

Hampshire Minerals Plan – Regulation 26 Consultation

South Hampshire Local Workshop – 19th November 2007

Attendees:

Councillor David Airey (Eastleigh Borough Council & Hound Parish Council)
Councillor Louise Bloom (Eastleigh Borough Council)
Councillor Tonia Craig (Eastleigh Borough Council)
Councillor Malcolm Cross (Hamble and Butlocks Heath)
Councillor Colin Davidovitz (Hampshire County Council – Chandlers Ford)
Councillor Marian Ellerton (Fareham Borough Council – Park Gate)
Councillor Keith Evans (Fareham Warsash)
Councillor R A Godrich (Fareham Borough Council)
Councillor Mike Godrich (Fareham Borough Council)
Councillor Tim Knight (Fareham Crofton)
Councillor Hugh Millar (Eastleigh Borough Council)
Councillor Brian Norgate (Eastleigh South)
Councillor Maureen Queen (Hound Parish Council)
Councillor Ian Underdown (Hamble-le-Rice Parish Council)
Mr Paul Bedford (Persimmon Homes)
Ms K L Catt (Gosport Borough Council)
Ken Dudley (Giffords)
Ms Julie Francis (Mark Griffiths Guest)
Mr Griffiths (Dreweatte Neate)
Mr Halliday (Fareham Society)
Mr John Hazell (Mark Griffiths Guest)
Ms Jean Hedley (Mrs Roast Guest)
Paul Hobbs (Mr Halliday's Guest)
Mrs Hobbs (Hound Parish Council)
Ms P Holmes (Hampshire & Isle of Wight Wildlife Trust)
Miss Jewell (Fareham Borough Council)
Mr Miller (Terence O'Rourke)
Mr D S Muffett (Local Resident)
Mrs Kate Muffett (Hamble-le-Rice Parish Council)
Mr Payne (Gosport Borough Council)
Mrs Percival (Gosport and Fareham Friends of the Earth)
Mrs Roast (Lee on Solent Residents Association)
Mr Stratton-Brown (Hill Head Residents Association)
Mr Vivian (Local Resident)

Question and Answer Session

Q1. The presentation given stated that no landfill will take place in South Hampshire, however, the document states that restoration at Pickwell Farm will involve inert material. What is inert material and what is 'mt'?

A. Inert material is building rubble, excavation waste, natural occurring spoil etc from construction sites and there are significant amounts (million tonnes = mt). Although recycling does take place it is also useful for restoration.

Q2. This feels like a sham and that it is going to happen anyway.

A. There are planning histories for some of the sites but time moves on and there is continued demand for sand and gravel. We are required to consider all the sites to meet Hampshire's own need and targets.

Q3. Why does Hampshire have to provide sand and gravel (and landfill) for the London area?

A. Hampshire imports more aggregate than it generates. Therefore, Hampshire not only exports but imports and cross flow occurs. Government requires Hampshire to fulfil half of its needs from local sources.

Q4. What protection is given to buildings and the sewer that crosses the Chilling and Brownwich site?

A. A number of approaches could be used to protect buildings such as stand-offs. The sewer would be taken into account. Chilling and Brownwich does require more research.

Q5. Why do builders have to keep using aggregate for concrete etc and who owns Pickwell Farm is it someone local or a speculator?

A. As it stands, alternatives are used, changes have occurred and aggregate recycling does occur much more than it used to. Use of steel, wood and glass is increasing and hence demand for primary aggregates is declining. However, there will always be a need for things that cannot be substituted. There are three owners of the site and least one or two live on the land.

Q6. Why were issues not mentioned for sites other than the Warsash site in the presentation?

A. There is not reason for why some issues were discussed in relation to some sites and not others. The full list has been provided.

Q7. Inert waste can result in remedial works being needed. Why was Daedalus mentioned, but no issues (i.e. transport) mentioned for Hamble Airfield? Gravel extraction is not going to help regeneration or sustainability.

