Proposed extraction of sand and gravel with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and an access onto Hamble Lane

Former Hamble Airfield, Hamble Lane, Hamble-le-Rice, SO31 4NL

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VOLUME 1 – PLANNING AND ECONOMIC IMPACT STATEMENT

Author	E. Pearman	
Checked by	M. Kelly	
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PLANNING AND ECONOMIC IMPACT STATEMENT

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1. INTRODUCTION

1.1. The following statement has been prepared by CEMEX UK Operations Ltd (the Applicant) in support of its planning application for the following development:

Proposed extraction of sand and gravel with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and an access onto Hamble Lane

1.2. This written statement provides a detailed description of the proposal and how it complies with the relevant policies. It comprises the Planning Statement and Economic Impact Assessment as required by Hampshire County Council. It forms part of the planning application along with the application form, certificates and notices, plans and accompanying appendices which are Volume 1. The submission is accompanied by an Environmental Statement (ES) and its supporting Technical Appendices in Volume 2, and a Non-Technical Summary to the ES contained in Volume 3.

1.3. The application has been prepared and is submitted in accordance with the Town and Country Planning Act 1990 (as amended) and complies with all relevant legal requirements and principles of best practice. In policy terms it complies with the requirements of the latest version of the National Planning Policy Framework (NPPF).

1.4. The planning application has been prepared in liaison with a team of environmental consultants whose technical assessments have been used to inform the accompanying Environmental Impact Assessment, and to design the scheme and provide appropriate mitigation measures.

1.5. The fee for the application is set by the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (as amended). Under Part 2, Section 10 of the above regulations it states that operations for the winning and working of minerals will result in a fee of £34,934 for the first 15ha and then an additional £138 for each 0.1ha in excess of 15ha. The total site area is 60.4ha and accordingly the fee is the maximum £78,000.

1.6. Hard copies of the full submission which includes the planning application and planning statement (Volumes 1 to 3) may be purchased at a cost of £80 from Emma Pearman, Principal Development Planner, CEMEX UK Operations Ltd, CEMEX House, Binley Business Park, Harry Weston Road, Coventry CV3 2TY, or by emailing planninggb@cemex.com.

2. THE APPLICANT

2.1. CEMEX UK Operations Ltd is a leading global producer and marketer of cement, concrete and other building materials. In the UK it is a leading producer of ready-mix concrete and manufacturer of aggregates. It is the third-largest cement and asphalt producer, with a significant share of the roof tile and concrete block markets. It is the leading supplier of concrete sleepers to the UK's rail industry and a dominant supplier of pulverised fuel ash (PFA) cement additives.

2.2. The Applicant operates a number of other quarries in Hampshire including at Bramshill, Eversley and Hamer Warren. CEMEX also operates a number of concrete plants in the county as well as an aggregates wharf in Southampton.

Sustainability

2.3. Sustainability is a key consideration for CEMEX to ensure business continuity and success. The Company takes its responsibility towards sustainability very seriously, as demonstrated through its general approach to sustainability which comprises three main objectives. Within these objectives, there are seven priorities which are key to their approach to sustainability:

Enhance our Value Creation

- Lead to sustainable construction
- Low income housing and infrastructure

Manage our Footprint

- Enhance our Carbon Strategy
- Excellence in Environmental and Biodiversity Management

Engage our Stakeholders

- High Priority to Health and Safety
- Strengthen Local Communities
- Partnership with Key Stakeholders

2.4. The seven key areas in CEMEX's strategic objectives ensure that the Company measures its impacts on the environment and local communities. Performance and actions are monitored monthly through key performance indicator evaluation, and the monitoring of continual improvement objectives and targets. CEMEX has management and improvement programmes in place for all areas identified in the sustainability wheel. It is also firmly committed to its environmental policy. The Company has a number of other practices in place which demonstrate its commitment to a sustainable environment, most notably:

- *ISO14001 Certification* – CEMEX has attained ISO 14001:2004 accreditation, which sets out the criteria for an environmental management system. This standard maps out a framework that the Company can follow to set up an effective environmental management system and provides assurance that environmental management is being measured and improved. CEMEX has attained this standard for a number of activities including the production of aggregates, asphalt, ready mix concrete and mortar, and the production of building products and bagged aggregates.

- *Responsible Resourcing, BES 6001 Certification* – CEMEX has one of the best portfolios of responsibly sourced construction products in the UK marketplace, certified to BRE's BES60001 standard, which ensures ethical and responsible performance of products, including all elements of the supply chain. All of CEMEX's main product lines are certified, including aggregates, cement, asphalt and ready mixed concrete. CEMEX's score of 'very good' across all lines demonstrates the high

levels of environmental, social, ethical and safety performance in its manufacturing sites and supply chains.

- *Alternative Fuels* – CEMEX is one of the sector leaders in the use of alternative fuels to replace fossil fuels in its cement kilns, which is the most energy intensive process in its organisation. These waste derived fuels range from Secondary Liquid Fuel, derived from difficult waste from paint and solvent manufacturing, waste shredded tyres, and 'Climafuel' derived from the non-recyclable component of domestic and industrial waste. The use of these fuels saves hundreds of thousands of tonnes of landfill waste per annum, safely disposes of the difficult wastes, while the biomass fraction reduces emissions and the carbon footprint of the Company's cement and downstream products such as ready-mixed and pre-cast concrete.

- *Carbon Emissions Reduction* – CEMEX is seeking to concentrate its efforts on reducing emissions through the whole supply chain and in particular in priority areas. It is the first company in the world to carbon label its cement to the PAS 2050 carbon measurement standard, as production of cement accounts for the major emissions from its cement operations and this has demonstrated transparent measurement and a commitment to reduce this footprint over a two-year period. CEMEX has also achieved the Carbon Trust Standard certification for all of its British business units to demonstrate good management practices related to carbon, and a commitment to reduce carbon emissions over a two-year period across all business areas.

Mineral Sites

2.5. Although CEMEX's mineral activities are only a temporary use of the land it is inevitable that as a result of its quarrying activities, the characteristics of such land are changed. It has therefore developed experience in the restoration

and management of land for a range of after-uses, such as nature conservation and recreation.

2.6. In carrying out its business operations, CEMEX has demonstrated a positive attitude towards the environment. Restoration schemes typically result in the creation of additional wildlife habitats, the enhancement of existing ones and improvements to the landscape. Where appropriate, they also present the potential to create recreational opportunities both in a formal and a passive context. In both biodiversity and landscape terms, the Applicant's quarrying activities result in significant environmental benefits.

2.7. CEMEX won the 2019 Mineral Products Association (MPA) Planned Biodiversity-led Restoration category. The MPA praised the plan as a fantastic example of progressive restoration of a rock quarry to create an attractive landform and mosaic of species-rich, locally important and distinctive 'Whin' grassland, agricultural grassland, woodland and hedges, and open water. The judges were impressed by the clear plan to deliver a range of habitats and realise the unique opportunity presented by quarrying to deliver regional priorities and wider landscape-scale benefits.

2.8. Another example of this is at the Company's former site at Attenborough, where in partnership with the Nottinghamshire Wildlife Trust, 145 hectares of former sand and gravel workings have been turned over to a nature reserve consisting of lakes, wetland, grassland and scrub. The site now forms part of the Attenborough Gravel Pits SSSI. Recent other examples of restoration of quarries within the UK include Southam Quarry, near Rugby, which has been restored to a mixture of tree, scrub, lime-rich grassland and wetland, including many ponds. The aim of the project was to create suitable habitat for lepidoptera and develop wildlife corridors that would allow isolated colonies to connect, and help reverse decreasing population trends.

2.9. CEMEX also worked closely with the local branch of Butterfly Conservation, to ensure that the newly created grassland was seeded to create an ideal habitat for the small blue butterfly, to help reverse their decline. The site has now become a regionally important site for lepidoptera with 120 species identified on site.

2.10. Other examples include former sites in Scotland such as Cambusmore within the Loch Lomand and Trossachs National Park, which has become a haven for birdlife since being restored; and, Cowieslinn Quarry in the Scottish borders where CEMEX funded peatland habitat improvements within the catchment of the River Tweed Special Area of Conservation; and Eversley on the Berkshire/Hampshire borders where former workings are now the Moor Green Nature Reserve.

2.11. In 2007, CEMEX signed a global memorandum of understanding with BirdLife International. The BirdLife International partner in the UK is the Royal Society for the Protection of Birds (RSPB). In October 2009, CEMEX UK and the RSPB commenced a partnership involving the appointment of a RSPB advisor dedicated to providing biodiversity-focused restoration advice. This complementary relationship is intended to help drive CEMEX's improvement of its biodiversity management at a more local level. In 2010, CEMEX published its Biodiversity Strategy 2010-2020, which can be downloaded from the RSPB's website.

2.12. CEMEX celebrated 10 years of their partnership with the RSPB two years ago, which has seen the restoration of over 1000 hectares of priority habitat. CEMEX decided to collaborate with the RSPB in 2009, because of the organisation's huge conservation knowledge, experience and expertise, and the partnership has prioritised the conservation of rare and endangered species on CEMEX land.

2.13. Internationally, CEMEX has also partnered with the Wildlife Habitat Council, which promotes and certifies habitat conservation and management on corporate lands through partnerships and education. 47 of CEMEX's on-site conservation projects have obtained WHC Certification around the world, and CEMEX has been awarded the Gold Tier Program of the Year for biodiversity conservation efforts in the Dominican Republic and Mexico.

3. THE ENVIRONMENTAL ASSESSMENT PROCESS

3.1. Due to its size, nature and scale, the proposal constitutes Schedule 1 development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Applicant is therefore required to carry out an Environmental Impact Assessment (EIA) and submit with the planning application an Environmental Statement (ES) explaining any significant environmental effects arising from the development, and the mitigation measures proposed to deal with these.

3.2. The Environmental Impact Assessment process is a professionally objective process involving a team of specialist consultants employed by the Applicant to provide independent professional advice. The chapters of the ES and accompanying technical appendices have been written by the various consultants as set out in the ES. The ES includes a summary of their experience and professional qualifications.

3.3. The EIA process is designed to identify any potential adverse environmental impacts and if appropriate, recommend the use of mitigating measures or monitoring programmes that can be incorporated into the development design to make the proposals acceptable. This will enable the Council, consultees and the general public to reach an informed opinion as to the likely environmental effects of the proposals, should the development be permitted.

3.4. Under the regulations a non-mandatory screening and scoping opinion to inform the preparation of the EIA can be sought for such development proposals. This proposal has not been screened or scoped by the Local Authority, however formal pre-application advice has been sought, and the advice received has been taken into account in designing the proposed development.

3.5. An assessment of the main environmental effects of the proposed development and their likely significance is discussed in detail in the ES and its supporting technical appendices (Volume 2). This planning statement provides a summary of those effects in concluding whether or not the proposed development accords with policy.

4. SITE DESCRIPTION AND PLANNING HISTORY

4.1. The application site is a former airfield, located in the village of Hamble, within the county of Hampshire and borough of Eastleigh. The site borders Hamble Lane to the west, Satchell Lane to the east, the railway line to the north, and various residential roads and the Roy Underdown Pavilion and green to the south. Hamble station lies to the north-west corner.

4.2. The site comprises open land which is private property, however despite this it is used by some local residents for informal recreation. The site is generally flat and covered with scrub vegetation, with some mature trees and hedgerows on the boundaries, particularly to the west and north.

4.3. The nearest residential properties to the site are those in Hamble Lane, Satchell Lane and those to the south of the site. There are two schools in close proximity which are Hamble School to the north of the site, and Hamble Primary to the south-west along Hamble Lane. There are pipelines running along the eastern side of the site outside the proposed extraction area.

4.4. There are no landscape or ecological designations covering the site. The nearest ecological designations are the Badnam Copse Site of Importance for Nature Conservation which adjoins the site boundary to the north-east, the Solent and Southampton Water Ramsar Site, Lincegrove and Hackett's Marshes SSSI, Solent Maritime Special Area of Conservation and Solent and Southampton Water SPA, which are all located approximately 300m to the east of the site adjacent to the River Hamble. The SPA, SAC and Lee-on-Solent to Itchen Estuary SSSI also continues along the coast, approximately 900m to the south-west of the site.

4.5. In terms of historical designations, the Grade II listed Royal Victoria Country Park is located approximately 250m to the west of the site. There are a

number of listed buildings to the west, south-west and south-east, however all are over 500m from the site boundary. There are two Conservation Areas in reasonably close proximity, being Old Bursledon Conservation Area and Hamble Conservation Area.

4.6. There is a public footpath (no 1) running behind the residential properties along the eastern boundary of the site (southern half). The definitive map shows this going into the site however it is considered that the definitive route has been abandoned. There is also a path along the south-western side of the site along the path of a former railway line.

Planning History

4.7. The site was used as an airfield until the mid-1980s, and prior to that was in use by the military. There have been no known relevant planning applications made concerning the site since that date.

5. PROPOSED DEVELOPMENT

Overview

5.1. The proposed development is for the extraction of approximately 1.7million tonnes (mt) of sand and gravel at a rate of approximately 250,000 tonnes per annum (tpa), and as such extraction is likely to last up to 7 years. The site will be progressively restored using in situ soils and overburden from the site, together with imported inert restoration materials, of which around 1.8mt will be required in total. The imported inert restoration materials will be imported at a rate of 150,000tpa whilst extraction is ongoing, increasing to 250,000tpa once extraction has ceased. It is estimated that infilling would take a further 6 years approximately with a further year to finalise planting once importation has ceased.

5.2. The site would be worked in 7 phases, with the first phase being at the northern end of the site. Phase 1 would be used for freshwater and silt lagoons once extraction is complete, with the overburden used to create noise and visual screening bunds around the edges of the site. Phase 2 is south of the plant site on the western side, and the site would be worked in an anti-clockwise motion, ending with the plant site area, which would be the final phase 7.

5.3. A new access to the site would be created from Hamble Lane. The location of the access has been carefully chosen to be the safest location and to have the least impact on surrounding trees. The access has been moved slightly south during the course of the application, following discussions with Hampshire's Tree Officer, to be further out of the root protection area of the oak, T8. The access would be designed such that all vehicles would arrive from and depart to the north of the site.

5.4. The plant site would include an aggregate processing plant, stocking conveyor, water treatment plant, double weighbridge and weighbridge office, site offices/welfare units, wheelwash, car parking area, cycle parking and overnight parking area. A conveyor would be used to bring the material from the extraction areas back to the processing plant, other than for Phase 1 whilst site set up is ongoing, which would be brought back to the plant site by dumper truck.

