



Hamble Airfield

Supplementary Transport Note

Client: CEMEX

i-Transport Ref: ITB13040-001A R

Date: 10 August 2023

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB13040-009 R	First Issue	1 August 2023	BH	BH
ITB13040-009A R	Final	10 August 2023	BH	BH

File Ref: T:\Projects\13000 Series\13040ITB Hamble Airfield\Admin\Report and Tech Notes\ITB13040-009A R -  
Supplementary Transport Note.docx

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## Drawings

<b>ITB13040-SK-006</b>	<b>Proposed Site Access Arrangement</b>
<b>ITB13040-SK-010</b>	<b>Pedestrian Visibility Slays</b>
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## Appendices

<b>APPENDIX A.</b>	<b>Correspondence with Safety Auditor</b>
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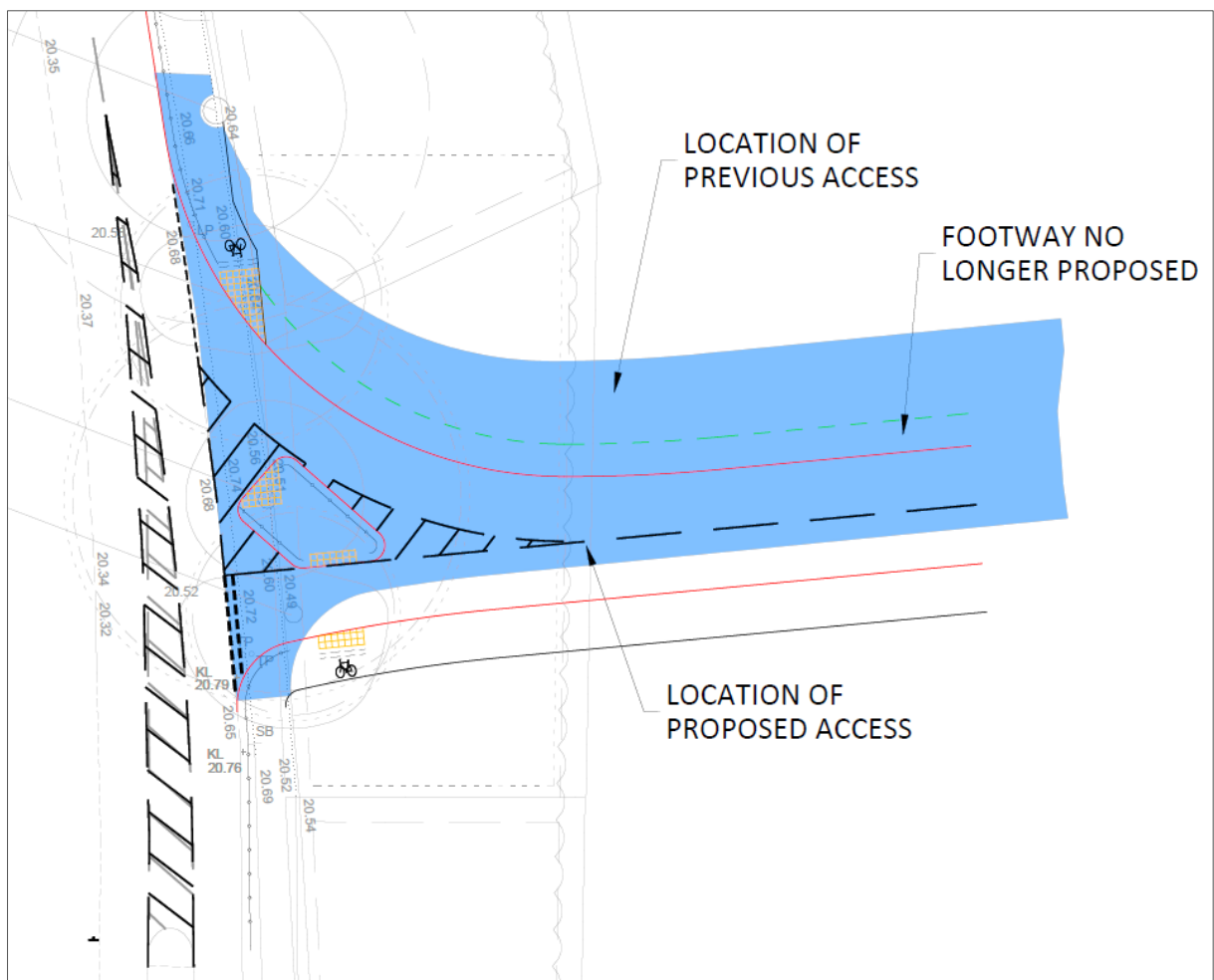
## SECTION 1 Introduction

- 1.1.1 i-Transport LLP has been appointed by CEMEX to provide highway and transport advice in relation to the proposed extraction of sand and gravel, and subsequent restoration, of the land at Hamble Airfield. A Transport Assessment, Environmental Statement chapter and Transport Assessment Addendum have been prepared to support the planning application (CS/22/92277).
- 1.1.2 The Local Highway Authority, Hampshire County Council, have considered the planning application from a highway and transport perspective and confirmed they have no objection to the proposals (subject to Conditions and a Section 106 Agreement).
- 1.1.3 This Supplementary Transport Note provides some additional information to respond to third party comments on the planning application and those submitted on behalf of Hamble Parish Council in particular. It also sets out some modest amendments which are proposed to the site access to respond to comments on arboricultural matters.
- 1.1.4 The remainder of this Supplementary Transport Note is structured as follows:
- **Section Two** – sets out the modest amendments proposed to the site access.
  - **Section Three** – provides a response to third party comments, and in particular those submitted on behalf of Hamble Parish Council.
  - **Section Four** – provides a summary and conclusion.

## SECTION 2 Site Access

- 2.1.1 The opportunity to reduce the impact of the construction of the site access on a tree to be retained (tree T8) has been investigated. This follows comments from Hampshire County Council's arboriculturalist.
- 2.1.2 It is considered that there is an opportunity to move the site access a small distance (circa 5m) to the south so that more of the construction of the access is outside of the Root Protection Area (RPA) of tree T8. **Image 2.1** provides an overview of the previous location of the access and the proposed revised location of the access.

