

Application Number:	P/FUL/2023/03982		
Site address:	Land at Hurst Farm and Station Road, Moreton, Dorchester DT2 8RA		
Proposal:	Extraction of approximately 11.5 million tonnes of sand and gravel, in phased working, together with importation of aggregates and cement, construction of a car park, internal haul road, bridged conveyor crossing, erection of a site office, aggregate processing plant, aggregate bagging plant, ready mix concrete plant, and ancillary buildings. Restoration to water bodies and agriculture and biodiversity enhancements together with public access and use of retained site office as a Visitor Centre.		
Applicant name:	Raymond Brown Quarry Products Ltd		
Case Officer:	Felicity Hart		
Ward Member(s)	Cllr Beddow and Cllr Baker		
Publicity expiry date:	2nd September 2023	Officer site visit date:	8 th & 15 th August 2023, 30 th October 2024 and 25 th June 2025
Decision due date:	30/09/2025	Ext(s) of time:	30/09/2025

1.0 This application is being considered by the Strategic and Technical Planning Committee as it is a major application.

2.0 Summary of Recommendation

2.1 GRANT PLANNING PERMISSION, subject to conditions and to the completion of a satisfactory Section 106 Legal Agreement

3.0 Reason for Recommendation

3.1 As set out in the conclusions of this report, the reasons for this recommendation can be summarised as:

- The sites are allocated for mineral extraction in the Minerals Sites Plan 2019 and, as such, the principle of mineral extraction on the sites is supported.
- The proposed development would make a significant contribution to the supply of sand and gravel in the county, in particular building sand (Poole Formation sand). The approval of the proposal would increase the landbank of permitted sand and gravel reserves and

thus reduce the medium/long-term need to permit extraction on other sites.

- The NPPF advises that “*great weight should be given to the benefits of mineral extraction, including to the economy.*”
- It is considered that the development would not have an unacceptable impact on amenity, ecology, heritage assets, the water environment, the local landscape, or highway safety and capacity.
- There would be a loss of best and most versatile (BMV) agricultural land, grade 2 and 3a, the majority of which would permanently be lost due to mainly water body restoration of the land, however this is considered, on balance, to be acceptable, and the classification of the land and proposed afteruse was known at the time of the sites’ allocations.
- Both sites are proposed to be restored predominantly to waterbodies, agriculture, and public access/recreation (at Hurst Farm only), with significant increases in biodiversity. A permissive bridleway route is proposed to be provided in perpetuity between Moreton village and Moreton Station, as required by the allocation guidelines, which would be a benefit to the local community.
- The provision of a visitor centre and recreational route for the public around Hurst Lake, as the after-use of the Hurst Farm site would be a benefit to the local community and could potentially become a small scale local tourism destination.
- Overall, the proposal complies with the development plan as a whole.
- On balance, there are no material considerations which would warrant refusal of this application.