5.5. No dewatering will occur and the deposit will be worked dry or wet, depending on the water table level. There may be some pumping of rainwater or groundwater at the excavation face to locations within the site, without any off-site discharge.

5.6. The restoration is proposed to be to parkland and grazing land, with two small ponds for drainage. The parkland area will be open for public access and the remainder of the site for grazing. There will be new native hedgerows, scrub, and woodland also proposed, with existing boundary vegetation remaining and being enhanced.

5.7. The hours of operation are proposed to be 0700-1700 hours Monday to Friday and 0700-1200 hours on Saturdays. Soil stripping and sand extraction is not proposed to commence until 0800 hours. Maintenance of plant and vehicles is proposed to be allowed until 1800 hours on Saturdays and 1900 hours in the week.

5.8. It is estimated that there would be an average of 45 loads of aggregate leaving the site per day (90 movements) based on five and a half days per week working from year 1 - year 7. There would be around 27 loads (54 movements) of inert restoration materials imported to the site per day from year 3– year 7 and once extraction has ceased, from year 8 this would

increase to 45 loads (90 movements) per day of imported restoration materials.

5.9. It is proposed to put in a permissive footpath at the start of the development, from the south-east corner to the north-west corner, which would connect the houses on Satchell Lane to Hamble station and the Hamble School and sports complex. The path would have several entrance/exit points around the site, as shown on the Landscape Layout Operational Phase Plan. This would also enable walkers to access the Hamble Rail Walking Trail on the opposite side of Hamble Lane and connect with surrounding footpaths. The proposed path would be on the outside of the bunds and a fence would separate the path from the bunds and quarry beyond. The path is intended to remain in the long-term, for the duration of mineral working and infilling, and once working has been completed at the site. On restoration, the path would be extended further down the western side.

Phasing and soil movements

5.10. The site would be worked in seven phases, starting from the northern end of the site. Before mineral working commences, a number of operations will take place. The preliminary phase of the operations would involve firstly clearing the location for the site access for reptiles (see Environmental Statement appendix 4.7) and during a seasonable period when conditions are suitable to move soils, creating the site access, installing the tree protection fencing and reptile fencing. Then Phases 1-3, the plant site and bund locations will be cleared of reptiles, which will be moved to the receptor area within the site, and any checks/further surveys necessary for ecological purposes will be carried out. Once the area is clear, the haul road would be constructed and the soils would be stripped for Phase 1 and the plant site and placed around the site creating the bunds on all sides.

5.11. The heights of the bunds would be as shown on the Phasing Overview plan and would be between 3m and 5m in height. Topsoils would be stored at 3m high and higher bunds would be subsoils with a small layer of topsoil placed over them, in order that the bunds can be seeded. The topsoils and subsoils would be separated with membranes. The bunds will be seeded with a low maintenance grass seed mix or neutral grassland wildflower mix. This will be done during the optimum months for seeding where possible, or during mild and damp conditions.

5.12. The mineral from Phase 1 would then be extracted and brought to the plant site by dumper truck. Some of the mineral from Phase 1 would be used to surcharge the plant site back to ground level, following soil removal. Phase 1 would then be used as a silt pond and freshwater pond for the remainder of the working of the site. The plant site would be set up and Phase 1 mineral processed. Meanwhile, the footpath around the outside of the site would also be created once the bunds and tree protection are in place.

5.13. Phase 2 would then be soil stripped and extracted, with the mineral brought back to the plant site by conveyor. A temporary overburden stockpile would be placed within the phase, and the soils from the stockpile would then be used to restore this phase, as well as inert restoration materials which would begin to be imported once the mineral from Phase 2 had been extracted. Phase 3 would then be extracted and processed in the same way, with a temporary stockpile of overburden used to restore Phases 2 and 3, along with the imported restoration materials.

5.14. Working and progressive restoration would then continue in a circular motion and the final phase would be Phase 7 which is the plant site. At the same time, reptiles would be cleared from the next phase as the site is worked, and moved into the receptor area, which would also change as the extraction progresses (see Vol 2 Appendix 4.7). It is likely that material from the plant

site (final phase) would not be processed on site as the plant would be dismantled, and instead and would be exported as-raised. Once extraction is complete, the perimeter bunds would be dismantled and used to restore the plant site and Phase 1 would be restored. Once importation has ceased, it is estimated that a further year would be required to finalise planting across the site. The site access would remain in situ upon restoration for access to the site.

5.15. In terms of machinery, the temporary operations of bund formation would involve an excavator, dump truck and bulldozer. The routine mineral extraction operations would involve an excavator and loading shovel at the face of the mineral, and hopper to feed the conveyors. The machinery required at the plant site is shown on the Plant Site Area plan and includes a processing plant to screen and wash the mineral, a radial stocking conveyor, water treatment plant, two weighbridges and a wheelwash.

5.16. Silt from the excavation would be disposed of in the silt lagoons shown on the Phasing Overview plan and Method of Working plans. The silt would be pumped from the processing plant to the lagoons via a pipeline, and water from the freshwater pond pumped back to the plant for aggregate washing, meaning that around 95% of the water on site is recycled with minimal consumption or losses. The maximum depth of the excavation would be around 7m, with the average depth around 4.5m. Silt is on average 10% of the mineral, as identified by the trial boreholes.

6. RESTORATION AND AFTERCARE

6.1. The Applicant's quarrying activities are restoration-led, and mineral extraction only ever takes place where there are restoration proposals in place first, for the final landform and its after-use. The restoration scheme for the site has been designed with the dual objectives of establishing land uses which are appropriate to this landscape, and also creating new features and habitats of biodiversity value, and of value to the species found in and around the site, contributing to the objectives of the UK, Local and CEMEX's own Biodiversity Action Plans. CEMEX is a member of the Mineral Products Association (MPA) and therefore the site would benefit from the protection offered by the MPA Restoration Guarantee Fund.

6.2. The restoration proposals have been informed by the ecology surveys, local planning policy and biodiversity priorities, and the restoration proposals intend to increase biodiversity net gain, whilst formalising some permissive public access to the site. Importing fill will allow the site to be restored to existing ground levels for the majority of the site, with some existing naturally lower areas to remain as water for drainage purposes. Restoration will be progressive, however the rate at which restoration is completed will depend on the amount of inert restoration materials that can be brought to the site for restoration purposes. It is estimated that it would take a further six years approximately after cessation of mineral extraction to complete restoration.

6.3. The site is proposed to be restored to a mixture of lowland acid grassland, lowland mixed deciduous woodland and mixed scrub with some smaller areas comprising shallow drainage ponds and fens. It would also comprise over 1km of additional native hedgerow and over 18,000 trees and shrubs would be planted. The north-eastern corner of the site would be restored to an area for community access, with a hedge separating it from the rest of the site. Trees would be planted in this area and the grassland would be

managed by cutting. It would be created by a combination of natural plant colonisation, hay strewing and wildflower seeding, and managed via annual livestock grazing and mowing.

6.4. The remainder of the site would be restored to acid grassland with moderate botanical value, created by a combination of natural plant colonisation, hay strewing, wildflower seeding, and managed via annual livestock grazing and mowing. There would also be wood edge/dry heath shrub scrub which would be a combination of hawthorn, gorse and other species, across the site. There would be 0.48ha of retained woodland and 2.87ha of new broadleaved woodland, and shallow ponds and marshy grassland for surface water drainage. There would also be over 1.7 linear km of hedgerow planted and enhanced. Retained and new planting would help to screen existing properties.

6.5. As well as the permissive public access created in the northern corner, the footpath from the south-eastern corner adjoining Satchell Lane would remain and be extended to further south along Hamble Lane, just north of no 108.

6.6. The applicants will be responsible for the initial restoration and subsequent after-care management in consultation with the Mineral Planning Authority. The Restoration and Landscaping Details (see Volume 2 Appendix 3.2) have also been submitted to accompany the working scheme and restoration plans. This explains how the created habitats will be maintained in the short and long term, and includes the restoration aims and management objectives, timing of works for the soil operations and planting.

6.7. The Applicant proposes a 5-year aftercare period for each phase of the development. The submitted aftercare scheme shows an example of a 5-year period however a more detailed scheme can be submitted by condition or pursuant to a S106 legal agreement. It is anticipated that 30-year

management of the site following the aftercare period will be secured via S106 agreement.

6.8. The new access to the site will remain in the long term for site maintenance purposes.

7. COMMUNITY CONSULTATION

7.1. 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.

7.2. The National Planning Policy Framework (NPPF) sets out the Government's policies for England and outlines how these policies should be applied. Paragraph 39 states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.

7.3. The NPPF states in 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."*

7.4. 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:

"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."

7.5. While not a requirement for its planning submission, CEMEX therefore undertook a programme of community engagement, as outlined in this section and accompanying Appendix 5.

7.6. Consultation with the local community started in 2018, and a meeting was held in June 2018 with Hound Parish Council, Hamble Parish Council, and Councillor Keith House. The main comments to arise from the meetings are set out in the SCI (Appendix 5). Generally, concerns mainly related to traffic, noise, air quality, and the possibility of unexploded ordnance/bombs on the site. Community liaison groups were also discussed.

7.7. The project was subsequently delayed by vandalism to boreholes on the site, and then by Covid-19. To restart the project, an invitation email was therefore distributed to all identified interested stakeholders on Wednesday 10th 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

7.8. As a result of this correspondence, a virtual meeting took place with Paul Holmes, the Member of Parliament for Eastleigh, on 30th November 2021. A face to face meeting with Hamble Parish Council was also arranged for 22nd November, however it was later cancelled at the Parish Council's request. CEMEX remains committed to engagement with the local parish councils, and ongoing efforts will be made to arrange a meeting with the parish councils in New Year 2022.

7.9. During the meeting with Mr Holmes, the main issues arising related to the principle of development on the site and its allocation, and concerns related to traffic and noise, and the method of pre-consultation communication with residents and the parishes.

7.10. With regard to consultation with local residents, CEMEX undertook a 2-week virtual exhibition between 11th and 25th November 2021, in order for the public to view proposals at their leisure and provide comments. It is considered that this is a safer and fairer way of consulting residents in the current climate, as they can look at the information from home without having to meet in public and in their own time, as well as having much longer than usual to respond. Often when public exhibitions are held, they are over 1 or 2 days only, and are therefore not convenient for many people and it gives limited time for the public to view proposals. It was also considered that many people may not want to meet this way given the current Covid-19 situation.

7.11. An invitation newsletter was distributed to around 3,200 local households and businesses in the Hamble and Hound areas to notify them of the proposals and virtual exhibition. A total of 264 responses were received and the details

of those responses are set out fully in Appendix 5. The main issues to arise were:

- Impact on local traffic congestion
- Concerns about noise pollution
- Concerns about air quality
- Concerns about wildlife and existing habitats
- Concerns about the loss of the green space

7.12. With regard to the transport issues raised, CEMEX has undertaken a robust Transport Assessment which accompanies the application (Chapter 13 and Appendix 7.1 of Volume 2) and is willing to work with the County Highway Authority and contribute towards improvements on Hamble Lane, if this is identified as necessary as a result of the development.

7.13. With regard to noise and air quality, again robust assessments have been carried out and accompany the submission in chapters 7 and 12 of the Environmental Statement. These have demonstrated that the site can be worked in line with the appropriate limits and will not cause any significant adverse impacts on amenity.

7.14. With regard to wildlife and ecology, a full suite of assessments has been carried out, as set out in Chapter 10 of the ES and the accompanying appendices. The site itself is a fairly low quality habitat which will be replaced by habitat that is a priority habitat within the local Biodiversity Action Plan and will result in net biodiversity gain. The site has been surveyed for a large number of protected species, and mitigation measures are in place to ensure no harm to wildlife, including a detailed translocation scheme for reptiles.

7.15. With regard to the loss of the green space, any current recreational use of the site is unauthorised, and the current owners have tried many times to secure it with fencing but this has been removed. This scheme allows a permissive

path around the outside along the north and east from the start of the workings, and will result in a permissive recreational area in the north-east corner once restoration is complete. Therefore the proposals result in a gain in the area that can be used by the public for recreational purposes.

7.16. CEMEX takes its role as a good neighbour very seriously. CEMEX operates an open-door policy that welcomes visitors and comments to company operations. CEMEX strives to maintain and enhance strong links with community groups, local authorities, business partners, environmental organisations and other community partners to strike a balance between the operations and the environment.

7.17. CEMEX looks forward to working with the local community at this site and is happy to set up a liaison group to discuss any issues that might arise during the course of working the site. CEMEX also often provides educational opportunities and talks for local children about its work, and funds local projects close to established CEMEX sites.

8. BENEFITS OF THE PROPOSAL

Economic, Social and Environmental Benefits

Sustainable supply of local building materials

8.1. The aggregate extracted is required to facilitate many types of development needed in the borough. Hampshire's latest Local Aggregate Assessment states that a significant increase in planned infrastructure has been identified in the medium term, with a number of housing and transport projects planned which are expected to result in increased aggregate demand within Hampshire. These include the expansion of Southampton Airport, in the region of 120,000 new homes planned over 15 years, Fawley power station redevelopment, a number of bypass projects planned or under construction including those at Botley, and junction improvements and upgrades to the M27.

8.2. Providing the material from this site, close to where the material is required is much more sustainable than providing it from sites where HGVs have to travel further on the road, which results in increased emissions and other associated environmental and amenity effects. Even if Hamble does not supply these projects directly, supplying them from other local sites will leave a gap in the general market which has to be met locally to minimise HGVs coming from further afield and the additional environmental impacts that would arise from that.

8.3. The Local Aggregate Assessment states that Hampshire needs to increase its supply of land-won minerals to keep up with the demand for aggregates in the County. After 2025, only a limited number of quarries extracting sharp sand and gravel in Hampshire would remain operational. Hampshire Minerals Plan and Local Aggregate Assessment demonstrates that the sand and gravel quarries are needed in addition to marine sand and gravel supply from the wharves, to maintain a steady supply of aggregate to the county.

Employment

8.4. The proposal would result in full time jobs for around seven staff at the quarry. Hamble is not proposed to replace another CEMEX site in the vicinity and as such these will be new jobs that are created in this area, with staff sourced locally.

8.5. During the operation of this proposal there is further opportunity for indirect employment, which includes contract drivers exporting aggregate from the site and importing inert restoration materials, contractors associate with site set up, maintenance and repairs on the site. There will be further contractors associated with restoration again once the proposal reaches this stage.

