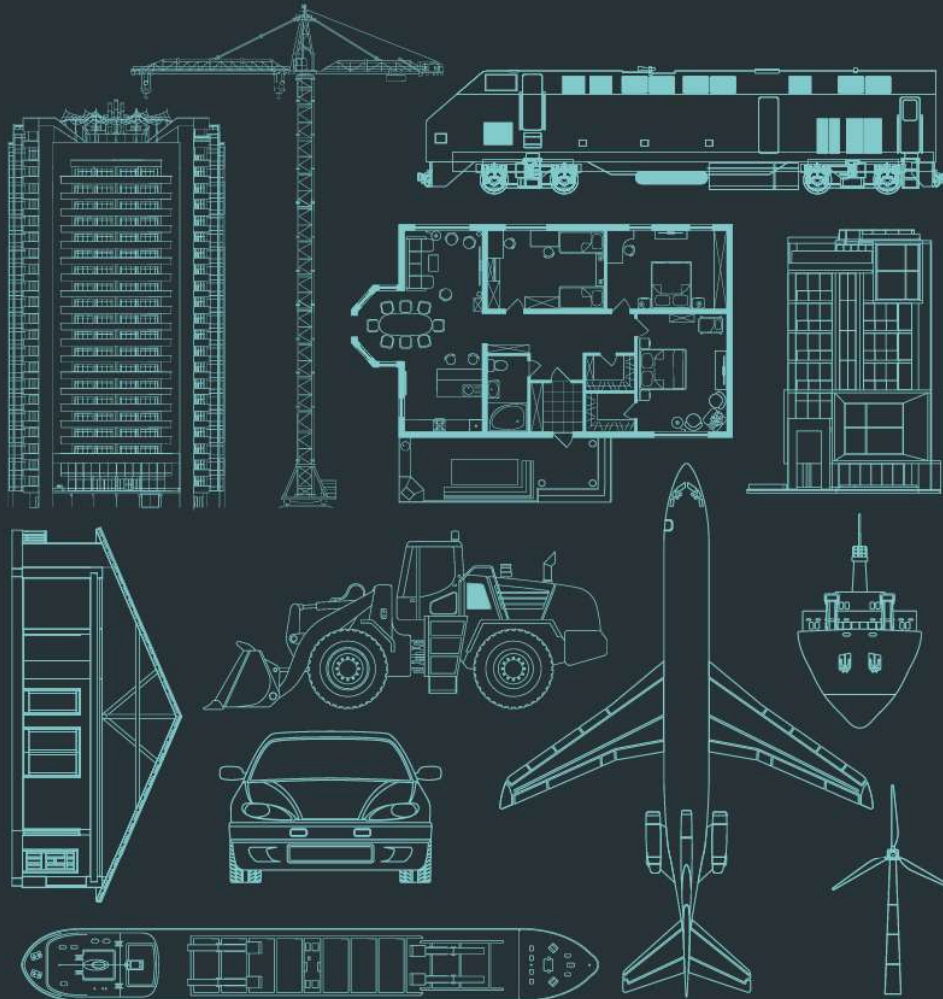


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## Statement of Community Involvement

Minerals extraction and restoration proposals for the former Hamble Airfield, Hamble-le-Rice.

Prepared for CEMEX UK Operations Ltd.

December 2021

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# Executive Summary

CEMEX UK Operations Ltd (CEMEX) is committed to consulting with the local community regarding its emerging proposals for the extraction of sand and gravel from the former Hamble Airfield, as well as its restoration to grazing land with increased biodiversity, and an area for recreation.

Residents and stakeholders were given the opportunity to give feedback regarding the proposals via a host of different channels. A website, freephone information line, and project email address were made available throughout the process for interested parties to receive further details.

In light of the ongoing public health risks associated with the pandemic, and in line with the company's global policy on avoiding public gatherings of more than ten people given COVID-19, CEMEX deployed virtual methods to consult the community regarding its proposals for the former Hamble Airfield. Given the emergence of the Omicron variant and the Government's imposition of work-from-home orders and other measures, CEMEX is reassured that its precautionary public health approach to this robust consultation was advisable and justified.

This included a virtual public exhibition, hosted on a website between 11<sup>th</sup> November 2021 and 25<sup>th</sup> November 2021, allowing residents and stakeholders to view the plans over a two-week period at their leisure, rather than restricting engagement to a single engagement event on a set date, which is not always convenient for residents.

Pre-application consultation meetings were also offered to local stakeholders in June 2018 and later in November 2021, in order to provide an opportunity to meet with the project team and discuss the initial proposals.

An initial virtual exhibition invitation newsletter was sent to circa 3,200 neighbouring residential and business addresses on Saturday 11<sup>th</sup> November 2021, providing information about the plans as well as advising them of the consultation period. Paper copies of the plans as well as feedback forms, were also available on request. A number of these forms were subsequently sent out to residents, of which a number were later returned as feedback.

During the consultation period, we received a total of **264** feedback responses that included **226** online feedback forms, **28** emails, **5** paper feedback forms, and **5** letters concerning the proposed minerals extraction and restoration proposals for the former Hamble Airfield.

**91%** of the total responses received objected to the proposals, while **3%** of overall feedback was neutral. In addition, **6%** of feedback received was supportive in principle of the proposals, of which **1%** was fully supportive, while **5%** offered support with comments or reservations.

While a full breakdown of feedback received is contained in the Feedback section of this SCI, the five most frequent comments made by respondents were as follows:

- The proposals could add to existing traffic congestion problems, particularly along Hamble Lane. Many responses described how the local road network is under pressure and expressed concern about additional vehicles that the development would generate.
- The impact of noise arising from the extraction, with reservations that this could generate significant noise pollution for local residents.
- Reservations that the extraction, together with additional vehicles, would contribute to poorer levels of air quality within the immediate area.

- Concerns that the redevelopment represents a threat to local wildlife.
- Comments relating to how the redevelopment will result in a loss of open green field space, that is currently used as a recreational amenity by residents.

All comments received have been reviewed by the project team. Many of the issues raised are covered in the application documents which accompany this response.

CEMEX will ensure that interested parties and key stakeholders remain informed and updated regarding the proposals.

This document provides a chronological account of the pre-application consultation undertaken and a review of the feedback received.

# 1. Introduction

- 1.1 CEMEX, one of the largest construction materials suppliers in the world, has been preparing plans to develop a new sand and gravel quarry at the former Hamble Airfield, Hamble-le-Rice.
- 1.2 This document has been produced with the aim of clearly and concisely highlighting the community consultation undertaken by CEMEX in respect of its proposal for the site.
- 1.3 This document provides a chronological account of the consultation activity that has been undertaken within the pre-application stages of the planning application and the activity that CEMEX proposes to undertake post application.
- 1.4 In order to assist with the community consultation and communication, CEMEX appointed BECG, a specialist communications consultancy, to form part of its wider project team for the proposed development of land at the former Hamble Airfield, Hamble-le-Rice.
- 1.5 All feedback received within the consultation window is accounted for within this document.

## 2. Background

### 2.1 Proposals



- 2.1.1 A market leader in the building materials industry, CEMEX has been preparing plans to develop a new sand and gravel quarry at the former Hamble Airfield, Hamble-le-Rice. Sand and gravel are essential materials for the construction and building industry and are crucial to the delivery of infrastructure projects across Hampshire, such as homes, roads, and schools.
- 2.1.2 Hampshire County Council has identified the need to provide over 30 million tonnes of sand and gravel in the period up to 2030. Given the need to secure a continued local supply of aggregates, the former airfield site was studied by Hampshire County Council alongside a range of options, and determined by the County to be *“the best option for providing a local supply of sharp sand and gravel from this part of south Hampshire”*. As a consequence, the former Hamble Airfield site benefits from an allocation for minerals extraction within the Hampshire Minerals and Waste Plan 2013.
- 2.1.3 The former Airfield site contains an estimated 1.7 million tonnes of sand and gravel, offering a crucial site for Hampshire to meet its aggregates supply targets.
- 2.1.4 In light of this allocation, CEMEX propose to develop a new quarry on Hamble Airfield, with sand and gravel to be extracted progressively over a period of 6-7 years, followed by a period of restoration using inert imported restoration materials and in-situ soils, to bring the site back up to ground level, which would take a further 5-6 years once extraction has ceased. No concrete or cement-making will take place on the former airfield site.
- 2.1.5 Minerals extraction would proceed over 7 phases, starting with the northern end, which will then become the water and silt lagoons for the duration of the development. Extraction would then progress down the western side of the site, and then south to north along the eastern side, finishing with the plant site. Minerals extraction will proceed at a rate of approximately 250,000 tonnes per year

- 2.1.6 To aid in landscape and visual screening, and to provide noise and dust mitigation, a soil bund will be constructed all around the site. The bund will be between 3 and 5 metres in height, to ensure necessary noise mitigation to sensitive receptors, including nearby homes and schools. The soils in the bund will be used in the restoration of the site
- 2.1.7 Once the extraction of minerals from the former Hamble Airfield has been completed, CEMEX propose to restore the majority of the site to grazing land with enhanced biodiversity, while creating a new area of parkland for local recreation. The new area of parkland at the north-eastern corner of the site will offer public access and recreation on land that is currently private. Equally, the restoration plans include a new footpath connection between Hamble Lane and Satchell Lane, which will be installed at the start of the extraction as an immediate benefit and will remain after the restoration for the long-term.
- 2.1.8 CEMEX also takes its responsibilities towards the environment very seriously, and that includes its impact on ecology and biodiversity. As part of its commitment to leaving a positive environmental legacy, CEMEX's restoration plans also include a number of nature and habitat enhancements that will notably increase the site's biodiversity score, when compared to its current status.

## 3. Community Engagement

### 3.1 Statement of community involvement

#### 3.1.1 The Localism Act 2011

Section 122 of the Localism Act 2011 outlines that a person proposing to make a planning application on land in England should carry out consultation on the proposed application. This should include publicity considered likely to bring the application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

#### 3.1.2 National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out the Government's policies for England and outlines how these policies should be applied.

3.1.3 CEMEX has had regard to the NPPF at Paragraph 39 when it states that *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.”*

3.1.4 The NPPF goes on to highlight at Paragraph 40 that *“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”*

3.1.5 Paragraph 41 outlines that the Local Planning Authority should encourage other parties to take maximum advantage of the pre-application stage, noting that *“the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.”*

### 3.1.6 Hampshire County Council

Hampshire County Council's *Statement of Community Involvement* (SCI) (November 2017) provides the following advice to developers, landowners, and applicants on the approach they should take to pre-application consultation with the community:

4.1.4 *"Pre-application discussions mainly take place between the developer and the planning authority as they are largely technical exercises. However, they can in some instances provide an opportunity for local communities to be engaged in the planning application process. The County Council encourages developers to talk to local communities about proposals at the earliest stage, to inform them of the proposals and to ensure that a link with the local community is established early in the planning application process. This may take place through the relevant Parish or Town Council, or could involve the developer setting up an independent event for the local community to attend."*

3.1.7 While not a requirement for its planning submission, CEMEX therefore undertook a programme of community engagement, as outlined in this document.

## 3.2 Engagement with Officers

3.2.1 Before the indicative plans were shared with the community, appropriate steps were taken to discuss the principle of development with Hampshire County Council Planning Officers, which included a virtual pre-application meeting, held on 12<sup>th</sup> May 2016, following which, written pre-application advice was received.

## 3.3 Initial stakeholder meetings

3.3.1 CEMEX felt that it was important to provide an opportunity for local stakeholders to consider the draft plans alongside the wider community consultation.

3.3.2 The initial round of stakeholder engagement invitations were issued to the below list of stakeholders in June 2018, resulting in meetings held with Hound Parish Council, Hamble Parish Council, and Councillor Keith House (the relevant division councillor for the site on Hampshire County Council).

3.3.3 The main issues to arise during the June 2018 meeting with Hound Parish Council were as follows:

- Recent experience with lorries and extraction
- Concerns relating to lorries and traffic on Hamble Lane
- There is a potential Park & Ride site opposite
- Concern over impact on the junction with the main road at the top
- Site is very close to the blind bridge over the railway line
- Existing industry is concerned about their ability to get in and out of Hamble
- Concern about noise spillage affecting the school on the other side of the railway
- There is a local negative perception of the County Council in respect of highways
- Local rumours that Spitfires were buried on the airfield
- Wanted to see detailed plans before they were submitted

3.3.4 The main issues to arise during the June 2018 meeting with Hamble Parish Council were as follows:

- Issues regarding noise, particularly background noise
- Extraction timeframe
- Planning Inspector recommendations made during the adoption of the plan
- Community consultation timeframe
- Dust and flooding mitigation



- Requests for assurances that WW2 buildings/bunkers would be properly identified, and that a mitigation strategy would be put in place
- Queries regarding the potential presence of pipe bombs on site
- Queries regarding the access arrangements and railway bridge, highlighting 52 tonne weight limit
- Concerns about water flow diminishing and the possible impact on the bungalows in Satchell Lane
- Concerns regarding traffic flow and daily vehicular movements
- Queries as to where the material is going and whether it is staying local

3.3.5 The main issues to arise during the June 2018 meeting with Councillor Keith House were as follows:

- Suggestion that the team review the objections/consultee responses from the Minerals Plan consultation.
- Suggestion that facts are presented when they are available to avoid any misinformation being circulated.
- The issues in producing the Minerals Plan, explaining that the public will be very cautious.
- Explanation that minerals extraction has a bad reputation locally, citing the extraction and waste facility in Netley.
- Discussion regarding comments received in response to the Minerals Plan regarding wharf or railway extraction
- Discussion regarding various highways issues, including Junction 8, the Windhover roundabout, and scheduled works in the area.
- Suggestion that any activity is delayed until scheduled highway works are completed.
- Discussion of then-planning timescales and phasing plan.
- Suggested that the Transport Plan considers schools' drop off/peak times.
- Discussion of how CEMEX manages contractors.
- Discussion of CEMEX's commitment to community relations

3.3.6 Further engagement at that early stage was subsequently delayed by vandalism of equipment on site, which delayed data gathering and therefore project progress, and later by restrictions associated with Covid-19.

3.3.7 To restart the project, an invitation email was therefore distributed to all identified interested stakeholders on Wednesday 10<sup>th</sup> November 2021. The following stakeholders were offered a one-to-one meeting with the wider project team, to receive a briefing on the early proposals:

- Member of Parliament for Eastleigh
- Relevant members of Hampshire County Council's Cabinet
- Relevant County Councillor for the division
- Relevant members of Eastleigh Borough Council's Cabinet
- Relevant ward members on Eastleigh Borough Council
- Members of Hampshire County Council's Regulatory Committee
- Hamble Primary School
- The Hamble School
- Hamble Parish Council
- Bursledon Parish Council
- Hound Parish Council

3.3.8 The initial correspondence outlined the proposals for the redevelopment of the site and invited recipients to attend a virtual one-to-one meeting. It also included details of the freephone information line number and project email address. A copy of this email has been included in the Appendices.

- 3.3.9 As a result of this correspondence, an initial meeting was arranged with Paul Holmes, the Member of Parliament for Eastleigh, which took place on **Tuesday 30<sup>th</sup> November 2021**.
- 3.3.10 Owing to mutual diary issues, it was not possible to arrange further meetings with the parish councils prior to submission. An initial meeting was arranged between CEMEX and Hamble Parish Council for Monday 22<sup>nd</sup> November 2022, but was then cancelled at the parish's request. Nevertheless, CEMEX remains committed to engagement with these parishes and ongoing efforts will be made to arrange a meeting with the parish councils in New Year 2022.
- 3.3.11 During the meeting with Mr Holmes, representatives from CEMEX were on hand to answer questions and makes notes of comments made during the briefing. The briefing was an opportunity for CEMEX to provide specific answers to questions and talk him through the early proposals for the scheme. It was also an opportunity for CEMEX to obtain and consider such feedback prior to submission of the planning application.
- 3.3.12 Main issue and topics arising from the one virtual stakeholder meeting held was as follows:

#### **PRINCIPLE OF DEVELOPMENT**

- Opposition to the principle of development on this site
- Opposition to the County Council's allocation of the site within the adopted Minerals and Waste Plan 2013

#### **TRANSPORT**

- Concerns relating to the traffic impact of the proposals on Hamble Lane
- Concerns relating to the traffic impact of the proposals in light of recent housing developments in the vicinity
- Query as to whether materials could be transported via rail

#### **NOISE**

- Concerns relating to the potential for noise pollution
- Query as to the type of noise mitigation envisaged

#### **OTHER**

- Query as to the method of consultation deployed
- Query as to the community feedback received thus far

## **3.4 Dedicated website**

- 3.4.1 A website was set up displaying information about the proposals. The website was hosted at **hambleairfield.consultationonline.co.uk**.
- 3.4.2 The website address was printed on the newsletter, press release and relevant correspondence.
- 3.4.3 The website included:
- Welcome and information about CEMEX
  - An overview of the minerals extraction and restoration proposals
  - An overview of the public consultation timescales and feedback window
  - A virtual exhibition, including links to the virtual exhibition boards
  - An online feedback form

- Details of the freephone information line number and project email address

### 3.5 Virtual public exhibition

- 3.5.1 In light of the ongoing public health risks associated with the pandemic, and in line with the company's policy on avoiding public gatherings of more than ten people given COVID-19, CEMEX deployed virtual methods to consult the community regarding its proposals for the former Hamble Airfield.
- 3.5.2 This included a virtual public exhibition, hosted on a website between 11th November 2021 and 25th November 2021, allowing residents and stakeholders to view the plans over a two-week period at their leisure, rather than restricting engagement to a single engagement event, which is not always convenient for residents. This allowed the local community to explore the initial plans in detail and respond to them with their views, comments, and suggestions.
- 3.5.3 The purpose of the virtual exhibition was to present the proposals to the wider community and gain feedback prior to submitting a full planning application.
- 3.5.4 An invitation newsletter was distributed to circa 3,200 local households and businesses on Saturday 11<sup>th</sup> November 2021, advising them of the proposals and the virtual public exhibition. The following map illustrates the distribution area.



*A map depicting the virtual consultation invitation distribution area*

- 3.5.5 The invitation newsletter contained the following:

- Background to the site
- An aerial view and details of the site
- Details of the virtual public exhibition
- An overview of the proposals
- Information about CEMEX
- Benefits of the proposals
- How to provide feedback

3.5.6 A copy of the invitation newsletter can be found in the Appendices.

3.5.7 The invitation also displayed details of CEMEX's freephone information line and the project's dedicated email address, and website address to allow people to request further information.

3.5.8 The virtual public exhibition displayed details about the proposal, which included information about:

- Welcome and explanation of the virtual consultation and feedback period
- Information about CEMEX
- An overview of the extraction and restoration proposals, including draft timescales and a phasing plan
- An explanation of the need for sands and gravel
- Background information on the Hampshire Minerals and Waste Plan allocation
- Details regarding Transport and Sustainability
- Further information on ecology and restoration
- Benefits of the proposals
- Explanation of the next steps
- Details on how to provide feedback

3.5.9 Copies of the virtual exhibition display boards can be found in the Appendices.

3.5.10 Local residents could provide feedback by submitting the feedback form on the project website, emailing our project team via [feedback@consultation-online.co.uk](mailto:feedback@consultation-online.co.uk) with comments or questions, or calling the freephone information line on **0800 298 7040**.

3.5.11 To ensure that as many members of the community could provide feedback as possible, the project team also offered for the virtual exhibition materials and a feedback form to be posted out to local residents who requested it.

3.5.12 A copy of the feedback form is included within the Appendices.

## 3.6 0800 comment facility

3.6.1 During and after the consultation, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

3.6.2 The telephone number used (**0800 298 7040**) was in operation Monday-Friday between the hours of 9.00am and 5.30pm. A message facility was available for voicemails to be left and responded to.

## 4. Review of comments

### 4.1 Overall feedback received

4.1.1 A deadline of **25<sup>th</sup> November 2021** was set for feedback. This Feedback Analysis reviews all feedback received at the time of writing this report, up to **7<sup>th</sup> December 2021**.

4.1.2 During the consultation period, we received **226 online feedback forms, 28 emails, five posted feedback forms, and a further five letters** concerning CEMEX's proposals for mineral extraction at Hamble Airfield. All comments received have been reviewed by the project team. Many of the issues raised are covered in the application documents which accompany this response.

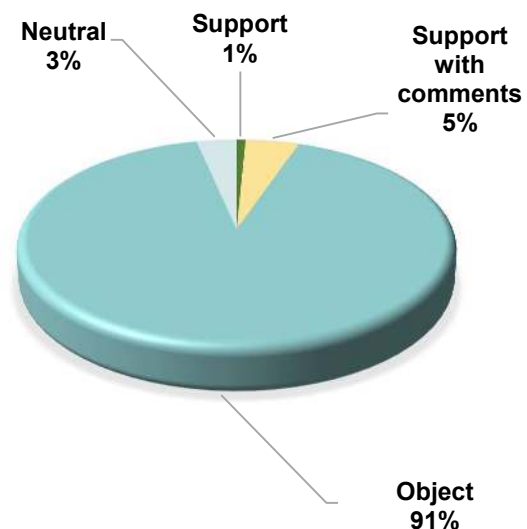
Supportive	Supportive with reservations	Object	Neutral	Total
2	12	241	9	264
1%	5%	91%	3%	100%

4.1.3 **91%** of the total responses received objected to the proposals, with **3%** of overall feedback responses neutral in their responses.

4.1.4 The key concern, raised by the objectors, was that the proposals could add to existing traffic congestion problems, particularly along Hamble Lane. Many responses described how the local road network is under pressure and expressed concern about additional vehicles that the development would generate.

4.1.5 Concerns were also raised regarding the following:

- The impact of noise arising from the extraction, with reservations that this could generate significant noise pollution for local residents.
- Reservations that the extraction, together with additional vehicles, would contribute to poorer levels of air quality within the immediate area.
- Concerns that the redevelopment represents a threat to local wildlife.
- Comments relating to how the redevelopment will result in a loss of open green field space, that is currently used as a recreational amenity by residents.
- Concerns about the levels of dust that would be generated from the site.



- General comments about the consultation process, that residents' feedback would not be listened to / 2-weeks was not enough time to provide feedback / consultation area not wide enough.
- Queries relating to whether a vehicle movement assessment has been carried out on Hamble Lane, to accurately provide an overview of traffic movements.
- Reservations that the proposals will compromise pedestrian and cyclist safety, with comments raising concerns that the anticipated large vehicles accessing the site via Satchell Lane, would need to negotiate pedestrians and cyclists.
- Concerns about the impact of the proposals on the neighbouring primary and secondary schools, as well as immediate neighbours

4.1.6 **6%** of feedback received was supportive in principle of the proposals for mineral extraction at Hamble Airfield. **1%** of these were fully supportive, while **5%** offered support with comments or reservations. Those who supportive of the principle of development commented that they preferred the proposals to further housing, with one comment noting that mineral extraction will help absorb water run-off onto Satchell Lane. Other supportive comments were supportive of the consultation process, with a further comment positive about CEMEX's plans for some of the space to be used for recreational use post-extraction.

**Below is a top-line breakdown of all comments received from the 226 online feedback forms, 28 emails, five posted feedback forms, and a further five letters.**

***N.B: The table below summarises the comments and concerns of all, online feedback forms, emails posted feedback forms and letters received up to 7<sup>th</sup> December 2021 (226 online feedback forms, 28 emails, five posted feedback forms and five letters).***

#### **Analysis of all 264 feedback responses**

<b>Theme</b>	<b>Frequency</b>
Impact on local traffic congestion	205
Concerns that the proposals will create noise pollution	109
Reservations that the proposals will reduce air quality	76
The proposals represent a threat to local wildlife, with responses noting that existing habitats could become under threat	76
Reservations about the loss of open green field space, which is widely used by residents for recreation	64
Concerns that the site will generate significant levels of dust	54
General concerns about the consultation process i.e. residents feedback will not be listened too; not enough time to provide feedback, consultation area was not wide enough.	53
Queries whether a vehicle movement assessment has been undertaken by the project team	49
Reservations that the proposals will compromise pedestrian and cyclist safety, given the anticipated size of large vehicles accessing the site, with a few suggestions that an additional pedestrian crossing is needed along Hamble Lane	47
Concerns about the impact of the proposals on the neighbouring primary and secondary school as well as immediate neighbours	28

Reservations that the site will not see overall biodiversity net-gains	26
Local road infrastructure, particularly Hamble Lane and Satchell Lane is in need of drastic improvement and is in need of repair. Several comments noted that CEMEX's vehicles will only add to current problems.	23
Further reassurances are needed that the site will not be regenerated post-extraction for housing	20
Concerns that the proposed access road is unsuitable	18
A few respondents queried why CEMEX has not considered the removal of minerals by train, thus resulting in minimal pressure on the existing road network	15
The redevelopment will increase the local flood risk	14
Queries about the future hours of operation, with a few comments suggesting that they should be restricted, to assist with local traffic congestion issues at peak times	14
Concern that HGVs leaving the site will leave mud and dirt on local roads	12
Concerns that the consultation process did not include a public meeting	10
Concern about the impact of the development on public services i.e. education and health services	9
Queries relating to whether the bund surrounding the site is sufficient to prevent water run-off	9
General objection to the proposals	8
Further cycle and pedestrian links need to be provided around the site	8
Reservations about the impact of light pollution from the site	7
Queries relating to the timescales of each phase of extraction	7
Reservations that the development would have a negative effect on property prices	7
Queries relating to whether CEMEX would only use carbon-neutral vehicles	6
Further information needed about the process of mineral extraction	5
The height of the bund queried	5
Concerns that the River Hamble could become polluted via water run-off	5
Reservations about the provision of new footpaths, with comments noting that there are already adequate ones in place	4
The need / further demand for mineral extraction questioned	4
Queries whether all existing trees onsite would be retained	3
Positive comments about the consultation process i.e. good to be informed / pleased the views of the community will be taken on board	3
General support for the proposals i.e. preferred over further housing, will help absorb water run-off into Satchell Lane	3
The proposals are too large and represent an overdevelopment of the site	3
The provision of new footpaths supported within the proposals	3
Queries relating to whether CEMEX is working in junction with Persimmon Homes	3
The proposals will have a negative impact on local tourism	2
The site is an SSSI, therefore any development proposals are unnecessary	2
A couple of comments added that compensation should be offered to residents due to noise, dust, disruption	2
Queries whether the extraction process will be eco-friendly	2
Queries relating to whether it is possible to extract minerals in other sites such as Southampton Water	2
Queries relating to whether Second World War bunkers will continue to be protected	2

Concerns about the impact of extraction on local water supply	2
Proposed 100m boundary / buffer zone is not wide enough	2
One respondent queried the exact depth of extraction	1
A query relating to how CEMEX propose to ensure pedestrian walkways around the site are kept safe	1
The proposals are out of character for the area	1
One respondent queried whether an archaeological assessment has been completed	1
A concern received that the restored final levels are too small and too low, and will not mitigate issues relating to noise or act as a wildlife corridor	1
A query relating to post-mineral extraction, as to whether the existing quarry will be filled, and left as a nature reserve	1
Support for the site to be used as a future recreational amenity	1
Query relating to whether the proposals have taken into account aerial movements within the immediate area	1
The design of the proposals has been well thought out	1
There is a lack of adequate public transport serving the site	1
The proposed height of the bund will restrict sunlight to immediate neighbours	1
There is a lack of facilities for lorry drivers in the immediate area i.e. shops, parking	1
Further tree planting is needed within the proposals	1
A query relating to what surface would be used on the perimeter path, with a suggestion to ensure it is as smooth as possible, to encourage cycling and roller skating	1
The proposed footpath should be established as a public bridleway	1
The design and layout are unsuitable	1
A query relating to the location of the proposed parkland on the site	1
A query relating to the exact nature of the landfill materials proposed for restoration	1
A query relating to the re-planting of trees / shrubs	1
A query relating to who currently owns the airfield	1
A query relating to whether the proposals could lead to subsidence for immediate properties	1
One respondent asked what fencing would be used onsite	1
One respondent queried whether all lorries / HGVs would be washed before leaving the site	1

**Below is a full breakdown of all comments received during the consultation process.**

*N.B The responses received via the hard copy feedback forms and letters have been included within the appendices.*

<b>Traffic congestion</b>
<i>I can't believe this is being proposed again, especially with no change to the road in and out of Hamble which simply can't cope with any extra traffic, never mind all the other effects that would be for local residents. The whole application should be rejected like it was before.</i>
<i>I believe this proposal will have a major negative impact on the area with regards to road, traffic congestion. The access is not, Hamble Lane, suitable for lorries to use. I already use this lane regularly and feel it can't take more larger vehicles.</i>
<i>No objection in principle. You will be aware Hamble Lane is already heavily congested for much of the day. Your vehicles will add to that congestion. If you also sell material directly from the site this will further increase congestion, and also aid to air pollution in an area already suffering from serious air pollution. The railway line borders the site and all material movements could be made by rail if you take a spur from the existing railway into your site.</i>



*I am opposed to any further development/extraction that will cause further traffic on Hamble Lane. The lane is already a death trap with lorries and multiple heavy vehicles moving up and down, in addition to thousands of cars that use the lane.*

*This development and extraction will cause more heartache through lingering vehicles sitting outside my home contaminating the air. The lane is already in a sorry state of disrepair with multiple potholes and simply too much traffic you make it a viable exit for further heavy lorries to carry extracted minerals.*

*If one vehicle breaks down on the lane, the entire peninsula is trapped. Your lorries are going to add to the chaos.*

*It is just not acceptable. If this goes ahead, the residents at the top part of the lane will organise protests outside our homes to ensure that your vehicles will not be able to exit the peninsula.*

