to existing levels with the land to be returned for woodland and agricultural use. This would require approximately infill at a 70,000tpa rate of input.

Processing would take place on-site and although the destination of processed material is unknown at this stage, as this would be sand for the building construction industry, this is likely to remain local to minimise the impact on the wider area.

Based on the worst-case scenario in terms of traffic movements, the applicant has estimated that during the extraction and importation of fill materials (progressive restoration), this would be equivalent to a total of approximately 60 HGVs or 120 two-way HGV movements per day, with 10 staff and visitor car movements per day.

While not within the red line for minerals extraction, it is noted that part of the former Council depot area has also been consented for use as a small workshop and a number of small aggregates resale bays that have yet to be constructed. In terms of junction capacity, there could therefore be additional traffic movements using the existing access but it would be unlikely to raise any road safety concerns given that the type of vehicles would be similar for both developments.

The average annual daily traffic on the A27 west of its junction with Graemar Lane (Sherfield English) in 2019 was 18,938 vehicles over 24 hours, of which 1.4% were HGVs. There was an average of 1,900 vehicles in the AM and PM peaks. The addition of 60 HGV movements would have slight impact, representing a 22.6% increase in the proportion of HGVs using the corridor with the additional staff movements of 10 leading to no significant impact on overall traffic flows on the route at a 0.4% increase.

Suggested Routing

Routing to the SRN (A36) will be south-east via the junction along the A27 and the A3090 Romsey Road before accessing the A36. The SRN is located some 4.6 miles south of the site.

Sensitive Receptors

The sensitivity of receptors along the preferred route will be negligible given that traffic will travel along routes of low sensitivity to traffic flows.

Access Works and Possible Mitigation Works

The existing access to the former Council depot with the A27 will be re-used but a new section of access road will be required to link the A27 to the mineral extraction site.

Items for Further Consideration

Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	Drawing on the corridor with the most update data of 2019 on A27, West of Graemar Lane, the change in HGV traffic will be of slight impact representing a 23% increase, whilst the impact on overall traffic volume will be of negligible impact at 0.4%.
Maximum distance to SRN/ MRN	0 miles to A27 (4.6 miles to A36)

Requirement for mitigation?	A new access road will be required between the existing access and the mineral extraction site.
Opportunities for sustainable modes of transport	None
Overall assessment	

Church Farm | WIN01 | Waste

Known Issues/Planning History
The 2ha site is currently agricultural in use and is located off the B2177 Winchester Road in Waltham Chase (Southampton SO32 2LN). The proposals are for recycling of inert waste including soil/green waste and construction (concrete/hardcore) waste.

The site benefits from existing permissions for the various farm and light industrial buildings located in the southern area of the site.

A planning application for the proposed waste recycling facility is expected to come forward in the summer of 2021.

Description of Existing Public Highway and Transport Corridors
The site is accessed from gated farm access onto the B2177 Winchester Road to the north of the site. This access is informal and may need to be enhanced to a permanent access accommodating HGV traffic.

The site is bordered by agricultural fields to the west and by industrial and farm development to the south and east, which are accessed from Clewers Hill, a single carriageway road of 5.0m in width with limited grass verges on both sides and no footways. The road is unlit but subject to 30mph speed limit and to a 7.5T weight restrictions apart from local access. Clewers Hill connects to the B2177 at a priority junction some 200m south of the existing site access.

Linking Waltham Chase to the south and Bishop's Waltham to the north, the B2177 Winchester Road past the site is a single carriageway road of 7.3m in width with a grass verge and mature hedging on its western side and a footway on its eastern side. Past the site, the

B2177 is unlit and subject to a 50mph speed limit, which reduces to 30mph through the built-up area of the village to the south.

At Wickham, the B2177 connects with the A32 Wickham Road to access the M27 J10 north of Fareham. The M27 forms part of the Strategic Road Network (SRN) managed by National Highways.

Likely Traffic Flows and Site Operations
The site will seek to handle 13,000tpa of waste from local landscapers and builders. The Applicant has estimated that this would represent 36 HGV movements per day with 13 staff on site at any one time or 26 car/light vehicle movements per day.

It is assumed that all movements would be via an improved access onto the B2177 Winchester Road and while movements are expected to remain local, access to the SRN is likely to be to the M27 J10, via the A32 at Wickham.

The average annual daily traffic on the A32 Wickham Road corridor in 2019 was 14,828 vehicles over 24 hours, of which 1008 were HGVs. There were 1203 vehicles in the AM peak and 1229 in the PM peak. The addition of 36 HGV movements would have no significant impact, representing 3.6% increase in the proportion of HGVs using the corridor. With the additional staff vehicle movements of 26 included, total traffic flow on the corridor would also not be significant representing a 0.4% overall increase.

