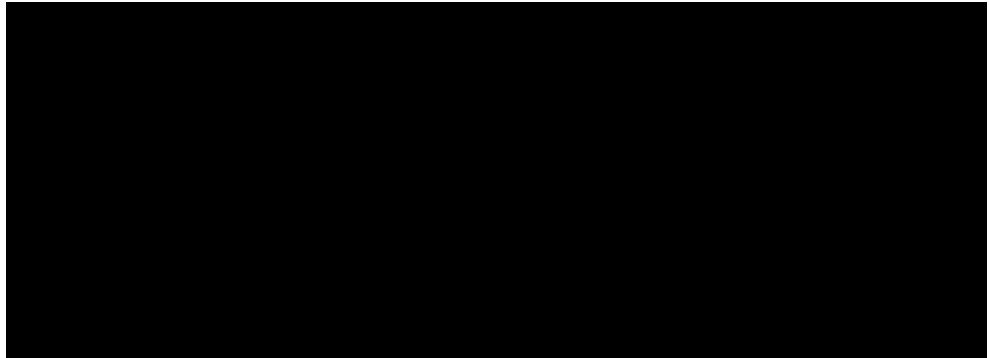


From: [Consultation Online Feedback](#)

Bcc:



Subject: CEMEX's minerals extraction and restoration proposals for the former Hamble Airfield, Hamble-le-Rice

Date: 10 November 2021 18:06:00

Attachments: [CEMEX Hamble Virtual Exhibition Flyer.pdf](#)

10th November 2021

Dear All,

CEMEX's minerals extraction and restoration proposals for the former Hamble Airfield, Hamble-le-Rice

I write to you on behalf of CEMEX, one of the world's largest suppliers of construction materials, in relation to the former Hamble Airfield, Hamble Lane, Hamble-le-Rice. As a key local stakeholder, we would be keen to meet with you virtually to discuss our draft proposals for the extraction of sand and gravel from the site, as well as its restoration to grazing land with increased biodiversity, and an area for recreation.

As you may be aware, the former Hamble Airfield has been allocated as a suitable site for mineral extraction by Hampshire County Council within the adopted *Hampshire Minerals and Waste Plan (HMWP) (2013)*.

Under national planning policy, Hampshire County Council is under an obligation to maintain an adequate and steady supply of sand and gravel, which is vital to the construction industry. These materials are essential for the delivery of infrastructure projects across Hampshire, such as homes, roads, and schools. The County Council has identified the need to provide more than 30 million tonnes of these minerals in the period up to 2030.

The County Council has accepted that the former airfield site is *"the best option for providing a local supply of sharp sand and gravel from this part of south Hampshire"* and has assessed that the site had the potential to deliver around 1.5 million tonnes of aggregate over the extraction period.

CEMEX has entered into an agreement with the landowner to deliver the HMWP allocation, and are now bringing forward draft plans to develop the site for sand and gravel extraction, with an extensive restoration scheme to enhance biodiversity, and include an area of public access, which will require importation of inert restoration materials to restore the site to ground levels.

However, before we move ahead, we want to hear the views of local people. As part of CEMEX's commitment to community consultation, we have therefore arranged a **virtual consultation** prior to the submission of a planning application to Hampshire County Council. To assist in the consultation process, CEMEX has engaged BECG, a specialist communications consultancy.

The virtual public exhibition, hosted online at hambleairfield.consultationonline.co.uk, will allow residents and stakeholders to view CEMEX's draft plans and respond to them with comments and suggestions. **The consultation, advertised to the local community via the attached newsletter, will be open for feedback for a two-week period, closing on 25th November 2021.**

Alongside this consultation, CEMEX are keen to engage with key stakeholders. Given your role within the community, we would like to **arrange an opportunity to meet with you virtually** to discuss CEMEX's extraction and restoration proposals for the former airfield site, and to seek your feedback.

In the coming days, BECG will reach out to your office to ask whether a virtual meeting with the CEMEX project team would be of interest.

If you would like to take advantage of this opportunity, or would like any further information on CEMEX's plans for Hamble Airfield, please contact our project team directly by calling our freephone information line – **0800 298 7040** – or emailing CEMEXUK@becg.com.

Yours sincerely,

Emma Pearman
Principal Development Planner, CEMEX UK Operations Ltd

PROPOSALS FOR MINERAL EXTRACTION

THE FORMER HAMBLE AIRFIELD, HAMBLE-LE-RICE



WELCOME

CEMEX are pleased to present draft proposals to develop a new quarry at the former Hamble Airfield, in Hamble-le-Rice.

Founded in 1906, CEMEX is a market leader in the building materials industry in the UK. In addition to supplying ready mix concrete, cement, aggregates, and associated products, CEMEX aims to lead in sustainable construction, contributing to the transformation of the construction sector.

CEMEX has a broad range of operations across Hampshire, including quarries at Bramshill, Eversley, and Hamer Warren, as well as a number of concrete plants, and an aggregates wharf in Southampton.

Building on this local experience, CEMEX are bringing forward **proposals to extract sand and gravel from the former airfield**, as well as extensive plans to **restore the site to grazing land with increased biodiversity, and an area for recreation**, once these operations have ceased.

Sand and gravel are essential materials for the construction and building industry and are critical to the delivery of infrastructure projects across Hampshire, such as homes, roads, and schools.

The former Hamble Airfield is allocated for extraction within the **Hampshire Minerals and Waste Plan 2013**, and is therefore an important site for continued local supply of these crucial aggregates.

PUBLIC CONSULTATION

We are excited to bring forward these plans for the former Hamble Airfield, particularly the opportunities to restore the site to grazing land with increased biodiversity, and an area for recreation, once the extraction of minerals has been completed.

Before we move ahead with our plans, we want to hear the views of local people. We are therefore hosting a virtual exhibition of our emerging proposals prior to the submission of a planning application to Hampshire County Council.

Please see the reverse of this leaflet to find out how to get involved with our virtual public consultation and have your say.

ANY QUESTIONS?



You can email our Community Engagement team via CEMEXUK@becg.com with comments or questions.



You can leave a message via **0800 298 7040** and a member of our Community Engagement team will call you back to discuss the proposals.

BENEFITS



New job creation for local people, including full time staff at the quarry, drivers, and contractors for the set up, maintenance and restoration of the site.



Considerable **financial contributions for local services** through new business rates



A sustainable supply of local building materials, minimising distances HGVs currently have to travel to the local area, as there are no other sites nearby



A new area of parkland at the north-eastern corner of the site, **offering publicly accessible green space on land that is currently private**



A **new footpath** will link the communities on Hamble Lane and Satchell Lane, enhancing connections with the railway station and college, to be constructed at the start of the project



Significant enhancements in grassland habitats as part of the proposed restoration



Additional native tree and shrub planting, improving the visual amenity and biodiversity of the site.



A considerable **net gain in the overall biodiversity value** of the site



CEMEX regularly supports local projects in the community, speaks to local schools, and encourages educational site visits



HOW TO GET INVOLVED IN OUR CONSULTATION

CEMEX are committed to engaging the local community on our proposals to extract sand and gravel from the former Hamble Airfield, as well as its restoration to grazing land with increased biodiversity, and an area for recreation.

To ensure that we can provide a safe and inclusive consultation, we are undertaking a virtual exhibition of our plans, hosted on our project website, that will allow you to both explore our proposals in detail and respond to them with your views, comments, and suggestions.