*This should not be happening and I strongly object to reject any further traffic on the lane. Regardless of the time. My home shakes when the heavy lorries come past full of fuel. Imagine what it would be like with heavy dumper trucks?!*

*The proposed recreational area is about as far away from Hamble village as it can be. Siting of this excavation at the bottom of our gardens with a 5-metre-high pile of earth for us to look at is beyond reason. At one side we have a very busy road already carrying considerable HGV traffic with attendant noise and disturbance. Noise and atmospheric pollution created by this quarry can add absolutely nothing to this village and its surroundings. And there's a large school next door.*

*I question allegations that there is plenty of capacity on Hamble Lane for additional traffic. (Unless from 2200 to 0530 is part of the calculation). The proposed entrance/ egress crosses the footpath used by innumerable children on their way to and from school and people accessing Hamble Railway Station.*

*The additional LGV movements on Hamble Lane, along with the noise and dirt that will be created on the site, will detract from quality of life and enjoyment of the area for many years to come. The value of properties, especially those adjacent to the airfield will be adversely affected. Are Cement Mexico going to compensate those affected? Highly unlikely. Will they care? Highly unlikely. "Profits before people."*

*14 days to give a response. That does not allow the total opposition to this ridiculous proposal, demonstrated in the past, a fair time to organize. Perhaps, in the words of the then Leader of Hampshire County council, when the minerals plan was being forced through, "We'll get used to it". He, of course lived in the New Forest. Democracy reigns! Despite 100% opposition from this densely populated peninsula the plan went ahead.*

*No - just that I am opposed to the proposal. Despite the proposition to erect a very high bund to surround the site; I have serious concerns regarding pollution and contamination to the water table and to the local river. All adding to the impact that the works will have on the local environment, its populace and its wildlife.*

*The bund itself would, at between 3 and 5 metres, be intrusive around the residential areas; affecting the light particularly to those on Hamble Satchell Lane.*

*As to traffic control; the addition of between 90 - 154 plant vehicles travelling up and down Hamble Lane to an already extremely busy "B Class" road is unsustainable; particularly the affect any increase in heavy works traffic will have on the bridge over the railway line. All in addition to the knock-on effect to traffic at the Portsmouth Road junction and Windhover Roundabout.*

*The higher number of vehicles on the road will all have an effect of traffic safety, both on the road and to pedestrians, particularly outside our schools. Thank you for allowing us the opportunity to comment.*

*The proposals have been clearly laid out in summary form although they understate the highways problems and environmental considerations. Since this site was allocated in 2013, against vigorous opposition and against other sites, the problem of Hamble Lane highways issues has increased exponentially. Major new housing developments and increased education, healthcare and business development along with population rise and commuting have made Hamble Lane unnavigable for long periods each day. It is untenable for this site on a single road in/out peninsula constrained by a narrow railway bridge to support the necessary HGV movements required for gravel extraction and restoration over a period of 12-14 years. I do not expect you to be able to satisfy highways, amenity and environmental/biodiversity concerns at planning stage. Expect massive, organised, well funded*

<p><i>pushback and political support against these plans. Rather short timescale. With Covid concerns now reduced, a physical display at the Village Hall would have been preferred. However, I believe you would be unlikely to find any support from this process.</i></p>
<p><i>I am opposed to the plans.</i></p> <p><i>Hamble Lane is even less capable of coping with 100 lorries a day that it was years ago as more houses have been built along it; moreover, built so close to the road that potential for improvements (by widening in particular) has actually been diminished.</i></p> <p><i>I am deeply suspicious of the assertion that the land will be returned to grazing land, and that Persimmon Homes are just playing a waiting game in the hope that a change in legislation/local government corruption/lapse in concentration from the local population will allow them to build houses on it in the future.</i></p> <p><i>Incredibly short notice; presumably trying to catch people unaware so that they don't have time to react.</i></p>
<p><i>Totally against this proposal, Hamble Lane is already badly congested without heavy trucks going in and out the quarry all day. Against the proposal since congestion bad on Hamble Lane, Cemex has nothing in place regarding upkeep or repair of Hamble Lane, it's not cars what damage roads but heavy trucks.7 years, at least, of noise, pollution and road damage is not what we want. I hope that this proposal does not go ahead, we do not want years of quarry work, then no doubt will be proposals from persimmon to build houses. I do hope the residents of Hamble have enough notice from Cemex and the Hampshire Council to oppose this proposal.</i></p>
<p><i>The access to and from the site in Hamble Lane is not suitable for the number of lorry movements envisaged. Consideration should be given to other means of transport i.e., Railway. Consideration should be given to other means of transport i.e. Conveyer / Railway.</i></p>
<p><i>The impact on local traffic on Hamble Lane has not been accurately assessed if you feel this is a viable proposal. Increased traffic levels will negatively impact the ability to travel and commute and will negatively impact my personal and professional life. I will seek compensation for the additional time it will take for me to travel for personal, and more so professional purposes. I completely disagree with them and will object to them being agreed, Go somewhere else. Not extensive enough, you've not consulted with hundreds (if not more) of Hamble Lane users who live beyond the trainline. Poor effort.</i></p>
<p><i>I would like to see the evidence cited that Hamble Lane has the capacity to carry another 154 HGVs a day. Assuming an 8-hour day this is nearly 20 an hour. Anyone using this B-road daily knows the reality is that the road is already over capacity. It regularly 'gridlocks' southbound between the M27 and the Portsmouth Road junction. And northbound the queue can reach from the Bursledon roundabout all the way into Hamble. I would be more supportive of this proposal if it included a plan for the Hamble Lane / Portsmouth road junction. That's the key.</i></p>
<p><i>The congestion caused by so may truck movements will undoubtedly cause even more congestion on Hamble Lane. I see no plan to mitigate this. I am like most residents of Hamble totally against the gravel extraction plan for the Airfield. It will cause noise, congestion, as well as an unsightly operation. Completely inappropriate for a village such as Hamble.</i></p>
<p><i>I think what a lot of Hamble residents are concerned about is the extra traffic on Hamble lane which, at certain times of the day, is already nose to tail. We have to arrange appointments so as not to have to leave the village at these times! Whereas I can applaud you for the benefits you outline in your proposals, I do believe that the traffic problems are going to be a big stumbling block. That said I do wish you the best of luck!</i></p>
<p><i>More traffic on Hamble Lane! This is a disgusting proposal. I note the very few Benefits. How about listing the hundreds of disadvantages?!</i></p>
<p><i>Absurd, Hamble Lane is already an extremely busy road and addition trucks will only exacerbate the already difficult access.</i></p>
<p><i>Hamble &amp; Hound roads are not designed for this sort of use, heavy trucks &amp; tankers already shake houses on Hamble Lane. An increased numbers will only damage residential houses more leaving homeowners to pay for damages. The airfield is an important nature spot used daily by residents all year around. turning it in to a quarry will have a negative effect on Hamble and the surrounding areas. Terrible idea!!! Must be other areas more suited for extractions. Hamble lane is busy enough to travel on most days during rush hours can take 40 minutes to travel from J8 to Hamble, how will adding more trucks on this route help!</i></p>
<p><i>Although I like that you are planning to restore the area and appreciate the need for materials, Hamble Lane is already incredibly congested making it very long winded for residents and visitors to Hamble. I am very worried that having this large site here will not be possible to manage the extra traffic that this</i></p>

*will cause. It is already an area that is very busy for a small location, bringing pollution and more vehicles and what sounds like a very noisy project to a tiny rural area upsets me greatly as a new resident who has moved on purpose to escape busy traffic and pollution.*

#### **Site should be left as open green space**

*I am wholeheartedly in favour of restoring the airfield to a publicly accessible green space. I suggest that this is done immediately while Cemex, and others, focus their investment on aggregate recycling rather than digging up the countryside.*

*I am greatly opposed to this, leave the airfield as a wild nature reserve - it's where we all walk our dogs and we enjoy our peaceful village. The last thing we want is destruction of this site and added congestion to the village. Leave it be!*

#### **Impact on Local Wildlife**

*I am violently against this proposal on the grounds of what it will do to the local community and wildlife. 15 years of disruption will eradicate many of the wildlife species and habitats that currently reside on the airfield. This will also cause significant air and noise pollution, compared to what is there today, for local residents, causing both a physical and mental toll on the local population.*

#### **All other comments**

*We are in receipt of your proposal for mineral extraction from this site and I have viewed the virtual exhibition. I have been a Hamble resident for 30 years and live in a house just north of the proposed site (phase 1) on the other side of the railway line (approximately 100 yards from your initial excavation). I walk the airfield twice a week and my wife does every day.*

##### *Wildlife and Health*

*The airfield has reverted back to nature over decades and provides the residents of Hamble with a much needed space. During the lockdown and subsequent to that many people benefitted from this and will lose the access for a minimum of 7 years (and likely a decade with restoration). This has a negative effect on the residents physical and mental wellbeing. How will Cemex plan to compensate this quality of life., lost during these years ?*

*I see and watch dozens of species of birds, butterflies and the field in the summer is awash with insects and Bees and several small mammal species. These mammals are a food source for the Windhovers and Kites that live in the area. Your stated 10% net increase in biodiversity will be at the cost of a 90% decrease for a decade – so in reality a 20 year recovery period (as we would have lost so much for 10 years). I am not confident on your proposals on timeline and mitigation of loss of wildlife and habitat.*

##### *Transport*

*I live on the Hamble Lane and the proposal of circa 100 HGV movements (let alone the 154) is horrific. I would like to know the operating times of these lorries and on what days. I would like to know what your proposals are to “contribute to as necessary to highway improvements”. The Hamble Railway station bridge – through to the senior school (sports college) is full of school children between 8am and 9 am and again when they leave school – it is a very dangerous stretch of road , and when it is not dangerous it sits at a standstill (both ways) during the rush hours – this road cannot take the level of additional traffic proposed – indeed it cannot take the current level of traffic. I would also question the state of the railway bridge itself to endure the sustained load. Your proposed entrance and exit from the site will also create more delay in hamble lane – as your trucks will struggle to leave the site during busy periods and will be sat across a heavily used cycle and footpath whilst they wait to leave (or are you proposing traffic lights?).*

##### *Quality of life*

*Have you carried out any analysis on increased noise levels from the site for the residents directly adjacent to it and what are the limits of decibels you expect and at what times. Have you done the same for dust and where , with the prevailing winds can residents expect to see most dust. – What happens if either or both these factors adversely effect the health of the residents. As an aside I note the bund surrounding the site of between 3 and 5 metres in height – has any studies been carried out on the water run off from this bund into Hamble Lane (which already suffers from flooding) and the railway line?*

*Other points*

*What is the depth of extraction proposed and how will Cemex mitigate/prevent or indemnify residents from slippage around the boundary of the site.*

*I will consider other points and revert in due course. What consultation has been carried out with the local residents? when will there be a public hearing on this issue - in person, not virtual.*

*Too large a site, next to the UKs premier Yachting location, with large scale development at Whitley, Botley and Hedge End already well underway, isn't this a bit late to provide minerals. You don't make any mention of your timing, how long will each process last, how long will the airfield site be fenced off. Although private land, access at present for recreation and transit to School and Station is available. Other Residents will make the obvious comments on congestion on Hamble Lane and air quality with your traffic, no mention of blown dust from the extraction area. Your South most proposed workings are very near the Housing.*

*Your leaflet reads rather like an offering from a political party, all pros and no cons, I think you should be more honest; I am sure all the Yacht owners on the River Hamble will never tire of cleaning the Gravel dust from the decks.*

*I write as a resident of Hamble village in receipt of your development notice letter, which I can help but feel is less than realistic and has a short time scale that bounces the local community into panic. Not a good start.*

*The notice is also short on benefits for the local community. If you are hoping to sell the idea on the future community rural space then you must think us extraordinarily naive. There is no indication of duration for the extraction and no indication of tangible firm plans for the redevelopment. A short cut path is just not even remotely enough, in fact its an insult when such paths already exist.*

*I would also question whether the conditions for the original planning permission are even valid this many years later.*

*For me to be even slightly moving towards the neutral (though never in favour), you would have to:*

*Plan all extraction removal to be via train. The site is on the main line with obvious load and mass advantages once initial infrastructure is in place. Your main road route passes three schools on narrow roads. Just not suitable or even safe for your vehicles. Do I even need to mention a carbon footprint?*

*Construct as part of the above and before extraction; significant station improvements, including car parking.*

*Emplace a guaranteed timescale and duration for works, including hours of use.*

*Apply for and finance (with said finance held in trust) the redevelopment following.*

*The above would be a start. Your letter contains no advantages to the local community - just exactly what reaction were you expecting?*

*I am writing to you as a resident of Hamble, having received the marketing materials about the proposed mineral extraction from the former Hamble airfield.*

*I find it quite frankly astounding that CEMEX has the audacity to try and pretend that there are ANY benefits to local residents from such a scheme.*

*The attempt to present the proposals as a way of giving back to the environment and the local community is insulting given that the sole purpose is to drive up CEMEX's own profits.*

*There are NO benefits to the local community, despite the poor attempts of whatever marketing company CEMEX has hired to 'sell' them.*

*At a time when we should be giving back to our environment and pledging to do better for our planet as a society, it is disgraceful to even consider using this precious green space in a densely populated urban area for the money-making purposes outlined.*

*I find CEMEX's empty promises to increase biodiversity and 'restore the site to grazing land' after years of destruction extremely ironic given that research shows that the best way to support nature, promote biodiversity and allow natural ecosystems to thrive is to leave them well alone!*

*Once CEMEX has taken all that it can from the site and transformed it into profit for its shareholders, it will move onto its next destructive scheme whilst all that we will be left with is a permanent scar in the landscape and our local community.*

*Not only this, but whilst the extraction is carried out, those who live and work in the surrounding areas will be forced to suffer with years and years of increased traffic, air and noise pollution at a time when greenhouse emissions are already dangerously high. Not to mention the adverse effects to physical and mental health, and the fact that CEMEX plans to carry all this out dangerously close to our local school and the homes and businesses of many.*

*I know you will not find anyone in the local community who could support such a damaging scheme.*

*The very fact that CEMEX has given residents only two weeks to consider and respond to the proposals is further evidence of their disregard for the community they claim to serve.*

*I have no doubt that the plans will plough ahead regardless. After all, this so called 'consultation' period is merely a tick box exercise for CEMEX to 1) Be able to claim that they have 'listened' to the views of local residents and 2) Gather intel so that residents' concerns can be manipulated and used to strengthen the proposal ahead of the planning application stage.*

*Please rest assured that as a community who has nothing to gain and everything to lose from these proposals, we will do everything in our power to make our voices heard.*

*I can see absolutely no "benefits" to the existing village community. Your benefit claims are just ridiculous. 100 vehicle movements per day on an already overstretched road will cause considerable problems. 12 years of disturbance and effectively turning the village into a quarry is unacceptable. Your claim to be willing to be "willing to contribute as necessary to highway improvements." is just vague and lacking in any credibility.*

*There are absolutely no benefits of this scheme to the local community and it will only cause us all immense inconvenience, noise, pollution and additional stress on an already overcrowded road system. This is little more than a Cemex money-spinning operation with a dismissive nod to all of us who live here.*

*It's too big and will take too long. This is one of the worst ideas I've ever seen. Dishonest.*

*This isn't a consultation process! It's a poorly disguised Cemex PR attempt to sell your project to the locals.*

*We would like to raise some points prior to the planning application for this project.*

*1. Is there going to be a public consultation with parishioners? (now that Covid restrictions on gatherings are no longer in place), the implications of what you are proposing will have a massive, long term effect on our village so, in our opinion, a face to face meeting is essential.*

*2. Where are you proposing to access the airfield to carry out this work as this is an ongoing issue in Hamble with any proposed developments. (2 major developments have recently been refused, partly due to access and traffic problems. This will never change as we are on a peninsula.*

*3. How many and what working hours will work be carried out each day?*

*4. We have major concerns about noise levels as we live on the edge of the airfield?*

*5. Wildlife - we and many local residents walk on the airfield and it is abundant with wildlife, many ground nesting wild birds, rabbits, foxes, deer and innumerable plant and insect life that will be wiped out.*

*6. Why is the proposed parkland to be at the north-eastern corner of the site?*

7. I'm sure you are fully aware of the public right of way, known to long term residents as windsock corner (you may not be aware of this), we assume this is staying as it is.

8. When will formal planning application be going into Eastleigh Borough Council?

We are responding to the proposal to develop Hamble airfield. We have concerns and questions as follows:

#### Concerns

1. We are extremely concerned by the predicted HGV traffic of 90 to 154 HGV per day which is very high for an already busy road and will have a major impact on congestion, noise, pollution. In an 8-hour working day 154 HGV per day equates to 19 HGV per hour or one every 3 minutes.

2. The plans show the gravel pit is very close to housing on the east side Satchell Lane and along the southern boundary. We are particularly concerned that these currently quiet residential areas will become destroyed by noise and dust pollution which could force residents in doors in some conditions and may lead to increases in respiratory conditions such as asthma. In addition, a steady build-up of dust on buildings and inside properties.

3. We are concerned that the plans to return the land to grazing will be changed over time by planning and ultimately more housing built on the airfield.

4. We are concerned that changes to the water levels could affect ground conditions under our property at 105 Satchell Lane.

In summary we are opposed to these plans.

#### Questions

1. What type of extraction process is proposed? Will Cemex use dry or wet methods?

2. What noise levels can be expected for this process?

3. How will Cemex dust be stopped from being blown across neighbouring properties? A 4m bund will be totally inadequate.

4. What will be the working hours on site? Will work take place at weekends?

5. What will be the work hours for HGV movements?

6. What type of infill material will be used? Will it be waste materials that will decompose?

7. What guarantee is there that when extraction is finished the site is not developed or sold to property developers. Who will be the owners of the site at the end of the extraction process.

8. Can you guarantee that air pollution levels within and around the gravel pit will be within boundaries set up EU and UK law if not do you accept that if air pollution increases to a level above the legal limit your company will be subject to legal proceedings.

9. What measures are taken to ensure changes in ground conditions will not affect properties along Satchell Lane?

I am a resident of Hamble and work as an In House Lawyer for one of the UK's largest luxury yacht sales houses which has its head office in the village.

I strongly OBJECT to your proposal to extract gravel from the airfield.

My formal objections on behalf of the residents and Marine Industry will be raised if and when you have the gall to proceed with this disgraceful, detrimental, ill-thought out, inconsiderate and wholly inappropriate proposal.

We are totally opposed to gravel extraction plans from Hamble Airfield. There is already traffic chaos getting in and out of Hamble following over expansion with no infra structure development. This proposal would contribute to even worse gridlock and put children at risk with significant extra noise

*and environmental pollution in close proximity to local schools. It will also take away an existing widely used recreation area for residents. We cannot express our opposition strongly enough.*

*I am appalled to read your proposals. This development would be an abomination in a beautiful rural village, especially because of the massive increase in pollution and traffic.*

*Please consider the following reasons for my objection:*

*1. There would be massive levels of noise, dust, environmental and river pollution to all surrounding areas from both the excavation and from 150+ daily lorries emitting polluting exhaust fumes. The health of people in the wider area would be badly affected.*

*2. Hamble Lane is already heavily congested by users not only from Hamble but also Bursledon and Netley. It is the main access to the A27 and M27 from all these villages. This is a basic 2 lane road, narrow, and with insufficient provision of safety measures - for all users.*

*Even though many individuals are still working from home there is still an unacceptable level of commuter traffic. In addition, the road is heavily used by fuel tankers, and commercial delivery vehicles to the existing businesses and to the marina businesses, including boat deliveries. Hamble Lane is already badly congested; your proposals would lead to gridlock.*

*Any point of access from the airfield will exacerbate existing problems with traffic movement. Hamble Lane simply cannot cope with the addition of some 150 + lorries daily, plus vehicles belonging to your employees and contractors. They would increase dangers to all users, including pedestrians and cyclists.*

*This observation is pertinent to the whole length of road through to Windhover roundabout and all roads joining the roundabout and the M27.*

*3. Hamble secondary school pupils would be further endangered by traffic, as would persons accessing Blackthorn surgery.*

*4. The recent residential developments have already exacerbated use and access to/from Hamble Lane, and the already inadequate access to/from Tesco supermarket and fuel station.*

*5. The airfield is a haven for wildlife and rare birds - currently awareness of habitat loss is high profile worldwide. This habitat should be preserved not destroyed.*

*6. Cemex is not legally in a position to dictate future use of the land.*

*7. Awareness of pollutants generally means that typical building materials are not in demand as much as they were. Alternative eco friendly materials are more in demand than those you seek to quarry.*

*I urge you to drop these proposals.*

*This is not a good venture for Hamble le Rice it is absolutely of no benefit to anyone. I object whole heartedly to this project. It benefits no one. Not even yourselves. For all the reasons you already know.*

*I have been a Hamble Resident for over 20 years and a homeowner in Hamble since 2008.*

*The proposal to destroy a green area is completely unwarranted. The entire coastline from Hamble to Hillhead is composed entirely of shingle beach. This would be a far better place to extract gravel and would give an opportunity to create a walkway for people to use.*

*The only reason I can see that you wish to extract gravel from the Hamble Airfield is to then fill it with rubbish and then cover it with houses.*

*In my opinion, this is a project based on profit and would be very damaging to the environment.*

*I strongly oppose your proposals.*

*I object vehemently to the proposed gravel extraction from the Hamble airfield site.*

*The route your lorries would take would be along Hamble Lane the B3397, (it's the only road in/out of the Hamble peninsular) I suggest you look at the OED for the definition of the word LANE. At present we have over 100 petrol tankers a week using this Lane which has caused the Lane to fall into a terrible state of disrepair. The Lane is at a crawling pace from 07:30 - 09:30 northbound and 16:00 - 19:00 southbound every day of the week without your heavy lorries exacerbating the problem. Not to mention the Wendover roundabout or the exit from the M27 Junction 8.*

*My experience of planning applications leads me to believe this is 'rubber stamping' and going through the motions for a proposal already agreed.*

*We are writing to express our objection to your proposal for gravel extraction at the former Hamble Airfield, on the following grounds:*

- The existing sites that you mention at Bramshill, Everseley and Hamer Warren are in open countryside, much further from houses and well served by their proximity to major "A" roads. Those things would seem to be essential criteria for the location of such a quarry, however none of them apply to Hamble.
- Hamble airfield is not a rural site- it is in the centre of a large community, surrounded for much of its perimeter by houses, a secondary school and with a primary school just across the road. To consider a quarry in this location defies all sense of respect for the community in which it is located.
- The proposal does not even include reasonable margins at the edges of the site to separate it from the residential areas.
- The proximity to residential areas means that there will be severe dust, noise and light pollution to a large proportion of Hamble's residents and the proposal gives no information on how these will be mitigated.
- The road that gives access to the site, Hamble Lane, is notoriously overloaded with traffic already. The additional of traffic due to staff at the site and especially the lorries removing gravel is not sustainable by this road, it's junctions or the local network. Large vehicles turning right out of the site will bring traffic to a standstill very frequently. Air quality will be affected by this traffic, in the close vicinity of housing and two schools.
- The movement of many large lorries on the route to two schools is a serious safety concern- the entrance to the site will cross the foot and cycle path to the schools.
- The mud, gravel etc. that will be brought onto the roads is not acceptable in a busy residential area.
- After extraction, to create an area for public access is welcomed, but the area proposed is at the wrong end of the site to be beneficial to the residents of Hamble
- The public have had access to this site for many years- it provides safe paths, avoiding busy roads, between the village and the secondary school. It is an important green space to the community and the wider area, separating the built-up areas.
- After extraction, the whole site, or large proportion of it, should be returned to public ownership and access, not only a small corner.
- The proposal talks about Biodiversity, yet the existing site is a varied habitat for many species of flora and fauna that will be completely destroyed, to be replaced by grazing land.
- To promise "grazing land" and "biodiversity" is disingenuous, when it is well known that after gravel extraction, the aim of the landowner will be large scale housing development.
- The environmental impact of this proposal must be fully assessed. The traffic and machinery that extract the gravel for many years and then fill back in the land will have a significant contribution to carbon emissions. Such a project today should achieve carbon neutrality.
- There will be other environmental impacts and pollution to air and water that must be fully assessed.

*I am writing to object to the Cemex Proposals for Mineral Extraction at Hamble Airfield.*

*I understand this area was deemed a possibility in 2012 almost 10 years ago.*

*A lot has changed in this time, with the building of a huge number of new homes along Hamble Lane, the nature and animals living on the airfield, and the need to conserve green space, for human well-being*

*I believe it is definitely not a suitable area for gravel extraction now.*

*The traffic on Hamble Lane is notoriously busy and dangerous, one of the worst roads in the country. It would be madness to add to the traffic with large trucks carrying gravel. Hundreds of school children walk along this road and trucks would add extra danger.*

*The air pollution and noise pollution in Hamble and surrounding area and along Hamble Lane due to traffic and the BP site and other industries is at a very high level already. This should not be increased any further. The people in the houses that border the proposed extraction and nearby areas would suffer greatly from these aspects to a totally unacceptable level for many years. Along with the two Hamble Schools close by.*

*The Former Airfield is home to Deer, Reptiles, Bats, and many species of birds including birds of prey and other small animals and should not be disturbed.*



*I have concerns if extraction was to go ahead this would adversely effect the water table and this could impact people houses and pollution could go into the river.*

*I live in Hamble, and I have been reading your digital consultation site, and I would seem inevitable that many of the current trees and shrubs will need to be cleared.*

*If this is the case, I would appreciate the opportunity to discuss the option to take these and re plant on piece of and I own – I would be able to take in the region of up to 800m of hedging and shrubs and 50 trees.*

*Cemex*

*We are in receipt of your proposal for mineral extraction from this site and I have viewed the virtual exhibition. I have been a Hamble resident for 30 years and live in a house just north of the proposed site (phase 1) on the other side of the railway line (approximately 100 yards from your initial excavation). I walk the airfield twice a week and my wife does every day.*

*Wildlife and Health*

*The airfield has reverted back to nature over decades and provides the residents of Hamble with a much needed space. During the lockdown and subsequent to that many people benefitted from this and will loose the access for a minimum of 7 years (and likely a decade with restoration). This has a negative effect on the residents physical and mental wellbeing. How will Cemex plan to compensate this quality of life., lost during these years?*

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*Quality of life*

*Have you carried out any analysis on increased noise levels from the site for the residents directly adjacent to it and what are the limits of decibels you expect and at what times. Have you done the same for dust and where , with the prevailing winds can residents expect to see most dust. – What happens if either or both these factors adversely effect the health of the residents. As an aside I note the bund surrounding the site of between 3 and 5 metres in height – has any studies been carried out on the water run off from this bund into Hamble Lane (which already suffers from flooding) and the railway line?*

*Other points*

*What is the depth of extraction proposed and how will Cemex mitigate/prevent or indemnify residents from slippage around the boundary of the site.*

*I will consider other points and revert in due course.*

*To the CEMEX Community Engagement Team*

*Thank you for your recent communication with your draft proposal. Please would you provide answers to the following questions?*

*#1 Are you working in conjunction with Persimmon Homes on this proposal?*

*#2 How do you guarantee that the land will be returned to 'grazing'?*

*#3 If you propose to extract 250,000 tonnes / year do you agree that would require approx. 50 Nr 20 tonne 'full' trucks up, and 50 Nr 'empty' down, Hamble Lane each day?*

*(i.e. approx. 100 lorry movements / day depending on size of trucks used) (250000 tonnes / 20 tonne / 50 weeks / 5 days = 50)*

*#4 Do you agree that this number of lorry movements will roughly double when you start 'backfilling' unless you can use the same trucks in and out, which would seem unlikely?*

*Thank you in anticipation of your response*

*As a Hamble resident, I am registering my objection to your plans for the following reasons:*

*1. Increase of heavy goods/ construction traffic for a significant period of time on what is already a congested road over used by heavy goods vehicles accessing Hamble businesses.*

*2. The site is very close to a school, doctors' surgery and leisure centre meaning lots of pedestrians, children on bikes etc. There is a high risk of a collision with a pedestrian/ cyclist.*

*3. Noise pollution will be increased and add to existing industrial noise pollution coming from the south of the village. Residents will be 'sandwiched' between this noise. Many people are also working from home more now and construction noise during the day would be unwelcome.*

*4. The roads around the proposed site are not very wide and there is a risk of grass verges being churned up and vehicles damaged.*

*5. The proximity of a busy junction and a roundabout means slow moving construction traffic will create more delays.*

*6. Air pollution from dust impacting on health and covering homes and vehicles in dust.*

*Last week we received a copy of the flyer regarding the consultation exercise that you are starting. Can I just for the record state how unhappy we are as a Parish Council, about the approach that has been adopted and the timescales. Back in 2018 we held initial discussion with [redacted] with the agreement that there would be early discussions and a comprehensive consultation exercise to follow. A copy of the letter is attached. The spirit of engagement set out in the letter seem sorely absent now.*

*The consultation that has been issued is only available on line. This excludes many of our community including those that will neighbour the site and will have genuine and substantial concerns about what is planned. Given this I really don't feel that the engagement is genuine and the timescales are much too tight. A statutory consultation from a Planning Authority would be a minimum of 6 weeks – why has a similar time not been allocated.*

*We have a Planning Meeting booked for the 22nd of November at 7pm and would ask that members of the project team attend the meeting and talk through the proposals. I would also ask that you extend the deadline to allow a full 6 weeks.*

*An early reply would be appreciated given the concerns that have been generated by this.*

*We write to register our strong objection to the quarry proposals currently being consulted on at the pre-application stage by Cemex for the former airfield in Hamble.*

*Firstly we would like to raise concerns with how the consultation exercise run by BECG on behalf of Cemex has been undertaken:*

- A just over two week consultation period is wholly inadequate for proposals of this nature*
- Despite several calls to the information line (which is not managed but is just an answer machine service!) and promises of responses to our questions by email we are still waiting over 1 week*

later. How you expect us to make an informed response to the consultation in the short time period allocated is beyond us or perhaps this is the ploy?