8.6. Induced employment is another type of indirect employment which would also be created, by those employed by the site spending their wages received on local goods and services, thereby sustaining local businesses such as shops and garages. As the employees are likely to live locally to the site, the majority of their income is likely to enter the local economy, further sustaining other employment.

Business rates

8.7. The site would contribute thousands of pounds in business rates annually, which would be paid to the local authority in which the application site is located. Business rates are used to fund local services.

Aggregate levy

8.8. In addition to business rates, the Applicant would pay an aggregate levy of approximately £2 per tonne for each tonne of aggregate extracted. The quarry is proposed to extract approximately 250,000 tonnes of aggregate per annum and therefore would pay in the region of £500,000 in aggregate levy per year to HM Revenue and Customs. Given that this proposal will allow the

generation of both aggregates levy and business rates, this is a significant economic benefit.

Biodiversity Benefits

8.9. The restoration of the site will result in substantial ecological benefits in terms of creation of habitats that are priority habitats under the UK Biodiversity Action Plan and local Biodiversity Action Plans (BAPs). The existing site has low to moderate botanical value and moderate value for habitat for wild fauna, and the habitats are common and widespread throughout the UK. The trees and vegetation around the outskirts of the site will be retained, other than a small amount lost in the area where the access is to be created and within the extraction area. The amount of trees and shrubs to be planted, as set out on the Restoration Plan, is over 18,000.

8.10. The site is identified as a Priority Biodiversity Link in the Eastleigh Biodiversity Action Plan, however it is noted that there was a lack of information on current habitats and species. This application now provides detailed ecological information to assist with setting biodiversity priorities, and provides largely lowland grassland upon restoration, which is the priority habitat identified in the BAP.

8.11. The site will also result in a measurable net gain in biodiversity, with management of the site over a 30-year period to ensure that the gain is reached and maintained.

Public Access and New Footpath

8.12. The restoration of the site will formalise public access to the site. It is acknowledged that currently there is informal access, however the site is private land which the site owner has attempted many times to secure, and as such existing access is trespass. However, the proposal will formalise access from early on in the process, by the creation of a new footpath linking

the south-east and north-west of the site, to allow access from residential areas in Satchell Lane to the station, Hamble school and sports complex, which will also enable easy access to existing paths on the opposite side of Hamble Lane. The footpath will have several entrance/exit points to allow permeability around the quarry workings.

8.13. It is noted that the Eastleigh Borough Local Plan 2016-2036 shows a Proposed Strategic Footpath (Policy S12) along the upper eastern boundary of the site to connect Footpath no 1 to Bridleway no 9, and along the northern half of the western boundary to connect to public footpath no 16. The proposed footpaths within the site would fulfil the ambition to have connecting footpaths in these areas and as such would be in line with this policy.

8.14. Once restoration of the site is complete, public access will also be allowed on a large area in the north-eastern side of the site, which will have a parkland setting with additional tree and hedgerow planting.

Flood Storage capacity

8.15. Planning Practice Guidance states that local authorities and developers should seek opportunities to reduce the overall level of flood risk in the area and beyond. During the course of the extraction and restoration periods (up to 13 years) off-site flood risk would be reduced, given that the large voids within the quarry would retain any excess surface water, rather than it draining off the site. Once the site is restored, drainage features including shallow ponds and ditches would ensure that the off-site flood risk does not increase from pre-development levels.

9. PLANNING POLICY CONTEXT AND MATERIAL CONSIDERATIONS

National Guidance

National Planning Policy Framework

9.1. The National Planning Policy Framework (NPPF) was first published in 2012 and most recently updated in September 2023. The NPPF sets out the government's priorities at a national level and how these should be applied in terms of the plan-making and decision-taking planning processes. It is a key material consideration in determining planning applications.

9.2. The NPPF sets out a presumption in favour of sustainable development in paragraph 11, and paragraph 8 sets out the three overarching objectives that make up sustainable development, which are economic, social and environmental. These are discussed further below and the benefits in terms of the social, economic and environmental objectives are set out in section 10 above.

9.3. The guidance for mineral development is set out in Section 17 of the document. The paragraphs of the NPPF relevant to each area of the development are discussed in Section 10 below and in the accompanying ES.

National Planning Practice Guidance

9.4. The National Planning Practice Guidance (PPG) adds further detail to the NPPF under various categories, including minerals, noise, air quality and the natural environment. The PPG will be discussed below and in the accompanying ES, where it is relevant to the application.

UK Biodiversity Action Plan and Biodiversity 2020: A strategy for England's wildlife and ecosystem services

9.5. The UK Biodiversity Action Plan was published in 1994 in response to Article 6 of the Biodiversity Convention. The Plan set out a programme for conserving biodiversity in the UK and lead to the production of local, habitat and species action plans. It listed all the priority habitats and species identified as threatened and requiring conservation action. The plan was succeeded by the UK Post-2010 Biodiversity Framework (2012), and then taken forward separately by the four countries that make up the UK. The most recent strategy for England is the Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011), which sets out the actions and priorities for conserving biodiversity.

9.6. The general objectives of the strategy are to halt the loss of biodiversity and reverse previous losses through targeted actions for species and habitats; increase awareness, understanding and enjoyment of biodiversity; restore and enhance biodiversity in urban, rural and marine environments through better planning, design and practice; develop an effective management framework that ensures biodiversity is taken into account in wider decision-making, and ensure knowledge is available to all practitioners and policy makers.

9.7. At a local level, biodiversity in this area is conserved through the Hampshire Biodiversity Action Plan (BAP), the Eastleigh Biodiversity Action Plan 2012-2022, policies in the Local Plan, and the designation of statutory sites (Special Areas of Conservation, Special Protection Areas, Ramsar Sites and Sites of Special Scientific Interest) and Local Wildlife Sites. The Eastleigh BAP has identified 10 Priority Biodiversity Areas, 15 Priority Biodiversity Links (of which this site is one), 18 Borough Priority Habitats and around 500 Borough Priority Species. The BAPs are discussed further in the ecology section below.

The Development Plan

9.8. Section 70 of the Town and Country Planning Act 1990 states that in dealing with an application for planning permission, the authority shall have regard to the provisions of the development plan, so far as material to the application, as well as any local finance considerations and other material considerations. Section 38(6) of the Planning and Compensation Act 2004 also requires planning decisions to be made in accordance with the Development Plan, unless material considerations indicate otherwise. Proposed development not in accordance with the Plan can be permitted where material considerations justify the grant of planning permission.

9.9. Currently, the Development Plan for this site comprises the following documents:

- Hampshire Minerals and Waste Plan 2013 (HMWP)
- Eastleigh Borough Local Plan 2016-2036 (EBLP)

9.10. The following SPDs have also been adopted by Eastleigh Borough Council which are relevant to the proposal:

- Biodiversity SPD 2009
- Environmentally Sustainable Development SPD 2009
- Trees and Development 2022

Other material considerations

Hampshire Local Aggregate Assessment (LAA) 2022

9.11. The above document is the most recent publicly available LAA and covers the period from 1 January – 31 December 2021. It notes that the total sales of

sand and gravel decreased last year and have fluctuated over the past three years. This document will be discussed further in the relevant sections below.

Hampshire Annual Monitoring Report (AMR) 2021

9.12. This document monitors how effectively the Minerals and Waste Local Plan is achieving its aims. This is discussed further in the policy assessment below.

10. PLANNING POLICY ASSESSMENT

10.1. The following section considers the impacts of the proposal and the extent to which the proposed development is in accordance with the Local Plan and the other material considerations set out above.

Overarching Policies and Sustainable Development

10.2. The NPPF sets out a presumption in favour of sustainable development in paragraph 11. For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay. Where there are no relevant policies, or the policies are out of date, this means granting permission unless there are clear reasons for refusing the development proposed, or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

10.3. Paragraph 8 of the NPPF sets out the three overarching objectives that make up sustainable development, which are an economic objective, to help build a strong, responsive and competitive economy; a social objective, to support strong, vibrant and healthy communities; and an environmental objective, to contribute to protecting and enhancing our natural, built and historic environment. These objectives are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives. The benefits of this development in terms of the social, economic and environmental objectives are set out in section 11 above.

10.4. Paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way, and work with applicants to secure developments that will improve the economic, social and environmental conditions of the area. It states that decision makers at every

level should seek to approve applications for sustainable development where possible. Paragraphs 39-46 encourage pre-application discussions with the Local Authority and engagement of the community before submitting applications.

10.5. Policy 1 (Sustainable Minerals and Waste Development) of the HMWP states that the Hampshire Authorities will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development in the NPPF, and minerals and waste development that accords with policies in the Plan will be approved without delay, unless material considerations indicate otherwise.

10.6. Strategic Policy S1 (Delivering Sustainable Development) of the EBLP states that to be sustainable, new development in the borough should meet community needs, without compromising the ability of future generations to meet their own needs; should maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks; have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions; minimise the need to travel longer distances and where travel is necessary, prioritise more sustainable forms of transport; avoid impact on the Hamble and Itchen catchments and associated flora and fauna species by preserving water quality and flows from development

10.7. The proposal results in significant social, environmental and economic benefits, which are considered to outweigh the temporary adverse impacts which may occur during the operational phase. The environmental benefits of the proposal include a local supply of aggregate, thereby reducing HGV movements from bringing it from further afield, as well as biodiversity net gain, which will be secured through site management and aftercare. Flood risk will be reduced during the operational phase of the development, and

public access will be increased. There will also be job creation and other economic benefits in terms of business rates and aggregate levy generated.

10.8. The accompanying Environmental Statement demonstrates that the site can be worked as intended, without any unacceptable harm to the environment or amenity, and with significant longer-term benefits. The applicant will work pro-actively with the Local Authority throughout the determination process to overcome any identified issues.

Need for the minerals

10.9. Paragraph 209 of the NPPF emphasises that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs; and that minerals are a finite natural resource that can only be worked where they are found. Paragraph 213 states that mineral planning authorities should plan for a steady and adequate supply of aggregates, maintaining landbanks of at least seven years for sand and gravel, and ensuring that large landbanks bound up in few sites do not stifle competition.

10.10. Policy 17 (Aggregate supply – capacity and source) states that an adequate and steady supply of aggregates until 2030 will be provided for Hampshire and surrounding areas from local sand and gravel sites at a rate of 1.56mtpa, of which 0.28 mtpa will be soft sand, and as such the annual requirement for sharp sand and gravel is 1.28mt. The supply will also be augmented by safeguarding and developing infrastructure capacity so that alternative sources of aggregate can be provided at the following rates – 1mtpa of recycled and secondary aggregates, 2mtpa of marine-won aggregates and 1mtpa of limestone delivered by rail.

10.11. Policy 20 states that an adequate and steady supply of locally extracted sand and gravel will be provided by maintaining a landbank of permitted sand and

gravel reserves sufficient for at least seven years from the extraction of remaining reserves at permitted sites (14 sites listed), extensions to existing sites (Bleak Hill and Bramshill) and new sand and gravel sites, provided the proposals address the development considerations outlined in Appendix A. This site is listed under the new sand and gravel sites, under point 3 (iii) in the policy, for allocation for 1.5 million tonnes of sand and gravel. The supporting text for Policy 20 indicates that Hamble Airfield could come forward from 2016 onwards.

10.12. The 2020 Review of the HMWP indicated that Policy 20 needed review as the landbank for aggregate supply had dropped significantly below the required 7 years since 2016, and remained below that target in 2018. The Committee Report for the 2020 Review of the Hampshire Minerals and Waste Plan indicated that as of 2020, the minimum 7-year landbank for sand and gravel was still not being met and that a call for sites was proposed. The Review also indicated that there had been a significant decrease in rail and wharf capacity since 2015, further reducing the amount of aggregate supply via these methods. Hampshire have commenced a review of their minerals plan in November 2022.

10.13. The 2022 Local Aggregate Assessment (LAA) for Hampshire states that to meet future demand for aggregate, Hampshire will need to increase its land-won aggregate bank. The LAA showed that the sales of sharp sand and gravel were 0.68mt for 2021, which is the most recent data available. This was just below the 10-year average sales of 0.74mtpa, and the 3-year average of 0.74mtpa. However, the sales over the last 3 years would have clearly been impacted by the Covid situation.

10.14. The LAA identifies ten sharp sand and gravel sites which were active by the end of 2021, and as set out in the 2021 LAA, a large percentage of the current reserve is in one site, Blashford Quarry (Plumley Wood), which could have implications for future supply if any issues with extraction are

encountered. It is also noted that paragraph 213 of the NPPF states that large landbanks bound up in very few sites should not stifle competition. The permission for Blashford Quarry expires at the end of 2025.

10.15. Of the other currently active sites, reserves at Bramshill Quarry operated by CEMEX are also anticipated to be exhausted by the end of 2025, and the permission at Marchwood Quarry also expires in 2025. The most recent data for Downton Manor quarry shows that reserves are likely to last until 2033, although it is noted a more recent application to significantly increase lorry movements may result in the site being worked more quickly than was anticipated in 2018.

10.16. The reserves for Forest Lodge Home Farm have permission to be extracted until 2027 and those at Mortimer Quarry are anticipated to last until 2032. An application for an extension to Roke Manor Quarry for an additional 600,000 tonnes over 5 years was granted in 2022, despite the site not being allocated. The Officer's Report however noted that there is no minimum landbank and that, against the Plan rate, the landbank was under the minimum 7 years and that the proposed extension prevented the sterilisation of mineral. No recent information can be found for Badminston Farm quarry.

10.17. In terms of the remaining allocated sites under Policy 20, Bleak Hill III was granted permission 2020 for 0.6mt, due to be exhausted by 2025. An application for extraction of 3 million tonnes at Roeshot was also granted in 2021, over a 14-16 year period. A further 1mt was also granted at Kingsley quarry in 2020, to be extracted over a 10-year period, although this is for silica sand rather than aggregate sand and as such is unlikely to contribute to local aggregate supply. An application for extraction of 4.5mt of soft sand with incidental sand and gravel at Purple Haze was submitted in 2021 and is currently undetermined, and the supply is anticipated to last 20-25 years.

10.18. The allocated extension at Bramshill Quarry under Part 2 of Policy 20 is unlikely to come forward in the near future. An application for extraction at Cutty Brow does not appear to have come forward to date. There is a currently undetermined application at an unallocated site, Ashley Manor Farm, for the extraction of 1.7mt over 12 years, which was submitted due to the need for sand and gravel as set out in the LAA.