**Image 2.1: Proposed Amendment to Access Location**



- 2.1.3 Apart from the access moving circa 5m to the south, the geometry and form of the access remains unchanged. For completeness, the following drawings have been updated:
- **ITB13040-SK-006** – Site Access General Arrangement
  - **ITB13040-SK-010** – Pedestrian Visibility Slays

- **ITB13040-SK-011** – Cyclist Visibility Splays
- **ITB13040-SK-012** – Proposed Site Access – Proposed Levels and Construction Works Within Root Protection Zone
- **ITB13040-SK-014** – Swept Path Analysis – Tipper
- **ITB13040-SK-016** – Swept Path Analysis – Articulated Vehicle

2.1.4 In addition to moving the access, there is also considered to be an opportunity to further reduce the amount of construction within the RPA by removing the footway into the site on the northern side of the access road. This would only be used by pedestrians walking into the site and as set out in the Transport Assessment submitted with the planning application, there will only be a small number of staff working on the site. A footway on one side of the carriageway therefore provides an appropriate level of pedestrian access, so this footway on the northern side of the access road can be removed. This has no impact on the provision for pedestrians and cyclists to cross the access road. This change is reflected on the updated drawings of the site access.

2.1.5 Whilst the changes to the site access are very modest from a highways and transport perspective, a comment has been sought from the independent safety auditor who prepared the Road Safety Audit of the site access. The auditor has confirmed that no additional road safety matters need to be addressed following the relocation of the access. A copy of the correspondence is included in **Appendix A**.

## SECTION 3     **Third Party Comments**

### 3.1     **Introduction**

3.1.1     This section of the Supplementary Transport Note provides a response to third party comments and those submitted on behalf of Hamble Parish Council in particular.

### 3.2     **Walking, Cycling, and Horse-Riding Assessment and Review**

3.2.1     Some comments have been provided by third parties on the Walking, Cycling, and Horse-Riding Assessment and Review report that was appended to the Transport Assessment Addendum. These have been addressed in an updated report.

3.2.2     Hampshire County Council have considered the content of this report and a contribution has been agreed with the Council towards local walking and cycling improvements. The opportunity for improvements has therefore been adequately considered, with a package of mitigation put forward where it is necessary.

### 3.3     **Highway Safety**

3.3.1     Third party comments allege that the impact of the proposal on pedestrian and cycle movements along Hamble Lane has not been adequately considered. Particular concern has been raised about the potential for conflict at the access where there is limited inter-visibility between pedestrians and emerging vehicles.

3.3.2     The access has been carefully designed to minimise the impact on pedestrians and cyclists. The design was informed by a survey of the number of walking and cycling movements along Hamble Lane and has been the subject of ongoing liaison with HCC and an independent Road Safety Audit. A wide island has been incorporated into the design of the access so that pedestrians and cyclists can cross one direction of traffic at a time. The crossing of the entrance to the site has been located 'in line' with the footway / cycleway along the eastern side of Hamble Lane so that pedestrians and cyclists are visible to traffic travelling southbound along Hamble Lane that could be turning into the site. On the exit of the site, pedestrians and cyclists are taken a short distance around the radius of the junction so that vehicles existing the site have good visibility to pedestrians and cyclists (and vice versa). Drawings were specifically included within the Transport Assessment Addendum which demonstrate that adequate visibility can be achieved to and from the crossing of the access, so it is unclear why the comments from third parties allege that there is limited intervisibility.



3.3.3 CEMEX have also agreed to stop vehicles exiting the site during the periods when there are the highest number of pedestrian and cycle movements along Hamble Lane, coinciding with local school drop off and collection periods. This will be secured by planning condition and further minimise the impact on pedestrians and cyclists.

3.3.4 Moreover, as CEMEX vehicle drivers travel over 44 million km every year, CEMEX themselves dedicate considerable time and resource to ensuring this is done safely. Some of the activities undertaken by CEMEX to promote safety include:

- All of CEMEX's own fleet is Gold Accredited by the Fleet Operator Recognition Scheme (FORS), and CEMEX also require FORS Bronze standard or above to be met by our contractor drivers. The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. Gold accreditation is only awarded to exceptional operators who have met exacting targets.
- CEMEX is signed up to the Construction Logistics and Community Safety (CLOCS) standard, and has worked with charity Road Peace to promote this more widely in the industry. CLOCS brings the construction logistics industry together to revolutionise the management of work related road risk (WRRR) and ensure a road safety culture is embedded across the industry.
- All of CEMEX's drivers must be signed up to the industry-wide MP Connect card, which helps to ensure drivers meet the specific standards set through checks of qualifications and competencies.
- CEMEX vehicles are fitted with the most advanced safety features including cameras and side scanners. For instance, CEMEX was the first logistics company in the UK to adopt a Radar VRU detection system on its vehicles, which provides enhanced visibility to drivers of Vulnerable Road Users (VRU).
- CEMEX regularly work closely with local communities to develop awareness of travelling alongside HGVs and how to act around Vulnerable Road Users. CEMEX also visit local schools, universities and community groups to give vulnerable road users such as school children, cyclists and older pedestrians the opportunity to see our trucks in person, explore their safety features and understand what we do to keep others safe.

3.3.5 In recognition of this, CEMEX have received numerous national awards that recognise their commitment to safety. In particular, earlier in 2023, CEMEX were recognised at the Mineral Products Association Health & Safety Awards, receiving either Winner, Highly Commended or Certificate of Merit in six categories related to 'safer transport and logistics'.

3.3.6 The impact of the proposal on highway safety has been considered in detail and HCC have confirmed that the proposals are acceptable from a highway safety perspective.

### 3.4 Road Safety Audit

3.4.1 Comments have been provided on the Road Safety Audit and Designers Response. The comments allege:

- There is insufficient tolerance between vehicle swept paths and the proposed kerbs.
- The impact of the access on pedestrian and cycle movements along Hamble Lane has not been adequately addressed.
- Guard-railing / deterrent paving should be provided.

3.4.2 The swept path drawings submitted for determination show adequate clearance between wheel tracks and proposed kerbs. Moreover, vehicle swept path software is conservative, and all HGVs accessing the site will be driven by professional drivers.

3.4.3 As set out in Section 3.3 of this Supplementary Transport Note, the impact of the proposals on pedestrian and cycle movements has been considered in detail. The Designers Response also already confirms that the use of guard-railing and deterrent paving will be discussed with the Local Highway Authority and provided where required. This is a construction detail that is addressed as part of the detailed design of schemes.

3.4.4 The Road Safety Audit, Designers Response and supporting drawings have been considered in detail by Hampshire County Council, who have confirmed that the proposed site access arrangements are acceptable.

### 3.5 Traffic Impact

3.5.1 Comments have been provided on the arrival and departure profile of HGVs and whether the surveys used to calculate the profile are representative. The profile of movements is predominantly driven by the time when materials are required by the construction industry throughout the day and not by the output of a particular quarry. It is for this reason that a profile has been determined based on the timing of movements from a number of CEMEX sites (with the data used to inform the profile based on the timing of over 5,000 vehicle movements).