A. The Environment Agency is very strict, sites are monitored and operators can be prosecuted. Aggregate is needed to assist in economic regeneration and it has to come from somewhere.

Q8. What is the expected lifespan of the Pound Bottom and Squabb Wood sites and what would Hamble Airfield be restored to?

A. Squabb Wood is approximately 13 years and Pound Bottom has no end date but is filling quickly. The Hamble Airfield site is promoted for development but there is no commitment from Eastleigh Borough Council for housing on the Hamble Airfield site.

Q9. There are problems of traffic on Hamble Lane and water table problems at Pickwell Farm. Has a preliminary traffic impact statement for the villages been done and also an environmental statement for the European designations?

A. Yes, some work has been undertaken but not at the level of detail you would expect for a planning application.

Q10. Why will Hamble Airfield be left in a state suitable for development and why are the extraction holes filled up rather than being left to become lakes where people can learn to sail etc?

A. The final decision on restoration is up to the landowner. There is a low-water table in the area and some areas to the north of here could be worked dry. The location may not be the best location for a lake.

Q11. Little Park Farm has poor access and is near Rookery Farm, therefore having the potential for very heavy traffic generation. The area is already very congested.

A. No answer.

Q12. Does the sustainability appraisal take into account long-term impacts? It was not easy to find on the website.

A. Yes the sustainability appraisal looks at short and long-term impacts and is available to view on the same web-page as the Hampshire Minerals Plan.

Q13. If more aggregate was recycled, could demand for new aggregate be reduced? There is also a contradiction regarding the Chilling and Brownwich site as the paperwork at the workshop refers to possible restoration involving coastal retreat, but in the Minerals Plan it is listed as a landfill site.

A. There is still a requirement to meet the 2.63 million tonnes per annum set by Government and this includes an allowance of recycled aggregate. Although the appendices shows landfill potential areas, it does not mean that a landfill site would be located there.

Q14. Please explain the difference between a preferred site and an alternative preferred site.

A. Preferred areas are areas not as large as an 'areas of search' but are bigger than a 'site'. Alternatives means that there are issues and they are not as ideal to refer to them as 'preferred', but wanted to get views on the sites anyway.

Q15. At what stage will the public be able to make comments known.

A. This is a statutory stage and now is the best time but not the only opportunity.

General Comments:

A shortcoming of the process is that most of the general public do not know about the consultation.

Venues for the consultation workshops need to be accessible by public transport.

Many sites are open land and the south of Hampshire is already under pressure from development and PUSH agenda.

Comments submitted at Workshop:

'I am Cllr. Bill Pepper a member of Hamble Parish & Eastleigh Borough Council & have lived in Hamble since 1936 some 70 years & I have seen a great amount of change in that time.

The population has more than doubled & despite the closure of several large factories such as the College of Air Training, Petters & Glover Webb (coachbuilders) the village has still retained an employment base of about 500.

What has not changed a great deal is the B3397 Hamble Lane, despite a massive increase in traffic and it is estimated that some 30,000 vehicles use the north of Hamble Lane per day and a recent survey carried out by the B.P.Oil Terminal based in Hamble states that there has been a 17% increase 1996. To give an example of time taken on a trip from Winchester and it would take 20 mins to get to junction 8 of M27 and it would take a similar time to reach Hamble Village a distance of about 3 miles. This is because the sheer volume of traffic. The return journey in the evening is about similar in time.

Without considering gravel extraction any-where on the Hamble Peninsula we must identify what is proposed for the future in our area as far as developments are concerned. First we have the Vosper Thorneycroft site with proposals for some 1500 units as well as employment in Woolston with traffic heading east using Hamble Lane to access the motorway or through Botley Road residential area this will not suit the residents a waste transfer station is now being constructed at Ashley Crescent in Sholing off Portsmouth Road which when fully operational will have 300 lorry movements (600) return trips using Hamble Lane per day.