4.0 Key Planning Issues

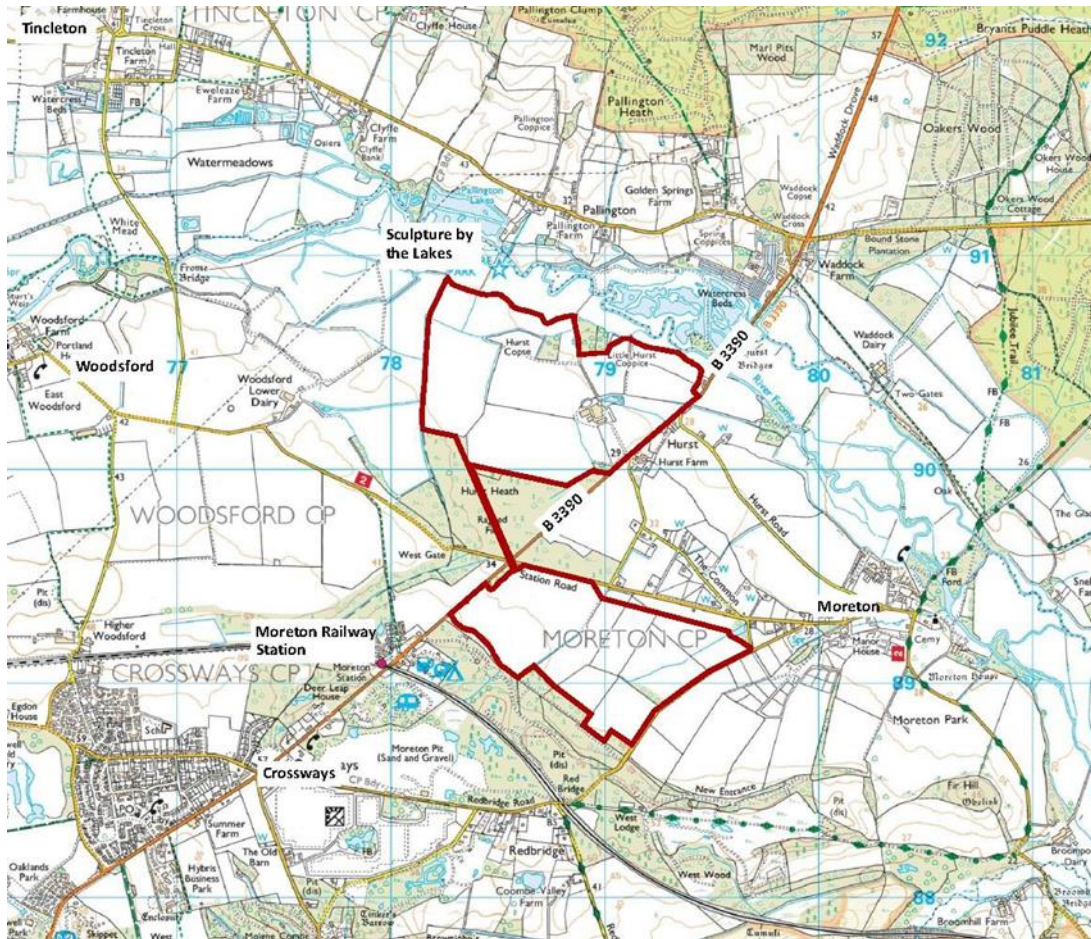
Issue	Conclusion
Principle of Development	Acceptable in principle and supported by the allocation of the sites in the Mineral Sites Plan (2019).
Loss of BMV Agricultural Land	Loss of BMV agricultural land is unavoidable as a result of extraction of mineral from the site, and the agricultural land classification was known at the time of the allocation of the site.
Impact on Amenity	No unacceptable impact on amenity as a result of noise, dust, or traffic.

Impact on Ecology and the Environment	Some impacts, loss of trees and hedgerow, however, the losses are balanced against substantial new planting provided and creation of water bodies to attract new species. The local rare plant species will be protected due to monitoring required through condition and seeds used to increase its habitat. Removal of the land from intensive agricultural use and restoring to predominantly nature conservation use will reduce nutrient loading in the River Frome.
Impact on Landscape and Heritage Assets	Some impacts, loss of trees (including veteran tree) and hedgerow, however, the losses are balanced against substantial new planting provided and creation of water bodies. Heritage assets are not adversely affected.
Impact on the Economy	Jobs created for 20 years plus possible further jobs with the visitor centre. Sale of and supply of substantial quantity of sand and gravel supporting the Dorset economy.
Highway Safety	Dorset Council Highways raises no objection
Groundwater and Flooding	LLFA raise no objection. EA consider the proposal to be acceptable subject to condition.
Permissive Bridleway	Provision by the applicant and landowner of a permissive bridleway route in perpetuity between Moreton village and Moreton Station would be a benefit to the local community.

Restoration, Aftercare, and After-Use	Provision of a visitor centre and footpath route around the lake with bird hide provision would be a community benefit as well as possibly a tourism destination.
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5.0 Site Description

- 5.1 The application site is located to the east and north-east of Moreton Station, and to the west and north-west of Moreton village. The large village of Crossways is approximately 1.2km to the south-west. The town of Dorchester is approximately 8km to the west.
- 5.2 The application site covers around 166 hectares of land and is split between two different areas. The area to the north is known as Hurst Farm (Site allocation AG6, and 79 hectares) and the other to the south is known as Station Road (Site allocation AG5, and 56 hectares). Both are separately allocated sites in the Minerals Sites Plan 2019, and both are owned by the Moreton Estate. The B3390 runs southwest/northeast between the two areas, along with a wooded area adjacent to the Hurst Farm site known as Hurst Heath. The distance between the two areas is approximately 420m.