- Whilst appreciating the ongoing covid pandemic an in-person event would have been much more appropriate than a simple leaflet and a virtual exhibition which would have been complicated to manoeuvre around for those technically challenged.

- Cemex and/or their representatives clearly don't wish to engage meaningfully with the local community otherwise they would have ensured to send someone to the Parish Council meeting on 22 November as requested by the Parish

- The virtual consultation materials failed to address even the most obvious questions (see below) and one wonders why the consultation has been held at this time if this information is not available or Cemex are unwilling to share? Are Cemex trying to rush in an application before the HCC Minerals Plan comes up for review as they are concerned the site will lose its allocation? The timing is suspicious.

Moving away from criticism of the consultation exercise we have raised concerns on the information line regarding the following (to which we are still awaiting a response):

1) what is the exact nature of the inert landfill materials proposed for the "restoration"?

2) What depths will Cemex be extracting to? What reassurances can they offer homeowners between the proposed site and the river that this excavation will not adversely affect the water table and ground stability?

3) What are the proposed working hours? will there be night working? will there be light pollution from floodlights on the site?

4) How can Cemex claim that local roads have capacity and then in the same consultation materials state they are aware of existing congestion on Hamble Lane and are happy to contribute towards remedying this?! Where is the Transport Assessment for scrutiny especially given the site is very close to two schools? The recent appeal decision against housing development on the GE Aviation site in Hamble is a material planning consideration given the Inspector ruled that Hamble Lane could not accommodate the additional traffic generated.

5) Need - where is the need for this quarry? You can't just rely on a minerals allocation. Recent appeal decisions have shown you need to demonstrate a local need at an appropriate time.

6) It is all well and good Cemex saying that there will be enhancements of habitats and tree and shrub planting, along with considerable net gain in biodiversity through the restoration, but Cemex's involvement in the site will cease after the restoration has been delivered and ownership will revert to Persimmon Homes. The community therefore has no reassurance that this land will remain as it has been restored - so where is the benefit?

We should stress we both work in the development industry and are not anti-development in general, but we feel that the consultation on these proposals is considerably premature given the distinct lack of meaningful information for consideration by the community and is simply a tick box exercise for Cemex to rush through an application to try and get a consent before the site comes under scrutiny again when the minerals plan is up for review.

I have seen your proposal regarding the hamble airfield. As we live in an area with one road in and out, I wonder how you propose to enable more and heavier traffic usage in the area?

It takes me an average 20 minutes (very often longer) to do just 2 miles when I try and get home or leave Hamble, it is not as simple as just peak times. There only needs to be an issue on the M27 and everyone gets off at Bursledon to get round the A27, which leaves trying to get to Hamble a very long wait with people queuing back on to the motorway or just backing up the road when there is an issue with people trying to get on the motorway. In addition, everything was snarled up when there were petrol shortages and the ques to Tesco's again caused massive delays in trying to get into Hamble.

How long would this project last? Perhaps the time has come to get out of Hamble so I can actually leave and get home without it being a massive issue so often, as it seems things are only going to get significantly worse.

This area is currently used by a huge number of locals and others for dog walking. We personally walk our dog multiple times a day here but if this was taken away from us we would need to get in the car at least twice a day to take him for a walk. I know many people that do this and so the amount of traffic on the local roads would further increase. This would also mean that the roads near the alternative walks available would have increased traffic and would require more parking. It would also inevitably increase fuel emissions as more people are on the road unnecessarily where they were not before.

*I have serious concerns about the road traffic and lack of public space available for dog walking. It would have a serious detrimental effect on our daily lives so much so we would have to consider relocating away from Hamble if this was to go ahead.*

*I object to your proposals as:*

*1) Traffic in Hamble Lane is already too high causing regular traffic jams so adding 90 to 150 lorries is going to cause even worse traffic delays. Environmentally this will have a significant negative impact by increasing the amount of vehicle emissions as the time spent in traffic jams will increase. Additional traffic jams & queue times would impact not only the residents of Hamble plus those who work in Hamble but would result in tourists/holiday makers avoiding the area with the consequences of this resulting in people within this tourist industry losing their jobs.*

*2) Digging up the current airfield will destroy the existing plant & animal life, this is environmentally unacceptable for the sake of extracting gravel and would not support the UK's Cop26 objectives. Adding lorry diesel emissions will further increase the negative environmental impact of this proposal.*

*3) The residents of Hamble would be subjected to more noise, traffic jam, loss of greenery and lower home prices for what benefit? This is a commercial proposal based on zero benefit for the local community, those who work in Hamble and the tourists who visit here.*

*Carrying out a virtual consultation 1) does not allow people the right to question directly the CEMEX team in a face-to-face public meeting/exhibition and 2) excludes those Hamble residents who do not have either a computer or the skills to view the virtual exhibition & to complete this form.*

*By excluding people and not holding a non-virtual exhibition you appear to be simply trying to minimise people objecting to your proposals.*

*Additionally, the short time you are giving people to view your virtual exhibition & to ask questions and or comment is unacceptable given the huge impact your proposals will have on the residents of Hamble. It appears the short period you are giving us, the residents of Hamble, is simply to stop those who object to them from discussing them as a democratic anti proposal group.*

*Hamble does not have the infrastructure to support this proposal. How can you agree to run lorries past a high school that is used from 06.00 in the morning until 22.00.*

*Who will give 100% agreement that NO child will be hurt. We don't need financial support. We have green land we have a beautiful river with land for walking. We don't need a lake or new footpaths. I don't want the noise, dust and traffic getting in and out of home. You might be excited about bring your plans forward. We will just as excite at stopping it. Please have it on your doorstep. NOT ours.*

*I live too close to the airfield, the noise and dust will be directly in my direction and will affect my wellbeing. I can hear skylarks on the airfield from my garden, therefore any noise from any vehicles will be overwhelming, the reversing beepers will be dreadful! The traffic is bad at the moment, but the frequency of the lorries will make our lives dreadful. Mud and slow road sweepers will block the traffic in and out the village. The time to be told about this has been very short, the village residents who will be effected are unable to meet with your company and council to understand how we will be affected.*

*The lack of detail for a scheme of this type is damn right ignorant -where are the details. How many vehicle movements per day? Operating hours - will this be a repeat of the Cemex operation in Southampton where they stack lorries along the road from the early hours as they have no control over their owner operator drivers? The proximity of extraction to homes is clearly to maximise yield and nothing to minimise disruption. Absolutely disrespectful the little amount of work gone into this presentation.*

*Not welcome will fight it all the way and if granted will ensure Cemex keep to the minute on every vehicle movement condition and every decibel of noise pollution.*

*Very poor indeed. Not seen any letter drop. Very little investment.*

*Hamble Lane is very congested and there has been a great deal of additional housing built - if we now enter over a decade of heavy-duty lorries trying to access and leave the proposed site it will have a further detrimental impact on the congestion and state of the only road going in and out of the peninsula. Do not consider Satchell Lane as an access road - the clue is in the name - Satchell Lane - it was not built for the current levels of traffic and is neither wide enough or straight enough for the larger vehicle. Locals need to know how householders and the adjacent two schools will be impacted by this project.*

*I am concerned about noise pollution and dust for the neighbourhood. From the Hamble leaflet drop to the deadline the timescale was unacceptably short. If people have no time to submit comments it will not be an indicator of the level of feeling in Hamble about the future of our neighbourhood.*

*From the Hamble leaflet drop to the deadline the timescale was unacceptably short. If people have no time to submit comments it will not be an indicator of the level of feeling in Hamble about the future of our neighbourhood.*

*Any type of design for a quarry is not acceptable. The airfield should not be used for a quarry. Hamble does not have the infrastructure for more vehicles to be coming in and out of Hamble. The Quarry would damage the lovely village of Hamble it should not be allowed.*

*No, I am very concerned about the environmental impact of the 14 years of this project. I may be that after the project completes that biodiversity will increase, but the impact during the project will be considerable.*

*I am concerned about:*

*- Noise pollution during the creation of the bund and site, during operation of the extraction, from the 90 HGVs a day and during the restoration process and I would like to know the days of the week and times this be in operation.*

*- Air quality both in terms of HGV pollution, machinery pollution and dust*

*- You have discussed reptiles on site but there are a large number of mammals that live on the site (deer, foxes and hedgehogs) a huge range of birds including nesting birds of prey and endless insects. Where will these species live during the next 15 years, and how will they return. It is one of the great things about living in Hamble that we regularly see and encourage biodiversity*

*We will also lose a valuable are of our village to run, walk and use for 15 years - this is a critical part of our wellbeing, live style and environment, and I strongly oppose this project going ahead. Thank you for consulting prior to planning, I am opposed to this development.*

*I think this is a terrible idea. The field is about the only green space in this area and is full of wildlife. To have a gravel pit placed there would be awful and a hideous eyesore. The traffic into Hamble through Bursledon is already too busy and adding loads of lorries into this would make the situation worse for everyone living round here. It is also near Hamble school so impacting on the children there, instead of a beautiful meadow next to their school it will be a horrible grab pit with a lot of lorries and pollution. Shame on all of you who have proposed this.*

*Move the location to a rural area. You will devalue Hamble and destroy a beautiful space used by us to escape what is already an over built area. The traffic situation will be made worse. Just a terrible idea and whoever proposed this should be ashamed of themselves.*

*Not been made clear enough to us. There should have been a letter through every door in the affected area, I knew nothing about this until I was told about it from a friend. It shouldn't be word of mouth it should be you being honest and clearly informing people of your proposal instead of being sneaky and under handed.*

*Yes, I do. This plan is disgraceful and totally wrong. It shows a complete disregard for the environment, wildlife, and local residents. Too much green space has been destroyed for housing in the hamble, Bursledon and Netley area. During the building of new housing developments in the area, dead animals such as deer were a common sight on the roads. You say the site will be returned but what will happen to the wildlife in the meantime? In addition, the traffic has become horrendous and with large vehicles presumably needed to service the site will only increase the pressure on the roads which are already busting at the seams. My family enjoy the airfield and its great place to walk and see wildlife which is vanishing from other parts of the area due to building. Please in the nicest possible sense reconsider. Seems poor at best. Heard about the plans through a community Facebook group.*

*Your plans for mineral extraction on the Hamble Airfield are unwelcome. Locals feel incredibly strongly and are ready to do all they can to stop it going ahead! Hamble traffic is already atrocious and simply cannot take the pressure of all those lorries going up and down Hamble Lane. The airfield is treasured and enjoyed by all. It would be an utter travesty to dig it up and upset the wildlife that inhabits it.*

*You should not be making such an eyesore on the pretext it will help with infrastructure. Your raping of this site will unreasonably deter people wanting to live here and put unwanted strain of current infrastructure and, more importantly, on the quality of life of those currently living here.*

*An abhorrent waste of public funds via planning and council resources and waste of time for all those who will fight this intention of Cemex. We live here, we shouldn't have to fight your corporate greed to protect our quality of life and surroundings.*

*This site is wholly unsuitable for gravel extraction due to its proximity to residential housing, schools, doctors surgeries and outdoor sports facilities. Much has changed in terms of residential development since this site was considered by HCC over 10 years ago and its suitability should be immediately reviewed.*

*The access to the site through built up residential areas from the M27 all the way down Hamble Lane through Bursledon and Hamble is already over capacity. 100's of heavy truck movements a day is completely unsustainable both for the contractors as well as residents. The road infrastructure is completely unsuitable for both the quantity and type of these vehicles. Hamble Lane is one road in and out, it is narrow and in close proximity to residential properties which makes this proposal dangerous as well as ruining the quality of life and increasing health impact due to heavy exhaust and dust for residents, especially the young, old and those with asthma conditions.*

*Site access will be a real and present danger so close to schools and doctors' surgery which both serve the Hamble and Bursledon communities.*

*The extraction will also have a flooding impact on neighbouring houses especially those on Satchell Lane and down to the River Hamble. We will hold both Cemex and Hampshire County Council responsible for this and any actual damage sustained.*

*It will destroy the character of the villages, both Hamble and Bursledon as well as the surrounding natural area.*

*We also have major concerns about what will be used to back fill the site and the additional environmental and health damages of such.*

*The site is wholly unsustainable from a traffic, noise and dust perspectives and the impact that will have on quality of life and health both in the short term and long term. It will interfere with the safety and function of an already over loaded road. A planning appeal was refused by the planning Inspectorate for further housing development not far from this site earlier this year with the comments "that the development would have an unacceptable effect on traffic movement. Given the already congested nature of Hamble Lane and the inability to adequately mitigate the effect of this" was grounds for the refusal. This is the latest scrutiny, and at the planning Inspectorate level! The impact of heavy lorries would be far worse and even more unsustainable.*

*Environmentally this will be a disaster for the ecology of the area as well as local wildlife. It is within the Solent and Southampton water special protection area and will have a damaging impact.*

*It is not carbon friendly either from transport or on-site work perspectives, at a time when we are told by government that we must do all we can to prevent climate change. This is not an environmentally friendly proposal at all!*

*It is time that Hampshire County Council reassessed the suitability of this as a gravel extraction site in a built-up residential area on a peninsular with one road in and out.*

*This consultation process is far too short in notice and time to respond.*

*It is also not inclusive, not everyone is able to access the online documents or respond with online replies. Downloading a form is not possible if you don't have access in the first place.*

*A public exhibition should be mounted to allow all to be included. Covid is not an excuse at this time as we currently have no restrictions on movement or public places right now. We can go to the cinema or a restaurant. We should be able to have a public, physical consultation. Therefore, this consultation does not meet its needs.*

*There is no opportunity to copy in other consultee bodies such as the Parish Council within this form. It's one way data gathering by a commercial organisation not an open public consultation.*

*The proposal talks only about the end state and neglects to mention the years of upheaval, traffic, debris and noise caused by the extraction and subsequent reconstruction. The proposal doesn't mention whether current footpaths will be retained during the project or what attempts will be made to minimise disruption.*

*The proposal will increase traffic on Hamble Lane to an unacceptable level, resulting in people using Satchell Lane as an alternative impacting both residents and schools on both roads. There are already significant traffic issues on both roads and the approach from Bursledon, which will be exacerbated by gravel lorries and other staff and service vehicles. Satchel Lane is a narrow and winding road with no footpath or lighting alongside much of its length. Not only will additionally traffic cause delays to residents but there are also safety concerns for pedestrians and cyclists using the road to access the school and Medical Centre. This will be even worse if access is removed to the path on the airfield alongside Satchel Lane.*

*An utter disgrace to be proposing such a scheme surrounded, as it is, by schools, housing, and recreation areas. It's an eyesore and an environmental affront. There are no benefits to locals. Your suggested jobs are not needed here nor wanted. The infrastructure today cannot cope hardly with today's traffic volumes especially in peak times and months. Times you are not conducting your traffic studies I note! Almost 200 HGV's a day and all their pollution and noise. It's an outrage what you propose and an insult to intelligence to suggest this area needs the mined materials. It doesn't. Or you wouldn't need 200 trucks a day to take it away. Clearly you have an aversion to proper environmental conduct. It's not acceptable to say, "ah but we will make it better." By then irreparable damage will have been done to the things that matter. Like health, happiness and the right to quiet enjoyment of our environments and homes.*

- 1. The proposed 100m boundary/buffer zone from housing is not far enough to protect residents from the inevitable noise and dust pollution.*
- 2. No access at all during the extraction period has serious implications for pedestrians who currently use the route from the Mercury Marina area of Satchel Lane to The Hamble School. These pedestrians (many of them school children) will inevitably walk along Satchel Lane as an alternative and this is an accident waiting to happen as there is no pavement.*
- 3. Cemex are only contracted to dig the site and so any indication by Cemex of what will happen to the land after extraction in an effort to butter up residents is presumably worthless. The land is owned by Persimmon Homes.*

- 1. Concerns about the general increase in air and noise pollution, particularly dust in the summer months and the detrimental effects on those with health conditions such as asthma.*
- 2. Increased risk of flooding on Satchel Lane. Flooding is already a major issue on this road and could be made far worse.*
- 3. Obvious problems of 100+ lorries per day on Hamble Lane, not to mention additional traffic due to staff. This is already a notorious traffic hot spot so will lead to: further unacceptable congestion, rapid deterioration of road surfaces, verges and private house frontages particularly caused by heavily soiled vehicles in winter months and wet periods.*
- 4. In addition, the pavement along Hamble Lane from the proposed site access point towards The Hamble School and over the railway is very narrow in places and becomes very crowded. There is a significant safety risk of large vehicles frequently passing close by school children.*
- 5. No one in the village or surrounding area wants this!*

*An online consultation is not inclusive enough. Not all the village residents have the capability to respond.*

*However, this is spun, the impact of an industrial project on a small neighbourhood with already limited road access cannot be understated, although it does not appear to be addressed. Vehicular access is already a struggle at times, and noise would be an issue in an otherwise very peaceful part of a tranquil area.*

*I walk in this area as a means of escapism. It helps with my mental health, which I struggle with a lot. I call it my "stress field". There are no vehicles, no paths and almost no people, which makes it an ideal area of respite when working from home. It is a rare privilege to have this in the area where I live, and this proposal would disrupt that. I'm sure this is an experience shared by many people who live locally. We all enjoy the space, and no regard is being given to the "unspoiled" nature of the area, and this seems to be a cost born by residents, for the profits of CEMEX.*

*Somewhat patronising. All material available from CEMEX talks about how "great the proposal would be for the community, look at all these benefits!", without discussing or being up front about the*

downsides. And if there were no obvious/significant downsides, there wouldn't be a need for this consultation. I'd be far more likely to look favourably upon a company's ability to consider their local working environment if it was capable of acknowledging the ability of residents to not be swayed by little perks, and instead said "here's what we're going to do, we can already foresee these problems which is why we're doing a consultation. Here are the things we're doing to offset that and give back to the community".

No, it should not be happening at all. The road infrastructure cannot cope with the amount of lorries. Hamble Lane cannot cope at the moment at busy times i.e. work and school times with all the additional traffic it will bring the village to a halt for emergency vehicles. A school is right next door, and it could be very detrimental for children's health and safety the dust will be horrendous for the area. It will go on for years. Residents in Netley have not been informed and it will affect us.

Does this question mean - do I like the way the proposal has been presented? I don't care about presentation except there is a lot of detail missed. I care about the content and actual proposition. This is not an inclusive consultation it limits it to people who have internet access only and to people who are happy to work online. This form is confusing and limiting presumably you will strike off bits written in the wrong areas??!! It is hard to follow with all the patches of info like a notice board. There is limited detail on actually how this looks to the public - noise/ lighting/ dust from the gravel pit/ drainage.

The actual proposal is assuming that Persimmon have nothing to say about the end result and their goals for the land - Cemex does not own the land. This is a totally ridiculous proposition. This land is right in the middle of a village. There are acres of farmland and pasture in this county that do not affect peoples assets and lives - houses, cars, lifestyle, livelihoods. The air pollution from dust and trucking, light pollution - not been highlighted hours of business on quarry, noise of trucks and quarry, dirt on roads, gridlock on Hamble Lane.

Traffic - let's hear the truth about the quantity of employees vehicles and other traffic coming in; truth about other trucks coming to the site - actual numbers not speculated from the removal of gravel by Cemex. The entrance goes across the pathway where children walk to school, dog walkers walk to the park. The area has been used by the village for years. The buffer zones are far too small and too close to housing. How do you guarantee that this digging is only 6-7 years of extraction - these quarries never stick to time - how do we have a guarantee?

The concept of after the quarrying is questionable - why put the recreation area so far from the village unless there is a long-term goal to build houses in between? Does Cemex actually have authority to offer these promises for after the quarry, because they do not own the land.

How do you guarantee that the proposition of what happens to the land after is certain and that once the demolition is finished Persimmon don't decide to apply for hundreds of houses?!?!?Great re footpaths but the villagers need more access over the quarrying/ digging period.

Outrageous proposal - to put this kind of excavation in the middle of a village. Why are we choosing a historic natural harbour - a tourist attraction? Close to schools, houses, doctors surgery, business, an area of natural beauty - a historic holiday tourist attraction.

Infra

structure of the road will need to be improved in order to get emergency services in and out at rush hour. Roundabouts improved. There is an obligation of a roundabout at the entrance to the sit onto Hamble Lane. As stipulated by the inspector back in 2012/13.

How do you propose to deal with Hamble lane that is already at capacity and already is registered by HCC to have poor air quality? How are you catering to flooding of Satchell Lane? Sustainable supply to local building materials?? That is not necessarily true - we all know that the gravel gets shipped off to a depot and then relocated so it is not limiting transport and travel.

Cemex do not own the land so how can they promise what happens afterwards. All this whitewash talk of biodiversity after and in specific trees being planted during - what about how many hours there will be lighting on the site - will there be digging g 24hours a day? drilling, excavating? Noise? Keeping us awake babies awake disturbing kids learning in school? The land needs to be gifted to the village as green space in order to stop this threat from repeatedly coming up.

A disgrace - far too short - not enough time to process this at all. No warning and totally sprung out of the blue. Totally unacceptable for an inclusion perspective - limiting the people who can easily see this to those with internet access and or understand internet access. And typically, before Christmas where



<p>people are distracted and will be whilst the planning is put forwards - extremely inconsiderate and unfriendly approach.</p>
<p>This is irrelevant as any change in the landscape to extract gravel will have a negative impact on Hamble. The current levels of traffic are excessive, especially with heavy goods vehicles. The road is often at a standstill and Hamble Lane is already a problem. The pollution in Hamble is high due to Fawley Power Station and the high levels of traffic. The landscape will be affected negatively. Children walking to and from school will be at risk with the extra traffic and higher pollution. The number of consultation processes that have been brought to Hamble in the last few years suggest that the consultation process isn't the problem but the environmental and social impact of all proposals are.</p>
<p>Design &amp; layout of the proposals I assume follows the process used for your other extractions. I assume the treatment of the lizards &amp; birds of prey that use the site will also meet the requirements of the environmentalists/RSPB etc. The access road could be staggered rather than a straight 90% turn that will cause holds up for all following traffic for each of your 90-154 daily turns into the site. Is 13 years a realistic target. If you could reduce that by half you may, but at best may, get some locals to say ok to the idea.</p> <p>Whilst the proposals say, "former airfield" &amp; "private land" most a-z refer to it as "unofficial open space." A quick survey will show that it is already "offering publicly accessible green space" and is daily used by walkers &amp; dog walkers already. Is there a time period, say 8-6 or 9-5 that limits the comings &amp; goings of the HGVs or are they moving 24/7?</p> <p>I also seriously doubt that 4m high mud wall will be sufficient to prevent the dust pollution escaping to the nearby houses. It is very surprising that a quarry next door to any houses is even allowed, never mind having one right in the centre of a village.</p> <p>With that amount of sand/gravel removed is there likely to be any drainage left. Is this going to be one giant bog left over afterwards. The water level is only a few meters down, you will no doubt reach it during the excavation.</p> <p>If this refers to information provided via leaflets &amp; the website &amp; feedback opportunities, I have no issue with that, but overall, not in favour of having a quarry in the centre of our village.</p> <p>I don't think enough has been done to consider all impacts to houses, access on to the roads and the safety of those who live in the surrounding areas. This is an unwanted development. There are no benefits to the community only risk to health, lives and wellbeing.</p> <p>No mention has been given to those who in the current climate have to work from home and the noise, levels, dust and pollution that comes with this site. Inadequate, it has not gone in to details of the impacts. It is simply a tick box exercise to make it sound "great" for the local community when all it is going to bring is issues.</p> <p>My concerns are the traffic this will cause on Hamble Lane especially by Hamble community school the noise and pollution. If there were to be more houses on Hamble Lane it would cause to much traffic the infrastructure would not be able to cope the schools and doctors surgery in the area would not be able to cope. Just leave it as open space to be able to walk on. Why do this just leave it for the local people to be able to walk.as above.</p> <p>The area is of natural beauty and should be left alone. Why risk the tranquillity of the area mad increase the traffic to a congested area all round a bad idea. Thank you for letting us have our say!</p> <p>There is a high degree of illogical thought process around having the entry to the site so close to the railway bridge. This is already dangerous and to have trucks turning in and out in this area is not safe. There is no mention of the approach that will be taken to wildlife that lives on the airfield. The village is already difficult to travel in and out of, this will make it harder. There is no consideration shown towards environmental impact. The access points are unsafe. The danger for school children going to school has also not been taken into account. Open and transparent.</p> <p>Indeed, we don't want your gravel pit so yes, the design and layout are poorly thought out because you plan for it in Hamble. The entire Hamble River corridor will be affected by building a site on the airfield at Hamble. There's already enough HGV traffic passing the local schools, there will be too much dust and too many vehicle movements on site for it to be healthy for anyone studying or living close by. Walkers, cyclists and a whole plethora of flora and fauna benefit from the site being left alone. The locals will not be trodden roughshod on this, expect strong opposition. We do not want a gravel pit in Hamble. You're being very quiet because you know you're not welcome.</p>

*The Hamble Airfield is at the centre of our village and it would be extremely disruptive to everyone in the village to have mineral extraction going on here. Hamble can not cope with any more vehicles on the road let alone more large heavy vehicles. It is already too busy for a small village. There is so much wildlife that live there, it will be destroyed and animals will have nowhere to go. Restoring it after destroying it all doesn't help when everything that lived there is dead. Please listen to the people of the village. Its too much to have this going on in our small village and we want to protect the wildlife and greenery we have.*

*I have lived here for 10 years. As a result of my previous canvassing of near neighbours on local issues and others' literature circulated more widely, I know enough about local opinion to be aware that these proposals meet with very little local approval. The proposers clearly have no idea of what it is like to drive up and down Hamble Lane every day of the week, which is already highly congested. It is one of the busiest B roads in Hampshire, and it is slow going at all times of the day and even at weekends too. In my opinion, the volume of local traffic is the worst aspect of living on the Hamble peninsula. Perhaps the proposers have not realised that Hamble is located in a peninsula, with brackish water on two sides of the triangle and very limited choices for road access in and out.*

*The Hamble peninsula is densely populated already, and its residents have had more than enough concerning proposals that make their lives (especially accessing their properties) even more difficult. The Cemex Proposals mention mitigation measures, but there are none that could mitigate gravel extraction on the scale proposed. Action by night would be no more welcome than action by day. This is already a lovely area for walking (much better than using the roads) and we do not wish for or need your promised improvements, thank you.*

*Thank you for this consultation exercise. Given that there is already a full article in the Daily Echo (November 23) about this proposal, which gives no contact details, there remains a need that local people be given the website of this consultation.*

*I am asthmatic and am concerned about the creation of dust, plus extra fumes through extra vehicles on the road. Plus, the loss of a valuable green space in a congested peninsula. And what about the noise it would create? It seems to get a site too close to a densely populated area. Needs to give more time for a thorough debate.*

*I would like to provide my objections to the proposals at Hamble Airfield on the following basis:*

- 1. The infrastructure around the proposed area is not fit for large vehicles with narrow lanes. These roads are designed for local traffic and residents who live in Hamble, not large lorries. There are also houses backing onto the airfield and the noise pollution here is something which is not fair on the residents.*
- 2. The recent new property developments along Hamble Lane have already added a significant amount of traffic to the roads and local area leading to and from the windhover roundabout. This is just hoping to add to the pollution in the area.*
- 3. The Hamble Airfield is a fantastic asset for local residents and popular for runners, walkers and dogs, not to mention local wildlife. With views over to Hamble and beyond, it would be an incredible shame to see this 'dug up' and take away part of our local history.*

*Thanks for considering these points.*

*It's in the wrong place. The plan for gravel extraction in a populated residential area should not be considered.*

*Factors to consider are the detrimental impact on local community. The safety of children and pedestrians near site entrance.*

*Air pollution and in particular the studies in Europe and America that state the silica pollution from extraction can cause permanent lung disorders including cancer, particularly in the young and old. Extremely concerning given the proximity to two schools, a preschool and retirement housing. This would certainly lead to legal action in the years after completion which would unfortunately be too late for the residents that would have died prematurely. The larger particles will cause staining damage.*

*Traffic congestion on Hamble lane which is already at capacity, the large heavy vehicles will damage the roads, additional road sweeping will cause more congestion due to the slow speed of the sweepers. The extra congestion will create more air pollution.*

*The additional congestion would slow down emergency responses from Hampshire Police HQ. The extra congestion will affect residents living in the East of Southampton. The turn from Hamble lane to Portsmouth Road is already congested, additional traffic will cause further tailbacks which runs up to the A27.*

*Noise pollution, affecting residents mental health and the learning of children at both schools.*

*Archaeology of the site, a known bunker from WW2 is on the site, with possibly more on the site.*

*Should have been publicised more to allow local residents to have their say.*

*The design and layout are not suitable for the location. The proposal is not suitable for the location.*

*I understand that if you use this site for gravel extraction you have to do this in stages but would it not make sense to do the areas closest to houses first and then people know the noise etc is going to improve once that stage is completed.*

*Please supply more detail- how deep are you going? How do you sure up the sides. Where will you pump water out to?*