The Hamble Peninsula has had more than its fair share of gravel extraction and dumping of household waste and Netley in particular has suffered severely with the Westwood Tip now closed and the massive Grange Road site off Portsmouth Road reaching its capacity this site has received waste from Soton, Fareham, Havant, as well as Eastleigh during the 30 years the two tips have been operating. The household waste recycling site in Grange Road is very popular and massive lorries are used to remove the contents several times a day. Hamble Airfield which is one of the sites under consideration has many springs and watercourses running through the site and any disturbance will mean the water will have to find an alternative route and it is some 25 feet above sea level so it appears it will continue to cross Satchell Lane where water is drains already and it highly dangerous especially if it freezes over.

There are other sites available which have a far better access than those on Hamble Peninsula and I ask that other sites be explored which hopefully would deliver more with less environmental damage. On behalf of my constituents "please give us a break".'

Proposals

Chilling and Brownwich (pAPA4)

Issues that relate to the area

- The site is very important for recreation.
- There will be a loss of farmland and local produce.
- The site is close to Tichfield Haven Nature Reserve.
- Could this site provide all of the material for the area?
- Need to consider how much more could be dredged from Southampton Water.
- Environment issues paramount – SSSI and SINCs should be allowed to flourish.
- HCC bought the land to protect it.
- Need to consider views from the coast and other coastal impacts.
- Loss of public access.
- Concern over the time taken to extract.
- Hook Park Road is not maintained (unmade).
- Area is free from cars at the moment – development will change this.
- Access is minimal. Roads are narrow and the route would be through developed areas.
- An archaeological survey must be undertaken.
- The area is prone to flooding.
- EIA must be undertaken.
- Site is high quality agricultural land and value of this should be considered against value of the mineral.
- Less impact on people in this location.
- Barging of material should be explored via pontoon.
- Opportunity to improve the site.
- Impacts on the Solent Way rights of way.
- Brent Geese site of European importance – feature of the SPA.
- Managed retreat requires consultation of the Shoreline Management Plan.
- Holiday village within close proximity (operational about 10 months of the year).
- The area is important for recreation.
- There are listed buildings in the vicinity.

How the proposal s.hould be worked

- Material would have to be removed by sea / barge (may need conveyor / jetty and would not look good visually).
- Access through Brownwich Lane.
- May need two access points.
- Phased working.
- Properties on site need to be protected.
- Need to ensure water level management does not cause flooding.
- Need to consult the Flood Risk Assessment.
- Needs to be considered alongside the PUSH green infrastructure.
- Restricted working hours and transportation blocks to prevent mix with school traffic.
- Screening around holiday village.

How the proposal should be restored

- Agriculture and recreation.
- Leisure uses.
- Managed retreat.
- Restore to how it is.

How the boundary should be revised (see maps)

- Protect coastline, public access, nature and listed buildings as a priority.
- Boundary should be revised to the south excluding SINC, Chilling Copse, Listed Buildings at Lower Brownwich and Thatchers Coppice (see map).
- Boundary should exclude western section (west of Little Chilling Farm).

Pickwell Farm (pPA5)

Issues that relate to the area

- The site is too small.
- There are water issues. Stream feeds through the site.
- The area has a history of extraction.
- There are environmental issues. Ancient Woodland (Priors Hill Copse) and SINC.
- The lakes are used for private fishing.
- Developer has looked at rail/barge export of minerals.
- An expansion of the existing railway station would be welcomed.
- How much of the site has gravel underlying it?
- The South East Plan proposed the area should remain open to prevent Southampton expanding.
- Hamble Airfield 1000-2000 houses under current densities. These could be set lower than surrounding land and lessen the impact.
- There is a HWRC opposite and is very busy (not yet completed but will be).
- Comments similar to Hamble Airfield as the traffic issues are the same.
- Portsmouth Road is a black spot (4 accidents / 2 deaths).
- Fuel pipeline to Gatwick under the site.
- Land opposite Tescos was proposed for housing and then withdrawn.
- Infrastructure one of main concerns.
- Opposite former landfill site. Pickwell was proposed last time round but had to wait until existing one was completed.
- HGV traffic should use A27 to get to motorway.
- Woolston Road unsuitable for HGV traffic.
- Surrounding residential and on-site (caravan and camping). Potential impact on gypsy population and storage/boat building.
- Waste traffic already using Portsmouth Road.
- Old Netley is Air Quality Management Area.
- No footpath access to Old Netley.
- 6,000 vehicle movements turn right onto B3397 from Old Portsmouth Road.
- Site is strategic gap.
- Potential impact on rights of way.
- A bypass for B3397 should be considered.
- No pasture land / green field land.
- An archaeological survey must be done.

