

Site Name & Reference**AS24 Purple Haze (south)****Brief Summary of Proposal:**

Extraction of approximately 4.5 million tonnes of sand and gravel over a period TBC

Total number of Representations received : **145**Total number of Representors : **130****Were comments received from the following consultees?**Natural England: **Yes**English Heritage: **Yes**Environment Agency: **Yes**Local Nature Partnership: **Yes**Local Enterprise Partnership: **No**Parish Council (St Leonards & St Ives): **Yes**District Council (Christchurch and East Dorset Councils): **Yes****Other bodies making comments included:**

- CPRE
- Friends of Ringwood Forest
- Hampshire County Council
- Wessex Orienteering Club
- RSPB (south west)
- Dorset Rough Riders Mountainbike Club
- British Horse Society
- East Dorset Community Partnership
- Sandford Heritage Community Group
- East Dorset Friends of the Earth
- Bournemouth Airport
- Dorset Wildlife Trust
- New Forest District Council
- New Forest National Park Authority
- Cllr P Richardson - St Leonards & St Ives Division
- Verwood Town council

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		
<ul style="list-style-type: none"> ▪ Further consultations with statutory bodies required. 	<p>The Mineral Planning Authority (MPA) is required to consult statutory environmental consultees and certain prescribed bodies in accordance with the SEA Directive and Local Planning Regulations. (Minimum consultation requirements are set out in the Council's Statement of Community Involvement). This has taken place and will continue at key consultation stages in future.</p>	<p>The MPA will continue to consult in accordance with its adopted Statement of Community Involvement.</p>

<ul style="list-style-type: none"> ▪ Further environmental assessments required. 	<p>Site proposers have been contacted requesting a broad range of further assessment studies. These are required by the Minerals Planning Authority before any further decisions can be made. The MPA will also consider the need for other evidence that may be required to justify the inclusion of sites in the plan.</p>	<p>These matters will be considered in further detail.</p>
<p>Consultation:</p> <ul style="list-style-type: none"> ▪ Too little information presented at consultation in terms of site notices and in-depth content of potential proposals. ▪ Consultation fatigue 	<p>The consultation was at an early stage of the document's preparation and none of the sites have been endorsed by the MPA. However, it is accepted that people have raised concerns that the consultation could have better publicised the sites for local people. Future consultation can include greater levels of details, and enhanced notification procedures for those sites which are proposed in the plan.</p> <p>The Mineral Planning Authority has a statutory duty to ensure stakeholders are informed of proposals which would impact on the public/surrounding land.</p>	<p>The MPA will increase the level of consultation about proposed sites at the next consultation stage, through the use of site notices and direct neighbour notifications. Stakeholders are encouraged to contribute to each consultation if they wish their comments to be taken into account.</p>
<p>Quarry working:</p> <p>Concern that there is a need for additional quarry sites.</p> <ul style="list-style-type: none"> ▪ Site too large in scale. ▪ Is the site deliverable? ▪ Recycled aggregate should be used in preference to newly extracted mineral. 	<p>The Mineral Planning Authority has a duty to make provision for an adequate supply of aggregates to support the economy and meet the need for aggregates. The overall aggregates requirement is set out in the newly adopted Minerals Strategy and the allocation of sites will need to ensure that this need can be met. The MPA will carry out further work to assess how many sites will be needed over the plan period (having regard to likely workable reserves) and will take this into account when assessing the suitability of the nominated sites.</p>	<p>The MPA will carry out further technical work on the overall need and potential supply of aggregates needed over the plan period.</p>
<p>Mineral Quality:</p> <ul style="list-style-type: none"> ▪ Concerns that the mineral available would be of inferior quality. 	<p>Further assessments of the availability and quality of mineral have been requested from the site proposer. However, it should be recognised that the quality of mineral is principally a market issue (demand and viability) and the MPA can only consider this if it raises relevant material planning considerations.</p>	<p>The MPA will consider the implications of mineral quality, where relevant, as part of its wider assessment of the site's suitability.</p>

Environmental Issues

Restoration:

- Concerns relating to restoration proposals regarding flooding, amenity and ecology.
- Restoration must enhance the land by creating heathland, and create public access without detrimentally affecting priority habitats and species
- Concerns that the site may be used for landfill post-extraction.
- Conflict of this site with existing landfill sites: Noise, smell, dirt.

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.

The on-going Review of the Waste Plan is not proposing any new or future landfill capacity in Dorset. Where fill is used for site restoration the expectation is that this will be inert fill only.

Restoration issues will be considered having regard to relevant policies in the adopted Minerals Strategy.

Highways:

- Concerns regarding impact of HGV traffic on the surrounding roads: destruction of highway surface; detrimental impact to residents from noise; danger to cyclists; increase in traffic volumes; unsuitable site access. A particular concern was raised about the junction at Baker's Hanging.
- Concerns were also raised that HGV traffic from the site would compromise the fire fighting access to Ringwood forest.

This site would not be worked in a single phase which will help to minimise the worst effects of traffic associated with any permitted quarrying.

The Highway Authority, which considers matters of highway safety, is consulted at every stage in the plan's preparation.

Any planning application would need to be accompanied by a Transport Assessment (TA) study.

These matters will be considered in further detail.

Environmental Impact:

- Concerns that natural habitats would be destroyed, especially for Annex 1 breeding birds.
- Translocation of protected species not always successful.
- Concerns that the proposals would adversely harm the visual amenity of the landscape.

