

Site Name & Reference**AS09 Hurn Court Farm western extension, Parley Lane****Brief Summary of Proposal**

Extraction of 600,000 tonnes of sand and gravel over a 4 year period.

Total number of Representations received : **14**Number of Representors : **14****Were comments received from the following consultees?**Natural England **Yes**Local Nature Partnership **No**Parish Council (West Parley): **Yes**English Heritage **Yes**Local Enterprise Partnership: **No**

District Council (Christchurch & East Dorset

Environment Agency **Yes**Councils) : **Yes****Other bodies making comments included:**Dorset Wildlife Trust **Yes**

CPRE

East Dorset Friends of the Earth

New Forest National Park Authority

Bournemouth International Airport

Petitions – None received to this site.**Site Issues – the following is a summary of the main issues that have been raised by stakeholders.**

Summary of Issue	Officer Initial Response	Actions & Further Information Requirements
General Issues		
None identified.		
Environmental Issues		
Hydrology: <ul style="list-style-type: none"> ▪ Concern regarding potential impact upon ground water/hydrology. Need to demonstrate no significant impacts, including Water Framework Directive (WFD) Assessment. 	Site proposers have been contacted requesting a broad range of further assessment studies. The Environment Agency is consulted as a matter of course on such matters.	These matters will be considered in further detail.
Environmental Impact: <ul style="list-style-type: none"> ▪ Potential for an increase in Bird Strike hazard to Bournemouth Airport. ▪ Changes to the land would affect the rural character of the landscape. 	Site proposers have been contacted requesting a broad range of further assessment studies.	These matters will be considered in further detail.

<ul style="list-style-type: none"> ▪ If mineral extraction is to take place, this should be used as an opportunity for enhancement of both biodiversity and public amenity wherever possible, utilising the land as Suitable Alternative Natural Greenspace (SANG). 		
<p>Highways:</p> <ul style="list-style-type: none"> ▪ Traffic issues/congestion with lorries and planned future development in the area. ▪ Concurrent working of sites unacceptable – traffic conflict. ▪ Reducing the impacts of mineral traffic on the roads through areas bordering the Plan area, such as through the New Forest National Park should be considered as a priority. TIA essential. 	<p>The Highway Authority, which considers matters of highway safety, is consulted at every stage in the plan’s preparation.</p> <p>Any planning application would need to be accompanied by a Transport Assessment (TA) study.</p>	<p>These matters will be considered in further detail.</p>
<p>Restoration:</p> <ul style="list-style-type: none"> ▪ If mineral extraction is to take place, this should be used as an opportunity for enhancement of the landscape – particularly to attract bird species. ▪ Restoration back to agricultural land use should be considered. . ▪ Restoration of the land to native woodland is preferable to agricultural restoration and planting it as woodland might ameliorate the impact of air emissions on nearby heathlands. ▪ Further detail re buffer zone is required. ▪ It is not clear that 'inert fill' to restore original ground levels can be adequately resourced. 	<p>The adopted Minerals Strategy sets out policies relating to restoration as well as general development management policies which cover the identified issues. It will be a matter for the planning application stage to consider suitable conditions relating to detailed restoration programmes. At this stage site proposers have been contacted requesting further information about their sites which will inform our understanding of restoration issues and the MPA will also liaise with relevant experts such as Natural England and the Environment Agency. This information will form part of the overall assessment of the suitability of the site to go forward in the site selection process.</p> <p>The MPA consults the Civil Aviation Authority and Bournemouth Airport at each stage of the plan’s preparation to ensure that matters which may impact upon the airport are fully considered.</p> <p>Where fill is used for site restoration the expectation is that this will be inert fill only.</p>	<p>Restoration issues will be considered having regard to relevant policies in the adopted Minerals Strategy.</p>
<p>Historic Environment:</p> <ul style="list-style-type: none"> ▪ Essential to ensure that archaeological and historic building assessment is undertaken. ▪ Settings of listed buildings will be affected. 	<p>Site proposers have been contacted requesting a broad range of further assessment studies, which includes a full archaeological assessment of the impact from any development on the archaeological sites.</p>	<p>These matters will be considered in further detail.</p>

Social Issues		
Recreation: Opportunities for SANG should be explored.	Should the site be considered for inclusion in the plan the MPA would need to take account of recreation opportunities which might be secured both during extraction and post-restoration.	These matters will be considered in further detail.
Amenity: Only one quarry in the same location should be worked at any one time to avoid cumulative impacts from transport, noise, and local disruption.	If this development were to be allocated and permitted, planning conditions attached to any planning consent can be used to minimise adverse impacts upon amenity . Mitigation may include restrictions onn hours of working, screening bunds and use of appropriate equipment to reduce noise. Similarly, conditions can be used to manage levels of dust and dirt emanating from the site, such as through appropriate design and management of the site, and the adoption of appropriate control and mitigation measures (including separation distances, landscaping, screening and spraying haul roads within the site).	These matters will be considered in further detail.
Economic Issues		
None identified.		