The virtual public exhibition will be open for comments:

At: hambleairfield.consultationonline.co.uk

Between: **11th November and 25th November 2021**

YOU CAN ALSO LEAVE FEEDBACK BY:



Submitting the feedback form on our project website:

hambleairfield.consultationonline.co.uk



Emailing our project team via CEMEXUK@becg.com with comments or questions



Calling our freephone information line on **0800 298 7040** and leaving a message, and a member of our team will call you back.

WHAT IF I DON'T HAVE ACCESS TO THE INTERNET?

CEMEX are keen to ensure that as many members of the local community as possible are able to engage with our public consultation.

If you do not have internet access, please contact us via our freephone information line – **0800 298 7040** – and a member of our project team will post the exhibition materials and a feedback form out to you, enabling you to view and comment on our draft plans.

INTRODUCTION

LAND AT THE FORMER HAMBLE AIRFIELD



PLANS FOR LAND AT THE FORMER HAMBLE AIRFIELD, HAMBLE-LE-RICE

Aerial image of the proposed site

THANK YOU FOR VIEWING OUR VIRTUAL PUBLIC EXHIBITION, DISPLAYING OUR 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.

ABOUT CEMEX

Founded in 1906, CEMEX is one of the largest construction materials suppliers in the world, employing more than 40,000 people.

In the UK, CEMEX is a market leader in the building materials industry. In addition to supplying ready mix concrete, cement, aggregates and associated products, CEMEX aims to lead in sustainable construction, contributing to the transformation of the construction sector.

CEMEX has a broad range of operations across Hampshire, including quarries at Bramshill, Eversley, and Hamer Warren, as well as a number of concrete plants, and an aggregates wharf in Southampton.

We are excited to bring forward these plans for the former Hamble Airfield, and we look forward to engaging with the local community in the coming weeks.

WELCOME

CEMEX has been preparing plans to develop a new 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.

Given the need to secure continued local supply of aggregates, the former airfield site was chosen from a number of sites and allocated for extraction within the **Hampshire Minerals and Waste Plan 2013**.

VIRTUAL PUBLIC EXHIBITION

As part of our commitment to community engagement, CEMEX has arranged this virtual exhibition to provide you with an opportunity to view our draft plans for the site and provide your comments, prior to the submission of a planning application to Hampshire County Council.

Please provide your feedback on our extraction and restoration plans by **midnight on Thursday 25th November 2021** by either:

- Completing the feedback form available on the project website:
hambleairfield.consultationonline.co.uk

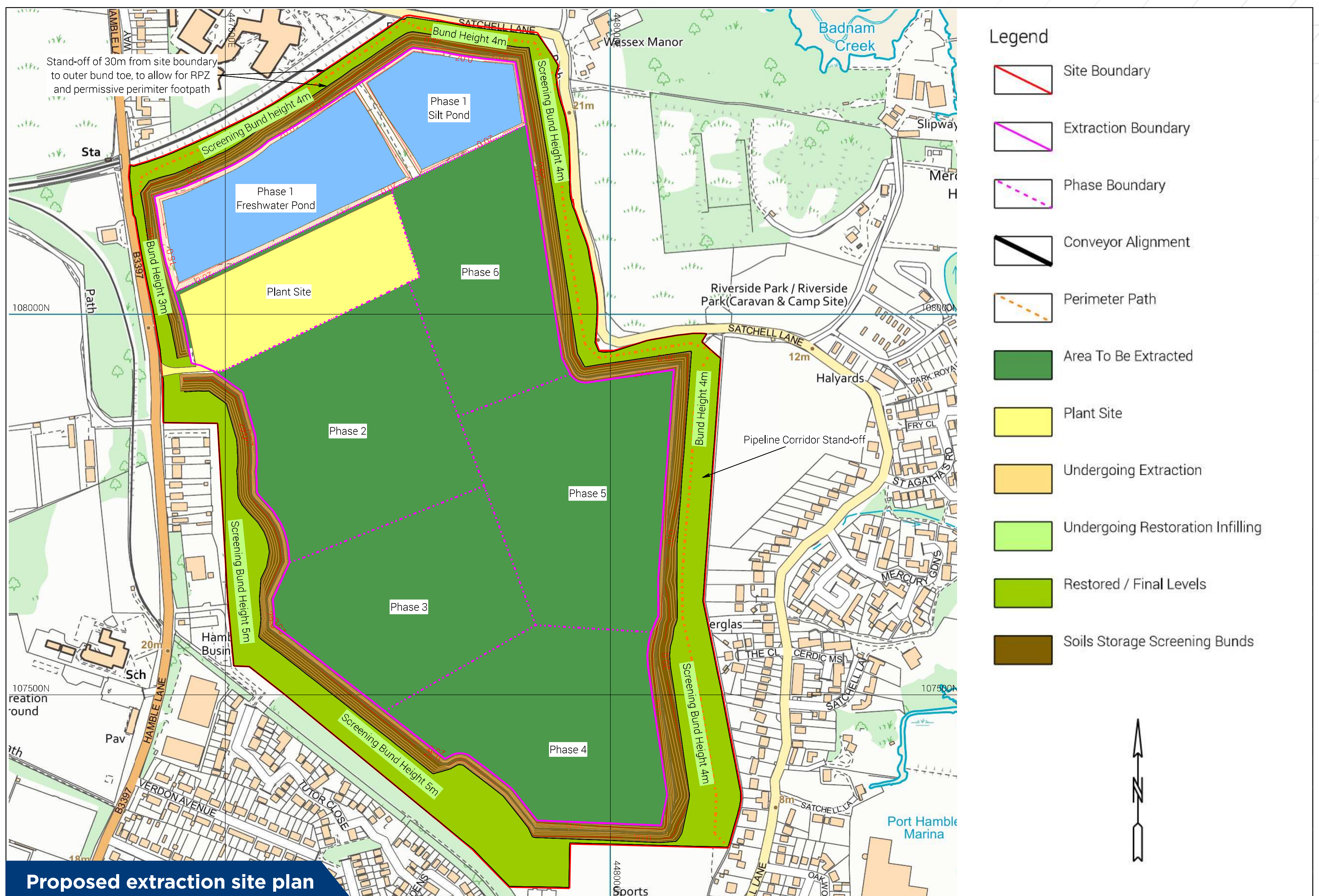
OR

- Emailing your comments to CEMEXUK@becg.com

We look forward to receiving your comments.

OUR PROPOSALS

LAND AT THE FORMER HAMBLE AIRFIELD



Hampshire County Council has identified the need to provide over 30 million tonnes of sand and gravel in the period up to 2030.

Allocated within the Hampshire Minerals and Waste Plan, the former Hamble Airfield contains an estimated 1.7 million tonnes of sand and gravel, offering a crucial site for Hampshire to meet its aggregates supply targets.

As such, CEMEX propose to develop a new quarry on the former airfield site, 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.

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.

PHASING FOR HAMBLE AIRFIELD

PRELIMINARY OPERATIONS

- Installing the new access road from Hamble Lane
- Construction of the plant site, containing the processing plant, offices, and staff parking

YEARS 1 - 7

- Delivery of a footpath around the edge of the site
- Sand and gravel extraction will be extracted in 7 phases, starting with the northern end, which will then become the water and silt lagoons for the duration of the development
- Extraction will 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 250,000 tonnes per year
- Importation of inert restoration material to progressively restore the site from Year 3

YEARS 7 - 13

- Complete restoration of the site and removal of all operational site infrastructure
- Restoration will see the site brought back to ground level, with no large basins of water left behind



TRANSPORT

To facilitate the new quarry, a new access will be created onto Hamble Lane, which has been carefully designed to ensure the optimum location for highway safety and minimise its impact on the environment.