Site proposers have been contacted requesting a broad range of further assessment studies.

In order to be acceptable, the development proposal would need to pass the tests in the Conservation Regulations (previously: Habitats

These matters will be considered in further detail.

<ul style="list-style-type: none"> ▪ Concerns regarding designated environmental sites (SPA/SAC/SSSI). ▪ Former heathland that is functionally linked to the Natura 2000 Dorset Heaths: mineral working destroys heathland habitat and disrupts hydrology. ▪ Displacement of walkers onto heathland, if site quarried. ▪ Loss of woodland: adverse environmental impact. ▪ SANG unlikely to be created: timescale too lengthy. 	Regulations).	
<p>Hydrology:</p> <ul style="list-style-type: none"> ▪ Concerns that the proposed development would be detrimental to watercourses in the area, such as Ebblake Bog, causing flooding and pollution, in particular, deforestation of the area is unacceptable. ▪ Borehole data is essential for decision making. ▪ Sediment run-off detrimental to the habitats downslope or downstream of the site. ▪ Increased contamination in River systems of the Avon and Stour. ▪ Water main crosses the site – needs to be considered. 	<p>Site proposers have been contacted requesting a broad range of further assessment studies.</p> <p>The Environment Agency is consulted as a matter of course on such matters.</p>	These matters will be considered in further detail.
<p>Historic Environment:</p> <ul style="list-style-type: none"> ▪ Concerns that archaeological sites would be compromised. 	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.	These matters will be considered in further detail.
<p>Quarry working:</p> <ul style="list-style-type: none"> ▪ Concerns relating to the means of working the site and whether bunding would be required. ▪ Screening of site will not obscure the quarry noise. ▪ Phasing with the Hampshire site necessary. 	The Minerals Strategy sets out policies regarding development management and restoration. Final details for the site layout and management would be submitted with any planning application received by the Minerals Planning Authority and would be fully assessed at this stage.	These matters will be considered in further detail.
<p>Bird Strike</p> <ul style="list-style-type: none"> ▪ Concerns that this proposal would lead to an increase in birdstrike. 	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.	These matters will be considered in further detail.

Social Issues

<p>Recreation:</p> <ul style="list-style-type: none"> ▪ Concern over loss of recreational amenity at Ringwood Forest and Moors Valley County Park. ▪ Concern that visitors will be displaced onto the Dorset Heaths with the consequent adverse impacts to this sensitive, protected area. 	<p>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.</p>	<p>These matters will be considered in further detail.</p>
<p>Amenity</p> <ul style="list-style-type: none"> ▪ Concerns that the site would compromise the amenity of local residents in terms of noise, dust, air pollution, smell from both traffic and mineral working, and traffic congestion. ▪ Concern that this development would adversely affect residents' property values. ▪ Car parks adjacent to the site would be lost - currently provide easy access for informal recreation. ▪ Site should be monitored to assess visitor numbers to the site. ▪ Disturbance to network of public rights of way. 	<p>If this development were to be allocated and permitted, planning conditions attached to any planning consent could be used to minimise adverse impacts upon amenity. Mitigation may include restrictions on hours of working, screening bunds and use of appropriate equipment to reduce noise.</p> <p>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).</p>	<p>These matters will be considered in further detail.</p>
<p>Compensation:</p> <ul style="list-style-type: none"> ▪ Queries whether local residents would be compensated for the loss of leisure amenity and congested roads etc? 	<p>Compensation has a specific meaning in relation to planning and only applies in certain circumstances which are defined in planning legislation. The allocation of a site for mineral extraction would not trigger a right to compensation.</p> <p>However the MPA can seek to minimise impacts and secure certain benefits for local communities through suitable restoration of sites.</p>	<p>The MPA will need to consider suitability of all sites and whether appropriate mitigation can be put in place to minimise the adverse effects of development.</p>

Economic Issues

<p>Tourism:</p> <ul style="list-style-type: none"> ▪ Concern that loss of Ringwood Forest and Moors Valley Park would reduce income for the local economy. ▪ Although managed under leasehold by the Forestry Commission, the area is a functional extension of Moors Valley Country Park ▪ Moors Valley Country Park is the seventh most visited attraction (including both free and paid attractions) in the south of England with 7000 visitors, and it is the third most visited country park in England – need to maintain its presence: loss of revenue to Dorset and loss of employment. 	<p>It is accepted that the Moors Valley Country Park provides an important recreation resource for residents, as well as permissive access to the country park. The MPA would need to consider opportunities for recreation that the site can offer both during operational life and as part of its restoration. This will be of particular significance given the need to minimise recreational pressures on designated heathland habitats.</p> <p>The Mineral Planning Authority has a statutory duty to make provision for an adequate level of aggregate supply and minerals also play an important economic role, being essential for the construction industry. This will also need to be considered when the MPA looks at the overall supply of minerals.</p> <p>Any adverse impact on tourism would need to be balanced with the need for aggregate.</p>	<p>These matters will be considered in further detail.</p>
<p>Cycle paths:</p> <ul style="list-style-type: none"> ▪ Concern that the well used cycle trails within the Forest, specifically built for public use in 1980s, are well used, particularly in wet weather due to appropriate surfacing; reducing vehicle use; increase fitness year round; avoid conflict with traffic on the roads. 	<p>Highway safety is a matter for the Highway Authority, who is consulted at every stage in the plan’s preparation.</p>	<p>These matters will be considered in further detail.</p>