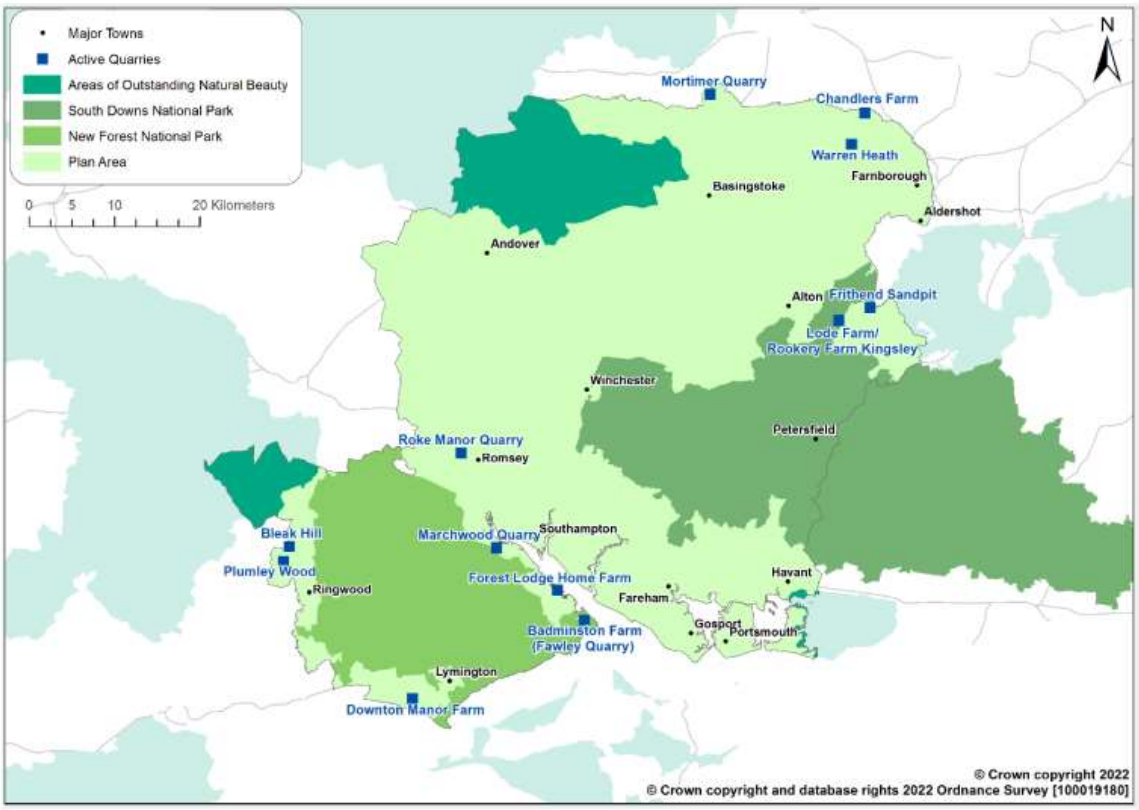
10.19. After 2025 therefore, it is forecast that only a limited number of quarries extracting primarily sharp sand and gravel in Hampshire will remain operational, these being Forest Lodge, Mortimer, Downton Manor, Roeshot, Roke Manor and, if permission is granted, Ashley Manor Farm. After 2027, only five of these would still be operational based on current data, if no further extensions or sites come forward.

10.20. The 2022 LAA states that the current permitted reserves of sharp sand and gravel as of December 2021 were 10.86mt (increased since 8.016mt at the end of 2020) with a landbank of 11.8 years for sharp sand and gravel, or 10.42 years for sand and gravel overall, up from 6.26 years at the end of 2020. The landbank for soft sand is significantly under the 7 years minimum at 4.9 years. Whilst the landbank has increased since this application was submitted, unallocated sites have been permitted on the basis that they are required in addition to the allocated sites, and as such this does not mean that there is no current requirement. It is clear from the data above that after 2025 there will be few sites remaining, and there is no minimum landbank level.

10.21. Paragraph 213 of the NPPF states that the 7 year landbank is a minimum and as such it does not prevent applications being granted which would result in the landbank being higher than 7 years. The footnote to paragraph 213 also notes that longer periods may be appropriate in some cases, including the need to supply a range of types of aggregates and the locations of reserves relative to markets.

10.22. The location of the site will also result in a sustainable source of supply to the local area. The location of active quarries in Hampshire in 2021 (taken from the 2022 LAA which is the most recent) shows that there are no other quarries in close proximity to this site, with the nearest by road being Marchwood Quarry, over 13 miles away on the other side of Southampton close to the New Forest. Most of the quarries in Hampshire are clustered around the south-west, and as such this site is better placed to serve the markets in the Hamble area and the urban market areas on the eastern side of Southampton, towards Portsmouth and Waterlooville, given the close proximity of the site to the M27. It will therefore reduce transport time and road miles currently travelled by HGVs to reach sites in the local area, thereby reducing vehicle emissions as well as associated noise and air quality impacts overall.

Figure 1: Location of active quarries in 2021



10.23. The above map also shows also that large parts of the County are covered with National Park and Area of Outstanding Natural Beauty designations, which further limits the areas, particularly in the south, where quarries can be located.

10.24. In terms of marine won sand and gravel, the LAA shows that there was a small decrease in 2021, compared to the previous years. The capacity overall has reduced by the closures of some wharves. The LAA states that there is potential for a lack of capacity to meet an increase in demand at the current time, but the evidence is limited. It is clear from the LAA that land-won sand and gravel is needed in addition to marine aggregate supply from wharves, which are not able to make up for a lack of aggregate quarries.

10.25. The LAA also states that a significant increase in planned infrastructure has been identified in the medium term. There are a number of housing and transport projects planned which are expected to manufacture increased aggregate demand within Hampshire. These include in the region of 120,000 new homes planned within Hampshire over the next 15 years, of which 6000 would be in Fareham. Hamble would be the closest quarry to serve this site. Permission was granted in 2021 for the Southampton Airport expansion which includes a 164 metre runway extension, blast screen and 600 additional car parking spaces. This has potential to require a significant supply of aggregate which is best supplied from the local area to minimise the environmental impacts of mineral movements. Hamble would be one of the closest quarries to this site and even if the supply did not come from Hamble, the mineral from other sites supplying the airport could leave a significant shortfall in the general supply of aggregate in the local area.

10.26. Fawley power station is also to be redeveloped to provide 1500 homes and the original turbine hall requires a lot of infill material. There are also a number of bypass projects planned or under construction including at Botley, and junction improvements and upgrades to the M27. The County Council

also have a number of highway improvement schemes planned as well as the Capital Programme for Hampshire which plans to deliver schemes including improvements to school buildings, maintenance of roads and bridges, integrated transport schemes and upgrades to schools and County Council buildings.

10.27. The LAA showed a significant likely uplift in aggregate requirements for the period 2017-2021 compared to 2011-2016. Whilst there is not any more recent data available, it is likely that due to the pandemic some of the infrastructure projects as well as house building have been delayed beyond 2021 and as such the need for aggregate is ongoing. Whilst the LAA rate has been set at 0.92mtpa for sharp sand and gravel based on a range of forecasting approaches, the actual requirement could be considerably higher.

10.28. The 2022 LAA concludes that to be able to meet the future demand, Hampshire will need to increase its land-won aggregate landbank. The LAA relies on the future allocated sites for the continued supply of sand and gravel in Hampshire, including this site. Whilst the site was allocated for 1.5mt, following further geological assessment it is now predicted that it contains around 1.7mt. Given the need for aggregate as set out above, it is considered that this additional amount is very much required in addition to the allocated 1.5mt, particularly as not all the allocated sites will or have come forward to date, and given the likely increase in aggregate requirements going forward as identified in the LAA.

Need conclusion

10.29. The site has already been through a process of evaluation in terms of its suitability for aggregate extraction, through its allocation in the local plan. The site was chosen based on its characteristics compared to other sites put forward, and the evaluation included consideration of its location and transport links, as well as ecological, historical and landscape designations.

Appendix A to the Plan states that the site was considered to be the best option for providing a local supply of sharp sand and gravel from this part of south Hampshire.

10.30. The above evidence indicates that Hampshire are struggling to meet the requirement for sand and gravel as set out in the plan. At the time of the application submission, based on the Plan rate, the sand and gravel landbank was below the 7-year minimum, and based on the lower LAA rate, it was only just above 7 years. Whilst applications since the submission date have increased the landbank to 10.43 years, there is no minimum landbank figure and given the large demand for aggregates, allocated sites are relied upon to maintain the landbank level going forward. In addition, much of the landbank is tied up in one site which is due to be exhausted in 2025. Few sites will remain extracting sharp sand and gravel after 2027, and not all of the allocated sites will come forward. Therefore, this site will be crucial to maintaining the future supply of sand and gravel in this area.

10.31. There are significant infrastructure projects planned in the local area it is imperative that the impacts on climate change are minimised and HGVs do not have to travel significant distances from other sites to supply local projects. Hampshire is also significantly constrained by landscape designations and Hamble is a site free of designations which is able to sustainably contribute to local supply of sand and gravel.

10.32. It is therefore considered that there is a clear need for the mineral at this site to contribute to the future supply of sharp sand and gravel in this part of Hampshire.

Economic Benefits

10.33. Section 6 of the NPPF is clear in its aim to build a strong and competitive economy. Paragraph 81 states that planning policies and decisions should

help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity. Paragraph 211 states that when determining planning applications, great weight should be given to the benefits of mineral extraction, including to the economy.

10.34. The proposal will provide significant economic benefits, as supported by the NPPF. These include the supply of a local source of sand and gravel which will be used to facilitate development of homes, roads and other building projects locally, as well as the creation of jobs, indirect employment, and payment of business rates and aggregate levy. The economic benefits are set out in full above. The proposal is therefore considered to comply with the relevant economic policies as set out above, and the NPPF.

Landscape, Trees and Visual Impacts

10.35. Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by means including protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside. Paragraph 177 emphasises the weight that should be given to conserving and enhancing designated landscapes.

10.36. Policy 4 (Protection of the Designated Landscape) of the HMWP states that most minerals and waste development will not be permitted in designated National Parks and AONBs. It states that minerals and waste development should reflect, and where appropriate enhance, the character of the surrounding landscape and natural beauty, wildlife and cultural heritage of the designated area; and that minerals and waste development should be subject to a requirement that it is restored in the event it is no longer needed for minerals and waste uses.

10.37. Policy 5 (Protection of the countryside) states that minerals and waste development in the open countryside will not be permitted unless it is a time-limited mineral extraction or related development; or the nature of the development requires such a location; and development in the countryside will be expected to meet the highest standards of design, operation and restoration.

10.38. Policy 13 (High quality design of minerals and waste development) states that minerals and waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and townscape. It states that the design of appropriate built facilities for minerals and waste development should be of a high quality and contribute towards achieving sustainable development.

10.39. Strategic Policy S2 of the EBLP directs development to the main built-up areas within the borough. Strategic Policy S5 sets out where new development will be granted in the countryside. Strategic Policy S6 protects settlement gaps, stating that development within a settlement gap will only be permitted provided that it would not undermine the physical extent and/or visual separation of settlements; and it would not have an urbanising effect, detrimental to the character of the countryside, or the separate identity of the adjoining settlements.

10.40. Policy DM1 states that all new development should not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value; and should include a landscape scheme covering the design and layout of the external space.

10.41. The site does not have any landscape designations, however the top third of the site is designated as a local gap by the Eastleigh Local Plan 2016-2036. The site is in the countryside and outside any settlement area.

10.42. The surrounding landscape character is of a level Coastal Plain topography, bisected by regular road and field patterns and the railway line. The application site is a derelict former airfield however it has a semi-rural feel. The wider landscape is of moderate to low landscape quality. The site itself is poorly managed un-grazed rank grassland with extensive clumps of bramble and other shrub scrub, with remnants of the former airfield buildings and structures. The landscape is not designated at a local or national level.

10.43. Views of the application site are possible from nearby properties, including those along Hamble Lane, Satchell Lane, Tutor and Astral Close; footpaths along the eastern and southern site boundaries; as well as from Hamble Lane, Satchell Lane and the railway line. The impact on other viewpoints including the footpath along the River Hamble estuary, the two Conservation Areas in close proximity to the site, listed buildings and the registered park and garden Royal Victoria Park are also taken into account.

10.44. In terms of visual and landscape mitigation, there are a number of measures that have been built into the scheme which include not using all the site area for extraction as there will be a buffer around the site edges; the soil bunds which will screen the extraction area from view and will be seeded to blend in with the landscape; the carefully chosen location of the plant site away from residential properties; progressive restoration which means that not all of the site will be open at once and the land restored while working is ongoing; the boundary vegetation will largely be retained and enhanced; and the site will be restored back to ground levels with a significant amount of new trees and shrubs planted.

10.45. Eastleigh Borough Council have covered the site with a Tree Preservation Order during the course of the application. However, the impact on trees has been fully taken into account however in designing the scheme, including the location of the proposed access (see Vol 2 Appendix 7.2). During the course of the application, the access has been moved very slightly further south, so that it is further outside of the root protection area of T8, a retained oak tree immediately north of the access.

10.46. Minimal trees will be lost overall, which include a small number in the vicinity of the proposed site access, and some semi-mature trees within the site itself where extraction will take place. It is considered that this loss will be substantially offset by the proposed planting of over 18,000 trees and shrubs during restoration, and over 1km of new hedgerow. The retained boundary trees will be protected by a fence on the outside of the bunds during the operational period.

10.47. The character of the landscape will be temporarily altered in the short term, with moderate and minor adverse views from some properties and public locations around the site. However, with the mitigation measures in place, the impacts on all surrounding viewpoints have been assessed as minor.

10.48. In the longer term, it is anticipated that the proposed restoration will assimilate into the pastoral landscape to contribute to its habitat and visual diversity, and recreational and amenity potential. The mitigation measures, especially the extensive restoration and planting proposals, will ensure that the development can take place without permanent detriment to the visual appearance and quality of the surrounding landscape, and will positively enhance the habitat value of the site. The overall landscape impact in the long term has been assessed as beneficial.

10.49. During the operational period of the site, the site will remain largely open with much of the plant site machinery removed following completion of extraction,

after 6-7 years. Upon restoration, the site will be restored to grassland and parkland, and as such the proposal will not close the designated countryside gap. It is therefore considered that the proposal is in line with the above policies and will have beneficial impacts on the landscape in the longer term.