All HGVs departing the site will travel north along Hamble Lane. The new access has been designed to prevent HGVs turning south on Hamble Lane, and no lorries will use Satchell Lane.

CEMEX are aware of issues with congestion in Hamble Lane and are willing to contribute as necessary to highway improvements.

The number of HGV movements is estimated to be around 90 per day associated with the mineral extraction, and around 154 per day when both extraction and importation of restoration materials is ongoing. Once extraction has finished, movements will decrease to around 90 per day again. However, as far as possible the same vehicles will deliver infill to the site and then take aggregates from the site, so this number of movements should be lower in practice.

We have tested these vehicle movements within our Transport Statement and found them to be acceptable within current road capacity.

A new public footpath will be delivered around the edge of the site, linking properties on Satchell Lane with Hamble Lane. The footpath will be installed at the start of the extraction as an immediate benefit and will remain after restoration as a long-term legacy.

The site is also well served by public transport, including local bus and rail links. Parking for staff and visitors to the site will be accommodated within the site to prevent overspill onto neighbouring roads. Cycle storage will also be provided to encourage staff to adopt more sustainable methods of travel.

SUSTAINABILITY

Sustainability is a key consideration for CEMEX and CEMEX takes its responsibility towards sustainability very seriously.

Sustainability at CEMEX is embedded in their business strategy and all of their day-to-day operations.

- CEMEX aims to lead in sustainable construction by developing building products and solutions that have significant positive sustainability attributes and contribute to the transformation of the construction sector.
- All CEMEX sites use 100% renewably sourced electricity
- CEMEX uses fuel-efficient, modern vehicles which are on average under 5 years old and are constantly being replaced. This greatly reduces CEMEX's impact on local air quality.
- CEMEX drivers are trained in the Safe and Fuel-Efficient Driving scheme, and regularly assessed on their fuel usage and driving style, to minimise emissions
- CEMEX are continuously looking at ways to improve the sustainability of their cement and concrete, including using alternative fuels in cement making at their cement plant in Rugby

ECOLOGY AND RESTORATION LAND AT THE FORMER HAMBLE AIRFIELD



ECOLOGY

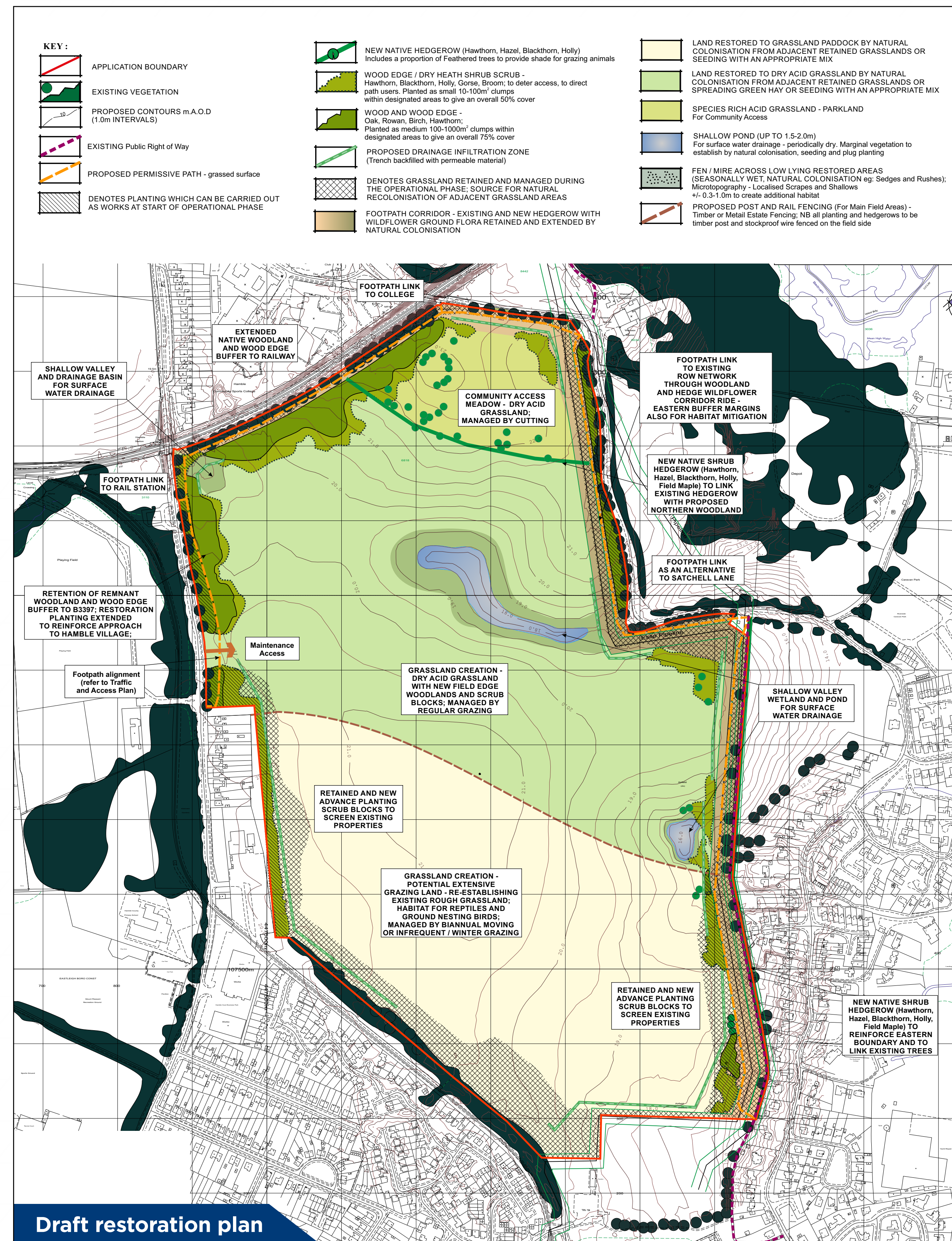
CEMEX takes its responsibilities towards the environment very seriously and that includes its impact on ecology and biodiversity. CEMEX has also had a partnership with the RSPB for over 10 years. A number of ecological surveys have been carried out on the site, firstly in 2017 and then again in 2021.

The surveys picked up the presence of reptiles on site, and CEMEX therefore plans to carefully move the reptiles around the site using reptile fencing during the operational period. This activity, which will be detailed in our planning submission, will be undertaken under the supervision of an independent ecologist. Planting during the works will enhance the site habitat for reptiles.

The ecology surveys have also calculated a baseline score for the current level of biodiversity on the former airfield. We have used this score to inform our restoration plans for the site.

As part of our commitment to leaving a positive environmental legacy, CEMEX's restoration plans include a number of nature and habitat enhancements that will notably **increase the site's biodiversity score**.

Our aim is to provide **at least 10% biodiversity net gain** on site once restored, however, the final score is likely to be higher.



RESTORATION

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.

