

Future of Hamble Airfield – Cemex application mitigations, conditions, and obligations

Roads and safety			
Issue	Concern	Action	Mitigation
<i>Congestion</i>	National Highways works to Windhover Roundabout	Improvement works 2023-25	Grampian Condition until works are completed
<i>Congestion</i>	Hamble Lane is congested and has extended peak periods. Application will see more traffic on the road in the am and pm peak when there is competition from other users especially employers and school users	Manage access to site to reduce pressure at peak period between 8-9.00hrs and 15-16.00hrs	To use planning condition to restrict hours of operation in am/pm peak
<i>Congestion</i>	Lack of alternative public transport provision.	Fund the provision of additional public transport including more bus services and parking for the railway station.	S106 for commuted sums for revenue support for Improvement in the frequency of bus service in peak hours.

			S106 Provision of the Hamble Halt Car Park
<i>Congestion</i>	Lack of alternative transport provision	Modal shift - Creation of cycling and walking routes	S106 to create a network of routes that will link to public transport hubs – ferry, train and bus and help people make the switch from private car use.
<i>Highway safety – Mallards to Hound Roundabout</i>	Shared surface used by pedestrians and cyclists. Narrow and current measures to protect users are damaged and haven't been replaced/ upgraded.	Improve and widen the main routes to secondary school through land acquisition and segregation of uses.	Grampian until land secured and S106 for footway widening and bollards replaced to create a separated and safe route
<i>Highway maintenance – Mallards to Hound Roundabout</i>	Road surface in poor condition making it unsuitable for cyclists to use the highway. Potholes currently mean pedestrians and cyclists are sprayed during wet weather and the narrow carriageway means large vehicles cannot avoid holes. A concern for business and	Improvements to the road and walking/cycling routes to create safe spaces	Ensure S278 payments are made to address additional wear and tear – plus ensure program of night works carried up to upgrade road before work commences.

	residents as it results in higher maintenance and repairs.		
<i>Safety</i>	Narrow pavements and high volumes of vehicles at peak periods linked to both schools. Introduce a 20mph and raised speed table and coloured surfacing from Hound Roundabout to Verdan Avenue	Protect high volumes of vulnerable pedestrians and cyclist through speed reduction measures	S106 agreement to provide funds for works.
<i>Safety</i>	Regular (weekly) exceptional loads use Hamble Lane to access industry in the village. Loads frequently occupy 75-80% of the highway. No assessment has been made of the conflict on the road.	Safety audit not comprehensive in this regard.	Refuse.
<i>Highway safety – Hound Roundabout to site access</i>	Footways very narrow on western side of Hamble Lane. High usage from students using train with pulses of students arriving and departing without safety measures to protect them. Large puddle on the footway where pedestrians come up from the station heading north that restrict the	Ensure safe walking route from the Station to the School, Health Centre, preschool and Sports Complex	S106 agreement Create an overhead crossing to eastern side of Hamble Lane with widening around Widen the western footway and install safety barriers going north from the station. Bring forward the

	space further during wet weather – with young people stepping onto highway to avoid it.		pedestrian crossing nearer to the station to allow transfer to a wider stretch of footway.
<i>Site Access</i>	Safety audit concerns not adequately addressed by Cemex. Improvements needed to entrance splays and work reassessed based on pedestrian survey	Extent of works not clear due to the lack of detail about the vehicles using the site. Concerns that the current layout is not acceptable.	Ground for refusal. Seek planning condition to restrict access from 8-8.45am and 3-3.45pm to avoid period of high footfall and vulnerable users
<i>Site Access</i>	Safety audit raises concerns about the crossing points being set back into the site. Design needs to minimize the scope for walking around safety barriers.	Safety audit not addressed	Revised measures needed for safe access to the site with pedestrians given priority – condition.
<i>Site Access</i>	Impact of HGV's queuing to access the site has not been fully assessed – with potential risk of collision on the bridge	Safety audit not addressed	Ground for refusal
<i>Routing strategy</i>	What happens to HGV's that are unable to access the site due to restrictions or limitations	Need a detailed scheme to show how trucks will	Use of Planning Condition linked to approval of a routing