The data is therefore appropriate to calculate the arrival and departure profile for the proposed site at Hamble and it is not significant that the surveys were undertaken at quarry's which were generating fewer movements than the proposed site at Hamble. Hampshire County Council have confirmed they are happy with the traffic parameters used to inform the assessment.

3.5.2 Third party comments also indicate that the proposals will have an unacceptable impact on the operation of the local highway network surrounding the site. The Transport Assessment Addendum includes an assessment of the impact of the development on the local highway network surrounding the site. The scope of this assessment has been agreed with the Local Highway Authority, Hampshire County Council. The modelling demonstrates that there are a number of junctions on the local highway network where some queuing and delay is experienced, but that the development only has a modest impact on the operation of the highway network.

3.5.3 The County Council's approach (supported by the emerging Local Transport Plan 4 and national policy) is to provide improvements to encourage active travel to provide an alternative to the private car, as opposed to providing additional highway capacity (which will encourage more people to travel by car). A financial contribution has been agreed between CEMEX and the County Council which will be used to fund local walking and cycling improvements. This contribution mitigates the impact of the HGV traffic generated by the site, with the impact of the development falling below the 'severe' test set by the National Planning Policy Framework for preventing development from coming forward.

## SECTION 4 Summary and Conclusion

4.1.1 i-Transport LLP has been appointed by CEMEX to provide highway and transport advice in relation to the proposed extraction of sand and gravel, and subsequent restoration, of the land at Hamble Airfield. The Local Highway Authority, Hampshire County Council, have considered the planning application from a highway and transport perspective and confirmed they have no objection to the proposals (subject to Conditions and a Section 106 Agreement).

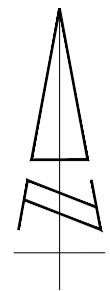
4.1.2 This Supplementary Transport Note provides some additional information to respond to third party comments on the planning application, and those submitted on behalf of Hamble Parish Council in particular, which raise concerns in relation to:

- Whether the opportunity for walking and cycling improvements has been adequately explored.
- The proposed access and the impact on pedestrian and cycle movements along Hamble Lane.
- The traffic impact of the proposal.

4.1.3 A financial contribution has been agreed between CEMEX and the County Council which will be used to fund local walking and cycling improvements. The County Council's approach is to provide improvements to encourage active travel to provide an alternative to the private car, as opposed to providing additional highway capacity. This contribution mitigates the impact of the HGV traffic generated by the site, with the impact of the development falling below the 'severe' test set by the National Planning Policy Framework for preventing development from coming forward. CEMEX have also agreed to stop vehicles exiting the site during the periods when there are the highest number of pedestrian and cycle movements along Hamble Lane, coinciding with local school drop off and collection periods. This will be secured by planning condition and further minimise the impact on pedestrians and cyclists.

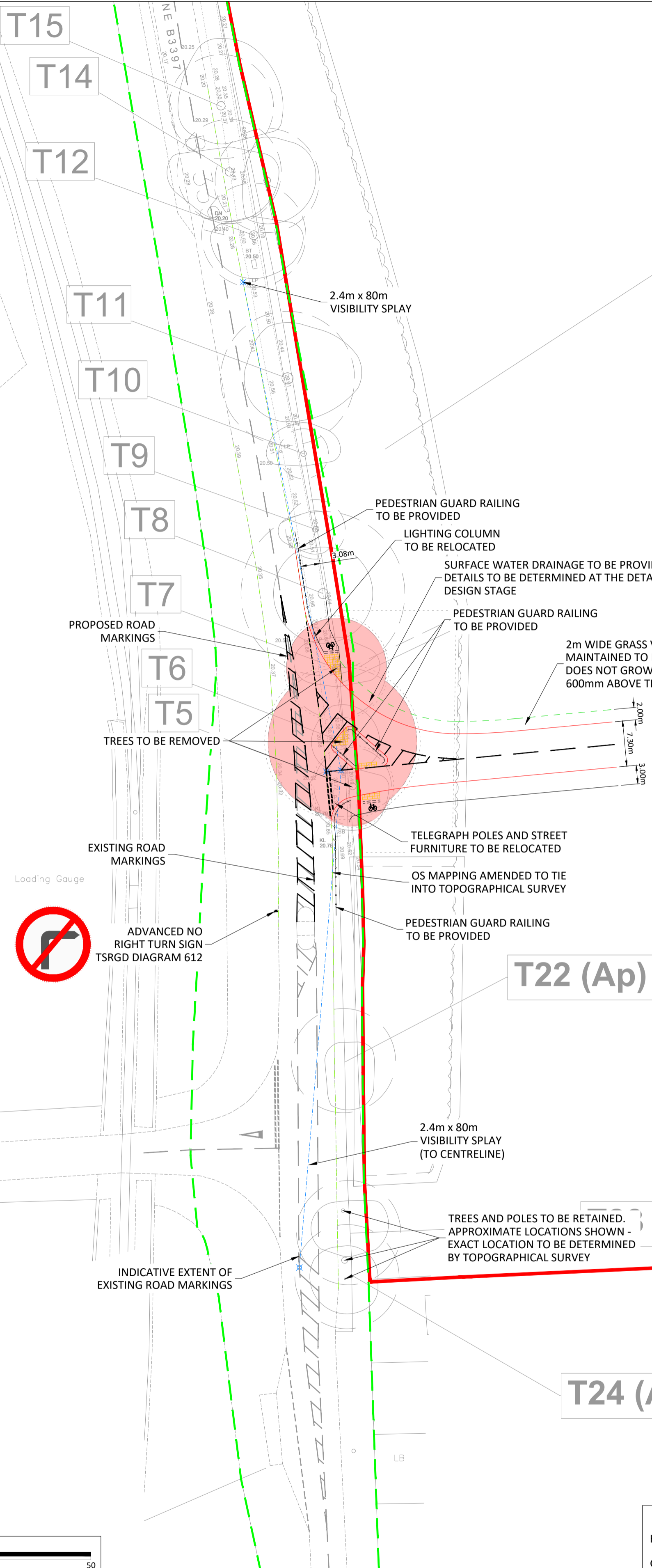
4.1.4 This Supplementary Transport Note also sets out some modest amendments which are proposed to the site access to respond to comments on arboricultural matters. This includes moving the access circa 5m to the south and removing the footway on the northern side of the access road. This has no impact on the provision for pedestrians and cyclists to cross the access road and appropriate access to the site on foot is still proposed for staff. An independent safety auditor has confirmed there are no residual road safety concerns as a result of the relocation of the access.

