

Clerk - Hamble Parish Council

From: Clerk - Hamble Parish Council
Sent: 06 June 2022 10:54
To: Clifton, Ben
Cc: Bond, Peter
Subject: RE: Follow up

Good morning, Ben.

Thanks for your reply of the 24th May 2022. I appreciate the update but I remain concerned that the position from Highways is still not clear on the application.

Your consultation response of the 23 March 2022 did not constitute a 'substantive response' as required by Article 22 of the DMPO (Paragraph: 015 Reference ID: 15-015-20190722 of the Planning Practice Guidance refers). Planning practice guidance makes clear that a 'holding reply' is not acceptable as an alternative to a substantive response.

The response did consider the important but minor issue of the design of the site access (about which you gave pre-application advice to the applicant) but failed to provide any indication of your views about the content or acceptability of the Transport Assessment submitted with the application. In concluding the response, you say:

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

We can see is no reason why a substantive response to the Transport Assessment was or is dependent on design issues relating to site access. By the date of this letter there has been no further consultation response or communication of any sort from the highway authority to the case officer.

We appreciate that an application of this complexity will necessitate a dialogue between the applicant and the highway authority. We do not suppose that the first substantive response will be the final position. However, the purpose of requiring a substantive response is to ensure that there is transparency and clarity about the position of a statutory consultee. Planning Practice Guidance is clear that dialogue should take place in this context and says specifically:

"Where a statutory consultee requests additional information it will need to set out clearly and precisely what the additional information is and the reasons why it is required."

(Paragraph: 012 Reference ID: 15-012-20190722)

Our view is that the continuing delay by the highway authority in setting out its position on the Transport Assessment is prejudicial to those who wish to understand and consider any concerns it has or the applicant's response to these. It means that we cannot consider appointing consultants or gathering further evidence in relation to these issues.

The applicant has so far failed to respond to the Regulation 25 letter sent by the case officer. It seems likely that this is at least in part because of ongoing discussions with the highway

authority. We are sure that the County Council will wish to demonstrate transparency and concern for meeting its statutory obligations in dealing with such an important planning application. We are not surprised that the applicant has not challenged you on this point since it is clearly to their advantage that it maintains a private dialogue with a key consultee. On the other hand, our community has a reasonable expectation that you will make public the details of those discussions and we ask you to provide the case officer with a full statement of what issues you have raised, why you have raised them and what work is being carried out by the applicant to address them without delay.

I look forward to your reply.

Amanda Jobling

Clerk

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From: Clifton, Ben <ben.clifton@hants.gov.uk>
Sent: 24 May 2022 14:05
To: Clerk - Hamble Parish Council <clerk@HAMBLEPARISHCOUNCIL.GOV.UK>
Cc: Bond, Peter <Peter.Bond@hants.gov.uk>
Subject: RE: Follow up

Dear Amanda

Thank you for your email. I have checked the latest with the team and they are awaiting the additional information from the applicant requested in the highway response. Once we have that we will then look to update our response as soon as possible. I have shared your comments with the team so they are aware of these matters when reviewing the application.

In terms of the condition of the road, if this relates to maintenance issues (quality of the surface etc), then I would suggest this is raised direct through the normal channel: [Report a pothole | Hampshire County Council \(hants.gov.uk\)](#)

Regarding plans for a car park and the exit from the station, whilst noted in relation to the application, I will ask colleagues from our Transport Strategy team to respond to you on these matters as well.

Regards

Ben

From: Clerk - Hamble Parish Council <clerk@HAMBLEPARISHCOUNCIL.GOV.UK>
Sent: 17 May 2022 09:40
To: Clifton, Ben <ben.clifton@hants.gov.uk>
Cc: Bond, Peter <Peter.Bond@hants.gov.uk>
Subject: Follow up

Good morning, Ben.

Thank you for your responses to our letters regarding Hamble Lane and the Cemex application. Rather than write I wanted to contact you less formally to understand the timescales for Highways response to the transport assessment aspects of the application. I have been asked to arrange a meeting with Cllr Humbly, our chair and Paul Holmes to explore the issues that you are facing on Hamble Lane and the next steps regardless of the application. As I understand it the decision day statement indicated that further work would be carried on the Eastleigh Borough Council Transport Statement 2012 in respect of future development off Hamble Lane with a view to securing opportunities for delivering the improvements. We are keen to see this advanced so there is a structure to future decisions on the peninsula.