Our plans include:

- New high-quality grassland and grazing areas
- A new area of parkland at the north-eastern corner of the site, **offering publicly accessible green space on land that is currently private**
- A new footpath connection between Satchell Lane and Hamble Lane
- Small drainage ponds across the site, providing a variety of habitat opportunities.
- New native species woodland and shrub planting at the edges of the site, to include hawthorn, blackthorn, holly, oak, rowan, and gorse.
- New native hedgerow across the north-eastern side of the site

BENEFITS AND NEXT STEPS

LAND AT THE FORMER HAMBLE AIRFIELD



WE ARE COMMITTED TO ENSURING THAT OUR DEVELOPMENT WILL BE A POSITIVE FOR THE LOCAL COMMUNITY, CONTINUING CEMEX'S OPERATIONS IN HAMPSHIRE

BENEFITS



New job creation for local people, including full time staff at the quarry, drivers, and contractors for the set up, maintenance and restoration of the site.



Considerable **financial contributions for local services** through the new business rates



A sustainable supply of local building materials, minimising distances HGVs currently have to travel to the local area, as there are no other sites nearby



A new area of parkland at the north-eastern corner of the site, **offering publicly accessible green space on land that is currently private**



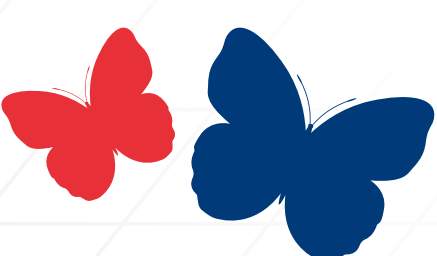
A **new footpath** will link the communities on Hamble Lane and Satchell Lane, enhancing connections with the railway station and college, to be constructed in the initial stages of the development



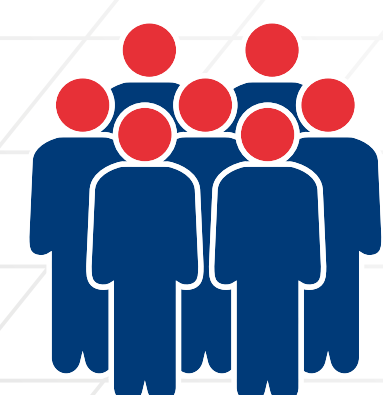
Significant enhancements in grassland habitats as part of the proposed restoration



Additional native tree and shrub planting, improving the visual amenity and biodiversity of the site.



A considerable **net gain in the overall biodiversity value** of the site



CEMEX regularly supports local projects in the community, speaks to local schools, and encourages educational site visits

NEXT STEPS

CEMEX would like to thank you for visiting our virtual public exhibition, displaying draft extraction and restoration proposals for land at the former Hamble Airfield, Hamble Lane, Hamble-le-Rice.

The project team hope that you found these consultation materials informative and would be grateful if you could take the time to leave comments using one of the methods described below.

Once the virtual consultation has closed on **Thursday 25th November**, we will review the feedback received and take this into account before we submit a planning application to Hampshire County Council.

HOW TO GET INVOLVED IN OUR CONSULTATION

You can leave comments by:

Completing the feedback form available on the project website: hambleairfield.consultationonline.co.uk

Emailing our project team via CEMEXUK@becg.com with comments or questions

Calling our freephone information line on **0800 298 7040** and leaving a message, and a member of our team will call you back

WHAT IF I DON'T HAVE ACCESS TO THE INTERNET?

If you have requested to receive these consultation materials and you are viewing these boards in paper form, please return your comments on the feedback form using the enclosed freepost envelope.

Do you recognise the need for a continued supply of sand and gravel from sites in Hampshire?

Yes No Unsure

AS FAR TOO MANY HOUSES ARE BEING BUILT ON GREENBELT LAND NOW.

Do you support CEMEX's plans to develop a new quarry on land at the former Hamble Airfield?

Supportive Partially Supportive Object Unsure

HAMBLE LANE IS OVER USED BY TRAFFIC NOW. HGV TRAFFIC IS A REGULAR SIGHT. YOUR WAGONS WILL PUT ADDITIONAL PRESSURE ON THE ROAD SURFACE AND RAILWAY BRIDGE. DURING SCHOOL TERMS THERE ARE HUNDREDS OF CHILDREN USING HAMBLE LANE

Do you support CEMEX's detailed restoration plans for the site?

Supportive Partially Supportive Object Unsure

OBJECT STRONGLY BECAUSE HOUSES WILL BE BUILT THERE.

Do you have any further comments?

18122/1121

Data Protection

We hold all personal data in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and your personal data will not be transferred outside of the European Economic Area. You can see our full Privacy Statement, Data Protection Policy, Data Retention Policy and find out how to make a Subject Access Request at the following website address becg.com/dp or by contacting us on 01962 893 893 / dataprotection@becg.com.

Email: feedback@consultation-online.co.uk Call: 0800 298 7040

Post: Hamble Airfield Consultation, c/o BECG, Jelllcoe House, Grange Drive, Hedge End, Southampton, SO30 2AF

Do you recognise the need for a continued supply of sand and gravel from sites in Hampshire?

Yes No Unsure

Do you support CEMEX's plans to develop a new quarry on land at the former Hamble Airfield?

Supportive Partially Supportive Object Unsure

Do you support CEMEX's detailed restoration plans for the site?

Supportive Partially Supportive Object Unsure

Do you have any further comments?

18122/1121

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Post: Hamble Airfield Consultation, c/o BECG, Jellicoe House, Grange Drive, Hedge End, Southampton, SO30 2AF

Do you recognise the need for a continued supply of sand and gravel from sites in Hampshire?

Yes No **Unsure X**

Do you support CEMEX's plans to develop a new quarry on land at the former Hamble Airfield?

Supportive Partially Supportive **Object X** Unsure

Do you support CEMEX's detailed restoration plans for the site?

Supportive Partially Supportive **Object** **Unsure X**

Do you have any further comments?

- 1. We received the Cemex proposal to extract and process sand and gravel from the former Hamble airfield on Tuesday 16th November with a request to respond by 25th November. The short period of time given for detailed consideration of this proposal is hardly in the spirit of a serious consultation exercise to bring the community on side. This has simply created an atmosphere of deep mistrust. It is important that Cemex and Hamble County Council do not assume that all affected parties can respond to this consultation in the time available. Potential respondents who are either away during this short period or do not have access to social media or computers will be excluded.**
- 2. It is not clear how a bund of soil will mitigate the transmission of fine dust and noise to nearby homes and gardens, schools, and sports facilities. There is no scale shown on the proposed plan, but I estimate that the extraction boundary is only 30 metres upwind from our property. This is well short of the normal recommended buffer zone. My wife has a medical history of chest infections, which can be aggravated by fine dust.**
- 3. Thirteen years of disruption in the centre of a heavily populated area is a long time. There is no guarantee that even this long timescale could not be further extended. We are in our early seventies. It appears that we would be faced with ongoing disruptive extraction and restoration work adjacent to our home for the rest of our expected lifespan. We are also concerned about the long-term health implications for our young grandchildren, who frequently play in our garden.**
- 4. The extraction site slopes down towards houses on the eastern boundary illustrated by the proposed creation of a shallow valley wetland and pond for surface water drainage immediately behind our garden fence. Any overflow could pour into our garden and flood the house, potentially undermining and damaging the oil pipeline on the way. At present the natural drainage of the gravel and sand deposits prevents this. Removal of the sand and gravel bed and the composition of the replacement landfill could fundamentally affect this drainage.**
- 5. There are no specific proposals to manage the additional HGV traffic involved. Planning permission has been refused recently on two housing developments with**

one of the reasons being that the additional traffic could not be accommodated on Hamble Lane and its junctions with adjoining roads. Traffic volume measurement needs to take account of the rush-hour period in the morning and afternoon as well as the marina and associated business traffic in the summer months. The extra volume of HGV traffic over a long period will cause more wear and tear to the transport infrastructure leading to additional costs and congestion for remedial work.