*This is a site within a residential area. I cannot see the logic in extracting from such a site when the road is already very busy at peak times and there have been multiple accidents over the years. Other concerns - air quality, noise, danger to pets, wildlife, loss of regularly used footpaths/dog walking area. There are many fields in Hampshire at the edge of villages that are earmarked for housing. Wouldn't it make sense to extract from there. This site is already too built up all around - in essence I feel it's too late to do this. It should have been done before persimmon built the spitfire way tutor close areas.*

*This needs to be completely transparent and full details shared. We do not believe the site will be returned to a green space we are 100% sure persimmon will build on it. There is no other reason for them to keep it within ownership.*

*Any change to the landscape and use of land is not acceptable due to the impact on the surrounding area environmentally and socially. The hamble landscape and feel of the village will be changed beyond acceptable levels and any promises of artificial landscaping following the extraction are irrelevant at this stage.*

*There is significant concern about the increased heavy traffic on Hamble Lane. Living on Broad Way next to the school we already see traffic at levels that impact the living standards we have. The increase in noise and pollution of an additional 90-150 lorry movements per day is not acceptable. The lane already has traffic level issues and queues and congestion in and out of rush hour and shift work in hamble means traffic levels are high at all times of the day. The noise and impact on the surround areas will be significant and cause health issues for my 8-month-old son who will grow up next to the site. The school and children will be put at risk with the impact of this proposal.*

*The consultation process is a tried and tested process that has failed many times in the past for other projects due to the impact on hamble and surrounding areas for many reasons including traffic levels.*

*We live in Bursledon and our home is situated facing Hamble Lane. The traffic as everyone knows along Hamble Lane is always busy and at times at a standstill. The thought of constant lorries to and from the quarry is not a good one. More traffic. More dust and pollution. The infrastructure of the road is terrible with it particularly bad at the top and around the Lowford roundabout. How is the road going to hold up to even more heavy vehicles. Hamble itself is such a charming place and a lovely place to socialise, visit the pubs and restaurants and enjoy the history of this small village. Extra traffic and having to pass by a quarry will distract people from visiting these vital local businesses. The major works on the Windover roundabout and M27 junction will cause major disruption again to local people so access to a quarry would be even more difficult.*

*I strongly object to the proposed plans, on the grounds of increased traffic and the congestion it will cause to an already congested area along with the noise and disruption to local residents and the school right next to the site. There is only one road in and out of Hamble and the additional traffic will add to a situation that causes pollution and greenhouse gases. Selling the plans on the basis that you are excited to create a new country park and area for wildlife is disingenuous. You are not making this proposal for this reason: it's about making money from the gravel on the site. If it wasn't you would skip*

<p><i>that element and just improve the site for wildlife and the public. At least be honest about what you are doing as your attempt at greenwashing isn't remotely believable!</i></p>
<p><i>I live too close to the airfield, the noise and dust will be directly in my direction and will effect my well being. I can hear skylarks on the airfield from my garden, therefore any noise from any vehicles will be overwhelming, the reversing beepers will be dreadful! The traffic is bad at the moment but the frequency of the lorries will make our lives dreadful. Mud and slow road sweepers will block the traffic in and out the village. The time to be told about this has been very short, the village residents who will be effected are unable to meet with your company and council to understand how we will be affected.</i></p>
<p><i>I am honestly flabbergasted that anyone thinks this is in anyway a good idea to put major works in the middle of one of the worst congested areas of the UK. Look up Hamble Lane and see. There is mention of the North eastern Side of the airfield becoming a parkland? there is no indication on the plans of this. Hamble Lane is at a standstill most days. Adding 90-150 lorries per day to this is insane. I urge anyone working on this project to live here for a few weeks and try to use the infrastructure before this goes to planning application. At what point are the houses being built after this as I understand this is why the quarry is taking place.</i></p>
<p><i>Good to see the detailed proposals and that a public footpath is being maintained around the site. Access from Hamble playing fields is an important link for Hamble residents who wish to walk up to the footpath crossing the railway at the corner of Satchel Lane and avoid walking on the road where there is no footpath.</i></p> <p><i>What is the detailed timescale for the phasing of proposals? Will extraction / remediation take place concurrently on the phasing? What material will be used to backfill the excavations and how will this be monitored to avoid contamination of the land and watercourses? Will tests be done of existing soil material to be kept on site to ensure this is not contaminated. The backfill material should not be 'rubbish'. How will traffic ingress and egress to the site be controlled to allow safe passage of pedestrians, school children and cyclists using the footpath and cycle way? How will debris and mud be prevented from being taken on to Hamble Lane by vehicles - will onsite wheel washing be installed and monitored? How will the bird life be protected on the site? - this is a site frequented by birds of prey and Sky larks. Currently there is natural water flow off the airfield through properties on Satchel Lane and across the road which can cause dangerous ice patches in the winter. How will flooding and overflow be prevented from the water ponds provided during the remediation of the site and how will these and any required improvements to drainage from the site be undertaken and maintained in the future?</i></p> <p><i>Although we are not happy about these proposals, we understand the need and are pleased to see a broad programme for the work. Will the planning permission set time limits on the extraction and remediation processes?</i></p> <p><i>Sorry this response is a day late. I think the consultation period has been too short and the plans should have been made publicly available to look at in the village hall.</i></p>
<p><i>No. We don't want or need your extraction of hamble airfield. We do not need:</i></p> <ul style="list-style-type: none"> <li><i>• additional traffic that the hamble infrastructure cannot support.</i></li> <li><i>• please note we are a peninsula 1 road in and out</i></li> <li><i>• disruption to schooling due to increased noise levels</i></li> <li><i>• danger to children walking to and from school. We are already dealing with traffic that drives too fast, including BP trucks that drive too fast and are too big.</i></li> <li><i>• need for green spaces</i></li> <li><i>• wildlife preservation</i></li> <li><i>• If extracted, there will no longer be a restriction on building on the land. Therefore persimmons will then move to build houses on it, which we as a community cannot support. As we don't have the school spaces or again the road access for more cars. So, it is obvious that it would be restored as per your plan.</i></li> </ul>
<p><i>Inappropriate use of a historic site. Unacceptable environmental disruption to wildlife habitats. Noise, dust, traffic issue for residents. Unable to access online viewing of plans for some reason, though this questionnaire was accessible, so I'm not sure how valid the consultation process has been.</i></p>
<p><i>The traffic on Hamble Lane is already a major problem. Additional traffic is only adding to an already untenable situation. The noise and pollution caused by work on the site will affect everyone living in the area. There are many of us who are extremely concerned about this. The work will destroy and kill the numerous wildlife living on the site. This is unnecessary destruction of yet another green space actively used daily by residents, for profit and greed. I strongly oppose this plan. Very poor and well-hidden to</i></p>

avoid proper feedback by those who will be most affected by this. I suspect you will get limited feedback because no one is aware of this stealth consultation process I, which you will take as people not objecting to your plans. I strongly oppose this plan. Very poor and well-hidden to avoid proper feedback by those who will be most affected by this. I suspect you will get limited feedback because no one is aware of this stealth consultation process I, which you will take as people not objecting to your plans.

May I first say that the finished plan which has been proposed looks good in many ways with its increase in biodiversity, but I feel the cost to everyone connected to this future plan will pay dearly from the child walking to school to the pensioner trying to cross an already horrendous lane to the person whose property backs on to this site with the noise and dust contamination. The idea of over 100 extra lorry trips on Hamble Lane is unbelievable that any planner who knows the history of Hamble Lane would ever consider it is not a sustainable way of life for the next 7 years for local people to put up with the increase of pollution noise the risk of death from this road this is the busiest peninsula road in Britain the points against this mad plan out way any reason Are you serious! It's like any other consultation method you propose we listen. And you do it any way!

This project is a total assault on our community. The infrastructure will not be able to cope. In the shorter term the lorry movements, noise and impact on the environment will be very harmful. In the longer term when houses are built the strain on local roads and services will be untenable!

How does all this sand etc get transported? How does this effect the local environment? You can't make [redacted] smell of roses no matter how it is presented. An inventive colourful presentation of yet another company ready to strip the planet and its resources. No, you cannot use me or this comment as a gain to support your bid to the local council. A very shady way of gathering data in an effort to present your bid to local council in a favourable manner.

The area is a natural beauty spot and extracting would irreversibly ruin the landscape. There is no clear access to the site that wouldn't put an enormous strain on the village. There are already large tankers in and out of the village, please spare us weeks, months, years of roadworks and hold ups and additional traffic and pollution. Barely two weeks' notice for the consultation process; clearly just 'ticking a box' and no real care for the actual people who live here who will be affected daily by the upheaval.

The design proposal is too large and as far as I can determine does not detail the time duration for each phase. The plans specifically detail no traffic along Satchell lane and therefore presumably all traffic will be along Hamble Lane? What will be the increased level of heavy goods accessing site, for what time periods during the day & will it be 5 or 7 days per week? How will noise, increased traffic, pollution be mitigated? Where will the site be accessed for each phase? Once the sand/gravel has been extracted how will the site be infilled prior to the enhancement of the site detailed in the plan? What action has taken place/planned to determine the current biodiversity and how will it be protected during extraction?

Fine words about post extraction but light on detail of the extraction/time itself. Much more detail is required before an informed decision can be made. From the information provided I will be formally objecting to any plans. Low key, short and arguably the CON in consultation.

This area of Hampshire has been over developed as it is and so the design and layout proposals are unacceptable as they are an extension of that over development. They will cause damage to our environment and the environment of the flora and fauna and cause pollution/noise for residents already overloaded with both. It will be a waste of time.

Curious that boundary is not around whole owned site...small area appears to be left for additional housing development. Too extensive. Too intrusive. Only one site access. No estimate given for no., size, weight of site vehicles. No information in working hours of site vehicles. Working noise levels. Looks like a tick box exercise with no real intention to seek views of local residents, business, uses of schools and workers driving in/out of Hamble.

I regard the plan for gravel extraction at Hamble airfield to be misguided, in that it gives almost no consideration to the residents or existing businesses within Hamble. Quarries by nature are heavy industrial infrastructures that have no place within a modern urban residential area. Furthermore, the environmental impact on the existing wildlife will be catastrophic for the life of the quarry and its proposed re-development. Decimating naturally occurring wildlife for +13 years can never be supported. Hamble Lane is already at full capacity at several times throughout the day, necessitating many retired residents to postpone travel on the lane during these times. Any additional traffic will have a negative effect for residents and potential visitors to the peninsula. Virtual consultations are almost meaningless. A plan as large as this is, needs a public consultation after a full independent environmental and traffic report has been raised, so each side can have a fair discussion.

<p><i>I think it's a waste of land. At the moment people it's a place for people to walk and let there dogs run freely. Do we really need another land fill when there is already one in Netley. There soon be no wide spaces to have a nice walk with this project and housing going up every where.</i></p>
<p><i>Traffic into and out of the village is already stretched by the existing window infrastructure. I do not see how you will be working to improve this with the added impact of additional heavy goods vehicles. I am opposed to the development. The existing space is given over to a biodiverse area of high serves the local community very well. I regularly walk my three dogs in this land, it will not be as suitable for allowing dogs to safely roam under the planned development. During lockdown this space was very conducive to a positive mental attitude, I am worried that the development will remove this opportunity.</i></p>
<p><i>I am concerned on the noise and air pollution this will generate, in particular the dangerous levels of dust which will be in the air. I was of the understanding that quarrying should not take place this close to populated areas, at least 1,000 meters from the nearest home. You are quarrying right next to a school and many residential houses. In addition to this I would like to understand how you are going to manage the annual nesting of the skylarks and the general wildlife that currently inhabit the airfield. It is not just about the reptiles but also the hawks, hedgehogs, pheasants and deer.</i></p>
<p><i>I think this proposal will have an adverse effect on wildlife and will cause untold damage to the local area by way of the construction needed to process the gravel and transport it away up Hamble Lane with a great number of HGV movements. Talking shop.</i></p>
<p><i>1) I am concerned about the number of lorries per hour during rush hour: Assume c.120 vehicle movements per day average over 365 days given that would be actually spread over say only 300 days per year and limited to 9 hours per day, this equates to c. 16 per hour, or 1 every 4 minutes. If this process were implemented over more time the impact per day would be less. I also would suggest that if it's possible to economically reduce or avoid the periods of highest traffic flow (8-9:30 am, 4-5 pm) that would be helpful.</i></p>
<p><i>2) I'm pleased to see that it is not intended that the land will have any housing on it after the end of the scheme. Is that guaranteed? If so, then this would have my wholehearted support. If not, then if you do commit irrevocably to put a restriction on the land up-front then I think you'll find a lot more support for this. It is the biggest issue in the village so for a small amount of extra paperwork you could convert this from being a concern about the extraction, to a way for the village to protect itself from future over-development.</i></p>
<p><i>Concerned about increased traffic on the countries busiest B-road. Increased HGV over the railway bridge. Pollution in a village location. Huge effect on wildlife the airfield is home to rabbits and deer. Poor, residents wouldn't have known if it wasn't for Facebook.</i></p>
<p><i>I'm very much against the proposal 100%. It will cause utter traffic chaos to locals. Every day of the year for 15 years. Dust, air pollution, carbon emissions, destruction to nesting birds and insects. Disruption to local schools and essential services. We've had this fight over and over again. Leave Hamble alone and seek out a less disruptive area with equal opportunities.</i></p>
<p><i>This consultation has been hidden from public knowledge in my mind. Only brought to our attention via a Councillor on social media. Cemex should be informing all Hamble/Bursledon / Netley residents of their intentions. There's only 2 weeks to go before they submit a planning application. Shame on you!</i></p>
<p><i>The idea of adding further traffic on a hugely congested Hamble Lane is unacceptable. You will have lorries passing close to Hamble School to the detriment of the children's health. This will go on for years. I do not feel this is genuine consultation. I think you will push this through regardless of the wishes of the local community and the clear health risks this will create. Didn't know anything about until the leaflet arrived .Thought this project was abandoned after 40 years!</i></p>
<p><i>For me, the layout of the proposal is immaterial as the whole idea seems wrong to me. To dig up and extract gravel from the airfield will start years of additional heavy traffic on Hamble Lane which is already suffering ridiculous congestion - added to most recently by additional housing. This road - as it's name suggests- was originally a Lane giving access to residents of Hamble and to a lesser degree, Netley, to the area around. Nothing has been done to widen or otherwise improve it, sort from resurfacing, in my memory and I am almost 80 years old. To add the traffic which would be needed to conduct this plan to the already ridiculous overuse of this road is in my opinion criminal. The proposed changes to the Windover Roundabout will provide no relief to those trying to leave Hamble on a daily basis.</i></p>
<p><i>As for providing future parkland for the public - this will take years of misery to achieve and as the airfield stands today it could very easily be opened in that way to the public as it is.</i></p>

*Jam tomorrow does nothing to make this proposal a good idea. I would like to think that the opinions of residents is listened to during this consultation process and that money is not the leading force in any decisions made.*

*Proposals sound very advantageous to all parties. However, presenting these proposals in a completely positive light is misleading. There are significant problems ahead for local residents and you have chosen to ignore these in order to gain a business advantage. Having lived in this area for a number of years I regularly travel along Hamble Lane and I fail to see how over 150 additional HGV movements per day can possibly be considered as not contributing to the traffic problems that already occur at regular intervals. I live in a road that is regularly used as a rat run and I see this problem increasing once your proposed actions reach full capacity. I notice your proposals mention that your HGVs are less than five years old. Is this meant to infer there will be no emission from their exhausts. Why bother to claim biodiversity will eventually be improved by your proposals. Leave the land alone and nature will do the job; probably much more quickly and efficiently than you will. Not really sure why you're bothering. You intend to do this anyway. By allowing local residents to have a say at this stage you are attempting to head off future complaints when you will simply claim we were warned what it would be like while the extraction was happening.*

*I do not think that enough buffer space has been left between the site and existing housing. Are there plans to remove the existing hedge between the site and Satchell lane? This site is very close to the Hamble River, and currently there is considerable run off from the site into the river. How do the extractors propose to keep waste out of the river? Already considerable water flows into the river from the site, particularly down the stream at the Mercury memorial location. How will this watercourse be protected? The increased use of Hamble Lane by site traffic will add to already impossible congestion on Hamble Lane. I note that the contractor intends to contribute to improvement of traffic flow along Hamble Lane. This should be a condition of starting work on the site, because if work starts with the situation as it is, gridlock will ensue. Let us have sight of the plans to improve traffic flow, and actual implementation of those plans, before any work starts on this sensitive site. I live alongside the site, but only found out by chance that the deadline for comments was 25 November. This is just like the Hitch Hikers Guide to the Galaxy where the plans for the demolition of the earth were posted on Alpha Centuri. Your job of hiding the consultation process has been very effective so far. Were they posted in the locked basement of Eastleigh Borough Council?*

*A cycle track should be provided at the start of the project as a condition for commencement. This to allow cyclists to travel safely into Hamble. There should also be a new bridge for cyclists over the railway as at present we are not permitted to cycle on the pedestrian route over the railway bridge and so forcing us onto the road over the bridge. The restoration should include a cycle track as well as a footpath. The proposal does not indicate the size of the gravel lorries. The proposed number of movements into the site, between 90 and 154 is high and disruptive to local traffic flow. The number of movements is actually 180 to 308. The section between the proposed exit to the site carries traffic all day and includes cars and cycles, the cycle pathway being unsuitable for cyclists due to its poor surface and shared use with pedestrians. At school start and end there is increased car and pedestrian traffic. There are frequent fuel tankers on this route from the fuel depot. At present cycles are required to use the road over the railway bridge. This produces a significant risk if the cyclist and lorry use the bridge at the same time.*

*I think that it is a terrible idea to introduce more industry to the area. Especially something as potentially pollutive and noisy as mining. There is already a booming marine industry within Hamble which already contributes to a ridiculous amount of traffic and pollution as it is. I believe that if this proposal is accepted and Cemex begin mining for "minerals" it would put an end to the local area as we know it today. Forcing locals to leave their homes due to increased footfall, traffic and pollution. To put it simply, Hamble is literally not ready for such a vast operation. the infrastructure is just not there. Cemex should not be allowed to go ahead with this proposal. Surely there are better things to do with the land rather than exploit it for one organisation financial gain? Don't get me started on what wildlife will also potentially be affected by this. Can we not use the silt which is dredged from our seas and rivers to manufacture concrete and other building materials?*

*Absolutely do not want this to happen. This will add more traffic to the village and ruin the wildlife in this area.*

*This should not go ahead. This should not go ahead due to the noise and air pollution it will create. This will also add to the traffic along Hamble Lane which is already at breaking point. The extra traffic will be a health and safety issue for 2 schools one of which is a primary school and a busy doctors surgery. This has not been widely advertised and feels like the developer is trying to get this by under the radar of residents which is very underhand.*

*I really don't like the idea of destroying the land on which many animals have made their home just for minerals. It would be interesting to know what you will do about the wildlife in the area before you start digging or if you will not care and just go straight in as I could not see anything about how that will be handled in the plans?*

*Also, how are you going to increase biodiversity after destroying it, especially after 13 years? will you reintroduce the wildlife that was previously there? big and small?*

*90 to 154 HGVs a day? down Hamble Lane over the old railway bridge? The traffic down Hamble Lane is already a lot but adding loads of large vehicles going in and out of the site will most likely make the traffic a million times worse.*

*I really hope the if this does happen, you actually restore the ground and don't just leave it destroyed like many companies do because they don't care, just as long as they get their money.*

*Knowing this could happen makes me very sad.*

*Are you seriously trying to say that Hamble Lane is capable of accepting 90 additional lorry movements a day. Have you ever tried to drive Hamble Lane at rush hour !!. All you are going to do is to force drivers on to Satchell Lane to get into the Village centre which is a totally unsuitable road. However carefully you design the access to the site it is still going to be close to the road bridge over the railway, already a hazard. How are you going to control the traffic to let your lorries across Hamble Lane to go north? Traffic lights will cause tailbacks to Windhover roundabout! You suggest that you are prepared to finance improvements to Hamble Lane, your works on the airfield should be delayed until these improvements have not only been agreed, but actually carried out. Have you considered reinstating the Railway connection to eliminate at least some of the lorry movements? We know the airfield falls within an approved area for mineral extraction but that Rubbish!! Do you think we are all stupid! As residents we experience the traffic problems on Hamble Lane on daily basis, let alone with your proposals just be conditional upon reasonable access. What you propose is not reasonable access.*

*How noisy is it going to be? I have bought this park home looking for quiet I have only been here a year, I wish I had known about this I wouldn't have moved here. I live on Satchell lane which connects us to Hamble lane. How are these two roads going to cope with the lorries, there is only one way in and out, Hamble lane is already notoriously bad! Won't your traffic make it even worse? Yes please forget about it. Too soon.*

*13 years is such a long time! My major concerns are traffic, noise, smell and general pollution/air quality over a prolonged period. Could this not be achieved in a shorter time frame? Was the possibility of using a rail connection from the adjoining rail track considered for gravel extraction transport rather than more lorries? Publishing total number of extra lorry journeys over the full 13 years would be more honest and transparent. What is this inert infill material, is it landfill using household waste and rubbish? Will the land be primed for housebuilding so that the landscaping and habitat work will be only temporary? Who actually owns this land? It used to be persimmon homes I believe. Was any consideration given to factoring in permanent parking for Hamble rail station, this would benefit the community. I'd like to see pictures of what this 5m Bund would look like from other sites you have developed. What steps will you take to ensure the safety of the many children who use Hamble Lane to walk to and from the high school. It appears they will have to cross your lorry access road. I would need satisfactory answers to these questions before I could consider supporting this proposal. Many thanks.*

*I am a Hamble resident and I am angry that after years of fighting gravel extraction proposals due to the Hamble peninsular and major impact this will have on the village you have very under handily announced this giving a very short time period for Hamble residents to respond. Obviously you have all ignored the previous issue that were raised as to why Hamble airfield is not a suitable location to gravel extract! And obviously none of you proposing this live in Hamble and have to deal with the daily traffic issues and have any clue over the impact this will have on the village! I cannot believe this is happening again! Gravel extraction on the airfield got turned down before due to the major implications and impact it will have on this village. Nothing has changed there. Angry that no prior notice has been placed in Hamble nor it's residents being made aware that this was the case! The only reason I as a Hamble resident have found out is due to Facebook!*

*The form is extremely blurred can you please email the document to me please. We run a local football club opposite the proposed site and worry about the increased traffic and additional pollution. Would be good to have a conversation with someone as we have over 500 kids per weekend playing football at the club. Think it should have gone out to the locals on the social media links with the area.*



The extraction site is very close to two schools. What impact will access to the site have on schoolchildren walking to and from school a from a safety issue and b from a health issue. What impact assessment d will be carried out to mitigate against these issues? Plenty. This will ruin our beautiful village. The impact of the traffic dust and particles in the air will impact on the health of its residents. It's is far too close to a residential area for this to go ahead. What happens after the extraction I assume it will be turned over to landfill creating more destruction before being turned over to a massive housing development. Far too short.

I don't think they have been thoroughly thought out. There is a great deal missing. I would like to know how many vehicle movements there would be per day, taking into account the tanker movements from the oil terminal. Plus, everyday traffic on Hamble lane which is at the best of times horrendous. What proposals are in place for traffic management. I find it is flawed as there is not enough time for the residents of Hamble to consider the proposal. It would have been better having a public meeting where people can voice their concerns, as most will not do so online or by email.

This should not be happening, the environmental damage this will cause is unacceptable. The government are in talks as we speak about COP26 about climate change, do you not think with the increased pollution this is going to cause we are doing more harm, large lorries going in and out of Hamble, causing tailbacks of traffic for a number of years, this area is already congested with no means of changing so I object to Cemex doing this work. This has not been consulted with who this will affect. Children coming and going to school, (pollution) traffic at a standstill most of the day, (pollution) Leave Hamble and Netley as small villages that want peace and quite.

The proposal is ridiculous. The leaflet posted through my door tries to make a terrible job of focusing on the fact that you will be restoring and enhancing the biodiversity of the land. Perhaps to give the public realistic information you should be making this clear that we would have to wait a minimum of 13 years to see this done. I have no doubt there would be delays and this would happen much later, if at all. My 3- and 5-year-old love exploring the airfield but don't worry I'm sure they won't mind waiting until they are 16 and 18.

As for you evaluating Hamble Lane and thinking it has capacity for 90-150 HGV lorries on a daily basis. Plus workers you hire. This is beyond belief. I can only assume your traffic survey was on a quiet Sunday afternoon, a bank holiday, in the middle of the night or by someone who is corrupt. The road is terrible and constantly queuing whether from school traffic, GE traffic or Coopervision traffic never mind those who actually live here. The road is already so busy that I can barely have a conversation with my children walking to school as there is so much traffic and noise. To have so many HGV drivers will result in increased noise, damage to the road (already filled with pot holes) and a danger to the thousands of school children who walk the road daily - the roads are not wide and built for big vehicles. Hamble has one road in and out, local people can't avoid this disruption and that should be considered. They are a selfish, greedy, profit seeking scheme which will make the lives of local people miserable. True? Your proposals come across as plans. This consultation process appears to be very much a tick box exercise.

Sirs, I find it puzzling that you are portraying your plundering of this site as for the good of local communities and the wildlife of the area but you seem to fail to address many problems. First of all accessibility of the site onto Hamble Lane. I assume the hundreds of lorries that will be thundering up and down Hamble Lane each day will not impact on an already oversubscribed road and that your lorries will run on air and not polluting fossil fuels. Presumably you have calculated how much material you plan on moving and you are indicating a time scale, so how many actual lorry movements are planned for each day? You seem to fail to address a very worrying situation of our school children who access Hamble school via Hamble Lane, safety of these young people does not appear to cross your minds.

It appears you are suggesting that the building materials that you will extract for profit from this site will be used to build locally! Probably on the rest of the green countryside up and down the lane promoting still further the nightmare that is Hamble Lane. "Site to be for the future use of our communities, land that at present is private", can you please explain are you proposing after extraction to gift for life this parcel of plundered land to the local communities with assurances that it will never be built on? Your leaflet does not seem to give us details of who is or indeed has made the decision on the application I assume that as with most "consultations" this is a done deal? I await your response. Probably a waste of time, generally the decisions have already been made.