Additionally, it would be helpful to understand where the Car Park project for Hamble Holt station sits and whether bringing this forward is an option as part of the mitigation measures if the Cemex application is approved. I appreciate that this might not be within your team but an update would be good.

Lastly, we have a local resident and business owner who is raising concerns about the condition of the road in and around the railway bridge. Are issue with the highway linked to the bridge on your radar and if not, what would be the process for raising it. Linked to this are also growing concerns about the lack of a protected exit from the station north bound for young people leaving the station to head to school. The path is very narrow at this point, and it is directly at the bottom on bridge. Young people do often try to cross at this point even though visibility is limited due to the crest of the bridge – and there are lots of concerns that with additional HGV's on the road the potential for a serious accident could be higher. Again if this issue could be considered we would be grateful.

I have copied Peter Bond in so he is aware of the discussions.

Regards.

Amanda Jobling

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Land at Hamble Airfield, Hamble-le-Rice

HIGHWAY IMPACT REVIEW

for Sand and Gravel Extraction
on behalf of Hamble Parish Council

2023/6992/HIR01

January 2023

DOCUMENT CONTROL

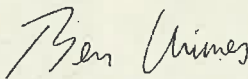
Project: Land at Hamble Airfield, Hamble-le-Rice
for Sand and Gravel Extraction

Report Type: Highway Impact Review

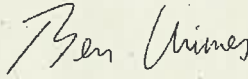
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1 INTRODUCTION

- 1.1.1 RGP has been commissioned by Hamble Parish Council (HPC), the 'Client', to advise on highway and transportation matters in relation to the proposed sand and gravel extraction by Cemex UK Ltd at Hamble Airfield, Hamble-le-Rice, Eastleigh Borough, SO31 4HU ('the site'). The site is located within the boundaries of Eastleigh Borough Council (EBC) and the local highway authority is Hampshire County Council (HCC).
- 1.1.2 This Highway Impact Review shall consider highway matters in relation to a live application for sand and gravel extraction by Cemex UK Ltd at Hamble Airfield (Planning reference: HCC/2021/0787).
- 1.1.3 The development proposals consist of the proposed extraction of sand and gravel, with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and access onto Hamble Lane. The site will be operational between the hours of 0700-1700 hours Monday to Friday and 0700-1200 hours on Saturdays. The associated site layout plans are included in **Appendix A** of this report.
- 1.1.4 Throughout this report, 'the site' refers to the land at the aforementioned address and the 'development' refers to the proposed mineral extraction operation.

1.2 Project Background

- 1.2.1 HPC are concerned that the level of additional traffic proposed by the application would have an unacceptable impact on the already heavily congested Hamble Lane, which is the only means of access to the Hamble peninsula. It is understood that HCC have previously proposed a number of highway improvement works along the Hamble peninsula.
- 1.2.2 The site was allocated in the Hampshire Waste and Minerals Plan (October 2013), with the following development considerations:
- (i) Safe and satisfactory access to ensure provision is made for vulnerable highway users and the impact on peak flows is managed.
 - (ii) Traffic issues including consideration of school traffic and pedestrians, particularly at Hamble Community Sports College and Hamble Primary, and management of traffic and congestion on Hamble Lane.
- 1.2.3 This report considers the technical assessment work submitted and summarises our overall findings and conclusions.

1.3 Scope of Assessment

- 1.3.1 RGP has undertaken a comprehensive review of the submitted reports in relation to application HCC/2021/0787 and the associated responses from HCC and other relevant stakeholders.

- 1.3.2 Initial assessment work was prepared by i-Transport in November 2021 in support of the planning application, which comprised a Transport Assessment (Document ref. BH/IN/ITB13040-004 B R) dated 30th November 2021 as part of the planning submission.
- 1.3.3 Further documents subject to review within this report are:
- (i) Transport Assessment, November 2021, i-Transport;
 - (ii) HCC Highways Response, reference: PG 6/3/9/MIN (035985), March 2022;
 - (iii) HCC Highways Response, reference: PG 6/3/9/MIN (035985), August 2022;
 - (iv) Transport Assessment Addendum, November 2022, i-Transport; and
 - (v) Stage 1 Road Safety Audit, reference: RSA-22-158, December 2022.
- 1.3.4 Other submitted written material and third-party responses are also referred to throughout.
- 1.3.5 The remainder of this report provides an overview of any engagement held with HCC, the key transport elements of the proposals and RGP's review of concerns raised by third party representations to the planning application. The content of this report is summarised as follows:
- (i) Section 2 – Site Observations;
 - (ii) Section 3 – Engagement with HCC Highways;
 - (iii) Section 4 – Highway Safety Review;
 - (iv) Section 5 – Impact on the Local Highway Network; and
 - (v) Section 6 – Summary and Conclusions.