6. The suggested benefit of the creation of new local jobs is relatively small and will not compensate for the impact on all the other businesses in Hamble. The extra congestion will constrain potential further growth in the local economy.
 7. Persimmon, a large house-builder, owns the former Hamble airfield site. What assurance is there that the restoration proposals will ever be implemented and maintained into the future?
-

Do you recognise the need for a continued supply of sand and gravel from sites in Hampshire?

Yes No Unsure

I CAN SEE WITH THE AMOUNT OF BUILDING THAT'S GOING ON THERE WILL BE A NEED FOR IT UNFORTUNATELY

Do you support CEMEX's plans to develop a new quarry on land at the former Hamble Airfield?

Supportive Partially Supportive Object Unsure ✓

YES AND NO I DON'T AGREE WITH ANY DISTURBANCE OF LAND THAT WILL LEAD TO EVEN MORE WILDLIFE AND BIRDS LOSING THEIR HOMES. AS LONG AS YOU GUARANTEE THERE WILL BE NO MORE BUILDING ON THIS LAND AND YOU REST IT BACK TO GREENLAND FOR THE ENVIRONMENT AND ~~WILDLIFE~~ WILDLIFE.

Do you support CEMEX's detailed restoration plans for the site?

Supportive Partially Supportive ✓ Object Unsure

THIS WILL BE THE THIRD PLAN I'VE HEARD ABOUT IN TEN YEARS. THE LAST ONE BEFORE THIS WAS 600 HOUSES + A INDUSTRIAL ESTATE. YOUR ONE SOUNDS FAR BETTER BUT HOW CAN WE BE SURE THIS IS CARRIED OUT AND NO MORE U TURNS.

Do you have any further comments?

WE THE RESIDENTS WILL HAVE ALL THE UPNEARL MESS + FILTH NOT TO MENTION NOISE FROM YET MORE HEAVY LORRIES SO SURELY WE SHOULD HAVE THE FINAL SAY. PLEASE DO NOT DO ANOTHER U TURN IF THIS BLOT ON THE LANDSCAPE GOES AHEAD THERE'S TOO MUCH DEVELOPMENT

18122/1121

Data Protection

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Email: feedback@consultation-online.co.uk Call: 0800 298 7040

Post: Hamble Airfield Consultation, c/o BECG, Jellicoe House, Grange Drive, Hedge End, Southampton, SO30 2AF

Do you recognise the need for a continued supply of sand and gravel from sites in Hampshire?

Yes No Unsure

Do you support CEMEX's plans to develop a new quarry on land at the former Hamble Airfield?

Supportive Partially Supportive Object Unsure

MAIN CONCERNS ABOUT TRANSPORT AND SUSTAINABILITY. OPPOSE CURRENT PLANS FOR ACCESS TO SITE FROM HAMBLE LANE PLUS MORE OPERATION DETAILS REQUIRED

Do you support CEMEX's detailed restoration plans for the site?

Supportive Partially Supportive Object Unsure

NO PROBLEM WITH COMMITMENT TO LONGTERM ASPIRATION OF GREATER BIODIVERSITY. PROBLEMS WITH INTERIM DESTRUCTION OF SO MUCH HABITAT. MORE MITIGATION NEEDED.

Do you have any further comments?

PLEASE SEE ENCLOSED LETTER PLUS APPENDED DETAILED COMMENTS, THESE INCLUDE SUGGESTIONS TO LIMIT RELIANCE ON USE OF HGV'S.

18122/1121

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Hamble Airfield Consultation,
c/o BECG Jellicoe House,
Grange Drive,
Hedge End,
Southampton,
SO30 2AF.



25th November 2021

Dear Sir/Madam,

FEEDBACK : MINERAL EXTRACTION CONSULTATION – FORMER HAMBLE AIRFIELD

We enclose a completed Feedback Form together some additional comments and look forward to receiving further information on your plans in due course. However in the meantime we would like to make the following points on the leaflets posted to us by your Project Team.

Consultation Process

It was disappointing that your leaflet “Proposals For Mineral Extraction” was **not** delivered to us until 12th November, a day after your 15 day Virtual Exhibition opened. Advance publicity to initiate engagement with local households would have been appreciated.

As it was our subsequent call to your Freephone Information was answered on Monday 15th after which the hard copies of the Exhibition Materials and Feedback Form requested did not reach us for a further 2 days. So in practice the time we had to examine the papers and to prepare a considered response was effectively reduced to 8 days.

We were also disappointed that the 3 leaflets provided did not include any information about the methods which will be used to extract the sand and gravel nor about the underlying assumptions that have been made about the hours during which it is intended to operate plant and equipment or to move HGV's on and off site.

Particular Concern : Subsidence

In addition to the general feedback we have provided we have one particular issue that we would like to place on record and that concerns an increased risk of subsidence if a quarry is opened up and operated so near to our house.

Our concern stems from the fact that when we had pre-purchase searches completed the results obtained, via a company called Landmark, included a Risk Review which identified a nearby Ground Stability Hazard with a moderate level of risk due to high plasticity. The area lies outside the bounds of our property but the edge is shown to be within 50 metres and includes parts of the old airfield from which you intend to quarry and then backfill – an operation which you suggest could involve the movement of some 3.4 million tonnes of sand and gravel. The map we were provided with also suggests that similar conditions extend to the north and northwest under Hamble Lane and the old airfield towards the railway line.

We are no experts but the impact of conducting such major quarrying operations must surely increase the level of risk and might potentially extend the area of concern to include neighbouring areas. We are also concerned that ancillary works including the construction of significant “bunds” on top of ground which has an underlying plasticity, operating large freshwater processing ponds; together with plans to interrupt and modify existing natural drainage patterns across the site could be problematical. For example, the draft plan provided on the Ecology and Restoration sheet shows the creation of a Drainage Infiltration Zone that includes a back-filled ditch which would run just yards away past our back garden.

To be clear we would be opposed to any operations that could have a negative impact on the value of our property, increase the level of risk and cost of insurance, or result in structural damage.

Thank you.

Yours faithfully,



MINERAL EXTRACTION CONSULTATION : FORMER HAMBLE AIRFIELD

Scope Of Information Provided

We appreciate that at this point you have shared what you call “draft proposals”.

However in order for us to take a view on whether we can support CEMEX’s development plans for a quarry and/or for restoration we really need information about the way in which the extraction of sand and gravel would be carried out. This was lacking e.g. what type of machinery and processes would be used ?

At the same time, while you have drawn attention to the creation of “bunds” – to mitigate the impact of dust and noise – nothing has been said about potential light pollution, vibration, or about the assumptions you have made about operating hours. Clearly the latter must have been factored in when you calculated the “timeline” for the project and number of HGV movements required.

Phasing

It would have been helpful if some prospective dates had been provided for the project so that we could have a clearer idea of the potential impact on us. Presumably you will have some idea of how long it will take to apply for and secure planning permission to open up a new quarry and to complete your preliminary operations.

As it is your estimate of some 13 years for extraction and restoration will have a negative impact on the environment in which we live – probably for the rest of our lives – and the same will apply to a significant number of our neighbours in Hamble Lane.

Transport and Sustainability

We are particularly opposed to your proposal to open up access to the site from Hamble Lane and to rely entirely upon HGV’s for transportation of materials on and off the site. At the same time, although you include estimates regarding the number of movements there might be per day, there is no indication what assumptions you have made about the hours per day or days of the week that might be entailed.