Comments & objections re Hamble Airfield Gravel extraction. Hamble's former North Airfield provides a natural gap between it and other, neighbouring parishes and villages. Creating a quarry to extract gravel from the North Airfield in Hamble will have potentially devastating affects upon the villages' infrastructure, its roads and lanes, its habitat, its wildlife and bird population, including those of the River Hamble, its schools and their children's' health, and the commuters who rely upon clear thoroughfares

*to their places of work in and around the village, its doctors surgery in Satchell Lane, its many factories and firms and its three marinas and associated boatyards and boatbuilding businesses. Extraction of gravel from the Airfield site, gravel which has provided natural drainage for Hamble and its surrounds for centuries, will leave some parts of lower Satchell Lane flooded, as was the case when the Roy Underdown playing field was created, leaving much damage to local homes.*

*The traffic of lorries up and down Satchell Lane & Hamble Lane will create chaos.*

*Any extraction of gravel from the 'quarry' will, in these climate sensitive, nay crises times, would be irresponsible in the extreme, for in dry weather the dust created would be hazardous to the public and to the village residents' health.*

*Likewise, in the rainy season the mire created by the Plant and its associated lorries transporting the extracted gravel would create havoc upon the already narrow and badly metalled and narrow Satchell Lane & Hamble Lane, and these two thoroughfares in and out of the Hamble peninsula would become impassable and a further danger to pedestrians and cyclists alike, along with the many children who use these two lanes daily on their way to and from the villages' two schools. Noise pollution too would be horrendous as the airfield acts as a 'sub-woofer', a bowl, amplifying generated noise made upon it.*

*These are, in my opinion, just some of the reasons why it would be highly irresponsible to even consider extraction of gravel or substrates from Hamble's unique airfield site, a very special place of interest and of great heritage value. I object to the quarrying and proposal to extract gravel from this site. Rather too little & too late.*

*The finished landscape isn't the issue, it's the massive hole you're going to dig in the airfield for 7 years. What a total joke, how can you legitimately say that Hamble Lane can handle over 150 trucks a day going up and down to the site. This road is grid locked on a daily basis with the traffic we have now.*

*And to have the dust and grit in the air for 7 years, what's the point in having a haven for wild animals after the works, when you have polluted the area, killed all the wild life and damaged the lungs of everyone who lives and works in Hamble. Just when COP 26 is discussing the environmental impact you want to pollute the area further. All for sand and gravel so you can build yet more housing in Hamble! Don't let yet another corporate giant get its way to line their pocket, without any care for those who live in the area. Shame on you. Every time new housing is discussed for the Hamble peninsular, the discussion is heavily weight in regard to the roads. Hamble Lane cannot be widened or improved due to the building of more and more close to the existing road, so saying they will pay for any improvements needed is totally bull!*

*It is very close to housing and the school and there would be a concern about the increase in traffic on Hamble Lane which is already excessive, and also given the number of lorries from the refinery even more very near to the school is not very good particularly given the amount of emissions from these alone let alone the site machinery etc.*

*The open space is also currently used by a lot of walkers, runners and horse riding so this would be lost for what would easily be ten years by the time work is stopped and site restored, this is a huge amount of time to take that space away.*

*I appreciate the offer to help improve the highways but this needs to be put in place well in advance of the work starting, work should not commence until it has been done. I have seen proposals for the changes by Tesco junction but it does not go far enough especially given the large increase in housing as well.*

*I think there would need to be guarantees that the complete restoration is agreed prior to any work starting, there are far too many projects that get started and then there is nothing left at the end to do the restoration, this must not be allowed to happen here if the work does go ahead.*

*I also know plans have recently been refused for more housing adjacent to the site, this was partly due to all the open space being lost, but this is more. Simple to follow and well explained.*

*The proposals will severely impact the wellbeing of the residents of Hamble for years if not decades. The noise and air pollution will make it unpleasant and unhealthy to be outside. This kind of industrial activity should not be permitted within such a short distance of people's houses and gardens. This land is currently effectively used as park land and should be kept as such. It is regularly use for exercise and recreation by hundreds if not thousands of people. As such it is a valuable resource for these people to use to maintain mental and physical health and should not be taken away from them. The*

<p>consultation process should listen to the views of the residents of Hamble who do not want this development.</p>
<p>I do not agree with the proposal, the roads will not be able to take such heavy vehicles not to mention the traffic level. It is already ridiculous around Hamble! Whenever you look you can see horrendous traffic. It's not environmentally friendly, the dust, traffic and noise will be unbearable to everyone around the site!</p>
<p>No. Just do not do it. Access Roads / Bridges are totally unsuitable for an operation of this scale. Just do not do it. Totally unsuitable area. Poor. Everyone living within a twenty mile radius and everyone travelling to/from this area should be consulted.</p>
<p>I feel putting this in Hamble would put even more pressure on a very gridlock road already, traffic is a nightmare and adding so many heavy-duty lorries, will make it worse, which means more pollution, dust and west to the roads. I also feel the small railway bridge wouldn't cope with this. I also worry about the nearby schools and houses and the effect on the kids/people's health as it's known the dust produced can causes illnesses. Will you also pay to keep everyone that lives nearby windows/cars etc clean? From all the first and dust this will produce? I don't think the consultation process is long enough and feels like your rushing it through.</p>
<p>Traffic is my biggest concern. What % of gravel moving equipment will be electric? How will you stagger the 90-150 a day truck movements? Are movements 7 days a week?</p> <p>How will you consider aerial movements? Namely helicopters landing and taking off next door on or by the cricket pitch? By RU pavilion. Will you continue to allow helicopters to touch and go to collect from the airfield. Can a helicopter, landing zone be included in the restoration plan, in part acknowledging Hamble's history in aviation; note due to single road into hamble, the air ambulance depends on open sites, ideally accessible.</p> <p>5 m seems very high bund especially at the Southwest end of the site, what were your model's assumptions on wind in hamble at that gradient.</p> <p>I'd welcome an open evening in the village hall. Every other development can arrange. Covid safe planning .is possible. Not at all clear why the 1st question asked is my age - with no explanation as to how this data is used , I may have not answered this truthfully .. without context.</p>
<p>Can you really extract gravel and minerals that close to houses, schools etc., even with a 5m built up barrier? Why do you need to extract gravel etc, from the airfield? There is a whole slew of the same quality gravel available in Southampton Water, which has to be dredged on a regular basis, why can you not get all the gravel from there. There is nothing in this proposal addressing how the noise and air pollution will be mitigated. Please elaborate on this. Benefits:</p> <p>New Jobs - the last thing Hamble needs is more people coming down Hamble Lane every morning. Have you been at the Windover at 08.00 on weekday mornings?</p> <p>Financial Contributions - Business Rates - this will go into the Borough and County Council pockets none of this money will go into 'local' services, just look at the local services now, our roads are in a state of poor repair, our Doctors surgery is swamped our schools are so full that local children are having to travel out of the area to go to school so what makes you think that we will see any of this money to benefit the community.</p> <p>Sustainable Supply of Local Building Materials - really? How much more building is going to be done locally? The M27 corridor is saturated as it is. This is not a viable justification for this project.</p> <p>Parkland - After 13 years well as Persimmon homes own the Airfield I cannot see this happening at all. This promise of leaving the airfield as open space when Cemex are finished with it is a red herring to lull us into a false sense of security. I would put money on there being houses on the site in 20 years time.</p> <p>New Footpath - Big deal we already have that. While the Airfield is private land as it has been derelict for 30 years I think you will find that we already have established footpaths all over the Airfield which links the Hamble Lane services and the community on Satchell Lane. I believe there it takes 7 years for rights of way to be established.</p>

*Significant Enhancement in grassland habitat - What about the wildlife which currently lives there? There is a large population of Skylarks for a start, where are they going to go while you dig their home up?*

*Additional Native Trees etc - What about the native trees and plants which are already there? Visual amenity? Dear lord manicuring nature to make it more aesthetically pleasing, what will you come up with next.*

*Biodiversity - think if you throw this in enough times it will bamboozle us into thinking this project is a good idea. You are just glossing over the noise, pollution, disruption, traffic and general unpleasantness we will have to live with for 13 years, how about you address that.*

*Having grown up in South West Hertfordshire which was a hub for gravel extraction in the 1950's & 60's. So I know how bad it can get. So any amount of school visits is not going to help children's hearing and respiratory health.*

*The site has great diversity of habitat in good condition and it would be very interesting to see the habitat classifications used to calculate the biodiversity net gain on the site. Achieving a net gain on the site should not just include restoration and an addition of a hedgerow, this would be a very easy way to achieve net gain, but in reality, not much would be gained. To achieve good quality species rich acid grassland a well designed management plan will also be required - has this been developed at this stage?*

*The site supports reptiles and great reptile habitat, has a suitable translocation plan and receptor site been selected?*

*The site also supports a wide range of bird species including the Hampshire BAP species skylark and meadow pipit, likely qualifying as a population of County importance. Has this been adequately addressed in the construction plans? There would be a significant impact to the bird community during the construction period.*

*Have invertebrate surveys been undertaken? The site again supports numerous species including the SPI cinnabar moth.*

*The site is within a SSSI impact zone and considering the nature of the development, has Natural England been engaged regarding potential impacts from air pollution, dust, noise, groundwater flows?*

*The site entrance is placed opposite the Hamble Primary school and allotment site. The pedestrian and cycleway are also well used especially on the walk to and from school. This will lead to a reduction in air quality (given the number of trucks and visits) and increase the risk of collisions/deaths and injury. It does not look like the best location for the site entrance given the sensitive receptors.*

*The proposal location is completely out of character for the village and will impact upon local residents through an increase in traffic, noise, dust, vibration.*

*Although private land, this site currently offers people natural green space to walk and get into nature. Losing this space could lead to people being displaced to local designated sites such as the SSSI, SPA and Ramsar sites leading to potential increased recreational pressures in these sites.*

*The site holds a historical interest within the local area. Has cultural heritage and archaeology been considered during this process?*

*Limited reports available to read, I cannot find the information regarding environmental studies undertaken nor a planning application reference.*

*I would have expected more information on air quality, noise and visual impacts.*

*None of the proposals are a viable option and the airfield should be left as it is. The village of Hamble already suffers from too much industrial noise and traffic caused by existing companies that essentially are only interested in making money. It is not essential for this mineral extraction to be carried out in an area this is already struggling with congested roads, air and noise pollution. Having lived in the village for 30 years it is outrageous that once again such a vulnerable village is threatened with more industrial intrusion. The airfield over the years has been a haven for wildlife and birds and should be*

left in its natural estate for residents to enjoy. I hope this proposal is not allowed and does not go ahead. There is no consultation process the village residents should be listened to and the proposal should be withdrawn.

Shouldn't be allowed. Totally opposed to proposal. Will contribute to already disastrous traffic situation with only one road in and out despite recent housing expansion making peninsula cut off at some times of day. Will cause major and significant harm to local residents and children at nearby schools with increased noise and environmental pollution. Will put children walking and cycling to school at increased risk of major injury from large lorries on small roads some with no pavements. Will cause loss of recreation area widely used by local residents. Madness. Your leaflet suggesting benefits to local community is ridiculous.

Sadly, the consideration of the neighbouring impact including primary and secondary schools is not absent. It is not obvious where helicopters will land during the work or in the restoration post extraction. I fear the traffic has not been thought through. I assume in addition to the 90-150 trips a day that Cemex trucks will make the site will be open to other users and their trucks. Knowing you are required to go to planning regarding this. I believe given the communications advisors appointed by Cemex, it would be very easy to be a) visible b) genuine c) honest about your expected process. I doubt the board of Cemex are comfortable with an approach that damages their share price by poor publicity. I remain perplexed by your need for consultancy to know my age, or how you plan on using this data. For the Cemex AGM. are you content to ask all directors to advise their age before speaking.

Yeah don't [redacted] do it! [redacted] I'll know a few peeps that will protest and won't let you past. Yeah you are all a bunch [redacted].

I have considerable concerns about the proposals. Since the allocation for extraction in 2013 numerous housing developments have taken place reducing the area for natural habitat and increasing vehicle traffic on Hamble lane. I believe the proposal should be reviewed on the grounds of:

1. Temporary reduction of natural habitat
2. Traffic congestion on Hamble lane
3. Temporary Loss of open space amenity, affecting local people's access to natural environment and mental health well being
4. Reduction in air quality, mechanical operations and vehicular traffic.

In these grounds I think the extraction should not take place at the airfield.

This would be a real disappointment for both the area and the specific location. As an area of natural beauty it is also an area that has a real historic significance. There are less and less public spaces around this area and the 'airfield' is one of the remaining spaces which is free from pollution. Please find another area! Poor communication, more notice and advertising of this should be made to the local residents.

It would have been more inclusive to have a genuine public consultation set up where we could visit and walk around. The layout looks rather lacking in details at times; especially explicit details about environmental concerns relating to wider animal and plant-based life.

1. "Restored final levels" are not defined in a meaningful way. What are they? They appear too narrow and tiny and insubstantial to do anything useful. As they run around the perimeter of the extraction site, they are too small, too low, and too narrow to act as a wildlife corridor, or as a pollution and noise buffer to the human world outside. maybe these could be made 10 times wider and twice as high?
2. No new road systems are planned to remove the vehicular pressure the project will place upon existing human life and quality of movement in the area. And no existing roads are planned to be widened or extended to accommodate machinery and vehicle movement for this project, or future land development. This is very important. CEMEX make mention of the strained road network, but they avoid taking responsibility for using it and adding to the strain. Please incorporate a designed plan to widen and add to the existing road network.
3. There is no detailed or planned mention of CEMEX being responsible for any road repair or maintenance caused by heavy truck movement on a year-by-year basis. Only one vague statement is mentioned in the hope that this is enough. Please make it clearer how you will invest in the road system and its development and repair.
4. Please put the plant site in the centre to keep air pollution from dust, particle and fuel disruption and noise pollution more to the area of the site, and not the natural environment, the neighbouring school and living spaces.
5. There is no incorporated compensation for local people for the noise, pollution and disruption that this will cause for 13 years. Please consider the added noise and particulate and fuel pollution this will

create and what area of land and housing will be affected. Then consider compensation for negatively affecting so many peoples' lives. Can this be incorporated in the plan, please?

6. Wildlife concerns seem to miss many species that use this area; especially birds such as skylarks and many others. There also appears to be no plan to help all wildlife from the year-by-year destruction of this site. Why are the affects upon ecology not fully considered beyond "reptile fences" and a vague description of how they help all species.

7. There is no plan that considers dust and pollutant damage to nearby trees and woodlands and other plant-based environments. It seems like CEMEX don't care about this area of the environment; especially how airborne dust will affect plant growth. Can we have a plan that details how pollution will degrade the environment and what can be done about it by CEMEX.

A few days notice by post without proper face-to-face consultation in a public presentation is a bit insulting to local people. Longer notice by three weeks would seem appropriate. How do we know that everyone was mailed to in the area? How many people were contacted? How many not contacted? Can you legally prove who was contacted to take part in the online consultation? Is this type of postal-invite online consultation legal?

I don't agree with any of it, developments should not happen. Please do not build on this area. It's been underhanded and lack of transparency and I suspect you know that.

I'm opposed to the proposal due to the fact that, although stated as private, the land has been used by the general public for years. There are already routes across to the station. There are reptiles, deer, rabbits and many flora & fauna that thrive on the disused airfield. The additional traffic, pollution, dust and more, for an already stretched community, is not viable. I believe there may be public rights of way which have been established across the airfield. I have been using the airfield for 6-years and I know many other families who have used it for longer. I don't know what your goal is with the consultation process? I imagine it is a requirement, however there will be many objections and appeals from the whole community about these proposals. You will find this very unpopular.

The design of the proposals is clear, however no negatives listed. The proposals are short-sighted and show a lack of understanding for the area. For one, they mention vehicles travelling northbound on Hamble Lane, with no mention on how they will return. Hamble Lane is the only viable option. In regards to the negatives not listed in the proposals, Hamble Lane cannot be upgraded and should of been so decades ago when it was an option, so drastically increasing heavy traffic is only going to make the congestion worse, when all the housing estates in the local villages that shouldn't of been built have already increased the strain on local infrastructure. How about the noise and disruption to those living in the immediate vicinity? Will the noise be loud enough to disrupt the 1200+ students at the secondary school or the students at the local primary school? If there is an incident it could cause disruption for the local rail service or block the line entirely. I have a child at the secondary school with a second that will be attending in a few years and I attended many years ago, the walk to school can be a risky one and have known people who have been run over, adding a large number of heavy lorries to that road everyday and knowing the risks of the walk, the chances of someone being hurt of worse greatly increase and parents will be increasingly concerned about the children's safety. Am expecting this proposal to be green lit as the council have no respect for this area. Was good that local residents were given proposals through their door, so they are aware of it and can voice their concerns. Proposals were entirely one sided, to any project there are positives and negatives. Will be interesting to see if there is a public follow up to this, like the initial proposal through the door.

Lorries will be turning north onto Hamble Lane - against the traffic. This will surely cause long tail backs. The quantity of lorries each day sounds horrifying! and for a number of years. When the world is in crisis due to carbon emissions and rise in global temperature, are your lorries not going to add to this, I am sure that they are not hybrid vehicles or electric? Is the process of extraction and the subsequent use of cement an eco friendly process? The plans for the eventual regeneration of the site look encouraging - the only bright spot on the plans really- I hope that they do come to fruition and that these ideas are not replaced by housing. There is no indication of timeline of when this extraction is likely to start - is it dependent on the result of this consultation? I would be happiest if this did not happen at all.

We do you not want these gravel pits on Hamble Lane on the old airfield it will be years of noise dust lorries up and down Hamble Lane which is already congested with traffic This would be every local residents worst nightmare and I will be doing everything that I can to have this thrown out at planning.

This will be a massively impactive scheme, which will destroy huge amounts of natural habitat at a time when studies are showing the UK has lost significant amounts of its bio-diversity. This will destroy habitats, add massive congestion to the roads, add pollution to the environment through dust, noise, vehicle traffic and industrial waste, and all for the potential that in 15 years time it will be 'restored'. Naturally, no one has any faith in this happening as there is no binding mechanism for this. This looks like classic greenwashing to get support, and then the land will be sold for housing development, and even more of our green belt will be destroyed for ever. I will be happy to protest actively against this.

*How about not extracting the gravel, and instead enhancing the biodiversity of the area, cleaning away the rubbish, then donating the land along with a decent chunk of cash to help support its maintenance to a conservation charity for the benefit of future generations? Biased, greenwashed PR rubbish designed to make people ignore the catastrophic damage inflicted in the name of greed.*

*The whole plan and consultation process is a scam, there are footpaths already in place so building new ones wont be an extra facility. The lorries will be crossing an existing footpath which is used by schoolchildren. Hundreds of dogwalkers use the airfield since flying had ceased, will they still have access to various areas or will it be fenced off? Why can't the gravel be taken out by trains at the north end of the site, there is plenty of space to join the rail network and put sidings in. It's an absolute scam so that you can see what peoples objections are then say you have listened to the community, in reality you are just going carry on as you want and don't give a flying [redacted] about Hamble or the residents.*

*My family home is on the corner of Hamble Lane & Satchell Lane, how would you feel about having a mineral extraction site built so close to your home? It breaks my heart to think of the damage and nuisance that you are planning to put on us. I will object to these proposals with every effort that I have.*

*It should not be allowed to go ahead. The old airfield should remain as open space and be rewilded for nature and people. There is absolutely no need to take gravel from this site. It should not be allowed to go ahead. The old airfield should remain as open space and be rewilded for nature and people. There is absolutely no need to take gravel from this site. Your comment about rates is not yours to make as it is set by Eastleigh BC. The land could already have public access if you allowed it. The net gain should be measured against doing nothing to the site. The time horizon for the public consultation is too short.*

*I think it would be a huge shame for the area if this field was touched, lots of local people using it for walking and exercising dogs. It is a beautiful space with lots of wildlife. I think it should be left alone, we have had enough disruption in the area lately with extra house building and the roads just do not cope with added traffic.*

*I think Satchel Lane is too small a road to get large vehicles down of this scale, also there is a school down here which requires a lot of the pupils to walk on this road, many using the airfield to cut through from Hamble to the school which would make this journey unsafe. A lot of natural wildlife would be disturbed and also the extra traffic would cripple Hamble Lane even more so than it is already with all the extra houses that have been built. There is only one road into Hamble and this gets extremely busy every day we do not need that challenged again. The field being natural and not made into a community space is much better for those wishing to walk there. We also are fully aware there are plans constantly being brought forward of building housing on this site, if gravel was extracted it would make this far easier to go through and we DO NOT WANT ANY MORE HOUSING HERE!*

*Please stop this now and find an area where there are not already traffic issues, too many houses and cars and not enough road, doctors and schools. We want to protect our beautiful area and it being destroyed by the councils and developers.*

*The local roads can't take the extra traffic. The wildlife currently living there will be hugely impacted and right now that does not fit with the climate emergency. We are in the middle of a climate crisis and should be leaving natural spaces.*

*Good idea but why do we have to destroy land to make it usable for people? Instead of digging and polluting, donate the now the playground. Too invasive and polluting. Good to be consulted, hope neighbours opinions are considered and not just a formality.*

*As a Hamble resident whose house backs directly onto the site, I have three main concerns about the proposal;*

*1-The new entrance to the site - this is on my sons walking route to school in which currently he has no roads to cross and now he has a busy lorry junction to negotiate - how is this going to be managed as all Hamble children walk up Hamble lane on that side of the road. A pedestrian crossing on that road? Has this even been thought about? If you were local you would know this.*

*2 - The noise and dust. I work from home and also my garden backs onto the airfield so what can I expect in reality. A quarry right next to a village and housing - really??! Any quarry I know of is on a hill away from other people and houses! All seems ridiculous and greedy.*

*3 - Housing threat - how can we be guaranteed that no proposal for housing on the site will appear once you've starting digging it up. I feel like I can't trust that the land will be restored to green space*

and suddenly it will be sold to a developer who amazingly has a new access road!? How handy for a case for more housing. There has to be a 20-30 year guarantee that it will remain public green space - is this the case?

*I will be contesting it due to the above.*

*I oppose the proposal to develop a new quarry at the former Hamble Airfield. The B3397 (Hamble Lane) is already a very heavily congested road with pinch points causing long traffic delays. Any increase in traffic will add to an already serious problem. This will result in increased pollution caused by greater traffic flow and in particular HGV's. The noise, disruption and traffic flow caused by quarry operations will have an impact on the area and in particular the local school and neighbouring properties. This area has been a greenfield site since airfield operations ceased and should remain so. Hamble Lane has recently been subjected to recent substantial greenfield housing developments despite local opposition and with climate change it is important to retain what remains and let nature take its course. Hamble already has light industrial estates and industry mainly dependent on one road to access the peninsula. The impact of quarry operations is likely to be substantial. It's nice to be asked but I would sooner be asked about a proposal for forestation instead.*

*There are established public footpaths across the whole site and these stop these footpaths with established rights from being used. You claim there is capacity in the highways network for you Heavy Goods Vehicles and I am not sure whether your highways 'experts' can have ever visited the site! Perhaps they took their traffic numbers in lockdown because that is the only time in my living memory that there has been capacity. The Heavy goods vehicle loaded with heavy loads of gravel are some of the most polluting vehicles due to the weight even if they are 'less than 5 years old.' As above and its a totally unsuitable site for gravel extraction and no doubt the reason why you have designated the North of the site for open access in 7-10 years would of course have no ulterior motif of getting residential in future to extend the residential land North. A cynic might suggest that this is the whole point of the extraction in this very unsuitable location. The need for gravel will no doubt slow now that the climate will force us to stop building new road and reduce development of green field land. A 14-day period for consultation with no real detail are both completely insufficient for a fair and reasonable public consultation but no doubt this was taken into account in your strategy.*

*The timeline to end of reconstruction is far in excess of what, as local community members, we should be expected to tolerate. It would be far easier to swallow the inevitable disruption this is going to create, if the end goal wasn't so far in to the future. Why is it not possible to extract and then reconstruct in multiple phases? I live with my family on Hamble Lane and every one of your works and stag vehicles, either going to or coming from the site, will pass my drive, I feel the proposed number of HGV movements is extreme to say the least, air pollution and road noise is already a problem and this many additional movements will obviously be noticeable. I received the information I required from the proposal and feel it was well presented and simple to understand, however at this point it is not possible for me to comment further on the consultation process.*

*I object. You are taking away the green space of Hamble, well used by dog walkers, walkers, rambles and cyclists, with immediate effect for up to 13 years. The effect on noise, dirt and air pollution would be too great. Let alone the additional traffic from 90 -150 large HGVs on an area that already suffers badly with congestion. Also there is no mention of the effect of the site machinery required to extract and load the said HGV's and the noise, air pollution and dirt this machinery would create on a day to day basis. Very hands off and not very clear or detailed information about the down sides mentioned above or how they will be overcome.*

*The additional heavy lorries & equipment on site will be a nuisance for all those living close by. You do not say that the traffic will be between certain times of the day, i.e. 9am - 5pm, which would suggest that the site will be working 24/7? The traffic on Hamble Lane is very congested already and the road surface is appalling in stretches (particularly Tesco's to Cunningham Gardens). Having the extra traffic will only make the road surface worse. The road surface needs sorting out before any further traffic uses the road. You say there are good bus links, however there are ONLY 2 buses to Hamble from Bursledon (Lowford) on weekdays @ 12.12pm & 15.12pm (Eastleigh to Hamble X15), which is not satisfactory. Not received any notification of this proposal. Just found out about it by chance on Facebook-not good enough as many older people do not have access to the internet.*

*I think you have made a good job of showing the benefits of what you are proposing without referencing how you are going to mitigate against the obvious negatives which are:*

- the obvious increase in heavy traffic along what is already a very busy road. Will work be happening at "peak" times to add to congestion?*
- the timescale of SEVEN YEARS of disruption, noise, pollution etc to gain a relatively small increase in green space.*



- the location being right next to Hamble college and Hamble primary school. Surely this cannot be good for the health of the young people.  
- the affect on property prices in a, at present, highly desirable area.  
-the adverse effect on wildlife which is already in the area.

*I am pleased that we have been made aware of what is proposed and been given a chance to respond.*

*You would only try something else. This project should not happen. Yes, this project should not even be proposed. Do you understand environmental Issues? Or just try to find a way around them. Should never happen. Complete disaster for one of the last few idyllic areas between Southampton and Portsmouth. Shame on your company even touting such nonsense.*

*Completely unnecessary there is plenty of gravel and sand in the Solent so go get it from there, also the Hamble lane is busy enough all ready. There is also undisclosed plans here that are planned for the future, so this needs to be cancelled as you will have a fight on your hands for sure.*

*Very concerned about the impact of air pollution to the local area, it is already higher than it should safely be and will undoubtedly get worse if your proposal goes ahead. Longer queues of stationary traffic burning fuel whilst waiting to crawl to and from Hamble as well as the additional burden of 90 or more vehicles removing gravel (and that hasn't even included the vehicles used by workers). Our children attend a school right on the boundary of the work and have asthma - I am concerned they will be breathing in dust all day as well as affected by the constant noise caused by the work.*

*The single-lane road is already congested and is dangerous should emergencies occur. As the parents of children with health conditions this concerns me greatly should we require an ambulance.*

*I am glad that Cemex is not planning to build houses post-extraction and for the longer-term plans for restoration and biodiversity but is this guaranteed long term or could the land subsequently be built on? Regardless, I don't think the price to be paid by local residents to get this point is worth it for the years of disruption through worsening of traffic on Hamble Lane, the health and environmental impact through increased air pollution, wildlife habitat destruction, and noise pollution. Small window but appreciate the consultation prior to submitting an application to the council.*

*How dare you try to put yet another application to build, develop on this land. The road network can not cope with more traffic let alone more lorries! The area as a whole has had to much new develop the full impact is still not yet known. The area to the wild natural habitat that it already is! It should not be allowed to go ahead whether it's for a quarry or houses or any development. It's all been kept very quiet till now. Very sneaky!*

*I oppose it. Any possible small gains in biodiversity would be outweighed by the destruction of the present wild space. Sand and gravel extraction would cause a significant increase in pollutions such as noise, dust and vehicle emissions, particularly for those living on the boundary of the proposed site. The use of heavy plant will produce more harmful particulates from Diesel engine emissions. At the present time the area is rich in wildlife including skylarks, various species of owl, rabbits, foxes and deer. These would disappear for 13 years or more.*

*There would be no access for the local residents and a whole generation of children will miss out on the use of this wild space. My children currently walk to school across the old airfield which benefits them in so many ways: cleaner air to breathe; wildlife to watch, all so important for their well-being and mental health. These benefits would be lost for 13 years. The increase in heavy goods vehicles on Hamble Lane would add to the present danger for children walking or cycling to both Hamble Primary School and The Hamble School.*

*Where the making of profits are paramount, this is merely a method of duping the public and pretending that they have a voice.*

*I oppose the design and layout of the proposals. I am strongly opposed to the proposal to create a Quarry at the old Hamble Airfield site.*

*The design and layout would be fine if it wasn't situated in a village with poor infrastructure. Hamble is one of the worst places you could think about putting a quarry, the one road in and out is grid locked most days and in poor repair, the quarry would be situated near two schools putting our children's health at risk with added traffic and dust. The land isn't owed by CEMEX so I believe they cannot guarantee it will be returned to parkland after the extraction ends. I have no faith in consultation processes as I believe that they are just for show, opinions of local people are not taken into concern and decisions to me seem to be already decided.*

*Having worked close to other sand quarry's the soil bund will not contain the dust within the site. It is not true that that the additional vehicle movements fit within the capacity of Hamble Lane as the road*

currently exceeds capacity and is gridlocked for large parts of the day. The reference to 90 movements per day is unclear is this vehicle just leaving or both leaving and returning to site? There is no mention of operation hours and weekend operation? There is no guarantee of future public access to the site on completion as it belongs to Persimmon home who will look to put housing on the site. This will only add additional dangers to Hamble Lane while being used by school children. Why is there no public consultation? Virtual exhibition seems a pitiful effort at public engagement. Parts of the exhibition displays appear misleading regarding future land use and number of vehicle movements.

Negative impact to wildlife living on the common. Increase to CO2 within the area due to removal of grass and shrub land, increase in vehicular traffic and machinery on site. Increase to noise pollution in the area. Negative impact to health. Traffic on Hamble Lane is of severe concern. Hamble has an operational lifeboat and required a response time of less than 15 minutes. Increased traffic on Hamble Lane will severely impact crew ability to respond to an emergency. Hamble lifeboat have been called out 118 times in 2021 (as of 12 Nov). Loss of green space within the village. Loss of natural environment. Increased pollution against government proposals. Too short, no public access to plans or in person consultations.

*Being pushed through the back door. Corruption!*

Extremely disappointed with the tiny space proposed to be available to the community afterwards. The extraction zones are far too close to existing housing and the local school. The proposal make no mention of operating hours, noise levels, if any small will be generated of the potential health impacts of living close to a quarry. 154 deliveries a day is totally unacceptable and unsustainable not just for Hamble Lane but for also for Hamble peninsula. There is a pinch point at Hound round about and I can't see how any road improvements would resolve this. I have safety concerns about the proposed entrance/exit points and the fact this runs across a cycle lane and main pathway from the village to the train station, school and doctors surgery and pharmacy. There is no enough space for this size of quarry/ venture given its surrounding area and access points. I feel that vital pieces of information are missing as detailed above.

I don't believe this will be beneficial for the residents of Hamble, and am opposed by the design. I believe this will be a price reduction for properties in Hamble and a nuisance for residents. The current airfield is daily used for dog walks and walks by all residents in Hamble - please let us retain our space and sanity. Hamble does not need a quarry site! I do not wish for these to go ahead. Glad this can be done online!

I would appreciate clarification on the heights of the Bund. I note some residents will be protected by 5m. and some by 4m. Why this disparity?

With regard to traffic movement, I question the assumption that Hamble Lane can cope with the additional congestion:

- Mention is only made of Northbound lorry movement on Hamble Lane; the traffic streams north and south bound are cause for concern to residents.
- Using the projected lorry numbers given and assuming lorries are not confined to off-peak periods (for timings and details see Hamble Parish Council commissioned survey June 2019) there would be 1 extra lorry every 5 minutes and in the years of extraction and importation this would rise to 1 lorry every 3 minutes.
- I note no estimate of workers' own vehicle movements is included in proposals.
- Traffic will increase significantly with pollution levels rising accordingly especially given the stop/ start nature of peak time traffic. Will there be restrictions placed on lorry movements at peak times?
- Mention is made of the up to date transport fleet. Is it electric?
- Lorries will not use Satchell Lane which is welcome. However, many motorists currently do use Satchell Lane at peak times to avoid Hamble Lane congestion (see HPC survey mentioned above), extra traffic movements will only exacerbate the problem.
- Has a feasibility study been made of the potential use of the adjacent railway line and Hamble Halt to transport extracted materials?

With regard to pollution in its various forms:

What monitoring will be undertaken to ensure the air pollution that will result from extraction - with regard to traffic movements and to dust levels - remains within safe parameters for residents and for the school that borders the site?