2 SITE OBSERVATIONS

- 2.1.1 RGP has undertaken a site visit to appraise the existing highway arrangements, this section shall review any potential highway issues or constraints. RGP has undertaken a desk study and site visit including a comprehensive photo survey and recorded a number of measurements. RGP attended the site between 12:00 and 15:00 on Tuesday 20th December 2023 during daylight hours, the weather was fine and dry.
- 2.1.2 The site visit was conducted outside term time the week before Christmas so it is acknowledged that observations of traffic may not reflect neutral conditions. All observations were undertaken from the public highway.
- 2.1.3 The locations visited included the western perimeter of the site from the Roy Underdown Pavilion car park along the Hamble Rail Trail northwards towards Hamble Station. Furthermore, all junctions subject to junction capacity modelling were also visited namely:
- (i) Location of Proposed Site Access (Hamble Lane);
 - (ii) Hamble Lane/Satchell Lane priority junction;
 - (iii) Hamble Lane/Hound Road Roundabout;
 - (iv) Hamble Lane/Satchell Lane Simple Priority Junction;
 - (v) Hamble Lane/Portsmouth Road Ghost Island Junction;
 - (vi) Hamble Lane/Lionheart (Jurd) Way Roundabout;
 - (vii) Hamble Lane/Tesco Roundabout; and
 - (viii) Windhover Roundabout.
- 2.1.4 It should be noted that the M27 Junction 8 roundabout junction was not included in the site visit due to motorway regulations. Furthermore, National Highways (NH) confirmed within their written response (reference: 93885) that they have offered no objection to the development.

2.2 On-site Observations

- 2.2.1 The B3397 Hamble Lane in the vicinity of the site is a two-way single carriageway road subject to a 30mph speed limit, it is noted from Table 2.2 of the Transport Assessment Addendum (TAA) that traffic along the B3397 Hamble Lane is traveling well in excess of the posted speed limit with recorded 85th% speeds of 39.6mph recorded for vehicles travelling northbound and 39.4mph for vehicles travelling southbound.
- 2.2.2 Visibility along the B3397 Hamble Lane is generally unimpeded in terms of alignment of the road however, it was observed that there are a number of mature trees within the grass verge along the western boundary of the site that are of a sufficient width to obscure an oncoming vehicle or cyclist.
- 2.2.3 Also running along the western boundary of the site (eastern side of the B3397 Hamble Lane) is the Dani King Cycle way which provides a safe cycling route that runs along Hamble Lane from near to the junction with Portsmouth Road in Bursledon to its junction with Copse Lane near to Hamble-le-Rice village.

- 2.2.4 The Dani King Cycleway route passes Dani's old primary school and Hamble Community Sports College and also connects with the Hamble Rail Trail in the southwestern corner of the site. Both the Dani King Cycleway and Hamble Rail Trail were observed to be well used by cyclists, pedestrians and dog walkers during the site visit.

3 ENGAGEMENT WITH HCC HIGHWAYS

3.1.1 The initial Transport Assessment (TA) report submitted by iTransport on behalf of Cemex in support of the application was considered to be incomplete, HCC highways subsequently raised a number of concerns regarding the submitted Transport Assessment (TA) report.

3.2 Initial Highways Assessment

3.2.1 Initial assessment work was prepared by i-Transport in November 2021 in support of the planning application, which comprised a Transport Assessment (Document ref. BH/IN/ITB13040-004 B R) dated 30th November 2021 as part of the planning submission referred to herein as the 'TA'.

3.3 HCC Highways Response (March 2022)

3.3.1 HCC as Local Highway Authority (LHA) responded on 23rd March 2022 (Reference: PG 6/3/9/MIN (035985) contained herein as **Appendix B** and stated:

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

1. The Designer was asked to demonstrate that other options had been considered thoroughly – both in terms of junction location and junction form. This has been briefly mentioned in the Transport Assessment (TA), but there is no evidence that this optioneering exercise was undertaken fully and this should be provided to enable to rationale of the presented access to be understood.

2. The PADR made it very clear that both HCC Arboriculture and Ecology teams had genuine concerns regarding the proposed tree loss and set out requirements for the Designer to demonstrate that their loss could not be avoided, and to fully mitigate if their loss was found to be essential."

