

The Future of Hamble Airfield: Notes from Public Meetings on Wednesday 11 and Thursday 12 January 2023

Meeting was opened by Cllr Hand welcoming everyone to the event and thanking Hamble Aerostructures for the use of their facilities for the two Public Meetings. The agenda for the meeting can be found here. <https://bit.ly/3XBUcy2>



The following Cllrs were present at either one (or both) of the two meetings:

- Cllr Cross (EBC)
- Cllr Cohen
- Cllr Dann
- Cllr Lehneis
- Cllr Moody
- Cllr Ryan
- Cllr Thompson
- Cllr Underdown
- Amanda Jobling (Clerk)
- Steve Tilbury (Planning Consultant)
- Claire Price and Danielle Hulbert (Communication Consultant)

Paul Holmes MP was present at the Thursday meeting.

The first item on the agenda was Hamble Parish Council's (HPC) internal arrangements for managing the application through its Coordination Group. People with questions should direct them to either Cllr Chris Jones as Chair of the group or the Clerk. This Group will respond to issues quickly, to direct



work to the correct committee or group, and to work with partners where needed. It is also responsible for ensuring weekly updates are available to the village while the application is still live. Further information can be found on our Facebook page. <https://bit.ly/3ZCEnc2>



Steve Tilbury then updated everyone on the current progress of the application. This included an explanation about the latest phase of the consultation ahead of the planning officer drafting a report with recommendations to the Hampshire County Council (HCC) Regulatory Committee (RC) which will make the final decision. Ahead of the decision being made, councillors on the RC will be invited to a site meeting to familiarise themselves with the application site, the issues, and the village. HPC will supply information to HCC ahead of this site visit to ensure that they are aware of the issues of concern and include them in the itinerary. The Committee will be made up of councillors from across Hampshire some of whom will have little or no knowledge of the village. This is also the case for the statutory consultees who have already commented, or are waiting to comment on the application. Given this, the role of the community is to focus responses on the potential impact that the application will have on everyday life in the village for residents and businesses. Including details about these impacts in your response is therefore important.

From a Parish Council perspective, the focus is on areas where we believe the evidence is not strong in terms of how risks arising from the application will be managed. Although we recognise there are many genuine and real issues confronting people, some are not planning matters and although these should be highlighted, they are not going to change the outcome of the application. Throughout this process, our biggest concern has been on Highways and focusing on congestion, safety, and air quality. Work by our



Highways Consultant has identified several areas; we don't agree with the assertion that the frequency of HGVs at peak periods will not cause further congestion on junctions along Hamble Lane that are already at capacity. Equally there are concerns about the design of the entrance to the quarry which could cause accidents involving pedestrians, cyclists, and other road users. A further pedestrian survey was carried out last week and this reinforces our concerns. At the time of the public meetings, HCC's Highways team had still not published their assessment and until they have, we cannot conclude our response. We recognise this is a problem for people and had asked that the date for submissions is moved back to 31 January. This was agreed by HCC.

Steve Tilbury also set out concerns about hydrology on the site while we wait for the Flood Authority to respond, and issues around the long-term management of the restored site to ensure that it is given time to recover from the quarrying activities. The management of the site after 5 years isn't clear and needs to be clarified.

Cllr Mark Venables then outlined work he has been doing on highways issues. These reinforced the technical work that had been carried out but also focused on the size of the HGVs themselves, the lack of clarity about their emissions, and the size that they occupy on the carriage. One lorry is equal in size to three cars, so in terms of congestion and capacity, adding a further 144 lorry trips is the equivalent of 432 extra cars every day, which is significant. The size and weight of the HGVs will require more maintenance on a road that is already in poor order. Cars might be able to dodge potholes but HGVs won't, and will create further safety concerns.



Questions and Answers from Both Meetings:

When College Playing Fields were laid out in the 1980's flooding occurred to properties along Satchell Lane. Has this been investigated?

- Cemex has submitted further information on hydrology that the Flood Authority will comment on. Their response is still pending.

Is the site access and Satchell Lane junction being investigated given the current issues on this stretch of road?

- The transport assessment and the safety audit does cover this location although we have identified issues that don't appear to have been addressed but are awaiting the Highways response. They will be included in our submission.

Is the business community involved in opposing the application?

- We have a database of decision makers in local businesses and have been keeping them up to date on the progress of the application. Some are actively opposing, while others are watching the situation. The marina sector also seems to be more involved at this final stage.

Have National Highways been consulted given the proposed works at Windhover and Junction 8 on the M27?

- Yes and they have raised no objections. HPC will request that, if the application is approved, work isn't allowed to start until these works are complete.



How is noise managed and will residents be impacted?

- The government allows for a certain level of acceptable noise linked to mineral extraction. Cemex has measured the current background noise in key locations and has then looked at how to reduce the impact using the '5m bund'. Its height is designed to absorb noise and reduce the impact of it at properties adjoining the site.

Broad Way already has several problems associated with congestion and school drop off and pick up times. These not only cause problems for residents but also cause pollution.

- Advised to set out these detailed issues in the representations.

The planning process relies on the use of management plans – will residents be able to see these before they are signed off?

- Planning Officers do take time to ensure that the management plans put in place are effective. If they fail to, issues should be raised immediately with HCC. HPC will ask for consultation on the plans if the scheme is approved.