Will noise from workings be confined to 9am-5pm on week days only? What arrangements will apply for national holidays?

The airfield has always been 'dark' at night. What lights will be required?

Security:

*What precise Security measures / Safety Protocols will be in place for the Fuel Pipeline other than the 'Stand Off' mentioned?*

*Which authorities will be responsible for monitoring during the years of extraction to ensure compliance with best practice?*

*Site Restoration:*

*Why is the projected area for Public Access so small in relation to the size of the extraction area?*

*Who will manage this area once restoration is complete and with what resources?*

*The new footpath is welcome. I note with concern the failure of Cemex to meet as agreed with the Hamble Parish Council prior to undertaking this consultation. As our official representatives, this meeting was important and not merely a courtesy.*

*By virtue of the consultation being virtual you have not been all inclusive and some will not have been able to navigate their way through the presentation or response forms. I assume this is not part of your official consultation process, more a testing the water and hoping for some useful feedback.*

*Local residents provided HCC with evidence, researched and presented by Adams Hendry Planning Consultants against the inclusion of the Hamble Airfield in the Minerals allocation plan. All the factors and more are still valid reasons against the extraction of gravel at Hamble. I assume you have copies of all the historic concerns that HCC in the inclusion of the site in the Minerals plan made promises of how any development would be managed - these are not clear in the current presentation.*

*There are some misleading statements in your consultation.*

*You site a number of local needs for sand and gravel although you also run the marine sand and gravel extraction business that is landed in Southampton and unless that extraction has ceased, it is unlikely there is a local need that is not already serviced by that source or another extraction site further north in the county.*

*You site CEMEX's commitment to sustainability - you just site environmental reasons - but fail to cite the impact on the local residents, the impact on local businesses, some of which have already relocated due to the traffic challenges, the traffic and cost of lost time for those needing to travel in and out of the village.*

*The need for employment in the village that may be provided by this development is likely to be limited. There is a net influx of people daily to work in the two major employers in the village - I am not aware of a major shortage of jobs in the village.*

*HCC's own transport survey and recommendations from their own consultants Mott Gifford stated that the entrance that you have selected would require a roundabout and because of the proximity to the school and other local businesses creating constant local rush hour - the hours of operation should be restricted to between 10 am and 4pm. I assume that these timing restrictions will be included in any planning application should you bring it forward. These are not shown in the presentation currently being consulted on and should be included in any future proposals. These issues were part of the case HCC put forward to include the airfield.*

*Biodiversity net gain is a legal requirement and you are misleading the general public presenting this as a benefit provided by the proposal. You will be removing significant recreational resource for the village with no alternative or additional benefiting provision.*

*You will have reached a limited audience through this virtual method. There has been no opportunity to understand any of the proposals through local displays or meetings or ask any questions.*

*It's too big. Don't think the roads can handle the extra traffic and the weight of the lorries. I think it's bad for the environment and ecosystems not to mention the noise and pollution. It will bring down the price of houses in the surrounding area down. The safety concerns of being so close to the school. We should have the right to have a face-to-face consultation and ask Cemex questions and for them to show proof of their findings.*

*Not a fan, I'm just not in favour of it. I think that the already busy roads around the area will take well to the amount of big truck moving the debris. It's already congested and difficult to move around without getting stuck in huge amount of traffic. With added trucks around this proposal, it will be unbearable. I think residents should have their say and be able to ask questions at the face-to-face consultation. Not everyone is tech savvy and can/know how to use these kind of online processes.*

*Yes several comments. -*

1. 90 - 154 EXTRA HGV'S ON AN ALREADY VERY BUSY ROAD, THE ROAD IS NARROW ESPECIALLY OVER THE RAILWAY BRIDGE AND THE FOOTPATHS ARE ONLY ABOUT 1M WIDE IN PLACES SO WHEN 2 LARGE VEHICLES PASS EACH OTHER THEY ARE RIGHT NEXT TO PAVEMENT AND AS THIS PAVEMENT IS USED BY 100'S OF SCHOOL CHILDREN EITHER WALKING OR CYCLING IT IS AN ACCIDENT WAITING TO HAPPEN.
2. THE PRIMARY SCHOOL USE THE SWIMMING POOL AT THE SENIOR SCHOOL SO 30 YOUNG CHILDREN ARE WALKED UP AND DOWN THE ROAD SEVERAL TIMES A WEEK WHICH WILL BE EVEN MORE UNHEALTHY AND DANGEROUS.
3. THE SCHOOLS (ESPECIALLY WITH COVID AROUND) TRY AND HAVE WINDOWS OPEN WHEN POSSIBLE WHICH WILL BE NOISY AND DUSTY WHICH IS NOT GOOD FOR CHILDREN'S HEALTH.
4. THE BUND WILL BE 3-5M HIGH WHICH MAY TAKE THE AFTERNOON/EVENING SUNLIGHT AWAY FROM THE HOUSES ALONG SATCHELL LANE AS MOST OF THE GARDENS ARE ON A SLOPE WHICH WILL UPSET ALL THE RESIDENTS.
5. I WALK ON THIS LOVELY FIELD EVERY DAY AND HAVE DONE FOR THE LAST 25 YEARS WITH OUR DOG AND HAVE SEEN BIRDS OF PREY, SHORT EARED OWLS, LIZZARDS, STOAT/WEASLE (I DID TAKE A PHOTO OF IT), BATS AND SO MANY INSECTS, RABBITS, DEER AND BIRDS INCLUDING PHEASANTS. THERE IS SO MUCH OF THE FIELD THAT IS NOT ACCESSIBLE BECAUSE OF THE HUGE BLACKBERRY BUSHES THAT ANYTHING COULD BE LIVING THERE AND THE BLACKBERRIES FEED SO MANY ANIMALS.
6. THE SATCHELL LANE JUNCTION IS DIFFICULT ENOUGH TO GET OUT OF NOW WITHOUT MORE TRAFFIC.
7. THE TRAFFIC SURVEYS JUST CARRIED OUT ARE NOT A TRUE REFLECTION OF NORMAL TRAFFIC AS SO MANY PEOPLE ARE STILL WORKING FROM HOME DUE TO COVID.
8. EMERGENCY VEHICLES STRUGGLE TO GO UP AND DOWN HAMBLE LANE WHICH WILL BE MADE WORSE BY THE EXTRA LARGE VEHICLES.
9. THE DIRT THAT IS BOUND TO BE LEFT ON THE ROAD WILL MAKE THE ROAD DANDEROUS AND SLIPPY.
10. EVERYONE LOVES THE AREA AS IT IS NOW, ITS HISTORY AND BEAUTY AND DO NOT WANT IT TO CHANGE EVEN IF IT MAYBE BETTER IN 13 YEARS TIME, WE DO NOT WANT 13 YEARS OF DIRT, NOISE AND DANGER.
11. THE FIELD DRAINS WELL NOW I CAN'T IMAGINE WHAT IT WILL BE REPLACED WITH WILL BE AS GOOD MAYBE CAUSING PROBLEMS WITH THE DRAINAGE OF HOUSES ALONG SATCHELL LANE.
12. SOME OF THE FLINT STONES ARE SO OLD AND WERE USED AS TOOLS THOUSANDS OF YEARS AGO.

WE DO NOT WANT IT. WE NEED LOTS OF TIME TO CONSIDER IT AND NOT JUST ON-LINE AS THERE ARE MANY ELDERLY RESIDENTS WHO WILL BE BADLY AFFECTED AND WILL BE UNABLE TO UNDERSTAND IT ALL.

*Please provide more information on the ecological studies that informed your proposals. We only know that there was a survey on reptiles, but not its methodology and duration. Equally, we are not told which other animal taxa and plants were studied.*

*What concerns me is the promise that the restorations will "increase the biodiversity" of the field - but what's the metric of diversity? Is it species richness, or evenness, and does it take into account the conservation status of each species? I am concerned that only species richness, a weak indicator of a habitat's health, is predicted to increase, and that is all it took to approve the restoration.*

*However, the ultimate question is this: what are you going to do with that huge area of restored \*private\* land at the end of the project? Is there any point to restoring it at all, since Persimmon Homes will most likely build on it as soon as they're allowed?*

*The promise of new jobs being provided for locals is ignorant of how this area works. BP, Hamble Aerostructures, and CooperVision already provide the village with hundreds of jobs, but a very low proportion of those occupying them actually live in Hamble. What the locals actually get out of the well-established local industry is serious congestion on Hamble Lane during commuting hours. An in-person, live consultation is absolutely required for this project. We need to be able to have a two-sided conversation, and to have full transparency about how much our opinions on the proposals will be considered.*

*I oppose this proposal on the grounds of the following:*

- impact of increase of traffic (both HGV movements and vehicles of employees of the proposed site) on Hamble Lane which is currently an oversubscribed single lane B road unable to cope with the current level of traffic.*
- impact of increase in traffic resulting in air pollution along Hamble Lane which passes through residential areas and has multiple pedestrian accesses across it for residents to access schools and amenities.*
- loss of important biodiversity and ecology of site - Hamble Airfield is a lowland acid grassland with high levels of biodiversity, and is part of the designated area for countryside stewardship measures for Curlew, Lapwing and Redshank.*
- impact of air pollution from extraction - silica dust from the extraction process is likely to be produced, which will have a direct impact on the short and long term health of local residents especially those living immediately next door to the site and the pupils of the schools which are immediately adjacent to the site.*
- impact of noise pollution - the residents who live immediately adjacent to the site will be negatively impacted by noise pollution from the site, which will have an impact on their mental health.*

*The consultation process to date is flawed as no written information has been given to local residents including myself. This will adversely affect those with no digital access and those not on Facebook, so is discriminatory.*

*Your proposals for extraction of minerals from the ex-Hamble Airfield are not plans but a lip service proposal to ease local residents within a 3 mile radius to accept your company's proposal to make money from extracting minerals without really understanding the local area.*

*Your proposals offer the residents and business up to 13 years of total destruction to the community and surrounding area. You are offering noise reduction solutions which you will be aware are inadequate but gives the impression that you have looked into problem and pre-empted resistance from the locals. Earth bunds have not proven to work along motorways and other extraction sites. However, this site is even closer to local residents in high density housing developments in Hamble, Netley, and Bursledon along the Hamble Lane.*

*You are offering new jobs for local people in an area with probably the lowest unemployment in the South of England and many of those unemployed people would not be working on your site indeed probably not wishing to work at all. However it's a modern buzz word for all controversial development and in reality never happens.*

*We have enough buildings and housing development sites in Southern Hampshire so why would we be willing to have more construction in this area.*

*Wow a new footpath that's a big selling point.*

*All your environmental proposal are again just planning speak. The existing site is becoming a natural habitat for animal's birds and insects. The airfield was ploughed over approximately 20 years ago and has been allowed to revert to nature. Far better than forced planting and artificial temporary green areas.*

*So looking at your proposals you are not offering anything in return for 13 years of chaos, dirt, smell, noise pollution and traffic congestion.*

*After you have made your millions and the site has been filled with rubbish and a period of settling has passed we will probably end up with more housing. Or will the total airfield area be handed over to the people of Hamble in the form of public ownership and surrounding areas. Persimmon Homes purchased the airfield for long term investment so interesting to see their plans for the site.*

*I read with interest your traffic proposals. Travel up and down Hamble Lane any time during the working day and you will experience traffic congestion. Your transport statement need to be re visited quickly, with a human being and not computer modelling. Since the new housing developments in the area have been sold and resident moved in traffic levels have increased. The local council failed to recognize any impact on road congestion. The traffic survey is done with sensors on the road not with eyes on the traffic. The modern car is getting bigger and it makes overtaking more difficult. If a cyclist travels up the lane the traffic backs up very quickly. The same applies with horse drawn traps that us the road.*

*If a car parks on the lane or breaks down the traffic can back up to junction 8 of the m27. Especially at peak times when without any obstructions the journey time from J8 to Hamble can take 30 mins plus.*

*The Windhover roundabout backs up towards Southampton and Fareham which also cause the Hamble Lane traffic to stop.*

*If this development did not happen we would still have a major traffic congestion problem. The only solution would be to build a new road out of Hamble or to widen the existing Hamble Lane but our local council in their wisdom has allowed significant housing development that prevents this from happening.*

*You mention a new fleet of vehicle which is good however you do not address the cleaning of mud, sand and gravel off Hamble Lane. I have not ever seen an aggregate lorry traveling along a road with out spillage, water and mud. The existing state of the road is poor and I do not see any statement confirming you will always be responsible for damage caused by excessive HGV movements. The existing HGV traffic from the Shell Terminal is minimal compared with what your proposal will generate. Hamble Lane is one of the busiest B roads in the UK*

*If this extraction plan is allowed to proceed it would be a disaster for the local area, the residents and businesses trying to conduct a normal life as possible without noise pollution, smells, damage to the environment and not to forget the invasion of seagulls during landfill. The creation of a new parkland would not be used as we have the Victoria Country Park on our doorstep. A new footpath to nowhere and pie in the sky jobs. Financial contributions through business rates, I would rather pay more council tax than have to accept your proposal.*

*In summary your proposal represents ideal world plans, with no benefit to the local community and its users. All boardroom PR proposal with no substance to the victims of your mineral extraction plan.*

*I guess I am saying I don't like your plans and don't want you anywhere near the Ex Hamble Airfield.*

*A pointless exercise but doing the lip service required these days.*

*This proposal has gaping holes in it; access after the works is scheduled to finish appears to be markedly less than at present. The assertions as to current and future biodiversity are unsupported by any information in regard of timescales or management. Once completed the site will be returned to the owners. Is there any suggestion, never mind binding undertaking, that they will play any further part in conservation management? I do not regard either the time this consultation is open, or the information contained within the documentation as sufficient to comment.*

*It appears that the proposed gravel extraction will affect the entire area and population of Hamble, for at least half a generation with traffic, noise & disruption and loss of wildlife habitat. Surely it is time to be developing sustainable building materials. Leave the gravel in the ground. Leave the reptiles and other residents in peace.*

*The general design and layout of the proposals seems acceptable, apart from the use of road access. The return of the land to open space seems a good idea. Since the increased housing development at the top of Hamble Lane, there is now no sensible way to improve Hamble Lane to take the extra road traffic either from a quarry or housing development on this site. There are two sections of railway line adjoining this site - the Portsmouth line and the Hamble Oil Terminal branch line. These two railway lines have not been considered for moving the gravel away from the site: as a way to remove many tens of truck movements from Hamble Lane which is already over capacity for much of the daytime. I would like to believe that the land would be returned to open space, however it is currently owned by a house builder who was stopped from developing the site by the council requiring gravel extraction first. I can foresee another fight in 7 years time. After a long pause of silence, a short but just adequate period for comment.*

*I object to the creation of this extraction project in a residential area close to a school. The neighbouring houses will be subject to additional noise for the foreseeable future. The application admits that there will be continuous lorry movements in Hamble Lane increasing pollution for the two schools and the houses that border the road. This road is already liable to long waiting time at lengthy peak periods. On average this may be supportable but at peak times it will cause longer waiting times and will reduce Hamble as a destination for investment in other industries. The numbers of lorry movements per day This results in pollution from lorries and cars running engines while stationary. No effort to improve this was made when the major housing developments along Hamble Lane were built. I see no mention of the use of the railway line that lies in close proximity and could be brought back into use to relieve the traffic pressure on the roads and the resulting increase in pollution.*

*Any additional activity on the Hamble Peninsula adversely affects the traffic congestion on Hamble Lane. At rush hour traffic is at a standstill. Lorries and staff vehicles turning North are likely to cause a hazard to any vehicles travelling South, downstream of a blind bridge. There is no proposal for signals or islands to help.*

*There is no indication of width of the path around the edge or whether all the existing mature trees will be cut down. The distinction between the proposed grassland areas is not obvious.*

*Clearly, gravel extraction will be detrimental to the current ecosystem through disturbance of habitat and destruction of trees and plants. Additionally, the absence of gravel, breaking of the hard pan and imported soil will affect drainage and soil properties. Therefore, this is not a restoration but a replacement of ecosystem. Risk of flooding has not been addressed.*

*Claims of improvement of habitat and biodiversity are difficult to believe without reference to any original survey reports, what species were covered: animals, insects, plants, fungi and microorganisms, what time period and seasons. Surveys with the same terms of reference would be needed for any comparison to be made.*

*Although I have no problem with the online consultation, it excludes anyone who has difficulties with technology. In particular the boards are only accessible using the website.*

*There are no dimensions included on the maps, for example the path width, leading to uncertainties. Such issues would be cleared up through a face-to-face discussion by a large map.*

*There are no links to reference documents, like surveys, for those interested in seeking validation of the claims made.*

*Inadequate Bund, poor siting of entrance, no vision for revegetation. Strongly object. Official figures show Hamble Lane at full capacity and two air pollution spots - cannot take any more traffic given the gridlock prison we live in.*

*It all looks very nice - but how long before it actually happens if it ever does. I would like to register that I am wholeheartedly against the proposal by Cemex to develop a new quarry on land at the former Hamble Airfield. The disruption this would cause to our village would be horrendous and also along Hamble Lane and Satchell Lane. Has consideration been taken to how close this is to the two local schools and to people's houses?*

*How do we know that the restoration plans will actually happen? It all sound very nice but where is the guarantees. We do not want to see more houses built here in Hamble.*

*13 years is too long a period to have to put up with this disruption. All areas covered for public to air their views either by post, phone, email and on-line. Hope your listening.*

*To be frank, the whole proposal is quite obviously a terrible idea that CEMEX are trying to sell as necessary. Specifically with regards to the design & layout, it's immediately apparent that no consideration has been given to the traffic caused by these unsustainable vehicles. I'm particularly appalled by the clause which states "CEMEX are aware of issues with congestion in Hamble Lane and are willing to contribute as necessary to highway improvements." Allow me to translate - "CEMEX know we're going to make the problem worse but aren't willing to provide any solutions as to how we can make it better."*

*To hold that attitude and expect residents to believe you that in 20 years' time the site will be left better than it is now demonstrates that you think the people of Hamble are idiots and you don't give two hoots about the local population.*

*A worse set of proposals I cannot imagine being drawn up.*

*My general comment would be that it is immediately clear that the promises for the future of the site will not be fulfilled. CEMEX are pushing responsibility for the site onto future leaders who will feel no need to deliver on the words left by this proposal and - frankly - it's the local residents & wildlife who will be left with a mess of a quarry. You've quite clearly & deliberately tried to keep it quiet because you know it will be unpopular. You should be ashamed of yourselves.*

*How many CEMEX board members of Hampshire County Councillors will be negatively affected by these proposals? My honest suggestion would be that you can get gravel from near their homes - not ours.*

*Not unusually the proposal is not welcomed. I object to the very short consultation period by Cemex for the proposal to recover aggregates from the airfield site. This consultation is not for a few houses, but a very large project that will have a long-term effect on Hamble, we deserved a longer period of consultation.*

*Having grown up in an area where gravel extraction took place, I am well aware of the disruption it causes and the magnitude of noise it creates, I of course strongly object to any planning permission being granted to this project. Insufficient duration.*

*No Comment. Access to site is not feasible, Hamble Lane is already in a poor state due to being already overloaded with traffic. Your proposal to transport the aggregates by road with 38 ton tipper trucks up to 134 movements per day the road and the old railway bridge will not be able to cope. The only way to achieve this excavation is by rail, reinstate the branch line which goes to the airfield. These Proposals have come at too short notice.*

*Perhaps the design and layout could be changed and instead use the gravel that is easier to access and remove from the Solent? Have you noticed that there's a school in the area? What safety precautions are planned?*

*What investigations have been carried out to estimate the amount of noise and air pollution that these proposals will bring?*

*How many lorries per hour/ per day/ per week will be travelling, at slow speeds, in both directions along the already massively congested lane? And for how many years?*

*What provisions are to be made for compensation for the many residents, property values and businesses that will be ruined by this proposal?*

*How much muck do you think will end up on the road and subsequently on every vehicle attempting the access the village and every property along the way? Do you intend to use road sweepers? What speed would they travel? Do you think that this would add to the misery? For how many years?*

*Does anyone at Cemex even care that they seem intent on destroying this fabulous village? I can't imagine that Cemex's directors / Shareholders would be happy if there were dozens/hundreds of lorry-loads of gravel/infill passing their front doors for 13 years.*

*Does it register that we enjoy living here and that we enjoy the area that we live in, Cemex are planning to destroy all that. Whether it's walking the dogs across the airfield or just taking a walk across it and especially over the last couple of years, it's been necessary for everybody's mental health.*

*Cemex seem to have shoe-horned this consultation process into a tight schedule at the end of the year, when people are busy and then given a very short amount of time to respond. Is this good business practice or just sharp practice?*

*As a local resident I need for more information on mitigation measures with regards to:*

- 1. Air and noise pollution, particularly in respect of impact of adjacent secondary school and homes*
- 2. Acoustic reduction proposals - as above*
- 3. Hamble River pollution from run-off from the site*
- 4. Potential flooding risk to nearby homes*
- 5. Working hours at the site*
- 6. The inevitable impact on an already beyond capacity road network*
- 7. Safety of pedestrians, especially schoolchildren who will pass the proposed site entry/exit in large numbers*
- 8. Details of precisely what landfill will be brought on to the site*

*Simply, this has always been the wrong choice of site for gravel extraction. Access on the Hamble peninsular is dependant on a single road which has been congested and beyond capacity for many years. Adding 150+ large truck movements a day to the highway system will only make a bad situation much, much worse. In addition, the proximity of a secondary school, GP surgery (which has just had to take on some 1,500 new patients) and homes makes this an entirely unsuitable site.*



*Nothing being offered brings any benefit to the local community, only many years of dirt, noise, pollution and traffic congestion. Finally, none of Cemex's plans for remediation/restoration of the site after extraction have any value whatsoever as the company does not own the site. Without the site owner Persimmon's undoubted desire to build on the site being removed from the long-term equation in some way, Cemex can guarantee nothing whatsoever making their declared ambitions worthless.*

*The consultation period is far too short. This issue has been hanging over Hamble for many years and as you will be aware produced village-wide objections when selected as a potential extraction site. The extremely short consultation period has all the hallmarks of a smash and grab raid, and a box ticking exercise rather than a genuine attempt to engage with the local community. It is unacceptable.*

*Has sufficient thought been put into the need to ensure that the school is not adversely affected by the development? Does there need to be a wider separation zone? I am concerned about a number of issues. The environmental impact of the development, dust, noise etc on the surrounding houses and school. The increased volume of traffic generated by the truck movements in Hamble Lane which is already congested. The hydrology and the need to manage any changes to the water table the might ensue. Too short a time period for respond.*

*None at this stage. It is difficult to understand how Hamble will benefit from the proposed works. There are no shops adjacent to the proposed site. Parking by the shops is limited with no facilities for lorries – which is clear when the shops have deliveries.*

*About ten years ago I had a discussion with a former mineral's director of ECC (then living in Hamble) who told me that ECC had looked at the opportunity to extract the minerals from the airfield. The gravel deposits are shallow and at varying depths. The presence of the fuel pipelines also restrict the excavation on this site. This in turn is costly to work which has to date been the issue for the extraction process. Is this still the case?*

*The residents require an understanding about the operating hours and transport arrangements including lorry washing down prior to leaving site. It will be necessary to keep the highway clean including damping down dust during periods of dry weather. Road sweeping machines will add to the disruption of vehicle movements in Hamble Lane. How will this procedure be managed?*

*The restoration of the site is of great concern. Landfill materials could easily produce toxins or contaminants which through water courses will find their way into the River Hamble. There are a number of water courses or in some cases small streams which continually run between the high ground of the former airfield and the river even in prolonged dry weather. How will those responsible for the landfill prevent contaminants entering the river in this way?*

*The proposed excavation works are to windward of the neighbouring houses and with the prevailing winds driving any air bourn contaminants in their direction, what measures will be in place to reduce the dust and noise pollution from the excavations?*

*A recent planning application in Hamble was turned down at appeal when the inspector highlighted that the high number of additional vehicle movements on Hamble Lane would be unacceptable. The proposed introduction of 90 plus lorry movements flies against the inspectors' findings.*

*The junction of Satchell Lane with Hamble Lane is busy and becoming busier. This junction serves access to the health centre and Hamble School together with the sports fitness facilities. The businesses based at Mercury Marina and residents along the top half of Satchell Lane including most service vehicles supporting the residents and businesses make use of this junction. Vehicles travelling north out of Hamble turning right into Satchell Lane often cause a tailback under the current conditions. What is the proposal of the management of this junction?*

*Has a condition survey of the bridge adjacent to Hamble Halt been consulted? Disappointed that the notice period for this 'consultation' has been very short given the size of the proposed project. A cycle lane would be much more useful than a footpath given the distance involved. Protection should be given to the existing hedging around the site, which should be enhanced, rather than damaging / replanting There are owls that you can see hunting along that hedge line most evenings.*

*Hamble Lane is already overstressed in terms of traffic all the way to the M27 any additional from lorries will cause further disruption to journey time, jams and pollution from stationary traffic.*

*A lot more tree planting should be done in the restoration of the site than is shown on the plan. A larger buffer of constantly open accessible space should be given next to the Hamble playing field. A cycle lane would be much more useful than a footpath given the distance involved. Protection should be given to the existing hedging around the site, which should be enhanced, rather than damaging / replanting. There are owls that you can see hunting along that hedge line most evenings. Hamble Lane is already overstressed in terms of traffic all the way to the M27 any additional from lorries will cause further disruption to journey time, jams and pollution from stationary traffic.*

*The virtual boards don't make it clear where the path will enter and exit the site. As the drawings don't appear to be to scale it is difficult to assess the size of the parkland relative to the overall site. The provision of increased biodiversity isn't evidenced or detailed. I would like to see in much greater detail exactly how the proposal increases biodiversity at a line-item level of detail.*

*Exactly how many lorry movements will be made each day, and at what times and what is Cemex's detailed plan on mitigating such impacts? Have night lorry movements been considered? Have Cemex been in consultation with BP to ensure that overlapping high volume lorry movements with the refinery don't overload Hamble Lane.*

*Southampton is currently under consideration as a low emissions zone (ULEZ). Have the proposals considered this eventuality in their design? Have air quality studies been carried out to assess the impact on the local community and in particular Hamble School and Sports College which are adjacent to the site?*

*Have the protection of Second World War bunkers and tunnels been factored into the plan, and will the site of the runway be demarcated and protected as part of the proposal?*

*Has the environment impact of the removal of high volumes of gravel been considered on the water table in the immediate vicinity? Specifically will the current culverts on Satchell Lane cope once the speed of the water leaching process from the site across Satchell Lane is likely to be accelerated once the gravel is removed. Have the provision of additional groundwork's been considered to alleviate issues for those properties (such as my own) which sit on land previously mined for gravel? While I appreciate the wish to expedite the process, the lack of notice and short consultation period haven't fully enabled the local community to fully provide their feedback. On this basis the consultation period should be extended to address these material concerns.*

*The proposal will lead to huge numbers of large heavy gravel lorries using Hamble Lane in both directions. Additional large traffic movements every 3 or 4 minutes. The road is simply not suitable for the volume and size of proposed traffic. The proposed site entrance/exit road is a short distance past a "blind bridge" and crosses a mixed use cycle & footpath which is used by residents including many children getting to and from school. The substantially increased traffic on Hamble Lane will lead to extended periods of congestion on Satchell Lane as traffic from Doctors surgery and residents cannot freely exit. It is not uncommon currently for traffic on Satchell Lane (which I used as a resident living just off it) to back up to Wessex House.*

*The proposal will lead to very substantial noise and airborne pollution in a highly sensitive rural area frequented by many wading birds and would take place within the "green gap" which exists between Hamble Village and Bursledon. With regard to both noise and airborne pollution the prevailing winds will carry both over existing houses and the river habitat. Given the scale of the site and the typical wind strengths of the coastal location the proposed "bunds" will do little to mitigate this pollution.*

*I note the traffic survey conducted on behalf of Cemex's proposals excluded large sections of the working day and in particular some of the most busy periods on Hamble Lane. It should also be noted that the survey took place in November a much lower month for traffic volumes than during the water sports season from March till October when the roads see increased volumes 7 days a week. As such it will be of limited use in assessing traffic volumes.*

*I have lived in Hamble village since 1999. Over that time significant development has taken place in and around the area which has materially increased the amount of traffic and general pollution. Local residents and businesses have tried to counter this by varying their travel times and adopting shift patterns. Despite this traffic congestion has gotten materially worse reducing the quality of life of residents and making the village less attractive to businesses providing employment opportunities. Hamble Village Primary School despite a recent increase in capacity is still oversubscribed meaning numerous parents must drive their children to other local schools via Hamble Lane. Despite living in the village centre we have been unable to get a place for our young daughter and thus must make*

*schools runs to and from the village via Hamble Lane twice a day, i.e. 4 trips up and down Hamble Lane. The recently approved traffic works will lead to some reduction but in my view will in no way return the traffic flow to the levels we saw 10 years ago when gravel extraction was previously rejected on the site.*

*The design and layout of the virtual exhibition was clear, but lacking in detail, particularly around certain aspects of the scheme.*

*I will be objecting to the planning application for gravel extraction on this site, based particularly on the following:*

- Concerns around the proximity of the site to residential homes (including insufficient perimeter zone) and the consequent impact of noise and air quality issues in an area which already suffers pollution from high traffic density and the oil refinery.*
- Concerns around increase in traffic caused by 90 - 154 lorries per day on one of the busiest B roads in Britain, plus the proximity of the access road to schools*
- impact of excavation on the local hydrology system and the potential for flooding on Satchell lane, in an area already predicted to be affected by increased sea rise as a result of climate change*
- increased carbon and emissions caused by site activity and impact on local environment at a time when the UK is seeking to reach net zero*

*The consultation period was insufficient and a physical meeting should be held, given the scale of impact this project will have on the village of Hamble and its environs, plus the high number of public responses received about previous submissions relating to this site.*

*The proposed gravel extraction on the Hamble old airfield will remove a natural green field site used by locals to walk, jog, walk dogs and watch birds of prey whilst cutting across from Satchell Lane to Hamble Lane. Hamble will no longer be the peaceful village we know and the reason we chose to live here. The extraction appears to cover the whole of the airfield and span 14 years to finish. The huge number of heavy lorries together with many other earth digging machines to extract the gravel will:*

- 1. Cause horrendous daily traffic congestion in and out of Hamble*
- 2. Create loud noise and dust that will negatively impact nearby downwind homes*
- 3. Increase pollution from diesel fumes*
- 4. Increase danger on the roads*

*The natural grass, shrub and wildflower meadow ground on the airfield provides food and shelter to many insects, butterflies and birds and small mammals. It also helps to soak up excess rain. Extraction could lead to increased chance of flooding, with no soil and plants to prevent this.*

*A footpath around the perimeter of the extraction site will be a longer way to get from Satchell Lane to Hamble Lane than currently cutting across the field. With an ugly, noisy, and dusty site, I do not believe that the site perimeter footpath would be used by many people. Too short notice.*

*Yes. One of my concerns is drainage and flooding from the airfield after excavation. What will be used to backfill? Will drainage be diverted away from existing homes? Not enough information. It is ridiculous to begin such a large project in a small village, causing mayhem with huge trucks on a small Lane, which will block emergency vehicles to getting into and out of the village. Villagers are not being given enough time to object.*

*Unsuitable location considering school location, housing, and transport issues. The virtual event had no detail whatsoever as to how they would address issues around additional transport road congestion. The council has been unable to resolve this in the local area with the current high demand and therefore addition pressures applied by this proposal would be unacceptable for the residents etc. Lack of awareness as only informed via word of mouth.*

*Yes, I do not want anything to happen on the airfield, it's disgusting to even think about ruining the wildlife and habitat of the airfield, leave it all alone and let nature be. You are all greedy horrible people that don't care about nature, all you want to do is line your pockets, shame on you all.*

*The project as planned will create intolerable air and noise pollution for close residential neighbours especially downwind of the development. Hamble Lane lorry traffic will be unsustainable and pose significant safety risks and inconvenience to pedestrians, cyclists and car users. There is a significant risk of excess and polluted water flowing from the site towards the River Hamble and properties that currently sit below the site's water-table east of Satchell Lane. Hamble is a popular sailing and tourist area with many local businesses relying on this. The gravel development will significantly affect the amenity value of the area and depress the local economy for many years. Any dust from the*

development will cause long term damage to many of the 3,000 pleasure vessels kept on the river. Noise, dust and light pollution will adversely affect the abundant wildlife in the area, particularly in the sensitive SSSI, SPA and RAMSAR areas of the River Hamble.