	on numbers or simply miss the turning.	turn if they aren't able to access site.	plan including site overrun.
<i>Improvements to Portsmouth Road</i>	Ensure the revised scheme for Portsmouth Road is proportionate to the impact of the additional movements	Measures will not be published until September 2023 so there is uncertainty about this mitigation – therefore it should be assumed that this junction is as it is now and should be refused	Ground for refusal as scheme not known or consulted on or very least a Grampian until the works are complete
<i>Cycling and walking routes around the site</i>	Some partial pedestrian/cycle route exist and Cemex have identified the new surface from Footpath 1 up Satchell Lane.	250m bund from rear properties creating public open space on outer rim for multi surface use (policy 16W&MP)	Use of S106 to provide mitigation for noise and dust – provide additional relief for vulnerable sites and will link to cycling and pedestrian routes.
<i>Reduce emissions</i>	Reduce car emissions through provision of electric charging points	Install charging points at Mount Pleasant, The Square and the Foreshore.	S106 agreement and contributions.
<i>Cleaning regime</i>	All other communities with Quarries have highlighted daily issues with dust and dirt on the	Mechanical street cleaning outside the site will cause further delays	Use of Planning Condition to ensure wheel clearance is

	roads surrounding the site. Given this is a high volume pedestrian route the arrangements for wheel clearance needs to be robust and contained within the site. Where Hamble Lane requires cleaning it should be conditioned to be during low traffic periods – such as evenings.	to traffic and increase the risk of accidents and incidents	contained in site and careful monitoring linked to Operating plan.
Keeping residents safe			
<i>Distance of bund</i>	Proposal include bund as close as 40m to some dwellings. Bund should be 250m from all buildings and a minimum of 100m from the boundary of the site to afford the best protection from noise, dust and light pollution as well as ensuring that the impact of this artificial feature is not overbearing for residents.	Ensure offset of the bund is far enough away from properties to reduce the impact of the structure.	Use of planning condition.

<i>Impact of activity - Visual</i>	The use of the bund will minimise noise and visual intrusion. The bund however is proposed to be up to 5m high which is a strong visual barrier to those around the site.	Creation of a sterilised area used for public access both during and after use.	Use of Planning Condition to deal with operational phase and secure land for public use that has otherwise been lost.
<i>Hours of operation</i>	Hours of operation should be limited given proximity to dwellings. Work should start after 8am and cease by 6pm with no site workings at weekends or bank holidays	Use of conditions to control activity in line with numbers of residential users around the site. Create a restriction on access to the site between 8 – 8.45am and 3.00-3.45pm to protect children’s safety	Use of Planning Condition to limit hours of operation.
<i>Noise Pollution</i>	Residents Association commissioning further work on the effectiveness of noise mitigations	Protect residents from noise pollution	Ground for refusal or use of Planning condition to ensure on going monitoring
<i>Dust Pollution</i>	To reduce the risk of airborne pollutants and minimize the risk of harm	Dust Management Plan including active monitoring of air samples to ensure the mitigation is working correctly.	Use of Planning Condition on going air quality monitoring
<i>Air pollution</i>	Ensure that air borne pollution from traffic is measured and	Install an additional air quality monitoring station	Use of Planning Condition

	managed to assess the impact of additional vehicles and to test effectiveness of other measures	at Satchell Lane junction to create a benchmark prior to commencement + air quality monitoring to be set up near vulnerable receptors. Current station at Mallards Road does not pick up traffic coming from Hound roundabout.	
Environmental			
<i>Recreational displacement</i>	Impact of displacing existing recreational users is significant and relevant and in the absence of the owner restricting access it should be considered.	Current users of the airfield will be displaced to other sensitive sites where recreational disturbance will be significant.	Ground for refusal or identify off set elsewhere to compensate – S106
<i>Restoration and Biodiversity Net Gain (BNG)</i>	Post restoration plans are too short to achieve BNG	Period of no less than 30 years with commuted sums for site management. Area to be designated as a country park designation (similar	Use of Planning Condition

		to Daedalus Common, Gosport) creating green corridors to adjoining spaces through a mix of shared surfaces and ROW linking across the restored site and onto other green infrastructure	
<i>Access to Public Space</i>	The public space identified is remote from the village at the furthest most point. The site will not be accessible during extraction and land should be available during this period even if the location moves.	Inadequacy of the proposal given the scale of displacement. Offset should be secured during the working phases of the site.	Potential ground for refusal due to a lack of clarity and certainty.
Safeguarding the future			
<i>Monitoring and reassurance</i>	If approved the quarry will need regular monitoring to ensure compliance with the planning conditions many of which will sit outside of HCC as the planning Authority.	Reassurance from all agencies to the Regulatory Committee ahead of the meeting that monitoring can be supported – especially EA.	Use of planning conditions to monitor long term use and activities

