

## Bournemouth, Dorset & Poole Mineral Sites Plan

Submission by D.K. Symes Associates on behalf of Bodorgan Properties (CI) Ltd

### Session 7

#### Cluster 3: AS-09 Hurn Court Farm Quarry, AS-13 Roeshot

Q41	The Roeshot AS-13 site will be developed as an integrated extension as part of the proposed Roeshot Quarry. This means there will only be one processing plant complex, one access, no changes to traffic levels and only one active area of working and reclamation. This integrated approach should ensure there are no cumulative impacts at the Roeshot site. In terms of cumulative impacts with Hurn Quarry the two sites are not intervisible, and the principal access routes to each quarry are different so there will be no cumulative traffic impacts.
Q42	The traffic impact assessment for the Christchurch Urban Extension would have taken account of the mineral related traffic from Roeshot. It is also relevant that mineral traffic generates movements that are evenly spread throughout the working day, so very few movements are generated during the peak hours, which is when the traffic movements are greatest.
Q43	The air quality impacts on the New Forest National Park were considered by NFNPA when the access permission was granted. Regarding impact on Lyndhurst, if there is a demand for minerals then this will be met from a quarry (Roeshot, Pennington, Caird Avenue) so any impacts on the AQMA at Lyndhurst are not linked to Roeshot, but to the demand for minerals at Lyndhurst.
Q44	The potential for rail transport of Roeshot material was reviewed as an alternative in the EIA. The conclusion is that the output from Roeshot is to meet local demand (i.e. delivered by lorry) rather than as an 'export' quarry to meet more distant demand. In addition, the environmental 'footprint' of adding road delivery between quarry and rail siding, the additional handling to load and unload and then the final delivery which will be by lorry, all indicate that rail delivery will have greater adverse impact.
Q45	No, as these impacts have already been addressed in the Roeshot (Hampshire) EIA, and because AS-13 will be developed as an extension there will be no additional traffic.
Q46	No comment.
Q47	As AS-13 will be developed as an extension it seems reasonable to rely on the Traffic Assessment for Roeshot

	(Hampshire). This also covers cumulative impacts as there will be no additional traffic movements.
Q48	The impacts on the Damsely have been fully assessed as part of the Roeshot (Hampshire) development and mitigation agreed. The phasing of AS-13 will be addressed at the application stage and will be designed such that working on both sides of the River Mude does not take place at the same time.
Q49	On the basis that the reference to 'cluster' refers to AS-13 and AS-09, then due to the separation distance and location there will be no cumulative impacts, there is no need to make reference in the DGs.