Ecology and Biodiversity

10.50. Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by means including minimising impacts on and providing net gains for biodiversity. Paragraph 180 states that when determining planning applications, local planning authorities should refuse planning permission if significant harm to biodiversity cannot be avoided, adequately mitigated or compensated for. It states that development that is likely to have an adverse effect on an SSSI should not normally be permitted unless the benefits clearly outweigh the impacts, and that development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland should be refused.

10.51. Paragraph 180 also states that development whose primary objective is to conserve or enhance biodiversity should be supported, while opportunities to incorporate biodiversity improvements in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate. Paragraph 211 states that mineral extraction proposals should ensure that there are no unacceptable impacts on the natural environment.

10.52. Policy 3 (Protection of Habitats and Species) of the HMWP states that minerals and waste development should not have a significant adverse effect on, and where possible should enhance, restore or create designated or important habitats and species. The policy states that designated sites will be protected in accordance with the level of their relevant importance, and

development which is likely to have a significant adverse impact upon such sites, habitats and species, will only be permitted where it is judged that the merits of the development outweigh any likely environmental damage. Appropriate mitigation and compensation measures will be required where development would cause harm to biodiversity interests.

10.53. Appendix A of the HMWP states that for this site, development considerations include the protection of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar and Solent Maritime SAC; the impact on all roosting and foraging areas used by qualifying bird species of nearby SPA and Ramsar sites; protection of the Lee-on-Solent to Itchen Valley Estuary Site of Special Scientific Interest; and the impact on Badnam Copse and West Wood Site of Importance for Nature Conservation.

10.54. Policy DM11 of the EBLP states that the Council will work with developers and will determine planning applications to protect, conserve and enhance nature conservation designations, networks of natural habitats and features, and seek a net gain of biodiversity on all development sites through the protection, enhancement and connection of existing, and provision of new, habitats and features of nature conservation interest. It states that development will not be permitted if it is likely to have a direct or indirect adverse effect on priority habitats, protected or priority species, or the local ecological network unless it can be demonstrated that there are no alternatives, the adverse effects are unavoidable, measures are taken to mitigate or compensate for the adverse effects, there is an overall biodiversity net gain and if there are adverse effects, the benefits of the development clearly outweigh the adverse effects.

10.55. Hampshire Biodiversity Action Plan identifies species and habitats of conservation concern in Hampshire. In terms of habitats in the South Hampshire Coast area, these include ancient hedgerows, fen/carr/marsh/swamp/reedbed, shingle, saltmarsh, and coastal grazing

marsh. In terms of species, these include dormice, several types of bat, water voles and otters, smooth snakes and sand lizards, as well as birds including skylarks, nightjar and several types of warblers.

10.56. Eastleigh Biodiversity Action Plan identifies priority habitats within the borough, and the existing site is not identified as priority habitat, however it is identified as a Priority Biodiversity Link, with potential to enhance or create priority habitats linking two priority areas. It states that lowland grassland and other habitats are the priority, with the priority species being bird assemblages and reptiles. It states that the issues with this site are not having sufficient information, however this application now provides detailed ecological data to assist in setting biodiversity priorities.

10.57. The site lies within the South Coast Plain National Character Area, as defined by Natural England, which comprises land along the Hampshire and Sussex coast, which is largely a flat, coastal landscape with indented shorelines. The site is not covered by any formal ecological designations and nor is it directly adjacent to any designated areas.

10.58. The closest International designated sites include the Solent and Southampton Water Special Protection Area (SPA) and Ramsar and the Solent Maritime Special Area of Conservation (SAC), all of which are located approximately 340 metres to the east of the site at their nearest point. The River Hamble, which lies approximately 410 metres to the east of the site at its nearest point, also forms part of the Solent and Dorset Coast SPA. The closest national, statutory designated sites include the Lee-On-The Solent to Itchen Estuary Site of Special Scientific Interest (SSSI) and Mercury Marshes Local Nature Reserve (LNR), which both lie 340 metres to the east, and Lincegrove and Hackett's Marshes SSSI which lies 350 metres to the north-east. All of these statutory designated sites have been included within the baseline for this assessment due to their relatively close proximity, their high

level of sensitivity, and the large-scale mineral extraction nature of the proposals.

10.59. The closest non-statutory designated site is Badnam Copse SINC which is located approximately 65 metres to the north-east of the project site at its nearest point. Other nearby non-statutory designated sites considered to be of relevance and forming part of the ecological baseline include Mercury Marsh South SINC located 226 metres to the south-east, Mercury Marina Saltmarsh SINC located 340 metres to the east, West Wood (Royal Victoria Country Park) SINC located 255 metres to the west and Mallards Moor SINC located 375 metres to the north-east.

10.60. Habitats present on site comprise semi-improved grassland, scrub, broadleaved woodland, and scattered trees, which are largely common and widespread habitats. The site has potential to support protected species and as such the potential for badgers, bats, breeding birds, wintering birds, great crested newt, dormice, hedgehogs, invertebrates, reptiles, otter and water vole have been considered, with surveys undertaken as necessary. There are no nearby watercourses identified that can support otter and water vole, and as such no further surveys were undertaken of these species, however the site was surveyed for the remaining species as listed above.

10.61. The results of the surveys identified bats, breeding birds, wintering birds, invertebrates and reptiles on the site, and it is also likely that the site is being used by hedgehogs. It was established that all of the species on site were of local population sizes, other than reptiles of which there were high numbers of common lizard and slow worm, supporting a population of regional value in terms of size.

10.62. During the course of the works, the following retention and enhancement of habitats will take place:

- Retention and management of rough grassland (largely in the south of the site boundaries).
- Retention and enhancement of existing grassland along the eastern and north-eastern boundaries via implementation of suitable management regime.
- Clearance, retention and planting of native scrub stands.
- Retention and enhancement of existing native hedgerows along the north and north-east boundaries.
- Planting of a new species-rich native hedgerow along the south-east boundary, incorporating existing mature and semi-mature pedunculate oak trees.
- Retention and enhancement of existing stands of broadleaved woodland in the north-west of the site, together with new woodland planting in this area of the site connecting with and extending the existing stands of retained woodland.
- All retained hedgerows and areas of woodland will be suitably protected during site preparation and operation by installing Heras fencing along the root protection zones from the project outset, in accordance with British Standards Institute guidelines (BSI, 2012).
- Installation of features to benefit wild fauna, including log and brushwood piles, deadwood habitat ('loggeries') for invertebrates, artificial hibernacula (primarily for reptiles), bat roosting boxes, and bird nesting boxes.

10.63. During the operational periods of the site, the proposed habitats strategy will involve retaining, managing and enhancing existing habitats within phases of the project yet to be worked. Bunds around the edges of the site will be

seeded with an appropriate seed mix and areas within the site used for reptile receptor areas will be enhanced specifically for reptiles.

10.64. Mitigation for each species will be carried out as appropriate. This will include checks for badgers by an ecologist prior to any works and throughout site preparation, as although no badgers or setts were found on site they are known to be a highly mobile species. No tree felling will take place in the location of the access point without a tree climbing inspection survey to check for roosting bats. If present, a mitigation licence will be required from Natural England. Bat roosting boxes will be installed on other mature trees from the outset of the project to enhance the site for roosting bats.

10.65. In terms of avoiding harm to breeding birds, removal of vegetation will be undertaken outside bird nesting seasons, unless it is essential to remove vegetation during this time in which case it would first be checked by an ecologist for the presence of nests. In terms of wintering birds, the habitat strategies for the site will ensure that good quality mitigation habitat is still available on site and the site will be significantly enhanced post-restoration for wintering birds.

10.66. Given the number of slow worms and common lizards found on site, a detailed mitigation scheme has been provided with the Environmental Statement (appendix 4.7) to set out how harm to these species will be avoided during the course of the development. Mitigation will involve trapping and relocating these reptiles prior to working phases, and the relocation areas will be phases yet to be worked, the outside perimeter of the site, and phases which have been restored. The areas for relocation will be enhanced for reptiles in terms of the habitat provided, so as to provide good quality habitat for them during the development. This will avoid harm to the reptiles whilst working is ongoing, and reptile fencing will be put in place to separate these areas. Once the site is restored, the fencing will be removed to allow free access to the site again.

10.67. The reptile fencing will also prevent access by hedgehogs to the working areas of the site, who will also be moved if encountered during reptile trapping exercises. Hedgehogs and invertebrates will also benefit from the enhanced reptile habitat.

10.68. Site restoration has been designed to ensure that the site is restored back to natural land of substantially greater biodiversity value than it was prior to development. It is considered that the proposed restoration plan will offset the temporary losses of habitat on site and disruption caused to fauna during the operational phases, and will, in the long-term, result in significant positive biodiversity outcomes for both fauna and the habitats and designated sites in the surrounding locality which share landscape connectivity with the site. The site will be largely restored to lowland grassland which is identified as the priority habitat for this site in the Eastleigh Biodiversity Action Plan.

10.69. The site restoration plan will include the following measures:

- Retention (within the project stand-offs) and enhancement of the majority of the existing stands of broadleaved woodland alongside the north-west boundaries of the site, totalling 0.48 hectares. Enhancement will consist of implementing a low intensity management regime comprising coppice management techniques and control of undesirable ground flora species.

- Retention (within the project stand-offs) and enhancement of the two existing native hedgerows along the northern and north-eastern site boundaries, totalling 0.73 kilometres in length. Enhancement will comprise hedgerow gap planting using a selection of native tree and shrub species, as well as low intensity management e.g. light biannual flailing to improve and maintain shape and structure.

- Retention and enhancement of approximately 6.39 hectares of existing semi-improved grassland within the project stand-offs. Enhancement will involve annual late summer mowing and removal of arisings.

- Creation of approximately 36.7 hectares of rough acid grassland across the site, to provide a valuable habitat resource for important fauna, including badger, foraging and commuting bats, ground-nesting birds, wintering birds, hedgehog, invertebrates and reptiles. This habitat will largely be created by a combination of natural plant colonisation, hay strewing, wildflower seeding and managed via annual livestock grazing and mowing.

- Creation of approximately 10.84 hectares of mixed native scrub. This will entail a combination of retaining some existing scrub within the project stand-offs and new scrub planting using a range of native shrub species. Scrub habitat on site will be maintained via coppicing and flailing.

- Creation of approximately 1.019 kilometres of native hedgerow on site, comprising a new hedgerow along the entire south-east boundary of the site, and another across the north-east corner of the site. New hedgerow planting will incorporate a diverse range of native shrubs, as well as native standard trees. This hedgerow creation will be a substantial long-term enhancement to the site, improving habitat connectivity both on and off-site and providing a valuable resource for wild fauna.

- Creation (planting) of approximately 2.87 hectares of broadleaved woodland to expand and bolster the retained stands and enhance woodland connectivity both on site and with adjacent off-site areas, including non-statutory designated sites). Planting will include a selection of native tree and shrub species which will aim to eventually form an acid pedunculate oak woodland community with woodland

ground flora species colonising the planted areas from adjacent retained stands.

- A number of scattered trees will be planted on site to increase habitat heterogeneity and provide future veteran trees, as well as providing additional resources for wild fauna. Tree planting on site will use native species, mostly pedunculate oak.

- Creation of wetland habitat, including approximate 0.8 hectares of ponds. A variety of native macrophytic plants will be introduced into the ponds, and the surrounding areas of damp ground will be sown with an appropriate native pond edge or marshy grassland seed mixture. A long-term management regime will also be implemented to maintain the vegetation when established.

10.70. To summarise, with all of the measures incorporated in the site restoration plan being implemented on site, this will result in a net gain in biodiversity resulting after development, in line with planning policies required to enhance the site.

10.71. With the mitigation as set out above, the ecological chapter of the ES concludes that there will only be short-term effects of minor significance from the temporary losses of habitat and associated disruption to fauna. However, it is considered by the ecologist that the short-term adverse effects will be controlled to an acceptable level and soon offset in the post-restoration period. The proposed restoration plan for the site will have an overall positive long-term effect in terms of the biodiversity value of the site, the effects on identified ecological features, and the site's ecological connectivity and functionality within the surrounding landscape.

10.72. In terms of impact on surrounding designated sites, a Habitat Regulations Assessment has been carried out which can be found at Appendix 4.2 of the accompanying Environmental Statement. It is noted that the site is currently

used informally for recreational use, which is unauthorised and the recreational use is considered to be trespassing. The site owner has repeatedly put up fences to stop the use but these have been torn down within a short time frame. It is understood from the site owners that currently the Parish Council lease the area of the site to the south of the site and are responsible for maintaining the fence along the southern boundary of the site. Unfortunately this fence continues to be missing which has allowed trespass to continue.

10.73. Whilst the extraction of minerals at the site may result in recreational use being displaced to other surrounding sites, it is not considered reasonable that a private site can be used to absorb recreational uses that would otherwise impact surrounding designated sites. The impact of recreational use on designated sites should have been considered when applications for housing have been granted within close proximity to designated sites, and the use of Hamble Airfield to absorb recreational impacts is not appropriate given that it is a private site. Formal Suitable Alternative Natural Greenspace (SANG) areas should have been set up at the time of granting permission for housing, if the recreational impact of the housing upon the designated sites is not considered acceptable. This site is a private site which could be fully fenced at any time without planning permission and as such the existing recreational use would be displaced in any case.

10.74. It is considered that, by allowing a permissive path around the edges of the site which will be wide, screened by bunds and have access points out of the site, that the proposals in fact provide beneficial impacts compared to the current situation in terms of recreational impacts, and minimise any displacement of the unauthorised use to other areas by allowing walking on the site to continue.

10.75. It is not considered therefore that it can reasonably be concluded that the proposal would result in any significant impacts to surrounding designated sites.

Archaeology and Historic Environment

10.76. Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significant of any heritage assets affected. Where a site has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment, and where necessary a field evaluation. Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the applications, with a balance judgement required having regard to the scale of any harm or loss and the significance of the asset.

10.77. Paragraph 211 states that mineral extraction proposals should not cause any unacceptable adverse impacts on the historic environment.

10.78. Policy 7 (Conserving the historic environment and heritage assets) of the HMWP states that minerals and waste development should protect, and wherever possible, enhance Hampshire's historic environment and heritage assets, both designated and non-designated, including the settings of these sites. Minerals and waste development should preserve or enhance the character or appearance of historical assets unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests.