Additional information is also required as follows:

- Speed data is provided in a summary table only with no raw data. It is unclear where the measurements were taken, or when. The designer needs to confirm that the speeds are current (within two years) and taken in appropriate locations.*
- Visibility to the south (left) can actually be shown to the centreline as there is a physical feature (refuge) which prevents overtaking here.*
- Visibility to/from the tactile paving on the southern side of the proposed junction (in particular) may be limited. The designer should demonstrate that ped/cyclist visibility is achieved at all crossing points.*
- The RSA requires updating to reflect the changes made since the PADR.*

- There is no mention of LTN 1/20. Designs will need to prove compliance. Where possible, the cycleway should be widened to 3.0m and a suitable verge/margin provided for safety – given recorded speeds. The designer also needs to account for 'shyness' from the proposed barriers. One section is shown 2.28m wide with barrier adjacent. The effective width becomes minimal here. The crossing refuge in the bellmouth should also be a minimum of 3.0m 'deep' to cater for cyclists and the designer needs to check that the barriers do not become a problem for cyclists here too.
- A Walking, cycling and horse-riding assessment and review (WCHAR) has not been provided and is required.
- With regard to vehicle tracking, lock-to-lock times of 6s would be more appropriate than the 3s currently proposed for HGVs.
- Tracking – Speeds are not shown. These should be provided (it should be noted that anything lower than 10mph is not appropriate/realistic).
- All internal tracking uses a 14m HGV, whereas the junction is tracked with the correct 16.5m HGV, it is not clear why this is inconsistent.

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

3.4 HCC Highways Response (August 2022)

- 3.4.1 A further written response was then provided by HCC Highways on 16th August 2022 (Reference: PG 6/3/9/MIN 035985) contained herein within **Appendix C** which stated:

"The Highway Authority provided a response to this application on 23rd March 2022. Since then the additional information requested in that response has not been provided and therefore this further response is being provided now to expand on the Highway Authority's consideration of this application and to facilitate the Planning Authority's consideration of the expected Regulation 25 material.

The Highway Authority, as set out in its previous response, is concerned that the proposals are not adequately supported by the necessary transport assessment to quantify the impacts of the development proposal on the local highway network, specifically Hamble Lane north of Hound Road Roundabout, as well as the need to address the detailed comments on the site access layout.

Within this expanded response I have set out in more detail the Highway Authority's position on a number of matters for which additional information is required. If you are minded to determine this application in the absence of this information, please contact me for highway reasons for refusal."

- 3.4.2 Following an initial review, it is understood that the Local Highway Authority (LHA) was minded to recommend refusal for the scheme on highway grounds based on the lack of credible information submitted in relation to the likely impact of the proposed development.

3.4.3 In response to the March 2022 and August 2022 HCC responses, i-Transport then submitted a Transport Assessment Addendum dated 24th November 2022 (Reference: BH/IN/IT13040-007A) referred to herein as the 'TAA', as of the time of writing HCC have not responded to the TAA.

3.5 Walking, Cycling and Horse-Riding Assessment and Review

3.5.1 As set out above, HCC also requested a Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) be undertaken, and this is included within Appendix F of the TAA.

3.5.2 From a review RGP note that the appended WCHAR document appears to be in draft format and has been presented in 'Track Changes' view with a comment on Page 2 of Appendix F explaining 'This is to be completed on the finished report.' This remark infers the WCHAR report is not finalised, and it is therefore unclear to what extent its findings are complete.

3.5.3 Section 2.5 of the WCHAR document in Appendix F of the TAA states: '*A site visit was undertaken on 23rd June 2017 and a walking route along the site frontage and proposed access was assessed and photographed*'.

3.5.4 RGP note that the site visit was undertaken five years prior to the WCHAR being requested by HCC. Furthermore, WCHAR guidance was adopted as part of Design Manual for Roads and Bridges (DMRB) GG142 which was adopted in November 2019. RGP are unsure how i-Transport were able to conduct a WCHAR site visit two years prior to the publication of GG142.

3.5.5 Overall RGP considered the WCHAR presents a regurgitation of the content of the TA and the TAA and has not adequately explored opportunities for improvements. RGP recommend that HCC seek clarification on when the WCHAR site visit was undertaken and whether an adequate WCHAR audit with a recent site visit has been undertaken.

4 HIGHWAY SAFETY REVIEW

4.1.1 This section of the report provides consideration of recent accident data to establish whether there is a pattern of accidents locally. Furthermore, this section shall review the submitted Stage 1 Road Safety Audit and the problems raised and the adequacy/likely effectiveness of any mitigation measures proposed by the applicant to resolve them.