Suggested Routeing
Routeing to the SRN (M271) will be south along the B2177 and A32. The SRN is located some 5.7 miles south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be high given that, although the majority of the route has low sensitivity to traffic flows, the route will travel through Waltham Chase and Wickham, which includes residential areas bordered by adequate footways, sections of congested highway and a nursery school fronting the Winchester Road in Wickham.

Access Works and Possible Mitigation Works
The existing access from the B2177 Winchester Road will be retained but will need upgrading to provide a permanent access capable of accommodating HGVs on a regular basis.

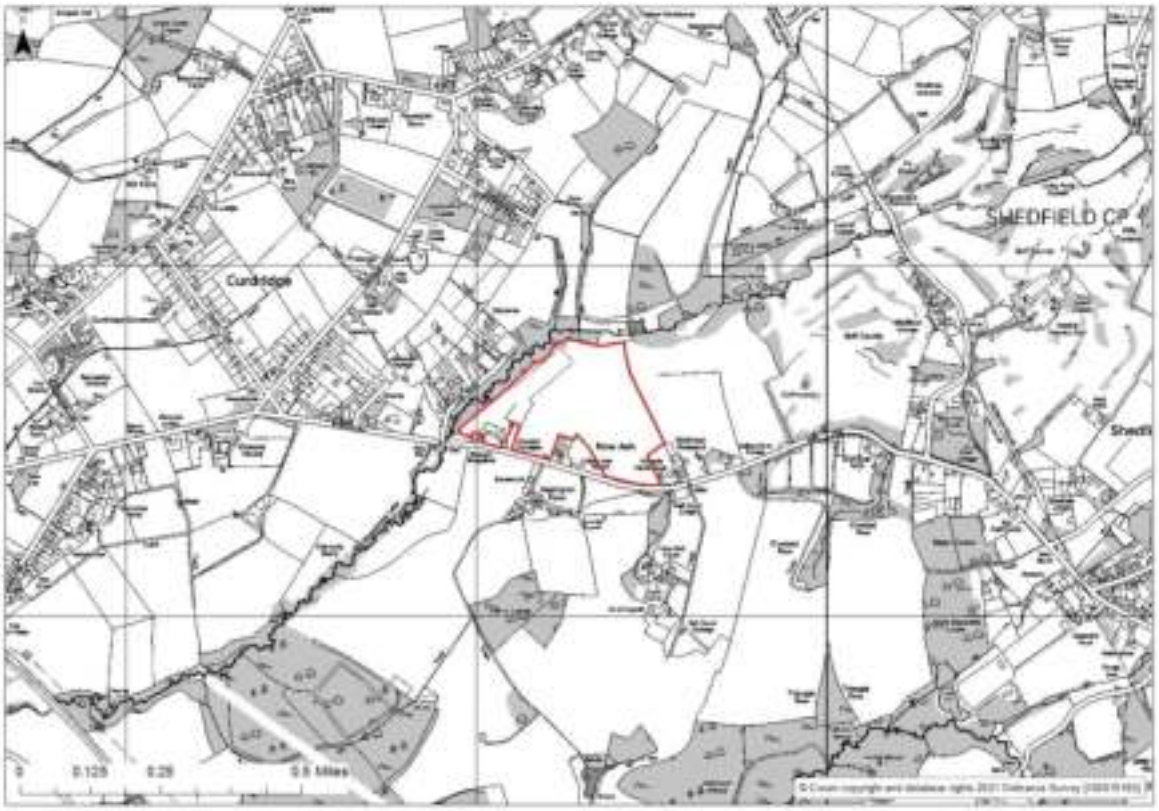
Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the A32 Wickham Road will be 3.6% therefore of no significance. Whilst the overall traffic impact will also be of no significance at 0.4%.
Maximum distance to SRN	5.7 miles (M271)
Requirement for mitigation?	The existing access with the B2177 will need upgrading to provide a permanent access capable of accommodating HGVs on a regular basis

Opportunities for sustainable modes of transport	None
Overall assessment	

Silverlake Automotive Recycling | WIN02 | Waste



Known Issues/Planning History
The 7.5ha site is mainly agricultural in use and comprises an existing automotive recycling facility operated by Silverlake Garage (Motor Salvage) Ltd, which is accessed from the A334 Botley Road in Curdridge (Southampton, SO32 2HL).