# DRAWINGS



**KEY:**

- SITE BOUNDARY
- - - HIGHWAY BOUNDARY
- TREES TO BE REMOVED



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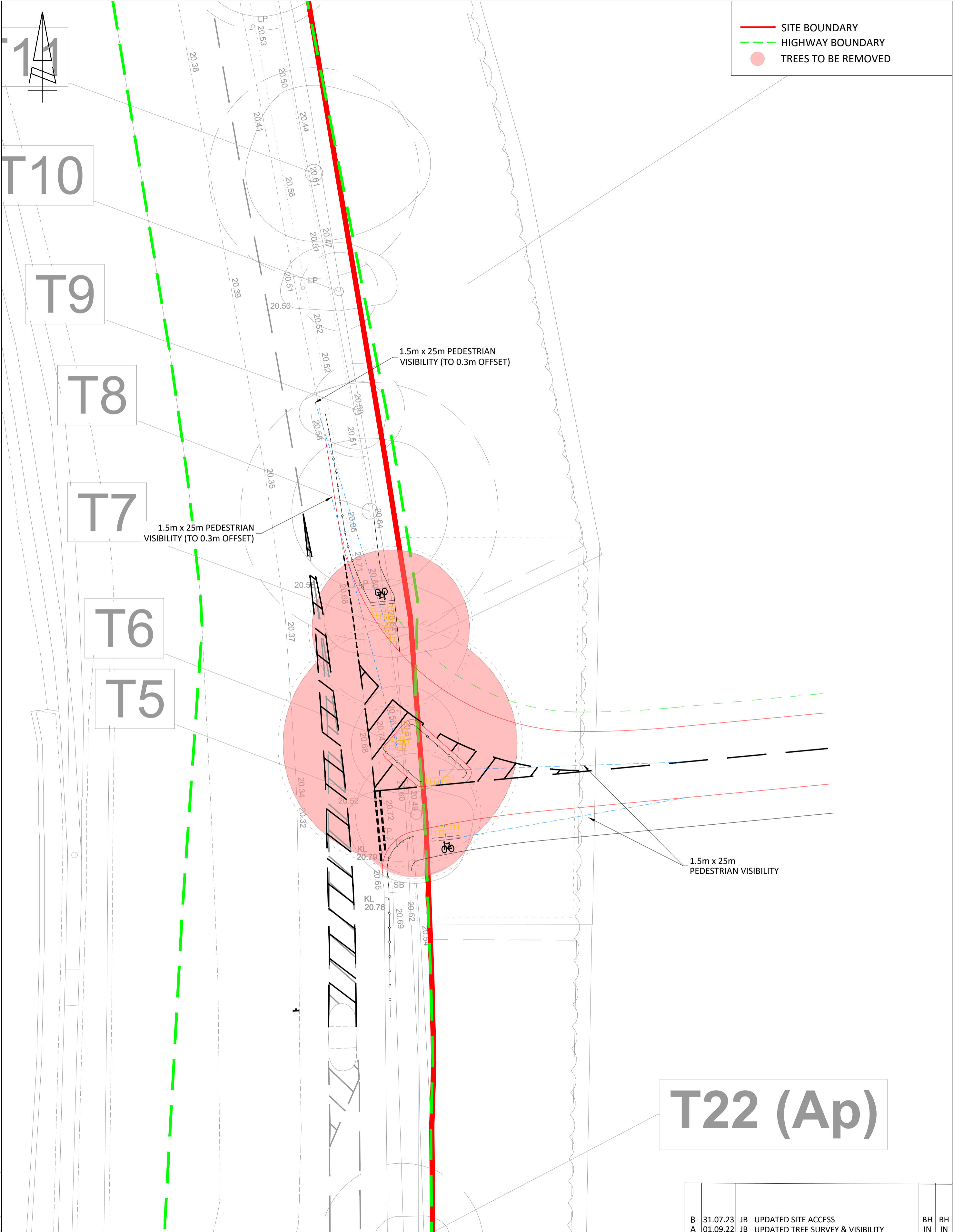
**i-Transport**

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CLIENT:	CEMEX
TITLE:	PROPOSED SITE ACCESS
PROJECT:	HAMBLE AIRFIELD

REV	DATE	BY	DESCRIPTION	CHK	APD
I	31.07.23	JB	ACCESS MOVED BACK TO REV G LOCATION AND NORTHERN FOOTWAY REMOVED	BH	BH
H	06.06.23	PH	ACCESS MOVED BACK TO REV F LOCATION AND NORTHERN FOOTWAY REMOVED	BH	BH
G	25.04.23	PH	ACCESS RELOCATED TOWARDS SOUTH	BH	BH
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ITB13040		JB	10.08.21		
DRAWING No:		ITB13040-SK-006			
PROJECT No:		ITB13040			REV:
					I

BH  
21.01  
C  
20.56



- SITE BOUNDARY
- - - HIGHWAY BOUNDARY
- TREES TO BE REMOVED

T10

T9

T8

T7

T6

T5

T22 (Ap)

1.5m x 25m PEDESTRIAN VISIBILITY (TO 0.3m OFFSET)

1.5m x 25m PEDESTRIAN VISIBILITY (TO 0.3m OFFSET)

1.5m x 25m PEDESTRIAN VISIBILITY

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CLIENT:

CEMEX

TITLE:

PROPOSED SITE ACCESS  
PEDESTRIAN VISIBILITY

PROJECT:

HAMBLE AIRFIELD

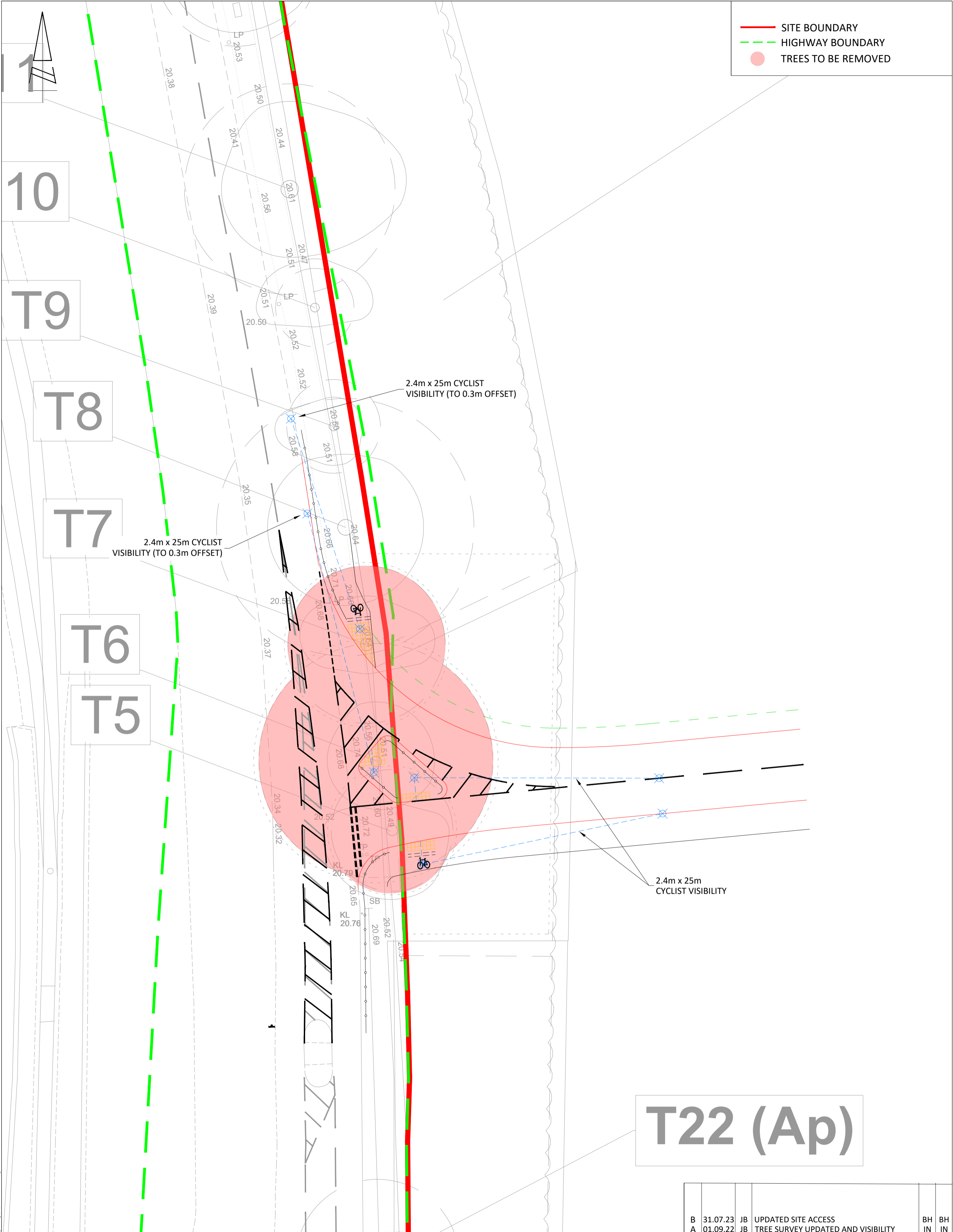
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FILE REF: ITB13040		DRAWN: JB		DATE: 10.08.21	
DRAWING No: ITB13040-SK-010					
PROJECT No: ITB13040				REV: B	



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L:\Projects\13040\Site\13040\ITB13040-SK-010.dwg

- SITE BOUNDARY
- - - HIGHWAY BOUNDARY
- TREES TO BE REMOVED



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CLIENT: CEMEX

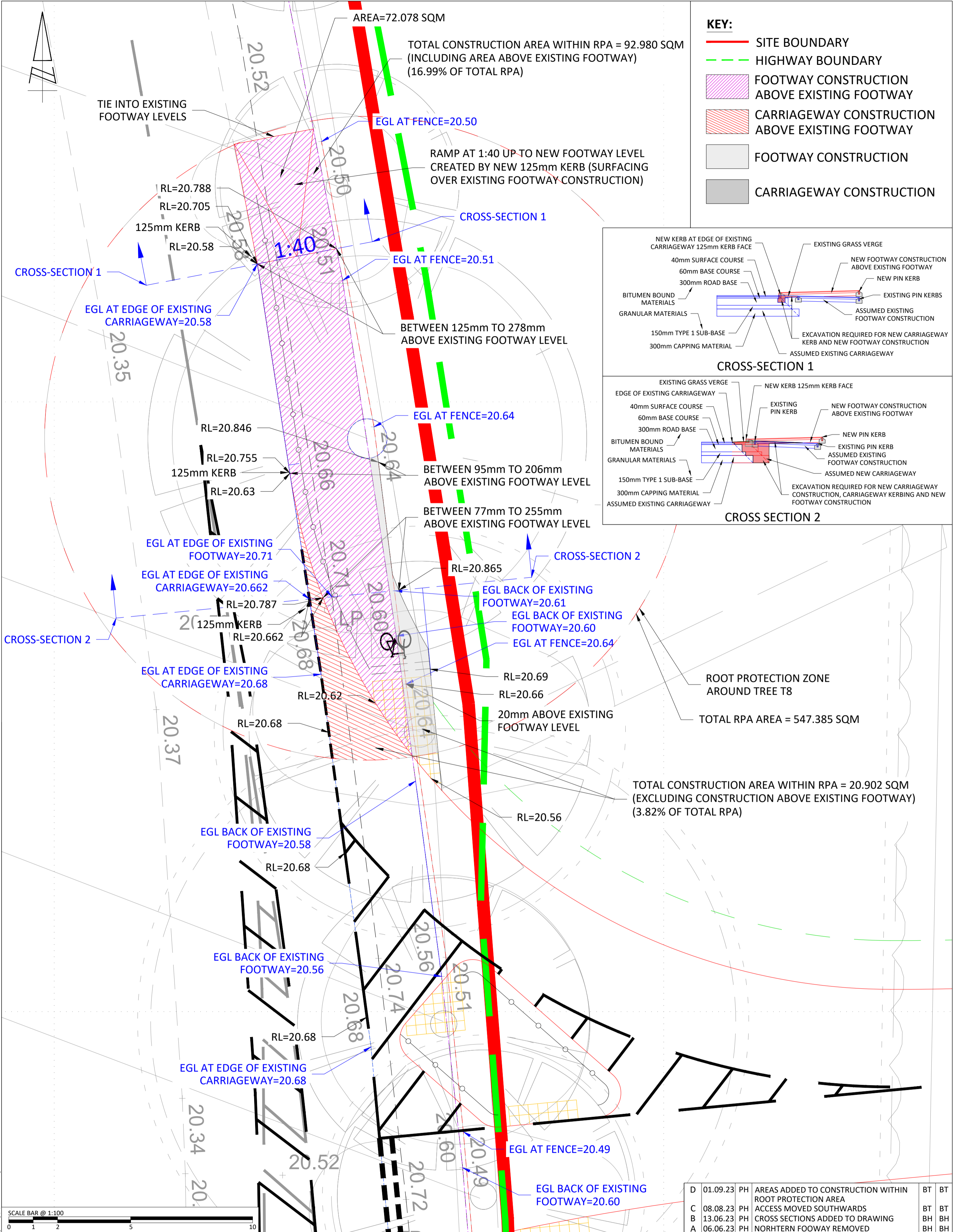
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CYCLE VISIBILITY