How the proposal should be worked

- Traffic management
- Outside peak hours
- Screening / landscaping for housing.
- Preferred access from Portsmouth Road. Access needs improving.
- Lorry routing.
- Restrictions on working hours.
- Needs new link road to motorway and should avoid Old Netley.

- Environmental and noise mitigation / surveillance.

How the proposal should be restored

- Restore to how it was (agricultural land). Would be at lower level.
- Fill it back in.
- Possibly extend allotments.
- Recreation and leisure.
- No housing.
- Inert in-fill only.
- South of the site (Butlocks Heath) should be given to the village for wildlife land.
- New woodland.

How the boundary should be revised (see maps)

- Folklore that part of site next to allotments used to be allotments.
- Southern section (from road / south of Ridge Farm) should not be included.
- Land to the east (including Kesterel fruit farm) should be excluded.

Hamble Airfield (pPA6)

Issues that relate to the area

- Persimmon Homes own the land and have long-term 50yr plan.
- Site was previously considered as SDA/MDA.
- Government guidance states that it has to be extracted before building on it.
- Hamble Lane is the busiest 'B' road in the country (particularly at peak times) and can't take any more traffic. 2005 survey – 1200 cars north / 1000 cars south). Only one way in and out of the area. Concern over safety (particularly children).
- Developer could move the station and the offer to locate the rapid transport station at the location was not taken up.
- Inconsistency in amount set out in the Consultation document.
- Issues regarding affordability of the houses to be built.
- Short-term strategy of developer is extraction and long-term is housing.
- Water issues have to be considered. Parts of the site sometimes flood.
- Proposal would not get political support without sorting out Hamble Lane.
- Nearby Police College land could also be developed.
- Land undulates – it is not flat.
- The whole area is countryside.
- The north is within a local gap.
- BP Oil terminal nearby.
- Barratt Homes area was refused on access grounds.
- Should consider barging although there is a distance from the creek.
- Need to consider impact on school / college.
- Need to consider access to services such as doctors.
- Candidate SAC is now a SAC.
- Rail access should be considered.
- Proximity to housing.
- Industrial place on site (warehousing).
- Concern over caravan club.
- Possible site for aggregate recycling – link to railway.
- Issue with bridge (railway line).

How the proposal should be worked

- Part of the site lends itself to wet restoration due to underlying geology.

- 10 years of environmental studies have been done / ongoing.
- If rail export of minerals could be achieved it would be very good. Likewise barging but this is likely to have an environmental constraint.
- Any housing would likely start near to the current urban areas as this is more sustainable.
- Top part of Hamble Lane is important and there should be restrictions on HGVs using it as a way to Soton.
- Botley Road should be re-opened.
- Traffic improvements at Portsmouth Rd/Hamble Lane junction.
- Staggered time of delivery to avoid peak times.
- Capacity of Windover Roundabout should be increased.
- Need to explore rail transport.
- Need to consider dust and screening.

How the proposal should be restored

- Open space would be appreciated.
- Need to take into account education needs and build a school if housing occurs.
- Recreational facilities – hotel.
- Lake with water sports.
- Need to encourage wildlife, park, or woodland, anything but housing.
- Golf course.
- Potential for infill if ground water isn't an issue.
- Potential for wader roost site.
- Site could be managed retreat for flood defences.
- Site should be parkland.

How the boundary should be revised (see maps)

- Boundary should be reduced to protect housing to the southeast, southwest, west and north of the site.