The proposals are for an extension to the current facility to provide additional recycling facility for automotive waste including the ability to maximise recovery of electric vehicle components.

The current operations comprise of recycling and scrapping of automotive vehicles with recovered and recycled parts sold to garages. It also allows customers to visit the site to extract required parts themselves. This results regular movements to the site from a mixture of vehicles, including recovery HGVs, light vehicles (vans) and private cars.

A planning is expected to be submitted in 2022 with operations commencing in the period 2023-2025.

Description of Existing Public Highway and Transport Corridors
The site includes the existing recycling facility, which is mainly provided as stacked storage for vehicles with a number of large industrial buildings. The remainder of the proposed site is agricultural in use. The triangular shaped site is bordered to the south by the A334, by mature landscaping screening the field from the existing garage to the west and by an agricultural field to the east.

The existing garage access is from the A334, which links Botley to the west to Wickham to the south-east. The existing access from the A334 has been designed to accommodate the large existing HGV volumes from the facility.

Past the site access, the A334 is a single carriageway road of 7.3m in width, with a footway running on its northern side and a grass verge with mature hedging on its southern side. The A334 is unlit and subject to a 50-mph speed limit.

The A334 provides connection to the M271 corridor, which can be accessed from either the west through Botley or the east through Wickham. The nearest point of access with the M27 is via Wickham to the M27 J10 some 5.0 miles to the south-east. The M27 forms part of the Strategic Road Network (SRN) managed by National Highways.

As stated above, the existing access from the A334 will be retained to provide the main means of access to the site extension.

Likely Traffic Flows and Site Operations
The recycling facility currently handles 28,000 cars per annum, and it is proposed that the extension will increase this to 40,000 cars per annum (equiv. to 75,000tpa of waste).

Currently the facility operates a 25 HGV fleet, which each make 2 to 3 journeys per day. This is equivalent to up to 150 HGV movements per day. The applicant has indicated that the increased capacity would facilitate a change to the fleet allowing larger vehicles to be used with the overall size of the fleet reducing. However, in the absence of any further details, a pro-rata increase in movements has been based on current travel patterns and an increase in fleet to 35 HGVs (or an additional 10 HGVs). This would result in an additional 60 HGV movements per day.

All movements would be via the existing access from the A334.

The average annual daily traffic on the A334 Broad Oaks corridor in 2019 was 19426 vehicles over 24 hours, of which 466 of these were HGVs. There were 1405 vehicles in the AM peak and 1525 in the PM peak. The addition of 60 HGV movements would have a small impact, representing a 13% increase in the proportion of HGVs using the corridor. No additional staff movements were provided. Overall traffic flows in the corridor would increase by 0.3%, representing no significant impact on the corridor.

Suggested Routeing
The automotive waste originates from a variety of public contracts (Hampshire Constabulary, Hampshire Fire & Rescue, Hampshire CC, etc.) and private sector contracts such as the AA and insurers and HGVs are likely to require access to local roads as well as the SRN. As detailed below, routeing to the SRN would be a minimum of 5.0 miles to the south-east and while the A334 does not form part of HCC's Major Road Network (MRN), it provides strategic access across the North Hampshire areas. For the purpose of these assessments, impacts have therefore been based on access to the A334.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be moderate, as although the majority of the route has low sensitivity to traffic flows, the route includes sensitive receptors such as residential areas with footways and congested junctions, including the M27 J10. There is also a PROW directly opposite the site to the south.