The site has a railway adjacent to the northern edge of the site. Construction of rail sidings into the site would enable the vast majority of gravel to be transported by train using CEMEX's extensive fleet of trains and rolling stock. This would minimise traffic congestion, mud and dust on the road and safety issues on Hamble Lane.

What dust controls will be implemented? What compensation will be paid for any additional cleaning of windows, cars and boats that may be required due to the development? What noise control measures will be implemented? Any site work should be limited to daytime only with no evening or night working. Very short notice was given on the submission deadline for the consultation.

No reassurance of how the noise will not travel throughout the village as well as dust. In the summer and mud in the winter. Are the tens of trucks leaving every hour going to be cleaned before entering the public roads? If this ill-conceived idea goes ahead why not use the rail network. Reopen the Hamble branch line.

Would really like to know how you will improve Hamble Lane. It is already well above capacity and adding 90 - 154 extra, heavy, muddy vehicles will not improve it and most likely deteriorate the road service. Which repairing it will hamper the traffic flow even more. There will probably be an increase in traffic on narrow and winding Satchel Lane from drivers attempting to make back up time. During the winter Hamble Lane will become muddy and so slippery, not a good thing in front of a school and on the route to the primary school. Many of the business in the village requires tourists and visitors coming into the village to survive. Who want to drive through the slow-moving traffic all the way down Hamble Lane to get here! Already if there is a problem on the motor way the traffic at can build up back to the village well past the fire station. Getting the emergency services down the only route into the is already an issue, with a fire in Hamble Yacht Services a couple of months ago all the appliances came from out of the village, very luckily at mid-morning the traffics low point. Where will all the wildlife go that has established itself on the airfield. Will residents be compensated for the fall in house prices?

Lack of any real information. Not in any way putting resident's minds at ease. Leaving the land open to development after extraction has finished.

We have concerns and questions as follows:

#### Concerns

1. We are extremely concerned by the predicted HGV traffic of 90 to 154 HGV per day which is very high for an already busy road and will have a major impact on congestion, noise, pollution. In an 8 hour working day 154 HGV per day equates to 19 HGV per hour or one every 3 minutes.

2. The plans show the gravel pit is very close to housing on the east side Satchell Lane and along the southern boundary. We are particularly concerned that these currently quiet residential areas will become destroyed by noise and dust pollution which could force residents in doors in some conditions and may lead to increases in respiratory conditions such as asthma. In addition, a steady build-up of dust on buildings and inside properties.

3. We are concerned that the plans to return the land to grazing will be changed over time by planning and ultimately more housing built on the airfield.

4. We are concerned that changes to the water levels could effect ground conditions under our property at [redacted].

In summary we are opposed to these plans.

#### Questions

1. What type of extraction process is proposed? Will Cemex use dry or wet methods?

2. What noise levels can be expected for this process?

3. How will Cemex dust be stopped from being blown across neighbouring properties? A 4m bund will be totally inadequate.
4. What will be the working hours on site? Will work take place at weekends?
5. What will be the work hours for HGV movements?
6. What type of infill material will be used? Will it be waste materials that will decompose?
7. What guarantee is there that when extraction is finished the site is not developed or sold to property developers. Who will be the owners of the site at the end of the extraction process.
8. Can you guarantee that air pollution levels within and around the gravel pit will be within boundaries set up EU and UK law if not do you accept that if air pollution increases to a level above the legal limit your company will be subject to legal proceedings.
9. What measures are taken to ensure changes in ground conditions will not effect properties along Satchell Lane?

There are not many details given in the proposals. There are no details provided of studies mentioned in the proposal (e.g., a traffic study is mentioned but no details are given).

1. In spite of the soil bund, I remain very concerned about the noise and dust pollution. The soil bund does not seem high enough to meet its purpose. Extraction areas and the processing area will be very close to both residential areas and two schools. I am concerned about the dust pollution on homes, schools and the environment, and the potential respiratory health hazards of dust pollution. Other than the soil bund, what other strategies will Cemex put in place to ensure that the degradation of the local environment (e.g. homes, trees and plant life) through dust pollution is minimised?
2. There is no indication in the proposals of the working hours of the quarry. If the site operated on 24 hours, seven days a week, this would create a huge ongoing noise disturbance. Noise pollution is a significant health concern.
3. There seems to be limited consideration in the proposals of the effects of the increased traffic on Hamble Lane. This road is already highly congested and the air quality along its length is already poor. Adding both staff movement to and from the site plus between 90 and 154 HGV movements per day will significantly add to the local traffic problems. The number of staff onsite is not specified in the proposals, nor whether there will be shift working and how/whether this would coincide with existing local traffic congestion. There is no indication in the plan of when the HGV movements will take place. Will they be limited to times outside peak traffic hours? Will Cemex ensure there will be no truck movements during the night? The consultation document states that these traffic movements have been tested and "found to be acceptable". Acceptable to whom, on what basis and within which time parameters? Where is the evidence and the details of these transport tests that have been undertaken?
4. Although the proposals refer to Cemex being "aware of congestion issues on Hamble Lane and being willing to contribute to highway improvements" this seems a very vague statement. What specific contributions will be made to ease congestion? Given the current local road system what specific contributions can be made?
5. Given the HGV movements to and from the site, and the damage this will do to the surface of the road, what specific contributions will Cemex make to the maintenance and repair of the road? Where is the annual plan to maintain and repair the road over the 13 years of Cemex's gravel extraction and restoration programme?
6. There are limited details about biodiversity and no indication, other than the reptile fences, of how the loss of habitat for other species such mammals and birds will be mitigated during the years of the quarry's operation and whether these species could ever be restored. What are the details of Cemex's policies on this issue?

There are known concerns with sand and gravel extraction and none of those are mentioned on your boards. I think it is essential for you to advise us about the negative aspects of this and not just make pretty pictures. Not detailed enough. I would like to see mention of pollution associated with this kind

of extraction. Crystalline silica dust is common from processing sand and gravel and is a known carcinogen. You are making it all look like it's all a very pretty process, but you are proposing to increase our traffic and lower our air quality for 13 years!!! We have, in this area, many known issues with traffic, road quality and air pollution already and adding an extra 150+ vehicle movements a day will just increase all our existing problems. The consultation process feels very rushed. We have not been given enough time to respond and react. It feels like this process is trying to catch us out. I am sure many elderly without computer knowledge and social media have missed out on this.

A poor design as it involves lorries joining Hamble Lane which will be dangerous to school children going to and from school, and Hamble Lane is too busy already. The excavation is too close to housing and schools for noise and air pollution. Sand and gravel extraction should not be permitted close to significant residential areas. If the County Council grants planning consent for sand and gravel quarrying at this location it is putting lives at risk. The County Council will also be faced with potential future legal claims from those affected by silicosis and associated conditions in this area. Hold a public enquiry and listen to the villagers.

This proposal is totally inappropriate because:

- 1 The access down Hamble Lane is unsuitable for the number of lorries that you say will be coming and going to and from the site.
- 2 Hamble Lane is the only road down to Hamble and is already congested at peak times and in the summer.
- 3 The proximity to houses and Hamble School will be intolerable with noise and dust and fumes from machinery
- 4 This is used as a major recreational piece of land for the residents of Hamble which is now being taken away. Numerous footpaths giving access between Hamble Lane and Satchel Lane are going to be lost. This land should become a registered "Open Green Space."

Little consideration of impact on local communities with congestion in an already notorious congested area - lack of vision of impact of noise, pollution, congestion. Already congested on Hamble Lane already - infrastructure in surrounded area will be affected - not suitable for this area. School children walking along hamble lane more danger - pollution / fumes / noise / congestion for local people to contend. Is this a tick in the box exercise? Hamble is one of the jewels in Hampshire's crown - outrageous this is still being considered - it will severely impact the surrounding area - let's hope this process listens to concerns.

I have the following concerns:

- what the extraction will do to the local water table
- extracting the gravel will have a significant impact on the surrounding area creating noise, dust and air pollution
- the proposal will incur a significant increase in large mineral transporters along Hamble Lane which will cause damage to the road surfaces and verges
- the increase of lorries along Hamble Lane will cause congestion throughout the area as well as increase traffic along Satchel Lane. Motorists will use this as an alternative route to avoid Hamble Lane particularly during peak times.
- there will be a devaluation of our homes.

The surprisingly short consultation period is unacceptable.

**JUST DON'T. DON'T DO IT! TOO MUCH TRAFFIC AND BUILDING WORK GOING ON IN HAMBLE AS IT IS. I APPROVE OF THE PROCESS GIVING RESIDENTS VARIOUS OPTIONS FOR "HAVING OUR SAY!"**

It's too big, I don't want this in the field. It's too big, I don't want this in the field. The roads can't cope with any extra traffic and the trucks will be too loud and pollute the local area. You will take away a natural place to walk not to mention the wildlife. Sheer greed and I don't believe you'll put it back to its original state when you've made your money. I doubt you're still reading anyway!

The design shows an entrance onto Hamble Lane. This is a very busy road and adding more vehicles will have a huge impact to locals, including safety issues when school children are walking home from school. Hamble Lane is an already overcrowded road and struggles to cope with the current traffic flow, adding more vehicle with have detrimental effect on locals, local businesses etc. I do not agree with the proposals and a 13-year disruption from noise, dust, traffic is unacceptable to put local homeowners through this, with little to no benefit, which won't be seen for over 10 years.

They are so small font as to be almost illegible online.  
Site set up  
Care of wildlife habitats should extend beyond reptiles to mammals and birds  
The proposed permissive footpath should be established as a public bridleway

*Gravel extraction*

*The adverse impact on local residents in terms of dust, noise, water runoff and traffic congestion must be minimised*

*Site restoration*

*The proposals need to conform to the draft Eastleigh Local Plan 2016-2036, which says: If permission is granted for the extraction of sand and gravel at Hamble Airfield and the extraction takes place, the site shall be restored in accordance with the Hampshire Minerals and Waste Plan and it shall be retained as an area of accessible countryside and open space with grazing, public access and outdoor recreation facilities laid out to the satisfaction of the Borough Council.*

*It was too short - a month would have allowed more time. It excludes those who do not have internet access, as they could not look at the proposals.*

*The clue is in the name, Hamble LANE, the lane is already inadequate for existing volume of traffic and could not safely cope with more. The surface is currently in a poor state and all extra heavy lorries will exacerbate the problem.*

*The site is close to schools and surgeries with no footpaths therefore not safe. The noise and fumes generated would not be compatible with current concern on pollution especially given proximity to schools and homes or conservation of flora and fauna.*

*The consultation time is far too short and doesn't consider that not everyone is able to use the internet. It gives rise to the thought that Cemex would prefer not to meet the people of Hamble or people and businesses who have to use Hamble Lane. Have all the businesses and their employees been given the information and opportunity to comment?*

*The proposals attempt to make the unacceptable acceptable. On site observation would demonstrate that the access for such major works is quite inadequate. The site is wholly inappropriate for this sort of development. It is surrounded on all sides by intensive residential development. There is a substantial and thriving primary school which caters for the large child population. Accessing the site would vastly interfere with usage of the community facilities. Regrettably I doubt that it will have any impact on the already taken decision.*

*On the face of it, the proposal looks a very attractive design and a positive outcome. However, I have major concerns, which I'll highlight below. It's going to take many years to reach the point that your very attractive proposal becomes a reality for the community in Hamble and the surrounding communities in Netley and Bursledon. During those years, we will have to endure and estimated quarter of a million HGV movements to and from the site. The A3397 is already a busy road for Hamble's 4500 residents and countless working commuters to its industries. The extra HGV movements will destroy our community during this period. This Wikipedia page describes how busy it gets even back in 2003 - <https://en.wikipedia.org/wiki/Hamble-le-Rice>.*

*Furthermore, the lorry movements will be a hazard for our children at Hamble Primary School and Hamble School, not just for road safety but in terms of air pollutants.*

*Finally, what guarantees are there that Persimmon Homes (who ultimately own the site and must have designs upon its future), won't be successful in applying for and building thousands of homes there? I do not wish this proposal to succeed because of the impact on this (already busy) community. Perhaps a solution can be found in rail links, connecting with the nearby line? Surely there are other sites within Hampshire where the lorry movements will not impact their local area so dramatically?*

*I appreciate the openness of the Cemex proposal, however I feel the price to be paid with the impact on Hamble is too great for the final reward.*

*No thank you. Abort.*

*Concerning the perimeter path, might I ask what the surface will be? If smooth it could open up new possibilities for cycling and roller skating, the latter for which there is hardly any suitable ground in the entire south of England, never mind Hamble! This sport is gaining in popularity once again, being inexpensive, impact-free, fun and healthy. I am sure that it would be met with considerable enthusiasm by people both young and old. Would there still be public access to regions waiting to be developed?*

*I appreciate that Cemex has put some considerable thought into all this, but I still do have some concerns as to the operation.*

*In the HCC Minerals and Waste Plan, the estimate of lorry movements was 120 over an 8-hr day (1 truck coming or going every 4 minutes). However your figures are now suggesting 90-154 movements over (presumably) an 8-hr day (1 truck coming or going every 3 minutes "peak"). So the "peak" time interval per movement has decreased 25% from HCC's original estimate and represents an extremely high frequency. How is this going to be managed so as to prevent total gridlock on Hamble Lane, notably during rush hours?*

*Although the point is made that lorries are modern, I would presume that they still run on diesel, a WHO-classed Group 1 carcinogen. Diesel engines are 10x more polluting than petrol engines, the fumes of which produce Nitrogen Oxides (NOx) and Particulate Matter (PMs) that combine to contribute to up to 36,000 premature deaths a year in the UK. Particulates can penetrate deep into the lungs, causing irritation and potentially triggering asthma attacks. Importantly there are two schools as well as many houses and workplaces nearby. What type(s) of filtration will be implemented for fumes and particulates?*

*How will lorries be cleaned so as to prevent deposition of mud and grit on roads, causing major hazard to two-wheeled vehicles and other road users?*

*Hamble lane is officially a B class road and in places it is already in a poor state of repair with numerous potholes and uneven surfaces. Adding a lorry movement every 3-4 mins will cause many more problems for all road users. I note that Cemex has stated that it will contribute as necessary to highway improvements, though it should be remembered that lorries are the major cause of damage to our roads that were never built to sustain them and Hamble Lane is already in poor condition.*

*Will any road lighting modifications be necessary? If so, who would pay?*

*I note that Satchell Lane will not be used by lorries.*

*The high mass of the bunds can be important factor in the attenuation of sound and vibration, but it is often not realised that the effect of atmospheric turbulence, wavelength and geometric parameters on barrier performance is greater than other factors such as the absorptive properties of the barrier or of obliqueness of incidence at the barrier. Furthermore, the influence of atmospheric conditions on the attenuation of barriers is still not well understood. Will independent off-site environmental noise monitoring be routinely carried out to ensure national guidelines for noise emission are respected?*

*It is even harder to attenuate the noise and vibration of lorries as they leave and enter the site. Long-term high-energy low-frequency vibration from large lorries and from quarrying could cause unstoppable structural resonances in nearby homes and have deleterious effects upon surrounding structures. Has this been considered?*

*I previously questioned whether or not a cement works would be built so it is reassuring that there will be no cement works set up alongside.*

*It is salutary that considerable thought has been put into biodiversification and re-landscaping and that extensive time and effort will be dedicated to effecting this. Can we also receive an assurance that this will be for perpetuity?*

*Cemex laid out a good online proposal.*

*There seems to be a HCC tradition of providing the public with very little time to respond to "have your say" exercises. Three years have elapsed since the HCC's Minerals and Waste Plan was submitted for Public appraisal and yet again we have been afforded only 14 days or so to respond.*

*Around 17 per cent of the sand and gravel used in England and Wales is now supplied by the marine aggregates industry. It is said to make a healthy contribution to our balance of payments through exports to the near continent (see <http://www.marineaggregates.info/index.php/marine-aggregates/marine-aggregate-extraction.html>). Crown Estates seem more cagey about publishing information concerning volumes sold abroad, but their previous website revealed that in 2009 over 20*



million tonnes of marine sand and gravel was extracted from over 65 licensed areas around the coast of England and Wales each year with a total of 5.661MT being sold to European countries, notably Belgium, The Netherlands and France.

The necessity for this project is predicated upon a single number - the predicted gravel requirement over the next ten years. Although the requirement for land-won sand and gravel over the last decade decreased to 1.05 million tonnes (MT) in 2009 (probably attributable to more efficient aggregate use), HCC used an "Average Sales approach" (simply averaging over the last 10 years), to come up with a land-won requirement for sand and gravel of 1.7 million tonnes per annum (MTPA) up to 2030 (the Plan Period).

Previously the sand/gravel on the Airfield was estimated to be 1.5MT although I note that Cemex is planning to extract 1.75MT (0.25MT/a over 7 years).

It strikes me that home requirements should come first, and I therefore still question this project's necessity! However, if the overall result can ultimately be of benefit to both wildlife and community then I have to hope that this is a shorter-term sacrifice worth making. It is vital that Cemex makes every effort possible to lessen the sacrifice that this community will have to make.

Concerning the recent plans regarding the airfield, I'm extremely concerned about the amount of traffic on Hamble Lane. The road is busy with normal everyday traffic- especially at peak times- and adding more lorries to it will have an impact on the already heavy traffic. This will then have a knock on effect to the roads leading off of Hamble Lane right up to the Windhover roundabout. Satchel Lane will become a rat run for people trying to avoid the main road due to the traffic.

I'm also concerned that the site is very close to the senior school, and the young people that use the narrower footpath to access the railway station would be very vulnerable to heavier vehicles going down that part of the road

I have 4 young children who attend the village primary school and I'm extremely concerned about the amount of dust in the air, from the site that could affect them when they are out playing/ PE etc. They will all attend the village secondary school which means they will have to walk past the site and. Will there be crossing aids in place?

Hamble is a quiet, peaceful, close community where people come to raise their children, and older people come to retire in peace. The fallout from these plans could be catastrophic for all local residents and local business too.

I very much doubt if this so called "consultation" will have any bearing whatsoever on what happens at the Hamble airfield site. Too much money is at stake and too many people who have no understanding or interest in the local area have been involved in pushing this project through. I also very much doubt whether anyone who works at Cemex, Persimmons, the marketing firm creating this "consultation" or indeed for Hampshire County Council live in Hamble. So once again, decisions that affect US - the actual local people who live here are being made by people who don't live here.

#### 1) Traffic on Hamble Lane

You claim that studies were done to assess the impact of the additional truck on the road. When were these studies done? I suspect many years ago and are now therefore woefully out of date. Times have changed, traffic on Hamble Lane which is one of Britain's busiest B roads is already horrendous most of the day. The road has a constant flow of traffic. How do you expect your huge trucks to enter and exit the site without either hampering the traffic flow or resulting in traffic control measures such as traffic lights or a roundabout being added? A housing development was recently refused primarily on the grounds of that fact that Hamble Lane was already at traffic level saturation point. These heavy & sluggish trucks will be very slow to accelerate and get up to speed, again causing traffic slow down along the lane. There are several peaks during the day where traffic is even greater. Only this morning (23/11/2021) there was a tailback from the railway bridge right up to Cunningham gardens - around 1 mile in length. So, you can imagine the impact of adding over 100 trucks per day.

Please let me know when these traffic surveys were done, how often per day and on which days.

#### 2) Dust & noise

Who will be checking the levels of noise and dust created? how often will this be checked? what official record will there be? how many breaches will it take for operations at the site to be suspended? I

*suspect that minimal checks will be done, and there will be a long-drawn-out procedure that effectively will mean operations never cease, whatever noise or dust is being created.*

*Please let me know your dust and noise reporting, escalation procedures and when operation must cease due to excessive noise or dust and who is able to halt operations.*

**3) Loss of current habitat and Recreation Area**

*The site has been allowed to evolve naturally and is now a rich habitat for many birds, small animals and plants and is well used by locals and visitors alike. There are already several footpaths that criss-cross the area. Once work starts this will all be lost.*

*Please let me have a copy of your current habitat survey that shows the range of plants, animals and insects that will be affected.*

**4) Site "Re-instatement"**

*the land is owned by Persimmons - one of the largest most profit-oriented building firms in the UK. To even try to pretend that their objective will not be to develop as much of the land as possible into housing is as sad as it is laughable. Their objective will be to forget all the false promises and fancy thoughts you are presenting and focus on obtaining planning permission for as many houses as they can possibly squeeze into as much land as possible.*

*Please can you confirm that Persimmons have no intention of building any houses on the site once gravel extraction and site infill is complete - as you appear to indicate in your virtual exhibition.*

**5) Project Duration**

*The project duration is sickening. This is a extremely long period of traffic congestion and gridlock, dust and noise that we should not have to put up with.*

*This will be a disaster for Hamble, and I am completely against this. Your effort to deceive or appease the local population has failed on at least me and I hope many others.*

*I look forward to receiving your response to my requests.*

*It's a faceless sham. If this were a real consultation, you'd do it in person -Covid rules would allow this at the current time.*

*If it was done in person with a real exhibition with real people explaining it, I would be able to speak to someone, ask questions and expect an answer. I suspect that because this kind of real consultation would attract too many very angry residents, you have decided to make it faceless and one-way. You can then tick the "Consultation done" box from the comfort of your own offices.*

*Having the fresh water and silt water ponds right by the school end is a silly idea, due to it giving temptation for the school kids to go explore. As well as the new site entrance being so close to the bridge it will make it dangerous for cars coming over the bridge blind and potential coming straight into a load of lorries or built-up traffic caused by the large volume of lorries. I also believe that the bund height around the gravel pit should be at least 5m Minimum not a maximum.*

*The proposals are completely out of keeping with the nature beauty of Hamble and it would be a disaster to people coming to visit the lovely village as well as every local here due to you digging up such a large green space so precious. For many years the Airfield used to be a beautiful walk to Hamble Secondary school for me and I'm sure still is for many others walking to the school now.*

*I believe that it is a poor decision to only have a virtual proposal due to the make that many people would of liked to be able to see the plans on something larger than just their screens. The layout of the virtual proposal is fairly poor making it hard to navigate with out having to open the plans in separate tabs.*

*The design and layout proposals would appear at odds within a predominantly residential area. Who on earth, proposes putting a quarry in the middle of an area surrounded by houses and schools with young children, with one road in and one road out. Frankly the biodiversity and local economy are doing*

*just fine, and certainly could do without this long-term disruption and destruction to the environment thank you.*

*We moved to Hamble for personal reasons and its friendly village community, I feel the general peace and tranquillity, will be a distant memory should the proposed extraction of minerals and aggregates be granted from the airfield. Birdsong will be replaced by a constant drone of machinery, dust and air pollution and probable stench from landfill, along with Hamble Lane becoming a quagmire, with continuous HGV vehicles on an already busy B-road.*

*Frankly whoever proposed this completely bonkers idea would appear: not to be residing in Hamble.*

*Awful. That's great the lorries can't go down into Hamble or onto Satchell Lane but the traffic is bad enough as it is on Hamble Lane with general traffic and tankers. I can't hold a conversation with family if I am walking along the road it's that bad. My children already complain about the fumes from vehicles and this is not a short term project. Why would we as a family have to put up with this for 7-13 years; during which point we would have to use Hamble Lane more as the children progress up to secondary school?*

*Awful. We use the Airfield frequently for exercise and recreation. We have already lost two areas of green space recently; why are we going to lose another one? Where are we supposed to run/walk in the meantime?*

*This has not been widely publicised. Found out about this by chance and as a resident of the local area it would have been nice to have received a letter or seen the consultation publicised more.*

*The proposed areas for extraction do not show appropriate buffer zones which are required to mitigate dust and noise for neighbouring residential properties, schools, and health centre.*

*These buffer zones were recommended to be between 200-250m at the independent examination stage of the Hampshire Minerals and Waste Plan (HMWP).*

*The site shows a new road access and car parking facilities - the independent planning inspector, Andrew Freeman, stated that utilising the existing serviceable railway should be explored as an alternative to the 90 - 154 HGV movements proposed on the already overloaded and congested Hamble Lane.*

*Looking at the latest 2020 review of the HMWP it states that: "Adaptations to climate change have not been addressed so far because these would need to be considered and implemented as part of any planning application."*

*The impact on the environment of pollution, excess water runoff into the Hamble River an SSI needs to be fully addressed.*

*The consultation process is shamefully short with no public exhibition available - this is disgraceful.*

*Residents deserved to have a public exhibition and a six-week consultation period in which to respond. There was no engagement with the local parish council prior to the notice being sent out about the 'virtual' exhibition leaving many residents struggling to access the 'virtual' exhibition and the time needed to be sent documents and then respond by the deadline of 25 November.*

*You propose a new recreation area, but the airfield has been used for generations to walk dogs or just to walk so will the whole area as far as possible be available for future use in this regard? I think it should be a condition of your proposal that dog walking use should be maintained in suitable areas of the site throughout extraction that can be moved as necessary.*

*Hamble Lane is already seriously congested for a large percentage of the time - how do you propose to move the extractions from the site. Lorry movements should be restricted to outside of peak times at the very least and there should be absolutely no vehicular access to the site from Satchell Lane as it is too narrow for large lorries.*

*The boards are not particularly clear even when enlarged so the public cannot get a really reuse picture this way. There is no reason why a physical public display could not be put on - COVID restrictions have been lifted after all and most people are sensible in taking the necessary precautions anyway.*

*Hampshire's Mineral and Waste Plan 2013 pre-dates any climate emergency and pandemic proposals that our county - and country - has prioritised. National planning policies have been updated to re-think*

*what industries are appropriate near existing housing and established business, as well as impacts to biodiversity and air quality.*

*The additional traffic proposal: there does not seem to be an understanding of when the shifts at GE or CooperVision occur - traffic is a solid line one way into/outward of Hamble certain times of the day and this is in addition to and outside the normal school commute times. At 7am it can be sometimes impossible to turn right onto Hamble Lane near the Firestation due to the steady stream of incoming/outgoing traffic for CooperVision. Traffic toward/return from the M27 then can take up to 30 mins when congested due to the knock-on affect of the Portsmouth Road intersection. This has been a serious issue for years, and there have been so many traffic studies before and AFTER all the homes were permitted further north along Hamble Lane with no improvements in place. Works/improvements were to be started to help alleviate the existing issues but delayed. Further potential building or extraction works should not occur until these improvements have been implemented and result in a successful movement of day-to-day traffic.*

*Impacts to Hamble's current USP - the yachting community: there are established yachting businesses also within Hamble, and there does not seem to be any information on how this project will also support or allow those industries to continue as normal. The movement of larger vessels in/out of the lane will be impacted; employment retention to those companies and the local pubs/cafes/shops that support the industry will be impacted as buses and trains are already limited.*

*Noise: There are a number of us that have to work from home still (pandemic has closed offices) and noise travels quite far within our village. We can hear CooperVision's 'hum', boats travelling on the Solent - so the noise impact of the extraction process will have a significant impact to be work and life well-being.*

*After extraction: there does seem to be an area already zoned for potential housing in the works after the extraction. We are aware that CEMEX does not own the land. It appears there may be a building line established within the yellow/grassland replanting - and it is impossible to comment on what the impact of this project will have on our village once the extraction takes place and new houses are then started. Can there be guarantees that no new houses are to be built on the land as a condition of the process?*

*Please find another location that will not impact those that live and work in Hamble. HCC should revisit the minerals/waste plan to be more sustainable and include ways to improve the environment, not just how more land can be stripped of its natural resources.*

*The provision of footpaths is very poor, a path crossing the site must be retained, it provides a key link to Hamble station for residents who live on Satchell Lane.*

*I believe the site is not a suitable or safe location for mineral extraction. It is situated in a densely urbanised location, the HGV traffic will pose a serious safety issue for residents and children attending the adjacent school. Furthermore, noise and light pollution is likely to have a negative impact on residents.*

*The airfield is a densely vegetated location, with habitats for insects and birds, replacing it with grazing land is unlikely to increase biodiversity, furthermore, lighting associated with the quarrying works is likely to harm local wildlife, such as bats.*

*Turning the site into open grazing land feels like a ploy to prepare the site for a housing development. If the mineral extraction does go ahead, I believe the restored site should be gifted to the public as a park, or to the Hampshire and Isle of Wight wildlife trust, to safeguard the amenity and biodiversity value.*

*I believe an online consultation is useful; however, failing to hold an in person event also is undemocratic.*

*1/ The small area of proposed community access to the North of the airfield is totally inadequate compensation for 15 years of disruption & pollution. If gravel extraction is to be allowed the whole airfield should be returned to the community afterwards.*

*2/ Why doesn't the proposed permissive path completely encircle the airfield?*

*3/ The proposed screening will not protect the community from 15 years of disruption and excessive noise & dirt.*

1/ When will formal planning approval be submitted?  
2/ Who owns the airfield & therefore controls its future use? It's of little value to the community proposing to restore it to grazing land if it's then built on.  
3/ The site is totally unsuitable being right on top of a residential area.  
4/ The impact on Hamble Lane is totally unacceptable as anyone regularly queuing into & out of the village will tell you. Why should we have any confidence in Cemex's assessment when it's not in your interest to say otherwise? The only environmentally acceptable way bulk material should be transported is to reinstate a short section of the railway line to where it's adjacent the airfield.  
5/ Detail on proposed mitigating road improvements should be submitted & evaluated prior to making a planning application.  
6/ The statement that there's no local gravel sites nearby is not sustainable as large quantities of aggregate are extracted offshore & landed in Southampton. There's no need for the Hamble site.