4.2 Highway Safety Record

4.2.1 With reference to Section 4 of the TAA an updated review of the Personal Injury Accident (PIA) record was undertaken as requested by HCC for the past five-year period December 2016 - November 2021, for a study area which covers Windhover Roundabout to the north, and to the priority junction with Kings Avenue to the south. RGP are satisfied that the PIA study area includes all relevant highway and junctions.

4.2.2 As explained in Section 4.1.3 a total of 68 collisions have been recorded in the latest-five-year period within the study area, comprising of 57 slight and 11 serious accidents.

4.2.3 Section 4.1.5 of the TAA then provides analysis of the PIAs recorded in the vicinity of the proposed development along Hamble Lane. The summary included a total of 4 collisions involving cyclist and 3 collisions involving pedestrians.

4.2.4 This pattern of PIAs involving cyclist and pedestrians is likely attributed to the high levels of vulnerable road users crossing Hamble Lane to/from local schools and traveling along the Dani King Cycleway. Furthermore, high numbers of vulnerable road users were also observed during the RGP site visit.

4.2.5 Section 4.1.7 of the TAA then claims: *'As such, the latest available accident record does not highlight any existing highway defects or safety issues that would be exacerbated by the proposed development'*.

4.2.6 This remark is completely at odds with the evidence presented in Section 4.1.5 as it is considered that the additional HGV traffic movements (circa 144 two-way HGV movements per day) crossing the Dani King Cycleway.

4.2.7 This would result in a greater number of conflicts between pedestrians, cyclists and vehicles, in particular in locations where there is limited inter-visibility between pedestrians and emerging vehicles.

4.2.8 Furthermore, it should be noted that these vulnerable road user conflicts would occur regardless of where the proposed site access is located as it would in any location have to cross the Dani King Cycleway along the key walking route for school children between Hamble-le-Rice to Hamble Station.

4.3 Review of the Stage 1 Road Safety Audit

4.3.1 A Stage 1 Road Safety Audit was requested by HCC within their March 2022 and August 2022 written responses. A Stage 1 Road Safety Audit was prepared by Fenley, reference RSA-22-158-4 (December 2022) which raised a number of problems. The Stage 1 Road Safety Audit (RSA) and supplementary drawings are contained herein in **Appendix D**.

4.4 Problem A.2

4.4.1 With reference to Problem A.2 '*Geometric parameters do not allow for even a small deviation from the swept path illustrated*' the auditors recommended that the geometric parameters of the proposed site access are increased to ensure adequate space for vehicle manoeuvres'.

4.4.2 The design audit response explained: '*Swept path analysis of the proposed access has been undertaken for a large tipper truck, as shown on drawing ITB13040-SK-013, which demonstrates that vehicles regularly anticipated to use the proposed site access junction can enter and egress the site safely*'. RGP are of the view that the manoeuvres shown are still incredibly tight and as the auditor explained leaves no margin for error.

4.4.3 The development proposals would result in 144 two-way HGV movements per day that as illustrated in the drawing would have to be conducted perfectly as any deviation from the path illustrated, would lead to HGVs encroaching onto the footway which could lead to a pedestrians/cyclist collision. RGP therefore do not consider that this matter has been adequately addressed.

4.5 Problem A.3

4.5.1 With reference to Problem A.3 '*Vehicle sideswipe / loss of control type collisions*' the auditors recommended that the proposed crossing is relocated along the access road to allow adequate space for a HGV to exit the Hamble Lane carriageway before stopping to allow a pedestrian and cyclists to cross and that the proposed guardrailling is extended to the relocated crossing to prevent pedestrians and cyclists from crossing along the desire line'.

4.5.2 The audit team have correctly identified the high numbers of vulnerable road users that travel along Hamble Lane. Furthermore, it is noted from the location plan contained on Page 6 of the RSA are a number of photos showing large numbers of school age children walking and cycling along Hamble Lane.

4.5.3 The design team's response in relation to Problem A.3 explained that '*It is understood that following the updated rules of the Highway Code, drivers / riders following traffic that is turning into a side road, should expect to wait behind a vehicle giving way to pedestrians and cyclists*'. RGP do not consider this response provides an adequate design solution to the problem raised by the audit team.

4.5.4 HGVs will traverse the Dani King Cycleway 144 times per day and as illustrated in the RSA photos and as confirmed by RGP's site visit Hamble Lane is well used by vulnerable road users so the likelihood of a collision between an HGV and a pedestrian/ cyclist would be greatly increased.

