

Bursledon Hamble-le-Rice and Hound Local Area Committee 3 March 2022

Addendum paper in relation to Item 10:

[Planning Application - CS/22/92277 - Hamble Airfield Consultation](#)

Background

Paragraphs 60 to 67 of the report set out initial reasons for objection on traffic grounds. The Council has asked Systra Ltd transport consultants to carry out further assessment of the Cemex proposal and the Highways issues they raise. This addendum note summarises these comments, and further views of the Council, adding weight to the holding objection given in the report. The Council has also received responses to questions raised by Hamble-le-Rice Parish Council to Hampshire County Council (HCC) as Highways Authority, which add further weight to the Council's objection on highways grounds.

Traffic Issues

The estimated daily Heavy Goods Vehicle (HGV) movements, on which the Hamble Airfield site was allocated in the Hampshire Minerals and Waste Plan 2013 was 60 HGV movements (30 in, 30 out). The Cemex proposal is for considerably more than this amount i.e. 90 HGV movements (45 in, 45 out), rising to 144 HGV movements in years 3 to 7.

The Transport Assessment states that an additional 40 non-HGV vehicle movements (20 in and 20 out) will be generated daily by site staff and visitors.

The surveys or data used to calculate the trip profile of the site has not been included in the Transport Assessment. The total traffic generation, HGV trip profile and the subsequent junction modelling cannot therefore be validated. Given the unique nature of the site and the specific distribution of HGV traffic (weighted in the application towards the start of the day), it is considered that further evidence is required to validate the HGV traffic profile and demonstrate that the traffic impact assessment is accurate.

Two major road improvement schemes that have been designed and modelled prior to the current application:

- A National Highways scheme to improve traffic flows at M27 Junction 8 and the Windhover Roundabout
- A Hampshire County Council scheme (Hamble Lane Improvements Scheme - HLIS) to improve the northern junctions of Hamble Lane between Windhover Roundabout and the Portsmouth Road junction.

It is not clear to what extent the designs of these schemes have taken into account the traffic impacts from gravel extraction. The application may become more acceptable in traffic terms if the above schemes are implemented; however, it is far from certain when or if both schemes will be implemented. The Council understands that there is a considerable shortfall in funding for the HLIS. Without the delivery of these schemes the traffic impacts of the application would be significant in terms of added congestion to an already severely congested set of junctions, highway safety, and in terms of unmitigated additional air pollution in an Air Quality Management Area.

HCC indicates that it has modelled (using a VISSIM model) an additional 20% growth in overall traffic movements across the network between 2015 and 2026. However, this appears to relate to a general increase across the network, rather than specifically traffic routing on Hamble Lane to/from the junction with the Windhover roundabout and M27 Junction 8. The specific traffic increase recorded with regards to the modelled zone containing the former airfield site has not been confirmed.

The Cemex Transport Assessment does not include capacity or safety assessments of the junctions along the northern section of Hamble Lane. These are key junctions, not least as the assumption is that 100% of the trips generated by the application will travel to and from the strategic road network via Junction 8 i.e., the full length of Hamble Lane. One is unable to say that safety, and well as congestion, issues have been properly considered.

The assessment uses peak traffic hours of 0700-0800 and 1800-1900. The Council considers that a peak *period* (i.e., more than 1 hour) needs to be considered, and that traffic patterns on this part of the network do not conform to a typical pattern assumed by the applicant. School run traffic, employment traffic during the day from shift workers, and an increase in traffic to and from Satchell Lane due to increased health use of the GP surgery, all disrupt the peak traffic assumptions typical of other areas. It is not possible to review the traffic assumptions including peak hours and queue lengths as the applicant has not provided raw traffic count data in their Transport Assessment.

The lack of assessment of the Hamble Lane / Satchell Lane junction and its ability to accommodate additional traffic demands of the development, is considered a significant weakness of the applicant's Transport Assessment. Furthermore, the Assessment refers to signalisation at this junction which is not currently committed by HCC in terms of funding or delivery.

Other matters

The assessment of baseline peak hours does not include the traffic from 92 dwellings at Providence Hill.

The design of the access junction is not in conformity with design guidance, with a particular risk to cyclists at this junction.

Conclusion

A number of concerns have been raised which provide evidence that the traffic impact of the proposed development on the majority of the Hamble Lane junctions discussed in this report has not been adequately assessed. It is considered that further evidence is required to validate the HGV trip profile and choice of PM peak hour, in order to ensure that the traffic impacts on what is already a heavily congested network have been adequately considered. As such, the Council does not consider at present that the trip generation work is sufficiently robust to form an appropriate basis for the technical assessments within the Transport Assessment report.