PROJECT: HAMBLE AIRFIELD

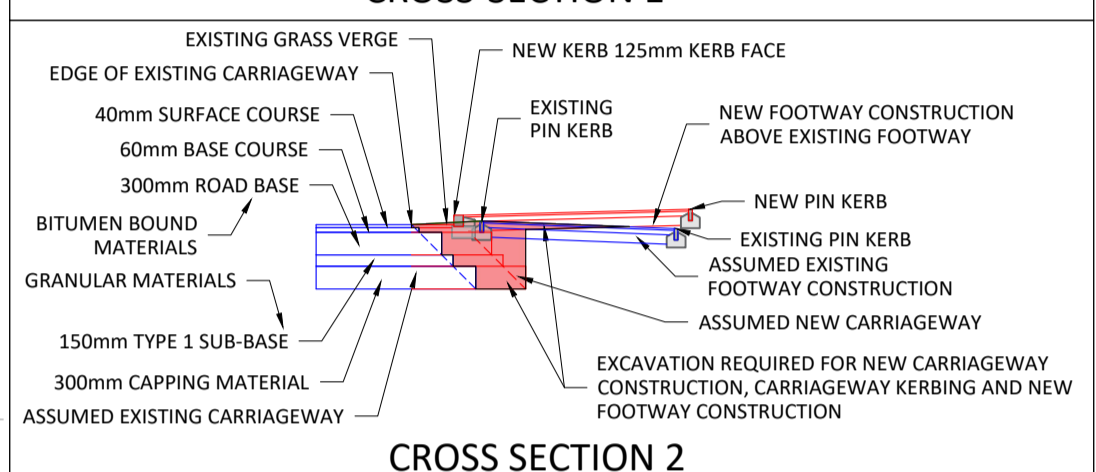
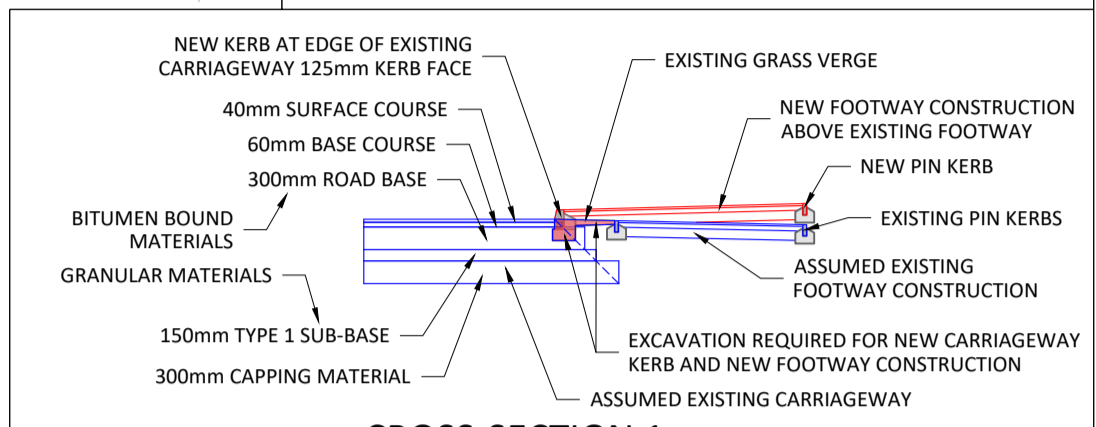
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DRAWING No: ITB13040-SK-011					
PROJECT No: ITB13040				REV: B	

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- KEY:**
- SITE BOUNDARY
  - HIGHWAY BOUNDARY
  - FOOTWAY CONSTRUCTION ABOVE EXISTING FOOTWAY
  - CARRIAGEWAY CONSTRUCTION ABOVE EXISTING FOOTWAY
  - FOOTWAY CONSTRUCTION
  - CARRIAGEWAY CONSTRUCTION



SCALE BAR @ 1:100

0 1 2 5 10

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CLIENT: CEMEX

TITLE: PROPOSED SITE ACCESS - PROPOSED LEVELS AND CONSTRUCTION WORKS WITHIN ROOT PROTECTION ZONE

PROJECT: HAMBLE AIRFIELD

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C	08.08.23	PH	ACCESS MOVED SOUTHWARDS	BT	BT
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A	06.06.23	PH	NORTHERN FOOTWAY REMOVED	BH	BH