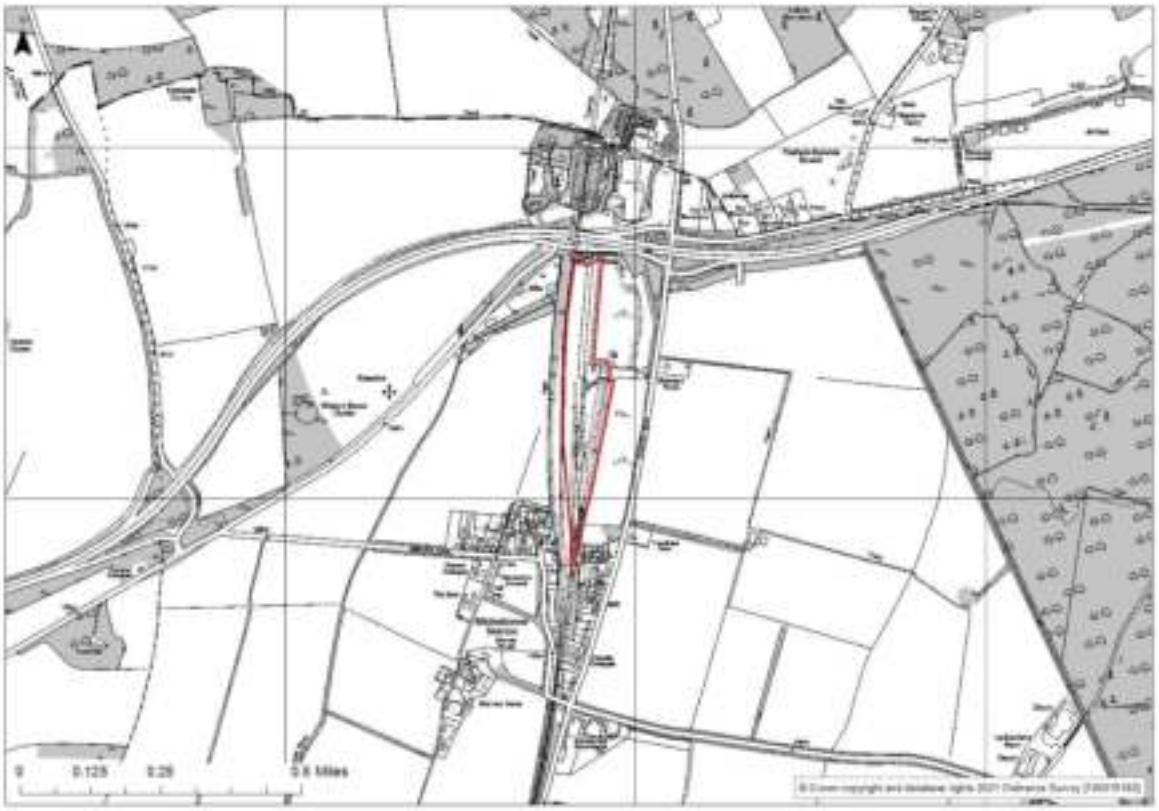
Access Works and Possible Mitigation Works
The existing access from the A334 will be retained.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the Hampshire MWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the A334 corridor eastwards, whilst HGV would increase the overall traffic flow by 0.3%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be minor to negligible.
Maximum distance to SRN	5.0 miles (27)
Requirement for mitigation?	None
Opportunities for sustainable modes of transport	None
Overall assessment	

Micheldever Sidings | WIN03 | Minerals



Known Issues/Planning History
The 7.2ha site is currently operating as an aggregate rail depot, located along the rail sidings north of Micheldever Rail Station. Vehicular access to the sidings is currently from New Road and the applicant has indicated that a new access would be required as an alternative.

The proposals are for expansion of the aggregate rail depot capacity.

The site is an identified and safeguarded rail siding depot in the adopted Hampshire Minerals and Waste Local Plan 2013 and allocated in Policy 19: Aggregates wharves and rail depots of the HMWP.

An application for proposed changes to the wharf layout will be made in 2021/2022.

Description of Existing Public Highway and Transport Corridors
The sidings are currently accessed from New Road, which also serves a number of residential properties from its junction with Overton Road.

The site is currently operating as an aggregate rail depot and the proposals would be to increase storage and transfer capacity. It is recognised that the current access from New Road would no longer be suitable, and a new access required from Overton Road.

Overton Road is a single carriageway road with no verges or footways on both sides. The road is unlit and derestricted past the site frontage some 130m north of its junction with New Road. The road links Micheldever to the south and Overton to the north but mainly provides access to the A303 at a grade-separated priority junction some 450m north of the proposed new site access.

The A303 forms part of the Strategic Road Network (SRN) managed by National Highways.

Likely Traffic Flows and Site Operations
The site is already operating as an aggregate rail depot, but no details have been provided in relation to existing levels of HGV movements. The applicant's estimates of HGV movements from the total future capacity of the depot have therefore been taken as net additional to the network as a worst-case scenario. The future capacity of the rail depot would be to handle 200,00tpa of aggregates based on 3 trains per day, which would result in up to 90 HGV movements per day when operating at full capacity. The applicant has also indicated that up to 3 full time additional staff would be on-site resulting in up to 6 additional car/light vehicle movements per day.

The average annual daily traffic on the A303 at Micheldever interchange was 31,722 vehicles in 2014, of which 3204 were HGVs. The addition of 90 HGV movements would be negligible, representing a 2.8% increase in the proportion of HGVs using the corridor. However, with the 6 staff vehicles included the increase in total vehicles on the route would not be significant, at 0.3% overall increase in total traffic.