However, on the basis of what you have presented so far, we can only conclude that the operations you are proposing will have a negative impact on pollution, require the felling of a number of mature trees – including English Oaks, and on road safety. Indeed a large number of local stakeholders would be affected for the following reasons :-

- First, as any resident living on the eastern side of Hamble Lane will tell you, it is often a considerable challenge to cross on foot or turn across the road and join the flow of traffic road to travel northwards in a car. To have to share with a fleet of up to a further 150 HGV’s attempting the manoeuvre each day would be extremely disruptive.



MINERAL EXTRACTION CONSULTATION : FORMER HAMBLE AIRFIELD

- Second, the local stretch of road between the mini-roundabout at the Hound Road junction and the proposed new access point is already under severe pressure. There are often queues of traffic outside of our house which already impede the passage of emergency vehicles operated by the ambulance, coastguard, fire and rescue, and police services. In addition to which the police operate from a base just across the road.
- Third, the proposed access road would cut across the existing pavement and Dani King Cycle Way. These are heavily used by pedestrians, joggers, cyclists and those on scooters – with peaks each morning and afternoon when pupils commute to and from both the local Primary and Secondary Schools.
- Fourth, this section of Hamble Lane is on a bus route with 4 bus stops, 2 of which would be within a couple of hundred yards of the proposed access road. While people also need to cross the road to make use of Hamble Railway Station.

Moreover, regardless of any modelling you may have carried out, local and county planners have already acknowledged that there significant problems caused by the sheer weight of traffic borne by Hamble Lane which includes oil tankers. The same concerns exist regarding congestion at the Windhover Roundabout with frequent disruption to traffic using the A27, A3024 and A3025 and approaches to the M27 and to the Tesco Superstore.

Suggested Alternatives

(i) Access To Site Via Satchell Lane

We suggest that rather than opening up access to the site from Hamble Lane it would be preferable to make use of an old, currently blocked off, entry point to the former airfield off Satchell Lane. The location is on the north eastern corner of the site, more or less across the road from the access road to Wessex Manor and with an open aspect so no mature trees would be affected.

Such an alternative route would be comparable in length to that proposed via Hamble Lane but would disrupt far fewer local households, daily cyclists / pedestrians and road users. In addition to which if traffic lights were established at the junction of Satchell Lane and Hamble Lane, as part of traffic management measures, road safety would be enhanced and a legacy would be a lasting benefit to all road users who wish to turn across the flow of traffic on Hamble Lane to the north.

(ii) Rail

A more environmentally friendly way of conducting day-to-day operations would be to make use of the proximity of the railway line, which abuts the northern boundary of the site, to limit the use of HGV's to a minimum. Developing a new quarry with a rail link to take away minerals and import materials for landfill off and onto the Hamble peninsular would

MINERAL EXTRACTION CONSULTATION : FORMER HAMBLE AIRFIELD

provide an opportunity demonstrate CMEX's strategic commitment to being a market leader and an exemplar of sustainable practices on both a county and country wide basis.

(iii) River Transport

One final thought is that increasingly when major infrastructure projects are being scoped around the UK attempts are being made to make use of waterborne options to transport bulk cargos. As the River Hamble is so near the site and as CEMEX already has an aggregates wharf at Southampton, which presumably has established distribution networks, has anyone conducted a feasibility study to see if barges could be used to minimise the environmental impact of the quarrying operation ?

Ecology & Restoration

The planning process will require further environmental impact assessments to be completed but it is welcome news that surveys have already been undertaken and that increased biodiversity is an aspiration for the site once the quarry has been exhausted. However, whatever the future may hold, it is inevitable that development and operation of a quarry on the scale envisaged would have a negative impact for between 10 and 20 years.

Currently the area supports a significant and diverse range of flora and fauna. This includes amphibians, birds, insects and mammals in addition to the reptiles that you have drawn attention to. However, moving reptiles and installing reptile fencing may have costs as well as benefits for other wildlife, destroying habit and disrupting food chains e.g. for ground nesting birds and for overflying bats and raptors. While at the same time the established territories and routes used by of a wide range of animals – from foxes and hedgehogs to toads, voles and weasels will be destroyed. So what can be done in mitigation ?

First, we believe it would be helpful if CEMEX made a commitment to leave as many of the shrubs and trees that have naturalised themselves around the margins of the site since operation of the airfield stopped are left undisturbed. These include brambles, hawthorns, hollies, plums and sloes together with decaying brushwood that provides shelter and a rich and varied food source for birds, butterflies, moths and other insects including stag beetles.

Second, we suggest that the plan for the site is adjusted so that a larger area can be left undisturbed around the margins of the prospective quarry. At present the area demarked beyond the bunds is pitifully small compared with the area to be excavated. We would therefore encourage the creation of wider fenced margins outside the bunds to shield displaced and existing populations of wildlife from dust, noise, light pollution, vibration and/or from people seeking to find alternative routes along which to walk.

Thank you.



Mercury Area Residents Association

CEMEX PROPOSALS FOR GRAVEL EXTRACTION MARA CONCERNS AND COMMENTS - 24 November 2021

- 1. Impact on wildlife**
What will be done to minimise the damage to habitats for birds (including owls, raptors and skylarks) insects, reptiles (slowworms) and small mammals?
- 2. Ground water**
Will the volume of flow or quality of water in the stream through the Mercury estate change?
- 3. Surface water**
At present the land absorbs a considerable amount of water. There is some run off into gardens and across Satchell Lane.
Will the excavations affect the volume or water quality of water run-off?
- 4. Fencing**
Is the whole site going to be fenced? What type of fencing will be used?
- 5. Footpath / cycle way around northern perimeter**
We welcome the proposal for a permissive path around the northern end of the site. This should be upgraded to a public bridleway to enable cyclists to use the route.
- 6. Vehicle access onto Hamble Lane across cycle path**
The safety of pedestrians and cyclists should be a priority, particularly at school opening and closing times. How will this be achieved?
- 7. Mains water supply**
A lot of water could be used in gravel and lorry washing. How will this affect the supply to homes and industry in Hamble?
- 8. Vehicle movements**
How many lorries per day, per week, and what size? How many other vehicle movements – staff, contractors, visitors?
Vehicle movements should be reduced at times when existing factories in Hamble generate peaks in traffic flow, and at the opening and closing times of the two schools
- 9. Lorry washing**
Will every lorry be washed before being allowed on the road?
Will Hamble Lane be washed regularly?
- 10. Gravel washing**
Will mains water be used for washing or will it be recycled water from the proposed ponds?
- 11. Noise**
All activities should be less than 65dB as measured at the exterior perimeter of the site.
- 12. Hours of work**
Between 0800 and 1700 on Monday to Friday, with no work on Saturday or Sunday or Bank Holidays

- 13. Liability for damage to other vehicles from stones and mud on the road**
How will this be managed?
- 14. Site clearance**
There should be no bonfires of vegetation on site
- 15. Parking**
All vehicles for staff, contractors and visitors to be parked on site and people encouraged to use public transport
- 16. Security**
Will there be 24 hour security staff on site?
Will there be security lights and cameras?
- 17. Buildings**
What type of buildings will be erected? Single or double storey? Temporary or permanent?
What will be the minimum distance from existing dwellings?
- 18. What happens to the land:**
 - if, at any stage, Cemex decides that it is not cost-effective to continue?
 - if Cemex goes into Liquidation?
- 19. Hole infill material**
What types of inert imported restoration materials will be used?
- 20. Machinery**
All lorries and machinery engines should be compliant with the latest emission standards
- 21. Dust**
What compensation will be paid for costs to residents and boat owners to clean up dust on their homes, cars and boats?
- 22. Restoration**
The draft Eastleigh Local Plan 2016-2036 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.
The small public open space at the north end of the site doesn't meet these requirements.
- 23. Access from Satchell Lane**
The increased volume of traffic along Hamble Lane will make it more difficult for vehicles to turn north from Satchell Lane onto Hamble Lane. What will be done to help with this problem?
- 24. Bridge weight limit**
Will all vehicles be within the weight and axle limits for the railway bridge on Hamble Lane?
- 25. Other vehicles**
Will any third party vehicles be coming to the site to collect gravel or sand?