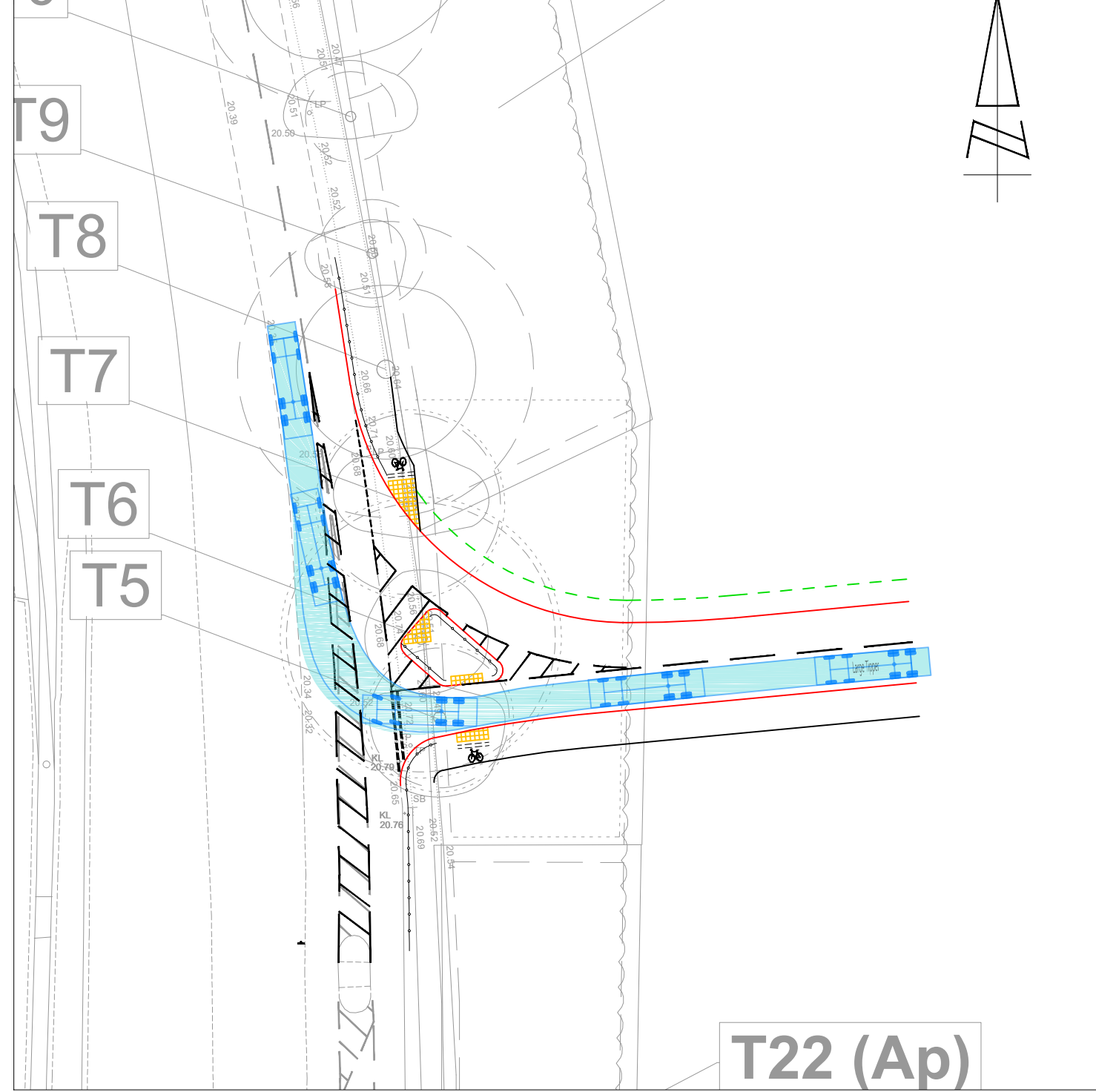
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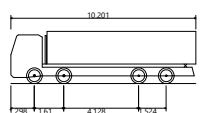
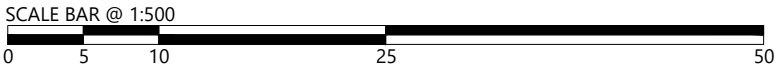
**SWEPT PATH OF LARGE TIPPER INTO SITE**



**SWEPT PATH OF LARGE TIPPER OUT OF SITE**



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Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	31.07.23	JB	UPDATED SITE ACCESS	BH	BH
STATUS: FOR INFORMATION					

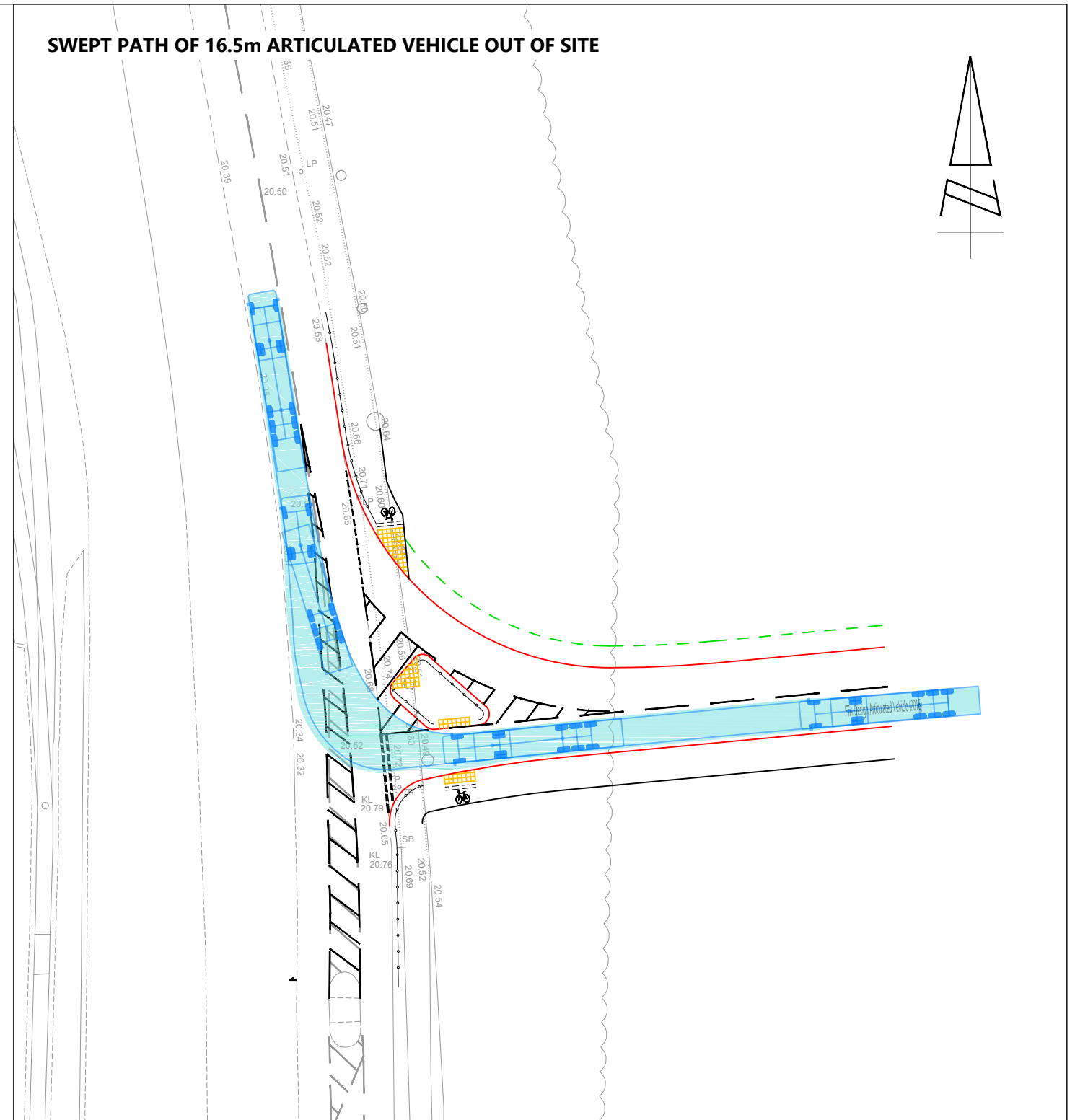
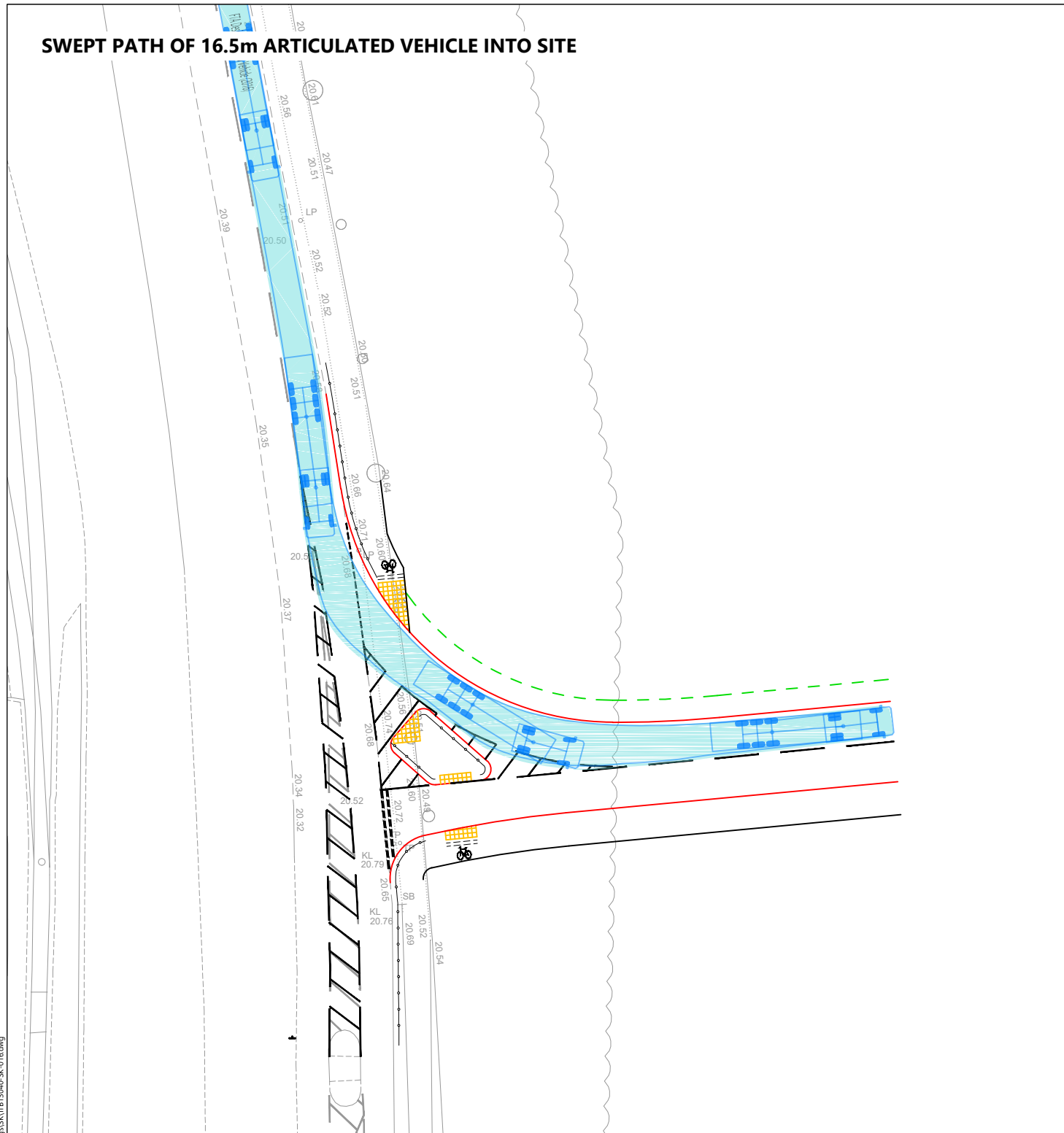
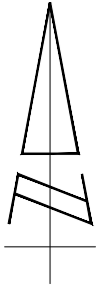
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PROJECT: <b>HAMBLE AIRFIELD</b>	CLIENT: <b>CEMEX</b>