4.5.5 This assertion is further supported by the number of previous PIAs recorded along Hamble Lane involving vulnerable road users as detailed in Section 4.1.5 of the TAA. RGP therefore do not consider that this matter has been adequately addressed.

4.6 Problem A.4

4.6.1 Problem A.4 'Pedestrians and cyclists are likely to travel along the existing verge' related to the suggestion that the deterrent paving is installed within the verge besides the proposed guardrailing which has been put to the LHA for consideration. It is RGP's recommendation that deterrent paving is installed.

4.7 General Remarks

4.7.1 It is also noteworthy that the design organisations response to the problems raised are contained within the RSA document itself rather than being submitted separately as a standalone 'Designers Response'. RGP consider this to be an unusual way to conduct the road safety audit process as by merging the RSA and designers' response lessens the independence between the audit team and the design team.

4.7.2 In some cases, the audit team has considered problems raised within the RSA to be addressed and closed out, yet no input has been provided by the overseeing organisation (HCC).

4.7.3 RGP are concerned that the audit team are not sufficiently independent from the design team and that the audits responses to the design organisations response are considered to be familiar in tone which could infer that the development proposals have not been subject to a sufficiently rigorous Road Safety Audit.

4.7.4 RGP recommend that the proposed access arrangement is subject to an independent Stage 1 Road Safety Audit undertaken by the HCC Road Safety Audit team.

5 IMPACT ON THE LOCAL HIGHWAY NETWORK

5.1.1 This chapter considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport network can accommodate the proposed level of development.

5.2 Junction Capacity Assessments

5.2.1 It is understood from the correspondences that the scope of assessment, modelling methodologies and sources of data have been agreed with HCC. As listed in Section 5.4.1 of the TAA the junctions subject to junction capacity modelling are:

- (i) Proposed Site Access;
- (ii) Hamble Lane/Satchell Lane Priority Junction;
- (iii) Hamble Lane/Hound Road Roundabout;
- (iv) Hamble Lane/Portsmouth Road Ghost Island Junction;
- (v) Hamble Lane/Lionheart (Jurd) Way Roundabout;
- (vi) Hamble Lane/Tesco Roundabout;
- (vii) Windhover Roundabout; and
- (viii) M27 Junction 8 Roundabout.

5.2.2 As set out within Section 5.4.4 of the TAA, all of the junctions have been assessed using industry standard software, Junctions 10 with the exception of the signalised Windhover Roundabout which has been assessed using LinSig.

5.2.3 It is understood that baseline traffic data collection was undertaken on Tuesday 18th October 2022. This date is considered to be sufficiently neutral, subject to any local events or incidents, the data is likely to be representative of typical conditions.

5.2.4 Junctions 10 reports the operational performance of a junction in terms of 'Ratio of flow to capacity' (RFC). The RFC provides a basis for judging the acceptability of junction operation, an RFC value of more than 0.85 is considered to indicate unsatisfactory performance.

5.2.5 For the signalised Windover Roundabout LinSig software has been utilised which reports results as 'Practical Reserved Capacity' (PRC). The practical reserve capacity is related to the degree of saturation of a traffic signal junction. A positive PRC indicates that a junction has spare capacity and may be able to accept more traffic. A negative PRC indicates that the junction is over capacity and is suffering from traffic congestion.

5.3 Junction Capacity Modelling Results

5.3.1 RGP has reviewed the reported results for each junction and has made the following high-level conclusions.

5.4 Proposed Site Access

5.4.1 The proposed site access junction is forecast to operate well within capacity post development, and this is not disputed.

5.5 Hamble Lane/Satchell Lane Priority Junction

5.5.1 As shown in Table 5.6 of the TAA the Hamble Lane/Satchell Lane junction is reported to operate with a maximum RFC of 0.84 during the Design Year 'With Development' scenario. Consequently, the junction is forecast as close to operational capacity as is possible.

5.6 Hamble Lane/Hound Road Roundabout

5.6.1 As shown in Table 5.7 of the TAA the Hamble Lane / Hound Road roundabout junction is reported to operate with a maximum RFC of 0.87 on the Hamble Lane North arm during the Design Year 'With Development' scenario. Therefore, the junction is forecast to operate over capacity, furthermore the maximum RFC reported for the Design Year 'Without Development' scenario is 0.83. Consequently, it is the proposed development that would cause the junction to go over capacity during the design year.

5.6.2 It would therefore be the proposed development that would cause the associated 'impact' in terms of a material detriment of the operation of the surrounding highway network.