HOUND
PARISH COUNCIL

Mr David Nevin
Clerk
The Parish Office
29c Station Road
Netley Abbey
Southampton
SO31 5AE

Cemex UK
BECG
Jellicoe House
Grange Drive
Hedge End
Southampton
SO30 2AF

24th November 2021

Dear Sir/Madam,

REF: HAMBLE AIRFIELD GRAVEL EXTRACTION

I am writing on behalf of Hound Parish Council who considered the public consultation for gravel extraction with members of our Planning Committee at their meeting on Monday 22nd November.

Due to the close proximity and likely impact that this will have on the whole peninsula and our parish, members were very disappointed that we hadn't received any prior correspondence or notice that any public consultation was about to take place. Members were also disappointed that it is running over such a short time period without any public events allowing either the public or members to ask questions and seek clarifications. It is also disappointing in that it will miss those people who are not online or comfortable with modern technology.

In light of the above, members resolved to raise the below concerns:

Ecological

- The area where gravel is to be extracted from is an acid grassland which is a type of semi-natural grassland (SNG) of which 47% were lost in the UK between 1960 and 2013, and further reduced by a further 1/3rd between 2007 and 2015. SNGs are important in terms of carbon storage. (UK Natural Capital).
- According to the Biodiversity Information System for Europe (2017), 235 species covered by the EU Habitats Directive are linked to grassland ecosystems. Of this, 28% of amphibians, 12% of reptiles and 16% of mammals are threatened with extinction at the EU level. SNG is an important habitat for reptiles including adders, grass snakes, slow worms and common lizards (UK Natural Capital).
- SNG can provide many services that are crucial for regulating global warming, reducing negative externalities and aiding the alleviation of climate stress. They are important in removing pollution. (UK Natural Capital)

Telephone: 02380 453732 email: clerk@houndparishcouncil.org
Parish Office opening hours – 9:30 – 13:00 Monday to Thursday and 9:30 – 12:00 Friday
Answerphone facility outside office opening hours

- SNGs protect UK landscapes from flooding and can reduce water run-off by 50% compared with urban areas. (UK Natural Capital)
- Semi-natural grasslands (SNGs) are part of the cultural landscape of the UK, provide a source of recreation through activities, including hiking, fishing and dog walking, are vital to many wild bird species making it popular for bird-watching, all of which help lead to improvement in mental health of the local residents. (UK Natural Capital)
- Central Government Countryside Stewardship Priorities in South Hampshire (May 2021) for habitats to be maintained and restored include lowland dry acid grassland.
(<https://www.gov.uk/government/publications/countryside-stewardship-statement-of-priorities-south-hampshire-lowlands-nca128/countryside-stewardship-statement-of-priorities-south-hampshire-lowlands-nca128>)
- Hamble Airfield is within designated area for countryside stewardship measures for Curlew, Lapwing, Redshank (Magic Map)
- Schedule 14 Part 1 Section 2 Environment Act 2021 - Net gain in biodiversity should be 10% or above
- The UK aggregates market produces around 1.7 million tonnes of CO2 per year. Research shows that the transportation of aggregates is responsible for around 40% of the carbon footprint associated with this industry. (Zuo et al)
- Sand and gravel mining has a direct impact through greenhouse gas emissions from both the extraction process itself and the transport. It also has an indirect impact from the production of cement for use in concrete together with sand and gravel: for each tonne of cement, an average of 0.9 tonnes of carbon dioxide are produced.

Traffic

- Hamble Lane is a single carriageway B road which forms the main route in and out of the peninsula. It passes through residential areas which have pedestrian access across it for residents to access schools and amenities. It is classed as a minor road, and not built to withstand the significant amount of traffic and weight of HGV vehicles that would come in and out of the CEMEX plant, which is likely to result in damage and erosion to road surface and therefore significantly more disruption to road users and cost to residents when road surface requires fixing. It is currently already over-subscribed with the load of traffic on and off the peninsula, especially between approximately 7am to 9am and 4pm to 7pm, without additional increase in traffic.
- From consultation documents - The number of HGV movements is estimated to be around 90 per day associated with the mineral extraction and around 154 per day when both extraction and importation of restoration materials is ongoing. Once extraction has finished, movements will decrease to around 90 per day again - *an HGV movement every 3.5 minutes during 9hr day. Assuming 100 staff on site, could be an additional 100 vehicles at the beginning and end of day.*

Air pollution

- There is likely to be a very high risk to local residents' health from airborne sand and dust particles. This is silica dust that causes silicosis which is a deadly disease that causes a lifetime of lung disease and silicosis. Silicosis is a long-term

lung disease caused by inhaling large amounts of crystalline silica dust. Silica is a substance naturally found in certain types of stone, rock, sand and clay. Working with these materials can create a very fine dust that can be easily inhaled. Once inside the lungs, it causes swelling (inflammation) and gradually leads to areas of hardened and scarred lung tissue (fibrosis). Lung tissue that's scarred in this way doesn't function properly. Risk factors include mining and quarrying. The symptoms of silicosis usually take many years to develop. The symptoms can also continue to get worse, even if you're no longer exposed. Silicosis usually develops after being exposed to silica for 10-20 years, although it can sometimes develop after 5-10 years of exposure. Occasionally, it can occur after only a few months of very heavy exposure. The main symptoms of silicosis are: a persistent cough, shortness of breath, weakness and tiredness, and can ultimately be fatal.

(<https://www.nhs.uk/conditions/silicosis/>)

- Schools nearby - Hamble Sports college/secondary school, Hamble primary school, Netley Infants/Junior School, Bursledon Infants/Junior School, Sarisbury Infant and Junior schools, Brookfield, LWS Academy. GP surgery serving Hamble, Netley Abbey and Butlocks Heath, Bursledon. Multiple residential properties immediately adjacent to the proposed site.
- Air pollution from increase in traffic - residential route with high levels of traffic already especially at rush hour.

It will also be an industrial complex in the middle of an urban area.

We welcome the opportunity to discuss the concerns further and would welcome the opportunity to attend a peninsula meeting of the Parish Councils, Ward Councillors and the MP and look forward to more engaging public sessions where all members of the public will be given the opportunity to engage.

Yours sincerely,

D. Nevin

David Nevin PSLCC
Parish Clerk

cc by email
Paul Holmes MP
Cllr Keith House

Cemex UK
BECG
Jellicoe House,
Grange Dr,
Hedge End,
Southampton
SO30 2AF
By email and post

24.11.2021

Dear Sir

Subject: Hamble Airfield Gravel Extraction Consultation.

I am writing on behalf of Hamble Parish Council in response to your recent consultation for gravel extraction issued on 11 November running until 25 November. Our comments have only been considered by the Planning Committee and further comments are likely to be made after our meeting of Council on 13 December 2021.