DRAWN: <b>JB</b>	CHECKED: <b>BH</b>	APPROVED: <b>BH</b>
PROJECT No: <b>ITB13040</b>	SCALE @ A3: <b>1:500</b>	DATE: <b>27.04.23</b>
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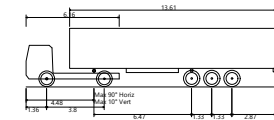
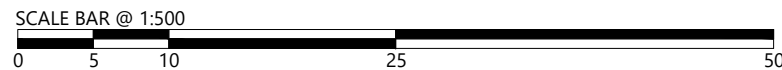
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**SWEPT PATH OF 16.5m ARTICULATED VEHICLE INTO SITE**

**SWEPT PATH OF 16.5m ARTICULATED VEHICLE OUT OF SITE**



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FTA Design Articulated Vehicle (2016) - including wing mirrors  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.670m  
Min Body Ground Clearance 0.513m  
Max Track Width 2.470m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 6.600m



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Basingstoke, Hampshire, RG21 4EB  
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE BASED ON ITB13040-SK-006 REV I	
PROJECT: HAMBLE AIRFIELD	CLIENT: CEMEX

DRAWN: JB	CHECKED: BH	APPROVED: BH
PROJECT No: ITB13040	SCALE @ A3: 1:500	DATE: 31.07.23
DRAWING No: ITB13040-SK-016		REV:

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## **APPENDIX A.** Correspondence with Road Safety Auditor



Highways, Transportation and Road Safety  
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E: [office@fenley.co.uk](mailto:office@fenley.co.uk)

Ben Howard  
Associate Partner  
i-Transport LLP  
The Square  
Basing View  
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RG21 4EB

Our Ref: RSA-23-097-L001

Wednesday 9<sup>th</sup> August 2023

Dear Mr Howard

**Re: Recent amendments to proposed highway access off Hamble Lane, assessed within the Stage 1 Road Safety Audit ref: RSA-22-158**

I refer to your latest revision of the proposed access off Hamble Lane illustrated on drawing ITB13040-SK-006 Rev J. I understand that the priority access has been relocated 5 metres further south and that the proposed footway along the northern side of the access carriageway has been replaced with a 2 metre wide grass verge. All other geometric parameters remain unchanged and it is understood that Heavy Goods Vehicles will still be restricted to left in and right out manoeuvres through a traffic management plan.

In terms of road safety and the items raised within our Stage 1 Road Safety Audit ref: RSA-22-158, I can confirm that the minor relocation and removal of the footway to provide a maintained grass verge, do not have an impact on the items raised.

I trust that this confirmation is acceptable but should you need anything further please do not hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Jamie". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

**Jamie Fenning**

For and on behalf of Fenley