5.6.3 Finally, it is noted that Section 5.4.12 of the TAA states that: 'the junction is expected to operate within capacity with the addition of development traffic'. This remark is completely at odds with the results presented within Table 5.7 as the junction is forecast to operate with an RFC above 0.87 during the 'With Development' scenario.

5.7 Hamble Lane/Portsmouth Road Ghost Island Junction

5.7.1 As shown in Table 5.8 of the TAA the Hamble Lane / Hound Road roundabout junction is reported to operate with a maximum RFC of 0.88 on the Portsmouth Road arm during the Design Year 'With Development' scenario therefore, the junction is forecast to operate well over capacity with queues in excess of 16 vehicles.

5.8 Hamble Lane/Lionheart (Jurd) Way Roundabout

5.8.1 As shown in Table 5.9 of the TAA the Hamble Lane / Lionheart Way roundabout junction is reported to operate with a maximum RFC of 0.97 on the Lionheart Way arm during the Design Year 'With Development' scenario therefore, the junction is forecast to operate significantly over capacity with queues in excess of 15 vehicles and delays of 119 seconds or 2 minutes.

5.8.2 Section 5.4.16 of the TAA states: 'Table 5.9 shows that the Hamble Lane arms of the junction operate within capacity in the morning and evening peak in both the 'with' and 'without' development scenarios. Very modest increases in queue length are anticipated on these arms of the junction (one vehicle)'.

5.8.3 RGP do not agree that a roundabout junction with a reported RFC of 0.97 as operating within capacity. Furthermore, Table 5.9 reports the queue on the Lionheart Way arm of the junction increases from 10 to 15 vehicles between the Design Year 'Without Development' scenario and Design Year 'With Development' scenario. RGP consider this likely to be a mistype rather than an attempt to misrepresent the junction modelling results however, it is recommended that the LHA review the junction capacity results and model output reports in detail.

5.9 Hamble Lane/Tesco Roundabout

5.9.1 Similarly, as shown in Table 5.10 of the TAA the Hamble Lane/Tesco Roundabout junction is reported to operate with a maximum RFC of 0.94 on the Hamble Lane North arm during the Design Year 'With Development' scenario therefore, the junction is forecast to operate well over capacity with queues in excess of 12 vehicles.

5.10 Windhover Roundabout

5.10.1 RGP have noted that Table 5.11 of the TAA does not report the PRC for the Windhover Signalised Roundabout. From the junction modelling output reports contained within Appendix J it is understood that the reported PRC over all lanes during the Design Year 'With Development' scenario is -14.7 during the AM peak and -14.1 in the PM peak hour.

5.10.2 Section 5.4.22 of the TAA states: 'Table 5.11 shows that the Bert Bretts Way, Hamble Lane, Bursledon Road and West End Road arms of the junction operate within capacity in the morning and evening peak in both the 'with' and 'without' development scenarios. Very modest increases in queue length are anticipated on these arms of the junction (one – two vehicles)'.

5.10.3 RGP do not agree that a signalised roundabout junction with a reported PRC of -14.7 is operating within capacity. Furthermore, Table 5.11 reports the queue on the Providence Hill arm of the junction increases from 11 to 25 vehicles between the Design Year 'Without Development' scenario and Design Year 'With Development' scenario.

5.10.4 RGP consider this could be a mistype rather than an attempt to misrepresent the junction modelling results however, it is recommended that the LHA review the junction capacity results and model output reports in detail.

5.11 M27 Junction 8 Roundabout

5.11.1 As shown in Table 5.12 of the TAA, the M27 Junction 8 roundabout junction is reported to operate with a maximum RFC of 0.87 on the Portsmouth Road arm during the Design Year 'With Development' scenario therefore, the junction is forecast to operate well over capacity with queues in excess of 17 vehicles.

5.11.2 Despite the reported overcapacity set out in Table 5.12 it is noted however that National Highways (NH) confirmed within their written response (reference: 93885) that they have offered no objection.