Little Park Farm (pPS2)

Issues that relate to the area

- Concerns over noise and machinery.
- Already a lot of lorries (queuing) for Macro (south of the site).
- Three housing and cattery on site. Queues for junction 9 are huge.
- 250 lorry movements per day at the existing site (which has already been extended) – using Segensworth Roundabout. Another site would increase the problem.
- Not fair on residents already fighting the existing site due to noise and dust.
- Need to consider the cumulative impact.
- Could Rookery Farm not be extended instead?
- South Hampshire is where development is located.
- Should consider some of the larger site as opportunities.
- Close to M27. Motorway was advantages and disadvantages as already has problems.
- Good site as rail potential.
- Unused land.
- Noise banded by rail way and motorway.
- Impact on residents is limited but proximity to residential should be considered.
- Concern over tunnel.
- There is a Brent Geese site to the north.
- Site should be considered as a potential transport hub.
- There is no access to the site.

- The site is the other side of Swanwich Station.
- There is wildlife present and woodland.

How the proposal should be worked

- Connect to Rookery Lane which would reduce traffic through Park Gate.
- Would only be suitable for rail access but major investment required.
- Site could be long-term option if replacement to Rookery Farm.
- Proper landscaping.
- Traffic would have to be regulated.
- Need restriction on working hours.
- Needs railway siding.
- Feasibility study should be undertaken.
- Engineering would be required.

How the proposal should be restored

- Site appears to be permanent.

How the boundary should be revised (see maps)

- Western section of the site should be excluded (containing buildings).

Daedalus (pAPA3)

Issues that relate to the area

- A32 has traffic problems. Gosport has major congestion problems (Stubbington Bypass?).
- Concerns over the impact on the local community.
- There is not sufficient infrastructure to cope with planned development. How would improvements be funded?
- Access is key issue.
- Field to the north-east has never been part of the Airfield.
- Possible for an Aggregate Recycling Facility to be located here.
- Should be treated same as Hamble Airfield as it only aspiration to build there.
- Could the material be barged out possibly using a conveyor?
- Need to consider impact on Newgate Lane.
- Need to consider climate change.
- Most suitable location as due to proposed development (SEEDA). However, concern over holding up SEEDA development.
- Access needs to be carefully thought through.
- Relatively low lorry movements.
- Need to consider Peel Common pipes.
- Should consider neighbouring land (runways not all in use).
- B334 should not be used by site traffic.
- Uncertainty over whether it would be used as an airfield.
- Concerns over noise.
- Proximity to school and impact of associated traffic.
- Proximity to housing.
- Gosport would be disadvantaged by the site – not enough development to warrant the site.
- Catholic Church wants to build on the middle of the site.
- Part of the site is a strategic gap.
- It is leased to a farmer.
- Need to consider extraction attracting birds and impacting on the airfield.
- Airfield is important to gliders.

- Should be employment uses on the site linked to the airfield.

How the proposal should be worked

- Access through northern boundary – so goes straight on to roundabout but road improvements still needed.
- Start at north and work south.
- Lorry routing.
- Stockpiles should be moved at convenient times to reduce disruption.
- Phasing of site and potential for development to happen earlier on some parts of the site.
- Restricted working hours.
- Limit size of the lorries.
- Screening (trees).
- Wheel washers.
- Environmental monitoring.
- Timing is important.
- Extraction – restoration – regeneration.

How the proposal should be restored

- Depends on what plans there are for the Airfield.
- The ward wants public open space.
- Need to retain strategic gaps – restored to common land.
- It's the nicest part of the Airfield.
- Should be restored to agriculture (need a city farm in the area).
- Not appropriate for housing – urban sprawl.
- Filled with inert.
- Like for like.
- Something beneficial to the community.
- Park land / recreation.
- Woods, walks and riding areas.
- Employment and leisure.
- Restored available for development.
- Wind farm.

How the boundary should be revised (see maps)

- Would like field (northeast corner) excluded to provide open space (minimum).
- Boundary could be larger.
- Southern tip (closest to housing) should be excluded.