Suggested Routeing
The nearest access point to the SRN is the A303, some 0.3 miles north from an assumed new site access off Overton Road.

Sensitive Receptors
There are residential developments on the route and in close proximity to the sliding, combined with the increase in the number of HGVs at 164%, the impact can be considered low to moderate.

Access Works and Possible Mitigation Works
The proposals include a new site access from Overton Road. Consideration should be given the access north of New Road to mitigate against the impact of the increased number of HGVs on the existing residential development.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The maximum number of additional HGV movements on the SRN on any one day would be relatively low, at 90. As this would only represent an increase of 0.3% of HGV traffic on the corridor, this impact is considered negligible.
Maximum distance to SRN	0.3 miles
Requirement for mitigation?	A new site access will be required
Opportunities for sustainable modes of transport	Yes – the site is operating as a rail depot providing rail-based access as an alternative to some road journeys.
Overall assessment	

Three Maids Hill | WIN04 | Waste

Known Issues/Planning History
The 1.8ha site is currently agricultural in use and is located in the northern quadrant of the Three Maids Hill roundabout between the A272 and the A34 north of Winchester (SO21 2QU). The proposals are for recycling of inert Construction, Demolition and Excavation (CDE) waste.

Planning application (Planning Ref 20/01765/HCS) for the proposed waste recycling facility was submitted in 2020 and refused. An appeal has been lodged and waiting decision.

Description of Existing Public Highway and Transport Corridors
The site is broadly triangular in shape and bordered by the A272 to the west and the A34 northbound on-slip to the east. The site includes the southern area of an agricultural field, which will be retained as such and existing access to the field is from a gated farm access some 120m north of the Three Maids Hill roundabout junction. This access is informal and would require to be improved to be capable to accommodate HGV movements on a regular basis, as shown on the proposals from the current planning application on Figure 1.

Figure 1 – Proposed landscape and Access – Planning Application Ref 20/01765/HCS

Past the site, the A272 is a single carriageway road of 7.3m in width with grass verges and mature tree planting on both sides and no footways. The road is unlit and derestricted. The corridor is of strategic importance as it provides a local link between Winchester and the A34 to the south with Andover and the A303 to the north. It is also regularly used as a rat-run to the Strategic Road Network and therefore carries large volumes of traffic movements.

Some 120m south of the site access, the A272 provides access to other local roads (Down Farm Lane, the B3420 Andover Road N and Stud Lane) as well as to the A34 at the at-grade Three Maids Hill roundabout. The A34 forms part of the Strategic Road Network (SRN) managed by National Highways and links with the M3 at the Winhall junction (M3 J9) some 3.7 miles to the south of the site.

Likely Traffic Flows and Site Operations

The site will seek to handle 75,000tpa of waste but no details of proposed origins and destinations have been provided. The Applicant has estimated that this would represent up to 76 HGV movements per day with 5 staff on site at any one time or up to 10 car/light vehicle movements per day.

The average daily traffic on the A34 near its junction with the A271 was 46,751 vehicles, of which 5488 were HGVs. The addition of 76 HGV movements a day would have a negligible impact, representing a 1.4% increase in the proportion of HGV vehicles using the corridor. With staff vehicles included the increase in vehicles would be negligible at a 0.2% increase in total traffic.

Suggested Routeing
Routeing to the SRN (A34) will be south along the A272. The SRN is located some 200m south of the site.

Sensitive Receptors
The sensitivity of receptors along the preferred route will be moderate, given that although the site is located in close proximity to the SRN, the A272 corridor and Three Maids Hill roundabout suffer from significant congestion at present.

Access Works and Possible Mitigation Works
The existing farm access from the A272 will be retained but will need upgrading to provide a permanent access capable of accommodating HGVs on a regular basis.

Items for Further Consideration
Any future application would need to be supported by a Transport Assessment or Statement, which would consider the cumulative impacts of any permitted developments under the HMWP. A routeing agreement as detailed above would also be required.

Conclusions

Change in traffic volumes	The change in HGV traffic on the SRN would be less than 0.2%. The magnitude of change from the existing conditions would be negligible and therefore the significance of impact of the new proposals would be negligible.
Maximum distance to SRN	0.1 mile
Requirement for mitigation?	The existing access with the A272 will need upgrading to provide a permanent access capable of accommodating HGVs on a regular basis
Opportunities for sustainable modes of transport	None
Overall assessment	

A summary of this document can be made available in large print, in Braille or audio cassette. Copies in other languages may also be obtained. Please contact Hampshire County Council by email HMWP.consult@hants.gov.uk or by calling 01962 846746.