10.79. Strategic Policy S1 states that new development in the Borough should maintain local environmental quality, including avoiding damage to and where possible enhancing heritage assets. Strategic Policy S8 states that the Borough Council will continue to conserve and/or enhance the Borough's

heritage assets in a manner appropriate to their significance. This includes restricting development likely to harm them or their settings through management of development proposals.

10.80. Policy DM1 states that all new development should not have an unacceptable impact on, and where possible should enhance the significance of heritage assets. Policy DM12 states that development that affects an archaeological site either above or below ground, that is already identified or discovered through development proposals will only be permitted provided that if the remains cannot be preserved in situ then there are clear and convincing overriding public benefits, and prior to the commencement of the development, provision has been made for a programme of archaeological investigation and recording, and for this evidence to be made publicly accessible.

10.81. There are 50 listed buildings within the wider study area, of which 15 were assessed in detail due to their location in relation to the site. Six buildings are of Grade II* status and nine of Grade II. The nearest Grade I listed building is 4.3km away. The nearest Conservation Area is Old Bursledon, of which the south-west edge is close to the north-eastern site boundary. The historic core of Hamble is also a Conservation Area, with its northern edge around 0.15km from the site boundary. Other assessed Conservation Areas are Netley, Swanwick Shore and Warsash.

10.82. The assessment of indirect impacts to all cultural heritage assets within the study area has shown that the proposed quarry would have a low magnitude of change to a small part of the Old Bursledon Conservation Area, which would be a temporary impact of minor significance. There would be no impact once the site is restored.

10.83. The potential direct impacts from the proposal are on potential archaeological features within the site, both recorded and unrecorded and aspects relating

to the former military airfield. It is therefore proposed to undertake appropriate archaeological investigation prior to mineral extraction taking place. In the event that archaeological remains are identified an appropriate level of archaeological investigation and recording to mitigate any potential impact to identified remains will take place. The chapter has been updated as part of the Regulation 25 request, however the conclusions have not changed and it is still considered that the archaeological works can be secured through a planning condition.

10.84. It is concluded therefore that the proposal will not have any significant adverse effects on surrounding designations, nor upon archaeology within the application site, subject to an appropriate scheme of archaeological investigation. It is therefore considered that subject to the additional work, the proposal accords with the relevant policies in terms of archaeology and heritage.

Flood Risk and Hydrogeology

10.85. Paragraph 167 of the NPPF states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment. Paragraph 169 states that major development should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

10.86. Policy 11 (Flood Risk and Prevention) of the HMWP states that minerals and waste development in areas at risk of flooding should not result in an increased flood risk elsewhere, and where possible will reduce flood risk overall; incorporate flood protection, flood resilience and resistance measures where appropriate to the site; have site drainage systems designed to take account of events which exceed the normal design standard; not

increase net surface water run-off; and if appropriate incorporate sustainable urban drainage systems (SuDS) to manage surface water drainage.

10.87. Appendix A of the HMWP states that development considerations for this site include protection of the water quality and recharge of the ground and surface water.

10.88. Policy DM5 of the EBLP states that development will only be permitted within areas at risk of flooding provided that it meets certain criteria. It states that development should not increase flooding elsewhere, and that Sustainable Drainage Systems (SuDS) must be designed in accordance with Policy DM6. Policy DM6 states that new development will only be permitted if it incorporates SuDS.

10.89. The site is predominantly flat, with a gradual fall to the east and south. Beyond the site boundaries, the land falls more steeply towards the River Hamble and Southampton Water, and a small stream in the west and south-west. Site investigation boreholes were installed at the site in 1995, with further groundwater monitoring boreholes installed in 2008 and 2011, however in 2018, the monitoring wells were remediated as many had been vandalised.

10.90. The main water features in the area are the River Hamble and Southampton Water. Mallards Moor drains through Badman Creek around 300m north-east of the site and there are other small streams in close proximity. Currently, surface water from the site flows down topographic gradients to the eastern and southern margins of the site.

10.91. The site lies in Flood Zone 1 and therefore is not at risk of flooding from rivers or the sea. The site is also not at risk of reservoir flooding and the risk of groundwater flooding in the area is low. A drainage scheme has been proposed which principally includes the quarry void and lagoons to be

created along the northern boundary of the quarry, which provide large capacity for stormwater. Following restoration, surface water run-off will attenuate in newly formed drainage features, these being shallow ponds within the site and infiltration trenches around the site boundaries.

10.92. The proposal does not include any substantial dewatering, and any dewatering would be limited to removal of water collecting in the void and at the quarry face, which will be pumped out to an adjacent area within the site. There will be no off-site discharge of water.

10.93. Chapter 8 of the ES has assessed the impacts on hydrology and flood risk. The assessment has determined that there will be negligible impact on groundwater level and flow, negligible impact on designated environmental sites, a minor or neutral impact on water quality with mitigation measures in place for storage of fuels, a minor or neutral impact on groundwater quality from imported restoration materials once mitigation measures are implemented in terms of controls of the material being brought into site, and a minor improvement in terms of flood storage capacity. Further infiltration testing has been carried out as part of the Regulation 25 request and the results have been submitted which shows that infiltration is possible and it is still proposed to manage post-restoration run-off with surface water drainage features such as ponds and ditches on the site.

10.94. It is therefore considered that the proposal accords with the relevant policies in this regard and there will be no significant effects on hydrogeology or flood risk resulting from the proposal.

Transport

10.95. Section 9 of the NPPF seeks to promote sustainable transport. Paragraph 104 states that transport issues should be considered from the earliest stages of development proposals, so that the potential impacts of development on

transport networks can be addressed. Paragraph 110 states that in applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated to an acceptable degree.

10.96. Paragraph 111 asserts that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe.

10.97. Policy 12 (Managing traffic) of the HMWP states that minerals and waste development should have a safe and suitable access to the highway network, and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation such as sea, rail inland waterways, conveyors, pipelines and the use of reverse logistics. Highway improvements will be required to mitigate any significant adverse effects on highway and pedestrian safety, highway capacity and environment and amenity.

10.98. Appendix A of the HMWP states that development considerations for this site include safe and satisfactory access to ensure provision is made for vulnerable highway users and the impact on peak flows is managed; and traffic issues including consideration of school traffic and pedestrians, particularly at Hamble Community Sports College (The Hamble School) and Hamble Primary, and management of traffic and congestion on Hamble Lane.

10.99. Strategic Policy S1 of the EBLP states that new development should minimise the need to travel longer distances, and where travel is necessary, prioritise more sustainable forms of transport such as active travel and other alternatives to car use. Policy S11 states that the Council will work with developers to minimise transport emissions, pollution and congestion by

ensuring new developments encourage walking, cycling and the use of public transport, minimise congestion and support safety on the highway network and states that road corridor improvements, including walking, cycling, bus and/or junction upgrades are proposed to Hamble Lane.

10.100. Strategic Policy S12 states that the borough council, in partnership with the highway authority will seek to create new, and improve existing footpath, cycle and bridleway links throughout the borough and that new development should integrate with existing routes and public rights of way.

10.101. Policy DM13 states that all new development must have safe and convenient access to the highway network and make provision for access to and by other transport modes, including public transport and cycle and pedestrian routes as appropriate. It states that all new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure. It states that development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures.

10.102. Policy DM14 states that for out of centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring towns and centres.

10.103. Chapter 13 of the Environmental Statement considers the transport impacts of the development, and a Transport Assessment is included at Appendix 7.1 of the ES. The Transport Assessment was informed by pre-application discussions with Hampshire County Council as the County Highway Authority. The TA has been prepared using guidelines from the Institute of Environmental Management and Assessment for the Environmental Assessment of Road Traffic.

10.104. The proposal includes a new access onto Hamble Lane. The location of the access has been designed to be the safest access point with the least impact on the trees along Hamble Lane. HGVs from the site will only turn right out of the site and left into the site, and as such will not use Hamble Lane south of the access. HGVs would travel north along Hamble Lane from the site and not use any of the other surrounding local roads. To access the site, vehicles would enter from the north, turning left into the site from Hamble Lane. It is not possible to remove aggregate from the site in any other way than by road transport (see Chapter 6 of the accompanying ES).

10.105. The proposal is likely to generate around 45 HGVs leaving the site with aggregate each day and returning, resulting in 90 HGV movements. This would be the total movements for years 1 and 2. From year 3, it is proposed to start importing inert restoration materials to restore the site. These would be imported at the rate of around 150,000 tonnes per annum, resulting in an additional 27 HGVs coming to the site with infill and returning, totalling 54 movements. This is a worst-case scenario as it is likely to be the case that the same vehicles exporting aggregate would bring infill material on their return journey or vice versa, however the above scenario has been tested as a reasonable worst case.

10.106. After year 7, all the material from site will have been extracted and as such there will not be any movements related to the movement of aggregate. Once extraction has finished, it is proposed to increase infilling to around 250,000 tonnes per annum to speed up site restoration and as such the total HGV movements will be the same as in years 1 and 2.

10.107. There will be only very limited other vehicle movements associated with the site. It is proposed that there would be around 7 full time staff and there will be occasional visitors and other contractors. There are 20 parking spaces proposed and as such a robust assessment has been carried out presuming

all 20 are used by cars every day, which in reality is unlikely. The staff and visitors may arrive by car, bike or public transport.

10.108. Pedestrian and cycle facilities within the vicinity of the site are typical of a suburban area and provide good and continuous access to the surrounding areas of Hamble. The site is within walking and cycling distance of a large area of Hamble as well as the adjacent areas of Netley and thus there are good opportunities for staff and visitors to access the site on foot or by bike. There are also good public transport opportunities to access the site with frequent bus services and regular trains, both of which can be accessed by foot or bicycle.

10.109. The peak hours along Hamble Lane, as identified by the traffic surveys, were 0800-0900 and 1800-1900 in 2017. As part of the Regulation 25 request, traffic surveys were updated in 2022. This showed that the flows in 2022 had decreased from 2017 levels in the peak hours, and the peak hours had changed to 0730-0830 in the morning and 1615-1715 in the evening. As the baseline flows have decreased, then of course the percentage of CEMEX's vehicles as a proportion of the overall flow has increased, however traffic overall has reduced since 2017 in the peak hours. There would be, as a worst case scenario, 17-26 HGV movements added to the vehicle numbers from the proposed development in the morning peak, which is up to 2.4% of total traffic.

10.110. In the evening peak at 1800-1900 hours shown from the 2017 data, the site would have already shut and as such no HGVs would be entering or leaving the site, and it is likely that the majority of the staff would have also left the site by the 1800 hours. However the 2022 data shows the evening peak is now much earlier and as such it is likely that 3-5 HGV movements (5 during periods of both extraction and infilling simultaneously) would be added to the evening peak between 1615-1715 hours. This is between 0.9-1.7% of the overall traffic in the immediate vicinity of the site. The site will therefore add

little additional traffic to the peak congestion hours along Hamble Lane, with HGV movements spread out across the day. This falls within the negligible impact category (less than 30% increase in traffic).

10.111. An assessment of accident data within the area adjacent to the site has been undertaken, and the latest available accident record does not highlight any existing highway defects or safety issues that would be exacerbated by the proposed development.

10.112. The chapter also assesses the impact of the development on severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, accidents and safety, hazardous loads and dust and dirt. The impacts on these issues have been assessed as negligible.

10.113. CEMEX are aware that there are existing issues with traffic on Hamble Lane, particularly north of the site towards the Windhover Roundabout, and that Highways England were going to begin works in Spring 2022 to Junction 8 of the M27, down to Windhover Roundabout and the associated junctions with Hamble Lane. This work appears to have been delayed in the short term. CEMEX are also aware that improvements to Hamble Lane are proposed and the County Council is seeking funding to undertake these. It is noted that the Hamble Lane Improvement Scheme is not currently being taken forward due to a significant shortfall in funding.

10.114. CEMEX have agreed to contribute a sum of £500,000 to transport improvements in the area, as requested by County Highways. It is understood that this will be used to facilitate sustainable transport (walking and cycling) improvements along Hamble Lane.

10.115. The results of the traffic impact analysis demonstrate that the proposed development will have only a small impact on the operation of the local highway network. All of the junctions are anticipated to operate within

capacity during the peak periods, with the development having a negligible impact on queueing and delays. The proposal would not result in any other significant impacts on the environment or amenity, nor exacerbate any existing safety issues. As such, the residual impacts of the development fall far short of the 'severe' test set by the National Planning Policy Framework.

Residential Amenity, Noise and Air Quality

10.116. Paragraph 185 of the NPPF states that planning decisions should ensure that new development is appropriate for its location, taking into account the likely effects, including cumulative effects, of pollution on health and living conditions. In doing so they should mitigate and reduce to a minimum, potential adverse impacts resulting in noise from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life. Paragraph 211 states that appropriate noise limits should be established for extraction close to noise sensitive properties.

10.117. Paragraph 186 states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and opportunities to improve air quality or mitigate impacts should be identified. Paragraph 211 states that proposals for mineral extraction should ensure that there are no unacceptable adverse impacts on human health and that any unavoidable dust and particle emissions are controlled, mitigated or removed at source.

10.118. Policy 10 (Protecting public health, safety and amenity) of the HMWP states that minerals and waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. The impacts to be considered include emissions, noise, dust, lighting, odour, visual, bird strike, slope stability and the impact on human health. It also states that the potential cumulative impacts of mineral and waste development and the way

they relate to existing developments must be addressed to an acceptable standard.

10.119. Appendix A of the HMWP states that development considerations for this site include a phasing programme and working to protect local businesses and the amenity of local residents.

10.120. Policy DM1 of the EBLP states that all new development should not have an unacceptable impact on the residential amenities of both new and existing residents. Policy DM8 states that development will not be permitted if it is likely to cause loss of amenity or impact on public health or unacceptable environmental impacts through air pollution, pollution of water, noise and vibration, light intrusion or land contamination.

Noise

10.121. The proposal has the potential to generate noise, from extraction and processing operations as well as HGVs coming to and from the site, and tipping restoration materials. A noise survey has been undertaken for the proposed development, and the results and assessment of which are set out in Chapter 7 of the Environmental Statement.

10.122. The Noise Assessment selected six locations for assessment which were in Astral Gardens/Tutor Close, The Close Satchell Lane, properties on Satchell Lane, Wessex Manor, Hamble School and properties on Hamble Lane. They were selected to be representative of the nearest noise sensitive receptors to the site on all sides. Baseline noise surveys were undertaken at these locations and the noise consultant provided advice in the early stages regarding noise mitigation bunds which would be required around the boundaries of the site.