Is the bund measured from the dwelling or the rear boundary?

- Generally from the rear boundary. HPC will be asking for a minimum of 100m around the site from rear boundary to bund to maximise privacy, visual amenity, and reduction of pollution.



Should people make two submissions – one for the Draft Review of the Waste and Minerals Plan and one for the application?

- HCC has suggested that the submissions on the application will be considered as part of the review. It is only worth a separate submission if you want to raise issues of a more general nature such as climate change – which otherwise might not feature in the application response.

Have emergency responders been consulted given the issues on Hamble Lane and especially if a major incident was declared?

- Yes, as part of the first round of the consultation.

Do we have information on the number of HGV trips that BP currently operate?

- BP are undergoing changes at the moment and are aware of the application.

Are HCC or HPC negotiating with Cemex on S106 agreements and if so how much will HPC stand to gain?

- If the scheme is approved, Cemex will be made to make payments for mitigations to reduce the impact of the scheme. As our response, we will be asking that Cemex be required to pay towards the full cost of the Hamble Lane Improvement Scheme (last estimate £15M), plus funding to improve walking and cycling routes, provide the Hamble Station Car Park, a circular pathway around the airfield, electric car charging points and a range of other measures designed to offset the impact of their activity if approved. These contributions would be paid to and managed by HCC.



A supplementary question was then asked about the contributions already collected and what had happened to them?

- HCC has collected £2m from development along Hamble Lane for Highways. £1.5m is being set aside for improvements to the Portsmouth Road junction with consultation expected towards the autumn. The other £0.5m is being used to help people switch from car to walking, cycling or public transport schemes.

Do we have it in writing that the submission deadline will be extended to the end of the month?

- It isn't a technical extension but we have confidence that people's comments will continue to be received and considered up to the end of the January 2023.

The duration of the quarrying will have a huge impact on the lives of children in the village. What certainty is there that the time indicated for working the quarry is not going to be extended in the future?

- There is no guarantee, and quarries across Hampshire show that operators regularly come back to request an extension of time to extract more product.

Has Network Rail been consulted about the safety of the bridge?

- Network Rail has been consulted and has raised a number of issues linked to hydrology and ground conditions. We are expecting further comments from them. HPC has asked HCC to specifically ask about the bridge and its robustness. HCC has confirmed that they have.



Are the number of lorries referred to by CEMEX in their application loaded or unloaded?

- The number quoted could be loaded or empty, depending on where they are in the programme of extraction. In the later phases they could be full, bringing inert material to site to act as infill. The important number is how many trips per day and at its peak this will be 144. The site access will be a priority junction, meaning it will not have traffic controls or a roundabout. HGVs will only be able to turn right when exiting.

Should the tenants and users of the sports facilities opposite the entrance respond individually or collectively?

- A collective response is likely to be more beneficial.

Statements Made

A resident raised concerns about hydrology especially in the Mercury estate and the potential damaging impact of pollutants from dust and emissions as a result of the quarry.

The dangers of Hamble Lane and the potential of a serious accident. The impact of HGVs trying to exit the site without traffic control was raised.

Clarification was sought on the size of HGVs using the site and a lengthy discussion followed about the size and tonnage of the vehicles.



Other Contributors

MP Paul Holmes was invited to speak and said the following:

- He remains against the proposal and is in contact with HCC about his concerns which relate predominantly to traffic and highways. He has found the case officer to be open and responsive when he has raised issues.
- He had referred to a Section 106 agreement in his letter. He doesn't believe that any level of contributions will make enough of a difference to congestion on the road, short of a redesign of Hamble Lane.
- Urged people to attend the Regulatory Committee to make them aware of the community's concerns.
- Has spoken to the relevant minister and has stated that he is prepared to ask for it to be called in if necessary.

Emma Westmacott – Hamble Peninsula Residents Association

- Formed recently to oppose the application having been involved in 2013 when the site was allocated in the Waste and Minerals Plan.
- The group is focused on researching the issues and sharing validated information. They are reaching out to specialists in each field to build a case or to work with experts in the village that can challenge and assist. They are doing this by finding gaps which others aren't looking at. Investigating traffic, water management, health and biodiversity as well as looking at existing quarries. They also feel it is important that all issues are raised at this stage so that they can be included at Appeal if needed.
- The other part of the group's remit is to engage with the community and supporters of Hamble in the widest sense. They are doing this by reaching out as widely as possible – to families and friends, local businesses, and organisations. Important to explore all options given the number of people whose futures will be impacted.



- Moving forward they are also looking at how to communicate with the decision makers directly.

Next Steps

HPC will continue to publish information as it becomes available and will continue to communicate with the public on key dates.

How Can You Object?

Send your comments to:

Online: <https://planning.hants.gov.uk/Planning/Display/HCC/2021/0787>

Email: planning@hants.gov.uk

Write to: Hampshire County Council - Strategic Planning, Economy, Transport & Environment Department, Elizabeth II Court West, The Castle, Winchester, SO23 8UD.

Quote Ref: HCC/2021/0787

Responses can be made up to 31 January 2023.

A document on how to make a good representation was provided by HPC for all attendees – you can view this here.

<https://bit.ly/3Wi56ba>



HPC also asked attendees for feedback on the meeting they had attended. This feedback was largely very positive, and details will be published in the next newsletter.