Firstly, can I state how disappointed we have been by the absence of any prior notification about the consultation exercise, despite reassurances made to us by Cemex in 2018. The upset caused in the community by the emergence of the consultation is significant. This has been made worse by the form of engagement used and the impossibly short timescales set for responses. Given this, I would ask you to extend the current deadline to ensure that the consultation period is a minimum of six weeks and that during the extension period you will provide printed material for residents and run a formal exhibition/meeting. The current consultation is discriminatory and inaccessible to those many members of our community that are without access to digital technology – both in viewing the material and responding.

We do appreciate the positive response to our request for a public meeting and would wish to arrange this in due course. The timing of that can best be agreed once we know when you plan to submit a Planning Application. Can you please confirm this? Although we are happy to take part in a peninsula-wide public meeting we would hope that you will join us in a Hamble meeting designed to address the many worries and concerns that residents have.

In terms of more detailed comments these will need to be reserved for our response to the Planning Application and detailed evidence. The Consultation material does not provide detailed enough information for meaningful comment. Notwithstanding that, the Planning Committee have resolved the following:

- To object to the principle of gravel extraction due to the potential increase in trip rates on the local road network, adding to the already congested traffic movements up and down Hamble Lane with the impact this has on key junctions and Windover Roundabout. Additional traffic from the site will extend travel times, prolong the extended peak periods, and result in a reduction in air quality all of which will cause harm to the community and the environment.
- There are also concerns regarding safety given the size of the vehicles especially in and around the travel to school routes. Given this, we would expect to see options around the reuse of the Hamble rail network to minimise trip rates.
- We would also welcome ahead of the Planning Application clarity around the measures that will be taken to minimise disturbance and risk to neighbours of the site and in particular noise and air quality issues. The extent and size of the buffer zone and bund is unclear and greater clarity on the effectiveness of acoustic reduction measures needs to be shared early in the process. Equally for those residents that live in and around Satchell Lane there is a need to share the technical studies carried out on the hydrology features of the site and the measures you intend to adopt to manage changes in the water table and percolation rates. We would also welcome further information on how flora and fauna will be protected throughout the works and the period of reinstatement/restoration, for any protected species currently on the site, and the impact of any disturbance to the Site of Special Scientific Interest (SSSI).

- The full impact of this operation on climate change should also be robustly assessed. The activity should be carbon neutral or carbon positive and evidenced.
- Lastly the Council wishes at this early stage to see a change in the remediation/restoration plans with the whole of the site being set aside for public access and use, managed by a public body. The public has long enjoyed access across the whole site, and we would wish this to be protected and guaranteed going forward.

Yours sincerely



Amanda Jobling
Clerk
Hamble Parish Council

cc. by email

Hampshire County Council – Lisa Kirby Hawkes

Paul Holmes MP

Cllr Keith House

[REDACTED]

Gravel extraction from former airfield.

I am in receipt of your leaflet informing residents of Hamble that you are intending to take gravel from former Hamble airfield.

My comments are as follows; Oppose the proposals 100% as the residents of Hamble did almost 10 years ago.

Great changes have occurred since permission was granted by the planning inspector to removed the gravel . They are as follows where the planning inspector supported Eastleigh Borough Council when they refused development on three sites mainly of highway problems.

Land north of railway station, land north end in Satchell Lane which is a "C" class road, and G.E. aviation on a sports field.

Hamble employs some 3,000 workers which at peak times move very slow discharging fumes into the air.

Highlighting the above problems has been discussed recently by many nations in Glasgow with COP26, if gravel extraction goes ahead it means the parishioners will suffer more with HGV's leaving the site every 10 minutes or so which will delay traffic more with more fumes in the air.

The site is surrounded by properties with a school in the north. What plans do you have to make sure that residents are not affected by noise or vibration?

Are you aware that Satchell Lane floods on two sites after heavy rainfall worrying for motorists when ice forms.

Are you aware that river Titchbourne runs through the site North to South.

You mention that extracting gravel will benefit the parishioners, I don't know what planet you live on, Jobs for locals? You have your own work force so few if any will be employed if any.

The "carrots" you dangle in front of parishioners will not compensate a "Hole in the ground" destroying what's left of Hamble and wild life of many species will be affected.

What would benefit Hamble and the environment in general would be a forest of trees to help replace the many that have been destroyed nationwide and help the planet.

This would be very acceptable.

[REDACTED]

Eastleigh Ramblers
(01329 3208)

24 November 2021

Dear Sir/Madam,

RE FORMER HAMBLE AIRFIELD – PROPOSED GRAVEL EXTRACTION

We are hereby responding to the public consultation exercise that you have been undertaking. Our comments relate to the existing right of way and the proposed additional routes shown on your plans. We are not responding in this communication on the wider planning issues that relate to this proposal. We start our comments in the south eastern corner of Phase 4 going anti-clockwise.

1. We refer you to the Definitive Map for Hampshire at a <https://maps.hants.gov.uk/rightsofwaydefinitivemap/> from which you will see that Footpath No 1 in the Parish of Hamble-le-Rice runs along the east side of the site up to Satchell Lane. There is therefore no need for a duplication of that route within the site. Instead, we suggest that the fencing along the west side of the path be removed and the path widened and the surface improved.
2. From the Definitive Map you will also see that the Definitive alignment of Footpath No 1 runs diagonally across Phase 5 which will necessitate you applying for a Diversion Order. The path which has been in use for many decades is on a different alignment.
3. The proposal for a path running parallel with Satchell Lane is warmly welcomed - we have been trying to secure such a route as the Lane is pedestrian unfriendly and dangerous around the sharp bends. This route and the other shown to the north west need to be dedicated as a public footpath as the route will be required permanently irrespective of what may happen to the former airfield. The land at this location is used by the public and particularly school children going from the Satchell Lane part of Hamble to the Hamble Community Sports College so the path needs to be put in right at the beginning – the children and the wider public should not be forced to use Satchell Lane.
4. The proposed paths mention in 3 above are shown in an area where there is to be a 4-metre bund. Cross sections are required to show how this proposal will work adjacent to Satchell Lane and the railway.
5. On the Definitive Map you will see that at the bend in Satchell Lane opposite the north east corner of Phase 1 there is Bridleway 709 Hamble-le-Rice. There should be a footpath connection to Satchell Lane at this point to enable connections to this route.
6. The proposed connection to Satchell Lane adjoining the railway should be so designed so that the users do not have to go onto Satchell Lane before entering the path leading to the pedestrian bridge over the railway – see Google Earth Street View
7. The proposed path in the north-western corner of Phase 1 needs to be extended further south. Where you propose the connection is up an embankment onto a narrow footway on the descent from the bridge over the railway. It needs to connect to the wider footway at the end of the shared used route – see Google Earth Street View.

Yours faithfully

The Group promotes rambling by organising 150 walks a year and protects rights of way and defends the beauty of the countryside within the Borough of Eastleigh. Registered Charity No 1093577, part of The Ramblers' Association, company limited by guarantee, registration number 4458492

The Eastleigh Group of the



To
CEMEX UK
Hamble Airfield Consultation,
c/o BECG, Jellicoe House,
Grange Drive,
Hedge End,
Southampton,
SO30 2AF

The Group promotes rambling by organising 150 walks a year and protects rights of way and defends the beauty of the countryside within the Borough of Eastleigh. Registered Charity No 1093577, part of The Ramblers' Association, company limited by guarantee, registration number 4458492