10.123. The heights of the proposed bunds are between 3-5 metres, depending partly on the height required for sufficient noise mitigation. They will be installed at the start of the proposal, using soils from the Phase 1 and plant site areas which will be the first areas to be soil stripped. The bunds will be in place prior to any mineral extraction operations commencing and will remain until the site is restored.

10.124. The noise assessment has been carried out using methodology as set out in the Planning Practice Guidance for minerals. This guidance advises that noise from minerals operations should not exceed the background noise level by more than 10dB(A) during normal working hours (i.e. between 0700-1900 hours). This site is proposed to be operational between 0700-1700 hours Monday to Friday and 0700-1200 hours on Saturdays and the noise from individual items of plant have been taken from manufacturer's details and combined to give a reasonable worst-case scenario of different items operating at the same time.

10.125. The assessment has demonstrated that the noise experienced at the nearest noise sensitive receptors, with the bunds in place, will be well within the required noise limits of no more than 10dB(A) above background noise, and as such the occupiers will experience a good standard of amenity whilst operations are continuing. As part of the Regulation 25 response, the noise assessment has been updated and this has still shown that the earlier suggest limits for each property are suitable and can be complied with.

10.126. For temporary operations such as bund creation, noise limits are allowed to be higher for periods of up to 8 weeks in a year, where essential site preparation and facilitation work is ongoing. The noise assessment has shown that during the period of bund creation, all of the noise sensitive properties would experience noise levels well within the limit for temporary operations.

10.127. It is therefore considered that the proposal will not result in any unacceptable noise impacts and will not adversely impact on the quality of life for surrounding residents.

Air Quality

10.128. The impact on Air Quality is considered in detail in Chapter 12 of the Environmental Statement, as well as further submissions following the first and second Regulation 25 requests. The Chapter considers emissions of PM_{10}, $PM_{2.5}$ and Nitrogen Dioxide (NO_2), as a result of vehicle movements and site operations, and the necessary mitigation measures to control dust. There are four Air Quality Management Areas (AQMAs) in Eastleigh borough, which have been designated for exceedances of the NO_2 objective.

10.129. One of the AQMAs has the potential to be affected by the proposals, which is located north of the site along Hamble Lane, from its junction with the A3025 Portsmouth Road to the Windhover roundabout. No AQMAs have been designated for PM_{10} in the borough and as such it is unlikely that there are exceedances.

10.130. Eastleigh Borough Council monitors air quality in the AQMA, the results of which have been used in the Air Quality Assessment. These show that there has been only one slight exceedance of the NO_2 objective in the data between 2015-2019, which was in 2017 at one of the three monitoring locations within the Hamble Lane AQMA, closest to the Windhover Roundabout.

10.131. The impact of the proposals in terms of concentrations of NO_2, PM_{10} and $PM_{2.5}$ has been assessed as negligible, and the annual mean of all three pollutants will be well below the relevant objectives, with and without the development.

10.132. There are a number of mitigation measures proposed during the operational period of the development which include a Dust Management Plan for use on site, screening bunds around the site boundaries which will be seeded, retention of existing boundary vegetation, use of a conveyor rather than dumper trucks on site to transport mineral, processing area and stockpiles over 100m from sensitive receptors, water suppression used as necessary, low vehicle speeds, and use of a wheelwash for all HGVs as well as sheeting their loads.

10.133. In terms of dust generation, sensitive receptors on all sides of the application site have been assessed in terms of the likely impact, taking into account wind frequency and direction. Again, the likely impact has been assessed as negligible for all surrounding receptors with the above mitigation in place. During adverse weather conditions, such as prolonged dry weather or high winds, additional water suppression will be undertaken and operations ceased in extreme cases where required.

10.134. It is therefore considered that there would not be any significant adverse impacts from the development upon Air Quality.

Lighting and visual impacts

10.135. In terms of impacts from light pollution, the site is only likely to require lighting during the evenings in winter, until 5pm. Lighting is only proposed on the access road to the plant site and within the plant site itself, both of which are well away from sensitive receptors. No flood lighting would be used, and all lighting would be angled downwards with low lux levels and be sensitive to ecological corridors. In the extraction areas, the only lighting would be that of vehicles. Further details of lighting can be provided by condition if required.

Amenity Conclusions

10.136. It is therefore considered that the proposed development can take place without any significant adverse impacts to amenity for any of the surrounding properties. While there may be temporary noise impacts associated with the bund formation and similar temporary operations, these will be short-lived in duration and during normal working hours and are well within the national recommended limits for this type of operation. The proposed bunds and tree screening, and the separation distances between properties will have the effect of preventing any significant visual, noise and air quality impacts on surrounding neighbours. Each chapter has considered cumulative impacts in this regard as well, and no significant cumulative impacts have been identified. It is expected that conditions restricting operating hours, noise emissions, lighting, and for dust suppression measures will be imposed on any permission granted to ensure further control of operations.

Restoration, Aftercare and Soils

10.137. Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by means including recognising the economic and other benefits of the best and most versatile agricultural land, and preventing new and existing development from being adversely affected by unacceptable levels of soil pollution.

10.138. Paragraph 211 of the NPPF states that mineral extraction proposals should ensure that restoration and aftercare is provided for at the earliest opportunity, to be carried out to high environmental standards, through the application of appropriate conditions. The Planning Practice Guidance for Minerals also provides guidance on the restoration and aftercare of mineral sites in paragraphs 036-059.

10.139. Policy 8 (Protection of soils) of the HMWP states that minerals and waste development should protect and wherever possible enhance soils and should not result in the net loss of best and most versatile agricultural land. Minerals and waste development should ensure the protection of soils during construction and where appropriate, recover and enhance soil resources.

10.140. Policy 9 (Restoration of minerals and waste developments) of the HMWP states that temporary minerals and waste development should be restored to beneficial after-uses consistent with the development plan. Restoration of minerals and waste developments should be in keeping with the character and setting of the local area and should contribute to the delivery of local objectives for habitats, biodiversity or community use, where these are consistent with the development plan. It states that restoration of mineral extraction and landfill sites should be phased throughout the life of the development.

10.141. Policy 25 (Sustainable waste management) states that the co-location of activities with existing operations will be supported, where appropriate, if commensurate with the operational life of the site, and where it would not result in an intensification of uses that would cause unacceptable harm to the environment or communities in a local area, or prolong any unacceptable impacts associated with the existing development.

10.142. Policy 30 (Construction, demolition and excavation waste development) states that where there is a beneficial outcome from the use of inert construction, demolition and excavation waste in developments, such as the restoration of mineral workings, the use will be supported provided that as far as reasonably practicable, all materials capable of producing high quality recycled aggregates have been removed for recycling.

10.143. Appendix A to the HMWP suggests that the site should be restored to a combination of grazing, nature conservation, open space, public access and woodland after uses.

10.144. Policy HA3 (Hamble Airfield) of the EBLP states that 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.

10.145. Policy DM11 of the EBLP requires planning applications to protect, conserve and enhance sites having regard to local geodiversity and soils. Strategic Policy S5 requires protection of soils in new developments, in line with the Defra code of practice.

10.146. The site is a former airfield with a military history and as such does not comprise agricultural land, so there is no loss of the best and most versatile agricultural land with this proposal. Further assessment work has been carried out on this and is submitted in the appendices to the soils chapter. Soils within the site will be protected however during the operational period so they can be re-used on the site during restoration. Soils will be stored to a maximum of 3m for topsoils and 5m for subsoils. Some lower subsoil bunds may require a small amount of topsoil on top for planting purposes, however the soils will be separated using membranes. The soils from the site will only be stripped in a seasonable period and when in a dry and friable condition.

10.147. The site is proposed to be restored to grazing land with an area for public access in the north-eastern corner of the site. The permissive footpath around the northern and eastern sides would remain and be extended slightly further down the western side upon restoration. The site will be restored in a

progressive manner, starting with Phase 2 in an anti-clockwise motion, and ending with Phases 1 & 7.

10.148. The site would be restored mixture of habitat types which are acid grassland, lowland mixed deciduous woodland, heathland and shrub, with small areas of wetland and drainage ponds, and areas of native hedgerow and tree planting. 2.8ha of woodland would be created, with over 1km linear metres of native hedgerow created and over 16,000 trees and shrubs overall planted on the site.

10.149. The site has a limited public rights of way network due to its history as an airfield, and links to the south and north are restricted by the railway and residential development. However, the proposal includes a new footpath linking the south-east and the north-west of the site with multiple exit/entry points, as a permissive path for the community to use during operations and following restoration. This will avoid pedestrians using a stretch of Satchell Lane with no pavement and minimal roadside verge. Whilst the definitive map shows footpath FP1 going into the site, it is considered that the definitive route has been abandoned. However this route would not be affected in any case by the proposals and would still be accessible upon restoration.

10.150. Public access is proposed for an area in the north-eastern corner, which will be restored to a parkland area with a number of trees and paths, and a hedgerow dividing this area from the private grazing areas beyond. The public access area will be accessible from the permissive paths around the edges of the site and will result in an area of high-quality public access where currently there is no public right of access.

10.151. The proposed restoration is subject to the importation of inert restoration materials, which will be required to restore the site to ground levels. It is estimated that around 1.8 million tonnes of inert restoration materials would be required to restore the site back to ground levels. It is proposed that

these are imported from Year 3, to start restoring Phase 2, and continue at a lower level of around 150,000 tonnes per annum whilst extraction is ongoing to keep vehicular movements to a minimum. Once extraction has ceased, it is proposed to increase the amount of material accepted to around 250,000 tonnes per annum to ensure that restoration can be completed at the earliest opportunity. All inert restoration materials accepted on site will be subject to strict controls in terms of the type and source of the material, governed by an environmental permit.

10.152. The proposed restoration scheme has been subject to a biodiversity net gain calculation, and will result in a net gain in both habitat and hedgerow units.

10.153. The restored site will also provide enhanced habitat for a number of protected species including badger who will benefit from greater woodland cover, native hedgerows and grassland habitat, more suitable opportunities to create setts and foraging opportunities, and improved habitat connectivity to facilitate commuting and dispersal in the local landscape. The restored site is also considered to be of substantially higher suitability for bats, breeding birds, wintering birds, hedgehog, invertebrates and common reptiles, due to the improved habitats for refuge and foraging.

10.154. An outline restoration and aftercare scheme has been submitted (Appendix 3.2 to the ES) which sets out the proposed aftercare programme including soil movements and handling, cultivation and seeding, control of invasive species and the proposed treatments for the various different habitat types proposed. The aftercare period is proposed for five years.

10.155. The site restoration has been designed taking into account a number of considerations which include ecological and biodiversity enhancements, landscape and visual considerations, protection of soils, the landowner's wishes and future aspirations, an appropriate level of public access and

permeability through the site, and length of time it would take to be restored including disturbance to residents resulting from site restoration.

10.156. Alternative options have been considered, such as a low level restoration without infilling but this would have resulted in an area which is largely water and therefore of a lesser value in the future in terms of recreation and landscape quality, and would be likely to have resulted in significantly reduced areas of planting to that now proposed. It is considered that the proposed restoration is the optimum solution in this case for balancing the above competing interests and will provide a high quality restoration with a significant number of benefits, and as such is in line with the relevant policies in this regard.

Rights of Way and Open Space

10.157. Paragraph 100 of the NPPF states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users. Appendix A of the HMWP states that for this site, development considerations include the safeguarding of the adjacent public rights of way (Footpath no 1 and the path to the south-west) and maintaining and managing existing informal recreational use of the site.

10.158. Strategic Policy S12 states that the borough council will seek to create new and improve existing footpath, cycle and bridleway links throughout the borough. This policy shows a Proposed Strategic Footpath along the upper eastern boundary of the site to connect Footpath no 1 to Bridleway no 9, and along the northern half of the western boundary to connect to public footpath no 16. The proposed footpaths within the site would fulfil the ambition to have connecting footpaths in these areas and as such would be in line with this policy.

10.159. Policy HA3 states that if permission is granted for the extraction of sand and gravel at Hamble Airfield, the site shall be restored in accordance with the Hampshire Minerals and Waste Plan, and it should 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.

10.160. A public footpath (Hamble Footpath No 1) follows the eastern boundary of the application area, from the playing fields in Hamble south-east of the site, to Satchell Lane at the north-eastern corner of the site. The definitive map shows this going into the site however it is considered that the end of the definitive route where it crosses the corner of the site has been abandoned in favour of the route that goes directly north, as there is no access point from the definitive route out onto Satchell Lane. There is a further public bridleway (no 9) close to the north-east corner of the site, which crosses the railway bridge along Satchell Lane. To the south-west, there is a public footpath along the line of the former railway and to the north-west, public footpath no 16 runs from the opposite side of Hamble Lane, to the west.

10.161. None of the public footpaths will require diverting due to the proposals, including the definitive route of FP1, which lies outside the extraction area and bund footprint. The impact upon users of the footpaths has been considered specifically in the landscape and noise chapters of the environmental statement. In terms of noise, the noise experienced from users of the closest rights of way would be within acceptable noise limits as set out in the Planning Practice Guidance for minerals. The noise will also depend upon which phase is being worked, as extraction will move around the site so will only be close to the footpath for a short period. The visual impacts experienced by rights of way users would be minor adverse with the proposed planting along the boundary and soils bunds as mitigation.

10.162. The air quality chapter shows that there will be no significant adverse impacts on surrounding receptors very close to the site, with receptors D4 and D6 very close to the existing public footpaths. The development would result in a negligible impact on air quality for these receptors and as such the impacts for users of the footpaths can be assessed as negligible also.

10.163. Whilst there will be minor impacts on users of existing footpaths during site operations in terms of visual and noise impacts, there will be substantial benefits in terms of rights of way provision from the start of the proposals. The current site does not have any public access and any recreational use is unauthorised. A permissive footpath is proposed to be installed at the start of the development, leading from the south-east corner at Satchell Lane, around the eastern and northern sides of the site, with an exit on the north-western side on Hamble Lane, close to the station and public footpath no 16. Exit and entry points are also proposed around the site at Satchell Lane Railway Bridge which will provide a link to Hamble School, and a link to Public Footpath no 1 at the bottom of the site.

10.164. The footpath will maintained with vegetation and grass cut to allow easy access, and will be a minimum of around 3m wide. Users of the footpath will be protected from the quarry by the bunds, with a fence along the outside of the bunds. Upon restoration, there would be increased public access as the north-eastern corner of the site would be restored to a parkland area, for public recreational use on a permissive basis, including dog walking. This area would be accessible via the permissive footpath around the outside of the site.