*Many aspects of the proposals are dishonestly presented which doesn't augur well for the future.*

*No, I am totally against the project. The roads are already saturated with traffic in the Netley/Hamble area. The promise of an improved landscape etc., after a 10-year period is an insult to the intelligence of the local community who will suffer immeasurably if this project were to go ahead.*

*I would like to dig into the claim of increased biodiversity by restoration of grazing lands. Presumably this is planned for rotational grazing. I cannot see any mention of how much grazing land is planned for restoration, I also cannot see any mention of developing areas of the site for housing, is this no longer planned?*

*I feel that any sensible plan to move extracted aggregates would include transportation by water around to Fareham creek. This would negate the primary argument around the use of lorries and increased congestion on Hamble Lane. Gravel as I see it, is not a time critical resource and Fareham creek by barge is relatively close by. It seems accessible.*

*These plans are the best I've seen. As a peninsula with limited road infrastructure, the Hamble area could really do without extensive gravel extraction. However, if the materials are needed and it will be restored to a natural habitat afterwards, this will be the best compromise.*

*Traffic congestion, during the years of extraction and construction, will be significant (given that Hamble lane - and getting onto it from Satchell Lane - is already a major issue). It is particularly vital that emergencies services can access all areas of the population for time-critical treatment/ extraction to specialist services. Given this concern, a proposal to keep the airfield as a site of natural habitat, in the long term, is very welcome. Hamble Lane has already had extensive housing development and Hamble village would be ruined by further housing on the airfield.*

*Clear and concise. Thank you for the opportunity to comment.*

*The airfield currently provides a wild habitat that has existed since before the second world war. The extraction of gravel will be a noisy, dirty and disruptive operation. Hamble Lane is already congested at all hours of the day. I have only so far seen a double sided flyer produced by Cemex.*

*What is the proposed gap between the outer boundary of the site and the edge of the screening bund? Only on the railway protection zone has this been stated. My concern relates to the potential noise and dust travel. The normal prevailing weather will take noise and dust across to Hamble School and the Hamble River marinas. The people/businesses that rely on many large expensive boats using their facilities may well suffer if the result is boat owners relocating the vessels to avoid the problem. When the weather turns, the houses on Hamble Lane (including my own), and Hamble Primary School will then take the brunt of any dust and noise.*

*Throughout the project we are looking at an ESTIMATE of 90 - 154 HGV movements a day. With a 9-hour working day, this is between 10 and 17 per hour. One every 6 minutes at its lowest, and every 3.5 minutes at its peak, with the peak lasting from year 3 when restoration starts.*

*Regardless of what route the traffic uses, the section from Hound roundabout comes past a large busy school. Hamble Lane is the primary route the kids use to travel to/from school. It also then passes the railway station and uses the humpback bridge. Whilst Hamble Lane is already designated as suitable for HGV's, another movement every 3.5 mins will take its toll.*

*What steps are being taken to minimise/cancel out the potential noise/dust pollution that will impact on both Hamble Schools, the river-based businesses and the private properties surrounding the site? No*

*matter how new the vehicles you use are, the polluting impact for the pedestrians of Hamble Lane, many children included, will be huge with an HGV movement every 3.5mins.*

*Congestion in Upper Hamble Lane is already bad at many times through the day. What steps are you taking to minimise the impact on the roads, houses and pedestrians who use this (at certain points) very narrow section of road.*

*Traffic from Hamble Primary School to Hound roundabout passing the site entrance is also frequently solid and crawling. How will these periods be managed with HGV's emerging into stop/start traffic? We all know this is the most polluting type of traffic. The pavement/cycle path along Hamble Lane will need cross the planned entrance to the site. This is used heavily by children walking/cycling to school, and others walking to the rail station. What steps will be taken to make this crossing point safe?*

*Too short and very sparse on the real problems that this project will inflict on Hamble and other areas that border Hamble Lane. Cemex MUST have dealt with all this type of issue with other projects, so your experience will already tell you what people need to know. The lack of detail on the impact on communities suggests you know they are bad, and you are simply skirting around the issue.*

*None in terms of the gravel extraction phases actually on the airfield.*

*Transportation of Gravel:*

*Your proposal is totally silent on the transportation of gravel away from the old airfield. There is just one access point shown from the plant site to the already extremely busy Hamble Lane B3397. This is close to residential houses and the railway bridge. It is said a full lorry will leave the site every 4 minutes. No doubt a similar frequency returning. Hamble Lane is already a log jam at busy peak commuter times from the village to the railway bridge then onwards to the Satchell Lane and the Hound Road roundabout junctions then traffic already queues to and from Windhover Roundabout to Junction 8 of the M27.*

*Why not use the old railway line route to connect to the Southampton - Fareham railway west of Hamble station, then onwards transport gravel by rail? Fareham already has facilities for moving coal & ballast to & from its goods yard. A new receiving facility after rail transportation could surely be provided at minimal cost.*

*Many cyclists use the cycle path (the Dani King cycleway) in both directions. Lorry transport would inevitably bring even more stones or pebbles to the cycle route. There is no cycle way over the railway so cyclists must go back to the Main B3397 road. This is already dangerous. I believe that any gravel extraction must build a new cycleway bridge across the railway. Young children walk & cycle past the site to and from Hamble School mornings and afternoons.*

*I personally would strongly oppose the current plan unless use is made of the railway, where just new rails and sleepers are necessary, plus one set of points. Please use the rail lines and route already there.*

*Please also ensure that every business, all commuters, workers and residents now using Hamble Lane are consulted.*

*Hamble residents and local business workers / commuters seem largely unaware of these plans to develop the airfield. Unless consideration is given to onward transportation I would be strongly against the current plan.*

*Following the notification of the quarry on the Hamble Airfield please find below my comments and questions for inclusion in the consultation process. I doubt you will be surprised to hear that, along with most of my fellow residents in Hamble, we're dreading this development which, for many of us, will blight our final years here - I am in my seventies and 13 years is probably more than I will be able to enjoy. During this period the value of our property will decline but I need to make every effort to protect my children's inheritance. I have some serious concerns about the effect of such massive excavation on surrounding properties, especially those downhill from the site and so have a questions section to seek further information. But first I would like to make some general observations - your comments would be appreciated.*

**GENERAL OBSERVATIONS**

\* Eversley Quarry. I lived in Fleet and used to go past this quarry most days of the week. Without exaggeration I never drove along that road without witnessing the effect on the hedgerows and road itself. For a considerable distance on either side of the entrance, both were white with a sticky dust that never washed off. That was in a rural setting, but this is an urban one so what is Hamble Lane going to become? And that is just visual. The constant noise of conveyor belts and general dust are an inevitable consequence of this activity, even allowing for some muffling effect of the proposed bund.

\* Hamble Lane. To get in and out of Hamble now requires ingenuity and timing to avoid a 20-minute journey, at least, to the Tesco roundabout. Housing developments are, at long last, being rejected because of the traffic overload. 90+ lorries a day is not going to help. I also wonder what the constant impact of such heavy loads on the railway bridge will have?

#### SPECIFIC QUESTIONS

\* Satchell Lane. We live on Satchell Lane which is the natural run off for the airfield. Most houses here have streams running beside or under them and natural springs are a regular feature. Satchell Lane itself often has water running over it from the airfield. Our house was built around 20 years ago knowing, and allowing for, a constant stream running under it and there are usually 2/3 natural springs in the garden, even in the driest of weather. More importantly, we are on clay - hence the water running over it.

With such massive excavation happening what risk assessments have been done to avert the potential risk of 'heave' on these houses when the water is being diverted or stopped from running? Please may they be made public together with plans for a solution if this happens?

\* Boundaries. In your ecology and restoration description you refer to a footpath 'corridor' and I believe that will be one of the first things to be built with the bund. How wide will this be before the bund starts? At a height of 4metres and with property fencing on the other side this is critical as it could end up as an alley which is going to be rather scary to walk along in daylight let alone at night. For example, where will the footpath be in relation to the main track which runs parallel to Satchell Lane and has the Esso pipeline between it and the boundary fences? The well-worn track is a favourite for dog walkers and it would be useful to know just what space there will be in relation to this clearly identifiable feature of the current airfield. Your restoration map suggests it will be very narrow.

\* Preservation of trees and hedgerows. You make the point that new hedgerows will be planted, which rather reinforces my concerns about the boundaries question above. There are some mature trees around the perimeter and will these be protected?

\* Safeguarding the Future. I thought the land was owned by Persimmon Homes. Is this correct? If so, what guarantees does the village have that attempts to build future housing development will not happen, building over the restoration plans that you have made and thus negating the 10% biodiversity gain?

I look forward to hearing your comments.

As residents of [redacted] which is adjacent to the airfield, we have grave concerns about the proposed extraction of gravel from the airfield. Our concerns are as follows;

1. The extraction process will increase noise and air pollution caused by vehicle and plant engine exhaust gasses, along with dust caused by the process of extraction.
2. The increase of traffic on Hamble Lane is unacceptable. Hamble Lane is known as one of the country's busiest 'B' roads and we believe it cannot cope with such a drastic increase in traffic. Each lorry will take up 10 metres of road space in length, and this amounts to 90 x 10 = 900 metres of additional traffic during daylight hours. This will cause traffic delays, additional pollution, and an increased risk of accidents at school times.
3. There appears to have been no impact assessment with regard to 'Climate Change.' To ignore this is not acceptable.
4. It is questionable whether this is the best option for gravel extraction at this time. There are adequate resources off the Needles and seas extraction is less disruptive and more environmentally friendly. In addition, there are other sites in South Hampshire where extraction would impact far less on the local environment.

5. *The airfield is a popular walking area for both dog walkers and local residents. These proposals will deny this community that pleasure and health for up to 15 years and perhaps more as we know that things seldom go exactly to plan.*

*I wish to provide my initial comments to the proposal for gravel extraction on the former Hamble Airfield.*

*In brief, I do not support the proposal for a quarry and the bullet points below (not exhaustive or in priority order) are some of the reasons why I hold this view:-*

*Local traffic congestion in an area already subject to heavy plant and lorries from the oil terminal and other commercial businesses around the village - this in addition to a healthy year round flow of residential and tourist traffic. The road network can barely cope already.*

*Congestion on connecting roads (Portsmouth Road, Windover roundabout etc) which are already at capacity and regularly congestion hotspots not just at peak times*

*The safety of pedestrians using Hamble Lane with the increase in heavy lorry movements - Hamble Lane is a busy walking route for school children. More traffic = more risk.*

*Reduction in air quality due to increased emissions from additional traffic and which have been scientifically proven to cause respiratory and other illnesses*

*Reduction in air quality due to airborne particles produced during extraction which have also been scientifically proven to cause respiratory and other illnesses*

*Reduction in road quality as a result of heavy plant and lorries (during all works phases) - roads are already in poor condition due to the significant number and types of traffic movements*

*Noise pollution from extraction machinery and heavy plant required throughout all stages of the process*

*Detrimental impact on the water table and the increased flood risk to properties in the surrounding area*

*Negative impact on tourism and local businesses (for many years) due to increased congestion and general downgrading of the area from what is currently a popular tourist area*

*Immediate impact on local wildlife, loss of habitat and resulting loss of biodiversity*

*Mental health impact on residents of having to live next to a building site for many years (congestion, disruption, noise, dirt and dust, poorer air quality, etc)*

*In summary, I do not support the proposal for a quarry and further, I do not accept that the Hamble Airfield site can reasonably be included in the Hampshire Minerals and Waste Plan. The proposed site is in a heavily populated (and popular) residential and tourist area and, as illustrated above, the proposal would have a long-term detrimental impact on the Hamble peninsula, its residents and local businesses.*

*I've just received your leaflet regarding the proposal for the mineral extraction on the former Hamble Airfield.*

*I live in the centre of Hamble and know only too well how the roads in to and around Hamble can get so completely blocked up with the everyday traffic for schools and businesses and factories. This proposal is so wrong - to my mind just another money making project for someone! How will the roads ever cope with even more traffic and that being heavy goods vehicles carrying the gravel to and for so many times a day. Could you enlighten me and let me know how many lorries will actually be using these roads and how many times roughly they will be used per day.*

*If you have actually taken the time to come down Hamble Lane from the Tesco roundabout at most times of the day but particularly anytime from 4 onwards you would see how bad the traffic is. It's a nightmare and actually getting out of Hamble anytime from 3 onwards is even more chaotic. I wonder if any of your employees live here. The air pollution from all this traffic is so bad not only for our children but for the environment and by you adding to it with continual lorries using our roads it's so totally wrong.*

*Myself and all my neighbours are all in agreement with me and sincerely hope that this project will not go ahead. Your list of benefits do not stack up with us - we already have a lovely area to walk and*



appreciate the wildlife and who knows when you would actually finish the works - it could be years before you give us back what we already have.

I believe our local Liberal Democrat representative is aware of all this and I will be forwarding this email to him.

I know I am just a very small cog in this wheel but I can assure you there are hundreds more in Hamble who think the same way. **We DO NOT WANT THIS TO GO AHEAD.**

I am writing to you in respect of your recent proposal for gravel extraction on the old Hamble Airfield site.

I object to your proposal for the following reasons

1. Hamble Airfield has been re-wilding for a number of years. The site offers an oasis for flora and fauna, wildlife including bats and hedgehogs, Deer and migrating birds and birds of prey. The airfield is also used by ramblers, and dog walkers and due to recent developments is the only open space left on the Hamble Peninsula.

2. The airfield acts as a flood plain to protect the residents of Satchell Lane from adverse flooding during periods of heavy rainfall. The gravel acts as a natural filtration system and ensure free flow of water into the river. It is un clear from you proposal what you will back fill the land with, which would need to be un contaminated and have the same characteristics of the exact material you are proposing to extract.

3. The site is in close proximity to two schools, a health centre and houses. There are no dimensions for the proximity of the boundary site to the outer edge of the airfield, but it would need to be at such a distance you can ensure no pollutants such as Silica dust as well as noise can affect residents including school children.

4. Hamble is on a peninsular accessible only via Hamble Lane, a single track concrete road constructed in WW2. The road was never designed for the high level of traffic already using it and certainly not large scale movements of heavy goods vehicles as you are proposing. Your vehicles will be adding to pollution with diesel particulates already at high levels particularly at the upper end of Hamble Lane near the Windhover roundabout where traffic is usually stationary.

5. Longevity; each of the above represents a clear reduction of the quality of life of those residing in the Hamble, Netley and Bursledon area. Their lives will be blighted by the dust, pollutants and congestion over a minimum period of thirteen years, which is likely to be greater than the remaining life span of many residents. There are no proposals as to how residents would be compensated, if at all possible.

6. There is a possibility, that CEMEX as a business may go bankrupt before the site is returned to its natural state. What insurances do you provide in the event this happens that will ensure the works are completed.

7. There is only a small area of land that is proposed for community use. This is far too small an open space. There also need to be a number of foot paths created on the finished land to allow continued use of open space to the community.

8. The land is owned by Persimmons. What guarantees can be offered that the site will not be developed for housing at a future date.

TO whom it may concern

Enclosed are my thoughts on this consultation for Gravel extraction right in the heart of a historic village on the edge of a beautiful river, where many people visit to sail and enjoy the peace and tranquillity away from the hustle and bustle of the city.

Here is a copy of my submission and my views

Does this question mean - do I like the way the proposal has been presented I dont care about presentation except there is a lot of detail missed. I care about the content and actual proposition. This is not an inclusive consultation it limits it to people who have internet access only and to people who are happy to work online This form is confusing and limiting presumable you will strike off bits written in the wrong areas??!! It is hard to follow with all the patches of info like a notice board.

There is limited detail on actually how this looks to the public - noise/ lighting/ dust from the gravel pit/ drainage. The actual proposal is assuming that Persimmon have nothing to say about the end result and their goals for the land - Cemex does not own the land.

This is a totally ridiculous proposition. This land is right in the middle of a village. There are acres of farmland and pasture in this county that do not effect peoples assets and lives - houses, cars, lifestyle,

*livelihoods. The air pollution from dust and trucking, light pollution - not been highlighted hours of business on quarry, noise of trucks and quarry, dirt on roads, gridlock on Hamble Lane.*

*Traffic - let's hear the truth about the quantity of employees vehicles and other traffic coming in; truth about other trucks coming to the site - actual numbers not speculated from the removal of gravel by Cemex. The entrance goes across the pathway where children walk to school, dog walkers walk to the park. The area has been used by the village for years. The buffer zones are far too small and too close to housing.*

*How do you guarantee that this digging is only 6-7 years of extraction - these quarries never stick to time - how do we have a guarantee? The concept of after the quarrying is questionable - why put the recreation area so far from the village unless there is a long-term goal to build houses in between? Does Cemex actually have authority to offer these promises for after the quarry, because they do not own the land*

*How do you guarantee that the proposition of what happens to the land after is certain and that once the demolition is finished Persimmon don't decide to apply for hundreds of houses? Great re footpaths but the villagers need more access over the quarrying/ digging period.*

*Outrageous proposal - to put this kind of excavation in the middle of a village. Why are we choosing a historic natural harbour - a tourist attraction? Close to schools, houses, doctors surgery, business, an area of natural beauty - a historic holiday tourist attraction.*

*Infrastructure of the road will need to be improved in order to get emergency services in and out at rush hour. Roundabouts improved.*

*There is an obligation of a roundabout at the entrance to the sit onto Hamble Lane. As stipulated by the inspector back in 2012/13. How do you propose to deal with Hamble Lane that is already at capacity and already is registered by HCC to have poor air quality? How are you catering to flooding of Satchell Lane?*

*Sustainable supply to local building materials?? That is not necessarily true - we all know that the gravel gets shipped off to a depot and then relocated so it is not limiting transport and travel. Cemex do not own the land so how can they promise what happens afterwards. All this whitewash talk of biodiversity after and in specific trees being planted during - what about how many hours there will be lighting on the site - will there be digging g 24hours a day? Drilling, excavating? Noise? Keeping us awake babies awake disturbing kids learning in school? The land needs to be gifted to the village as green space in order to stop this threat from repeatedly coming up.*

*A disgrace - far too short - not enough time to process this at all. No warning and totally sprung out of the blue. Totally unacceptable for an inclusion perspective - limiting the people who can easily see this to those with internet access and or understand internet access.*

#### **General comments**

*Post mineral extraction, will the existing quarry be filled with water to create a new quarry pit and nature reserve?*

*The information shown on your virtual exhibition has raised some questions which I would be grateful if you could answer.*

- 1) Exactly what inert material would be used for back filling the holes?*
- 2) Would it include domestic and industrial waste?*
- 3) What guarantees do we have that the land would not be used for house/industrial building in the future?*
- 4) Exactly what is the route of the proposed footpath linking Satchell Lane to the Station?*
- 5) Who would have access to the grazing land and the majority of the restored site?*

*I look forward to your replies.*

*Thank you for responding to my previous email. I appreciate you have no control over what happens to the land after you have backfilled, landscaped and left.*

*I presume the base of the backfilling will be domestic and industrial waste as no one is going to fill such a hole with soil! So then we have a period of time while the waste decomposes and gives off it's gas then Persimmon the site owners will apply to build on the site.*

*This is an enormous site and will have a huge detrimental impact on the local community with noise, dust, and increased heavy traffic on the already congested Hamble Lane for years to come.*

*I appreciate you are making some compromises with the 4/5 m high soil wall, the eventual open area in the north of the site and the footpath around the areas where there is not already a right of way. However I feel the margin you propose to leave undisturbed round the circumference is far too narrow to shield the effect of your excavation from the residents who border your site. It should be at least 100 metres all round.*

*For many years the site has been used 'informally' by local people for dog walking and exercise, a lovely open space which keeps pedestrians off Satchell Lane.*

*I think a much wider margin around the perimeter before the soil wall would mitigate a great many objections to your activities. It would leave space for dogs and people to use instead of a narrow path and it would take the noise and dust of your activities a more comfortable distance from the local residents, who are going to have to endure an unpleasant industrial site right on their doorsteps.*

*Please submit this letter to the consultation process,*

*I was given your name by Cemex's Southampton office and I understand you are a member of the Community Engagement team regards the proposed mineral extraction from the former Hamble Airfield site. I am a long-time Hamble resident and live within sight of the area in question on Satchell Lane, Hamble.*

*You will no doubt have many questions directed at you in the weeks and months ahead, but at this point I have only one. Specifically, who owns the airfield site?*

*I ask because while the extensive restoration detailed in the virtual exhibition are reassuring, albeit in the future, if the site is still owned by Persimmon Homes it rather casts a shadow over any long-term plans. It may be that Persimmon no longer have a stake.*

*Hoping you can shed some light.*

*Thank you very much for sending me a copy of the leaflet. I have some questions:*

- 1. When will the project begin? By 'the project', I mean the first day of work preparing the site and/or access points to it.*
- 2. What year are operations expected to cease?*
- 3. How many traffic access points will there be on Satchell Lane? Where, roughly, will these access points be?*
- 4. How many days of the week will the extraction site operate, and during what hours?*
- 5. Will there be any change made to the junction of Satchell Lane and Hamble Lane (i.e., near the Blackthorne Medical Practice).*

*Thank you for your time, and the answers in advance.*

*A big issue will be the increased traffic along Hamble Lane which is already busy especially at peak times. Since the site is bordered by the main railway line between Portsmouth and Southampton on one side and the old, mothballed line from Hamble Station to the BP Oil refinery, has any consideration been given to the removal of aggregates by rail? A new siding directly from the main line to the east of Hamble Railway Station directly into the site would ensure minimal extra traffic on Hamble Lane, or if this were not possible the mothballed line from Hamble Station could be used. The mothballed line would as now involve crossing Hamble Lane; however, this could be timed for off peak periods with loads being left at the exchange sidings near the station for collection whenever required and thereby reducing any interruption to the flow of traffic along Hamble Lane. The use of rail would significantly reduce the number of individual movements onto the site and therefore the level of traffic on Hamble Lane. CEMEX already use rail traffic in several locations (over two million tonnes moved in 2020 by rail), and since rail is acknowledged as being more environmentally friendly than the use of traditional lorries, I was surprised that this option wasn't part of your proposal.*

*I believe the planning application should be conditional on the removal of gravel by rail.*

<p><i>Although I am personally happy with the method of delivery, I believe it will exclude some people from the process who are not as computer literate as I am.</i></p>
<p><i>I think it is a great plan to make derelict land into a pleasant recreational environment and to preserve the "village boundaries ".</i></p> <p><i>As above I approve it should also prevent all the water running into Satchell Lane as there will be some material on the airfield to absorb it and release it slowly. It will also give residents once the project is completed a wonderful community asset.</i></p> <p><i>However I would like to see some detailed proposals on how to mitigate congestion in Hamble Lane. Also proposals to ensure that the extracted gravel will be used locally to save some of the building industries carbon emissions.</i></p>
<p><i>A proper cycle path along the southwest and west borders of the site would be a great asset to the Hamble community and may mitigate the extra traffic problems to some extent.</i></p>
<p><i>A well thought out design and process for the extraction and restoration of the site. I would be very concerned if any material other than inert material was used during the restoration process. Perhaps a wider time frame and more information would help other residents who are very much against the idea.</i></p>
<p><i>Yes. On public rights of way and public open space. Yes, as above. Have received this after the deadline date for responses - from a friend!</i></p>
<p><i>The design and layout look good with greater biodiversity. The information presented does not explain how deep the quarrying will be or what the hole will be filled with. The consultation only refers to the final on-site on of the airfield.</i></p>
<p><i>Concerned about the access to the site on Hamble Lane and also the impact on traffic congestion caused by trucks to and from the site. Please consider no rush hour or school run movements or run the movements via alternative routes. Support. Seems to be satisfactory.</i></p>
<p><i>I am more likely to be supportive of the scheme if:</i></p> <ul style="list-style-type: none"> <li><i>a) There are defined and guaranteed road improvements to improve traffic flows the whole way to Tesco</i></li> <li><i>b) The is guaranteed creation of a dedicated cycle path the whole way to Tesco</i></li> <li><i>c) At the end of the extraction process there is guaranteed, legally enforceable, commitment that the site does not get developed but is left as parkland.</i></li> <li><i>d) The gravel can be removed from site in in a carbon neutral way. The statement that the average age of the trucks will under 5 years old, means that nearly half of the trucks will be over 5 years old. Please provide detailed information on the average and worst-case emissions per truck per year?</i></li> </ul>
<p><i>No timeline for extraction programme or completion appears on your literature. I presume that this is a long-term project and that you do not know or are unwilling to share the information. Local inhabitants would wish for such information so that they are aware of long-term inconvenience, or eventually, benefits.</i></p> <p><i>Would have liked to see more information about how traffic movements will be accommodated up and down Hamble Lane. Area of high pollution already, particularly at the top end. Is it likely that there will be re-routing off Hamble Lane going north to reduce congestion. If so, where.</i></p> <p><i>Generally, in favour of the proposal but further information about above issues would be helpful.</i></p> <p><i>Great idea to do the virtual presentation. Well put together, albeit very brief. Good to have the opportunity to comment as it appears that only Hamble Lane residents have done so, so far.</i></p>
<p><i>Thanks for the information, received by post today and on the virtual exhibition.</i></p> <p><i>Will the access road be on Hamble Lane or Satchell Lane? Exiting Satchell Lane at the junction with Hamble Lane is already difficult at times.</i></p> <p><i>What is the expected daily traffic of trucks from the quarry?</i></p> <p><i>You'll know that existing traffic in the area is very heavy at various times during the day. Are there any plans to improve local roads/road layouts to take account of increased traffic e.g. traffic lights at the Satchell Lane/Hamble Lane junction?</i></p> <p><i>Will heavy goods vehicles operating at the quarry (during its construction, operational life, and restoration) be prohibited from using Satchell Lane south of the quarry?</i></p>

*Will the quarry be operating 7 days a week and what hours will it be operating?*

*What is the expected operational life of the quarry before the proposed restoration?*

**Positive comments**

*I would rather the gravel pits than yet more unwanted housing, yes, I support this plan.*

## 5. Post-Application Consultation

### 5.1 On-going Stakeholder Engagement

- 5.1.1 Given the interest shown by residents and stakeholder in the proposals, CEMEX will ensure that interested parties and key stakeholders remain informed and updated regarding the proposals.
- 5.1.2 Owing to mutual diary issues, it was not possible to arrange further meetings with the parish councils prior to submission. An initial meeting was arranged between CEMEX and Hamble Parish Council for Monday 22<sup>nd</sup> November 2022, but was then cancelled at the parish's request. Nevertheless, CEMEX remains committed to engagement with these parishes and ongoing efforts will be made to arrange virtual meetings with the parish councils in New Year 2022.

## 6. Appendices

- **Copy of the one-to-one stakeholder meeting invitation email**
- **Copy of the virtual exhibition invitation newsletter**
- **Copy of the virtual exhibition boards**
- **Copy of the feedback received via paper feedback form and via letter**