5.12 Highway Impact Summary

- 5.12.1 Overall, the junction capacity results set out within Section 5 of the TAA demonstrate that the proposed development would result in a negative impact on local resident amenity by further exacerbating a pre-existing over capacity highway network.
- 5.12.2 The proposals would likely result in a cumulative impact on nearby junctions and would cross the NPPF 'severe' threshold as it is evident that Hamble Lane is already 'severely' congested.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 RGP has been commissioned by Hamble Parish Council (HBC), the 'Client', to advise on highway and transportation matters in relation to the proposed sand and gravel extraction by Cemex UK Ltd at Hamble Airfield, Hamble-le-Rice, Eastleigh Borough, SO31 4HU ('the site'). The site is located within the boundaries of Eastleigh Borough Council (EBC) and the local highway authority is Hampshire County Council (HCC).
- 6.1.2 This Highway Impact Review shall consider highway matters in relation to a live application for sand and gravel extraction by Cemex UK Ltd at Hamble Airfield (Planning reference: HCC/2021/0787).
- 6.1.3 The development proposals consist of the proposed extraction of sand and gravel, with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and access onto Hamble Lane. The site will be operational between the hours of 0700-1700 hours Monday to Friday and 0700-1200 hours on Saturdays.
- 6.1.4 HBC are concerned that the level of additional traffic proposed by the application would have an unacceptable impact on the already heavily congested Hamble Lane, which is the only means of access to the Hamble peninsula.

6.2 Summary

- 6.2.1 A number of relevant third-party representations relating to transport and highway matters have been considered and overall, it is considered that the concerns raised by the LHA have merit and have not been fully addressed within the development proposals.
- 6.2.2 As mentioned in **Section 1**, the site was allocated in the Hampshire Waste and Minerals Plan (October 2013), with the following development considerations:
- (i) Safe and satisfactory access to ensure provision is made for vulnerable highway users and the impact on peak flows is managed.
 - (ii) Traffic issues including consideration of school traffic and pedestrians, particularly at Hamble Community Sports College and Hamble Primary, and management of traffic and congestion on Hamble Lane.
- 6.2.3 Overall, it is considered that the proposals are not entirely acceptable from a transport and highways perspective and do not adequately address the development considerations set out within the Hampshire Waste and Minerals Plan (October 2013).
- 6.2.4 The following key conclusions are made:
- (i) The local highway authority (HCC) have made clear their concern that the proposals are not adequately supported by the necessary transport assessment to quantify the impacts of the development proposal on the local highway network;
 - (ii) Analysis of personal injury accidents in proximity to the application site has identified a number of accident patterns in the vicinity of the site within the past 5 years;

- (iii) The existing highway arrangements along Hamble Lane currently operate with highway safety problems with 7 collisions involving pedestrians and cyclist on Hamble Lane during the past 5-year period.
- (iv) The proposed site access arrangements could lead to a detriment of highway safety by greatly increasing the number of conflicts between HGVs (144 two-way movements per day and vulnerable road users traveling along the Dani King cycleway, including school age children.
- (v) The submitted Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been submitted in draft format with the associated site visit undertaken over 5 years ago before the publication of GG142;
- (vi) The swept path analysis drawings submitted as part of the RSA demonstrates that HGVs entering and exiting the site would have to do so perfectly with no margin for error, as any deviation from the path illustrated would lead to HGVs encroaching onto the footway which could lead to a pedestrians/cyclist collision.
- (vii) The submitted Stage 1 Road Safety Audit appears to have been prepared in unison with the design team and may lack appropriate scrutiny. Furthermore, a number of matters raised by the Stage 1 RSA have been considered addressed by the audit team without input from the overseeing organisation (HCC);
- (viii) Almost all of the junctions subject to junction capacity modelling are forecast to operate well beyond capacity during Design Year 'With Development' scenario. Therefore, the development proposals are forecast to result in a significant material impact on the capacity of the surrounding highway network; and
- (ix) It is therefore evident that the proposed development would represent a detriment to the operation of the local highway network.

6.2.5 Furthermore, RGP has identified a number of obvious errors and omissions within the submitted reports. RGP acknowledge that genuine errors do occur however, given the plenitude of errors found including some reports submitted in draft format further consideration is needed to establish whether the submitted technical assessments have been undertaken correctly in order to confirm that the development proposals are satisfactory on highway grounds.

6.3 Conclusion

6.3.1 In conclusion, the National Planning Policy Framework (July 2021) Section 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." As part of this review and the technical evidence submitted in response to HCC/2021/0787, RGP are of the view that the development would likely result in a significant impact on the surrounding highway network.

6.3.2 On the basis of the shortcomings with regards to the assessment work undertaken as part of the submitted Transport Assessment and Transport Assessment Addendum identified by HCC, swept path analysis and the lack of a convincingly independent Road Safety Audit, in the context of the guidelines within para. 111 of the NPPF it is considered that the proposals would result in a residual and severe cumulative impact in terms of highway safety and the operational capacity of the surrounding transport network and therefore planning permission should be withheld on transport grounds.



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