10.165. It is therefore considered that there will be no unacceptable adverse impacts on users of existing rights of way during the operational period, and no rights of way diversions will be required. The rights of way network will be enhanced as a result of the proposals, from the start of the development by providing the footpath around the eastern and northern sides of the site, and

upon restoration there will be an additional area of land for public recreation on a permissive basis. The proposal will therefore provide benefits in terms of rights of way and public access and as such is considered to be in line with the relevant policies in this regard.

Cumulative impacts

10.166. Planning Practice Guidance notes that each application should be considered on its own merits, however there are occasions where other existing or proposed development may be relevant in determining whether significant effects are likely as a consequence of proposed development.

10.167. Paragraph 111 of the NPPF emphasises the need to look at the residual cumulative impacts of a development on the road network, and paragraph 186 of the NPPF states that the cumulative impact on air quality from individual sites in local areas should be taken into account. Paragraph 211 states that when determining planning applications for mineral extraction, mineral planning authorities should take into account the cumulative effect of multiple impacts from individual site in a locality.

10.168. Cumulative impacts have been taken into account at the end of each relevant chapter in the Environmental Statement. In terms of cumulative impacts from mineral sites, the nearest quarry is on the other side of Southampton Water, at least 4km away. As such, the site is not close enough to any other quarry so as to result in any significant adverse cumulative impacts, that may sometimes be experienced when two quarries operate in very close proximity.

10.169. The site is close to some housing developments under construction in Hamble Lane, and existing and consented sites have been taken into account as part of the Transport Assessment, as set out in Section 13.5 of Chapter 13 of the ES. The list of committed developments included was agreed with

Hampshire County Council as part of pre-application discussions, and although one of the developments has since been dismissed at appeal, it has been retained in the assessment for robustness. With the cumulative impacts included, the residential impacts on the transport network have been assessed as negligible.

10.170. In terms of noise, the ES chapter has taken into account the cumulative impacts of construction sites in close proximity to the site, and the recycled aggregates site 1.5km to the north. No significant adverse impacts in terms of noise would be experienced by the receptors around the site as a result of the quarry together with existing construction sites, given the separation distance between these sites and the application site.

10.171. In terms of air quality, the chapter was based on the transport assessment in terms of emissions from road traffic which had already taken into account surrounding committed developments, as set out above. As such the air quality chapter was based on these cumulative transport figures and therefore the emissions assessment includes the surrounding sites, with a negligible impact overall concluded in respect of NO_2, PM_{10} and $PM_{2.5}$ emissions. No other dust sources have been identified that could lead to cumulative impacts on surrounding receptors in terms of dust.

10.172. In terms of ecology, it is considered that there will be no cumulative ecological impacts on identified important ecological features associated with any other mineral extraction projects, give the separation distance. The potential future development at Mercury Marina has been taken into account in terms of cumulative impacts on the SPA, however it is considered unlikely that any future development on this site would have cumulative impacts, due to the area already being mostly developed and well-used for tourism and leisure purposes. Surrounding consented and proposed housing developments have also been taken into account, in terms of potential

cumulative ecological impacts, and no significant adverse impacts have been identified.

10.173. In terms of archaeology, given that there are no other mineral sites in close proximity, there are no cumulative impacts in that regard, and nor have any other cumulative impacts been identified in respect of the impact on archaeology or cultural heritage.

10.174. The potential cumulative impacts associated with this proposal together with other nearby sites include impacts in terms of noise, air quality, traffic and archaeology impacts. However, none of the chapters have identified any significant cumulative impacts, given the separation distance between this site and other mineral and construction sites, and the transport assessment which has assessed the impacts including surrounding consented developments.

10.175. Therefore, it is not considered that the proposal will result in any significant adverse cumulative impacts that would be harmful to the environment or amenity. It is therefore considered that the proposal is in line with the above policies, and National Planning Practice Guidance in this regard.

Climate change

10.176. Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. Paragraph 154 states that new development should be planned for in ways to avoid increased vulnerability to the range of impacts arising from climate change.

10.177. Policy 2 (Climate change – mitigation and adaptation) of the HMWP states that minerals and waste development should minimise their impact on the causes of climate change, and where applicable reduce vulnerability and

provide resilience to impacts of climate change by being located and designed to help reduce greenhouse gas emissions and the more sustainable use of resources; and avoiding areas of vulnerability to climate change and flood risk or otherwise incorporate adaptation measures.

10.178. Strategic Policy S1 of the EBLP states that new development in the Borough should have regard to the potential impacts of climate change and to restrict development in areas at risk of flooding, and minimise emissions and the need to travel longer distances.

10.179. Policy DM3 states that all development should be designed to adapt to the predicted climate change impacts for the Borough and that sustainable drainage systems need to be implemented for the site as part of an integrated SuDS strategy and as part of the landscape framework for the site. Policy DM11 requires facilitation of networks of natural habitats adaptation to climate change wherever possible.

10.180. Each chapter of the Environmental Statement has discussed the ways in which the proposal has addressed climate change, where relevant. Chapter 17 of the Environmental Statement also addresses climate change and sustainability. This site has already been through a process of being allocated in the Hampshire Minerals and Waste Plan, and as such the site was considered to be the most sustainable solution for sand and gravel supply in this part of Hampshire.

10.181. This proposal has the potential to be affected by, and to affect climate change, in the following ways:

- Flood risk
- Vehicle emissions
- Use of renewable energy
- Site location relative to market

- Changes to habitat

10.182. In terms of flood risk, the site lies in Flood Zone 1 and climate change has been fully accounted for in the flood risk assessment (Appendix 2.2 to the ES). The impact of climate change was taken into account by increasing the likely rainfall and surface water run-off and ensuring that the post-restoration drainage strategy takes this into account. During site operations, the volume of surface water run-off will decrease, given the large voids created within the site, thereby reducing flood risk for the operational period. It has been demonstrated in the flood risk assessment that climate change has been fully accounted for, and that the proposal has been made resilient to climate change and will not increase the risk of off-site flooding should rainfall increase in line with climate change predictions.

10.183. In terms of vehicle emissions, there are a number of measures which CEMEX uses to reduce emissions. These include fleet drivers being trained in safe and fuel-efficient driving, in order to reduce the quantity of fuel used and emissions accordingly. CEMEX are also trialling a 50% bio-diesel blend and subject to outcomes, may be rolled out across the business. CEMEX also focus on logistics planning to maximise payload and minimise empty running vehicles, decreasing overall journeys.

10.184. All the CEMEX vehicles and our sub-contractors operate Euro VI vehicles which are the most modern and clean engine type. It is the EU standard for new vehicles with the lowest NO_2 emissions. The CEMEX fleet and our sub-contractor vehicles currently operating in this area are all less than 5 years old. Typically, we replace our fleet every 5 years to ensure our vehicles remain modern, efficient and with low emissions.

10.185. Whilst the proposed use of the site will result in additional vehicle movements to and from this site compared to the current situation, this is a short-term

and temporary impact, which is being minimised as far as possible using the above measures. Minerals can only be worked where they are found, and each county has a requirement set by Government to maintain a landbank of sand and gravel. The site is not located close to any other sand and gravel sites and is needed in addition to wharves to maintain the supply of sand and gravel in Hampshire, as set out in the HMWP and the most recent LAA for Hampshire.

10.186. The location of this site will prevent vehicles travelling from further afield to bring the mineral to this area, as the site is not located close to any other quarries. The site's location close to major transport routes will allow efficient and timely transportation of mineral to south Hampshire's urban areas, preventing it coming from further afield. Much of Hampshire's mineral sites are clustered around the south-west of the County, with more in the north-east, a significant distance away from this site. Whilst there are wharves on the south coast, Hampshire's LAA demonstrates that this site is needed in addition to the wharves to maintain sufficient supply.

10.187. Climate change is leading to loss of species, which have to adapt to new climate patterns and loss of habitat, as well as altered competitive relationships between species. DEFRA's 2020 Biodiversity Strategy states that over 40% of priority habitats and 30% of priority species were declining in the most recent analysis.

10.188. The impact of the proposals upon ecologically designated sites has been considered, as set out in Chapter 10 of the ES and the associated Habitats Regulations Assessment appendix 4.2. No cumulative impacts in combination with other plans and projects have been identified that would have an adverse effect on the integrity of the European designated sites, and no significant impacts from the proposals would occur to any other ecologically designated site in close proximity to the application site.

10.189. Whilst habitats within the extraction area would be lost as a result of the working, this loss would be phased and the site progressively restored as it is worked. The habitats to be replaced on the site would be of significantly greater biodiversity value. As such the impact on habitats would be an improvement in biodiversity terms following the proposed development and would be of greater quality for protected species.

10.190. In terms of renewable energy, CEMEX uses 100% renewable electricity at all UK sites, in partnership with energy group Engie. The energy that will supply Hamble comes from 100% renewable sources including wind and solar energy.

10.191. CEMEX also are looking at a wide range of energy initiatives and ideas that can be rolled out across CEMEX's sites. For Hamble, these could include:

- Solar panels and wind turbines to generate energy
- Energy monitoring using Power Bi dashboards to track energy usage and electric monitoring sensors on equipment to see energy usage
- Car EV charging points
- Condition monitoring sensors, which ensure the plant is running efficiently therefore reducing energy usage
- Mobile plant telemetry sensors to monitor fuel usage and efficiency to reduce fuel wastage
- Energy saving opportunities such as using LED lighting and solar powered lighting with motion sensors
- Lower lux level external lighting towers to reduce power consumption and associated cost
- Use of timers on equipment so they are only running when required

10.192. If the proposal is granted planning permission, this will be considered further in terms of what can be installed on the site, and some measures may be imposed through planning conditions.

10.193. Overall, it is considered that the proposal has taken into account the effects of climate change, as addressed in relevant chapters and appendices of the Environmental Statement, and ways to minimise the impacts during the course of the development have been addressed. Overall, it is considered that the development will have a positive impact on climate change, by reducing flood risk during the course of the development, by providing additional planting and biodiversity benefits following restoration, and by providing aggregate to the local area in a sustainable manner, reducing imports from further afield.

Planning conditions and obligations

10.194. Paragraph 55 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and the development to be permitted, enforceable, precise and reasonable in all other respects. Planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.

10.195. The applicant is willing to enter into planning obligations as part of a Section 106 legal agreement as necessary, particularly to secure the restoration and aftercare of the site, to set up a liaison group, and for traffic routing and

contributions towards transport measures, and potentially other matters as may arise during the determination of the application.

11. SUMMARY AND CONCLUSIONS

11.1. The development is proposed to supply Hampshire with 1.7 million tonnes of sand and gravel, over a 6-7 year period, with a further period of restoration, using imported inert restoration materials and in-situ soils. Sand and gravel will be extracted in seven phases, starting with the northern end of the site which will become silt and freshwater lagoons for the remainder of the operational period, and then working anti-clockwise down the western side of the site and back up the eastern side.

11.2. A new access will be created onto Hamble Lane, in a location which has been selected to be the optimum location in terms of safety and impacts on trees. Vehicle movements will be around 90 per day for years 1-2 and years 8-12, with approximately 144 per day between years 3-7 when both extraction and importation of restoration materials is occurring simultaneously. The movements will be spread out across the day, resulting in only a small number of HGVs in the morning peak and even fewer in the earlier evening peak periods. The overall impacts in respect of transport have been assessed as negligible.

11.3. The site has been allocated in the Hampshire Minerals and Waste Plan 2013 as being the most sustainable site to supply this part of south Hampshire. Hampshire's latest LAA states that to be able to meet future demand for aggregates, Hampshire will greatly need to increase its land-won aggregate landbank.

11.4. The LAA shows that using the plan rates of 1.56mtpa of sand and gravel, and 1.28mtpa of sharp sand and gravel, at the time of the application submission, Hampshire did not have a landbank meeting the minimum 7-year requirement. Whilst the landbank has increased since the application submission, it will quickly deplete again, and after 2025 there will be only a few quarries left in Hampshire supplying sand and gravel unless new sites or

further extensions are granted permission. This site is relied upon in the Minerals and Waste Plan to help provide the necessary provision for the county.

11.5. Planning Practice Guidance states that meeting the minimum landbank should not prevent sites coming forward in any case. Capacity at wharves is also decreasing, and aggregate from land-won sites is required in addition to that supplied by wharves in the county. A significant amount of planned construction is also proposed in Hampshire, above historic levels, which will require significant amounts of sand and gravel to be sourced in a sustainable manner, including large infrastructure projects within close proximity to the site.

11.6. The relevant plan policies, as set out above, require the Applicant to demonstrate that the site can be worked without causing unacceptable adverse impacts on the environment or amenity, and the accompanying Environmental Statement includes the necessary assessments in this regard. The impact of the proposals has been assessed in terms of noise, air quality, flooding and hydrogeology, ecology, landscape and visual impacts, archaeology, climate change, and risk of accidents and disasters, as set out in the accompanying Environmental Statement.

11.7. A considerable amount of mitigation is proposed to reduce environmental and amenity impacts and no unacceptable impacts are anticipated to occur as a result of the development. Significant regard has been paid to the nearest properties in the design of the proposals, especially in terms of placement of the plant site and bunds. The noise, air quality and visual impact assessments included in the Environmental Statement demonstrate that the site can be worked without causing any significant harm to amenity.

11.8. The mitigation measures proposed can be controlled and imposed through planning conditions and a legal agreement if permission is granted. CEMEX

have also agreed to make a contribution of £500,000 to sustainable transport improvements, as requested by the County Highway Authority.

11.9. The development provides significant economic, environmental and social benefits in terms of providing a sustainable supply of sand and gravel to supply local projects, providing flood storage capacity, employment for local people, payment of business rates, aggregate levy, significant biodiversity net gain with over 18,000 trees and shrubs planted, a new public footpath from the start of the proposals, and public open space upon restoration. The development is short in duration and restoration will be progressive, to grazing land and public open space. The habitats to be created will be of higher quality than existing and will support a large number of species and will contribute to local biodiversity targets and footpath link aspirations.

11.10. Minerals can only be worked where they are found, and it is considered that there is a proven need for mineral extraction at this site, and it has already been through a process of being shown to be the most sustainable site for sand and gravel supply in this area. It has been demonstrated that the site can be worked without any unacceptable adverse impacts to the environment or amenity, and with economic, social and environmental benefits. The proposed development accords with the NPPF and with the relevant development plan policies.