Hurst Farm

- 5.3 To the north-west of the B3390 is Hurst Farm. Hurst Farm is currently in agricultural use, as a dairy farm. Although used for grazing, there are also some areas of arable land. The parcels of fields at Hurst Farm are mainly flat, large and open, bounded by trees and hedgerows. In addition to the Hurst Heath woodland to the south of the site, there are also two small pockets of woodland to the north: Hurst Copse and Hurst

Little Coppice.

- 5.4 The farm complex is located in the centre of the Hurst Farm area and comprises an assortment of large agricultural buildings, storage areas, and a slurry lagoon. Access to the farm is from a short track to the south leading to the B3390.
- 5.5 Hurst Farm is situated to the south of the River Frome. The River Frome flows from west to east, and at its nearest in the north-east corner, it is approximately 18m from the application site boundary. Across the site, various field ditches eventually drain into the river. There are several lakes and ponds (at least twelve) along the nearby section of the River Frome, which are known as Pallington Lakes. These are areas of former gravel extraction, created at some point between 1972 and 1997.
- 5.6 To the immediate west of Hurst Farm is Woodsford Farm. Woodsford Quarry has been operational since 2009 and currently has permission for mineral extraction up to approximately 500m from the Hurst Farm site. In addition, the area immediately to the west of the Hurst Farm site is also an allocated site in the Mineral Sites Plan (AG4), and there is currently a planning application to extend Woodsford Quarry into this area (Reference: P/FUL/2023/04753).

Station Road site

- 5.7 The Station Road site is located to the south-east of the B3390, just to the north of Moreton Station. This area currently comprises arable fields, interspersed with hedgerows and trees. The western end of the site, closest to the B3390 is a large open field, whereas the rest of the site closer to Moreton village comprises smaller fields separated by thick rows of trees/hedgerows.
- 5.8 There are no buildings on the Station Road site, and access is via farm gates on Station Road to the north and from Old Weymouth Road to the east. To the south of the site is a large, wooded area, part of which comprises restored former mineral workings. There are two residential properties within this woodland, close to the site boundary. The main railway line is located beyond the woods to the south, and beyond that is an active quarry known as Redbridge Road Quarry, which is nearing its end and will soon be restored.
- 5.9 Moreton Stream runs from the north-east corner of the Station Road site into Moreton village, and passes through the "Walled Garden," a landscape garden with a café and shop, until it eventually discharges into the River Frome further downstream. Moreton Stream has two tributaries: one is a ditch on the side of the road to the immediate north of the Station Road site, flowing from west to east; the other runs across the site itself, from the woods to the south towards the north-east. The southern half of this stream is located within the Moreton Conservation Area.

Further Description

- 5.10 At present, both the Station Road and Hurst Farm sites have no public access, both being used for agriculture. Lines of sight into the sites are primarily from nearby public roads, through gaps in the hedgerows. Both sites are flat, and very gradually slope downwards towards the north-east, towards the River Frome.
- 5.11 Moreton village is situated within a Conservation Area, which covers a large area to the east of the Station Road site and immediately to the north covering part of the lane to the north of the planning application site as well as part of the lane leading north towards the B3390. Several listed buildings are located in the vicinity as well. Along the route of the B3390, and approximately 80m to the east of the Hurst Farm site, is Hurst (South) Bridge. This bridge is narrow, allowing passage for one vehicle at a time, and is Grade II listed. [Hurst \(South\) Bridge, Moreton - 1425777 | Historic England](#)
- 5.12 The most sensitive receptors in the vicinity of the application site are nearby properties. The closest properties to the application site are Hurst Dean Cottage and Hurst Cottage (near to Hurst (South) Bridge) with their rear boundaries abutting the application site boundary. New House and the Old Coach House are both situated within the woods to the south of the Station Road site, approximately 24m and 70m from areas of proposed extraction. There are also several properties near to the application site on the north side of Station Road, and several more on the south side of the B3390 near the entrance to Hurst Farm.
- 5.13 Further out, there are more properties around Moreton Station and in Moreton village. There are also properties in Pallington, to the north of the River Frome. There is also a property at Woodsford Farm, to the west of the Hurst Farm site.
- 5.14 There are several businesses nearby. Moreton Equestrian Centre is approximately 80m to the east of the north-east corner of the Station Road site, and further beyond in that direction is the Manor House Hotel and the Walled Garden. Approximately 160m to the south-west of the Station Road site is Moreton Camping and Caravan site. Moreford Hall, while a residence, also contains an office for Shoreline Surveys. The Old Coach House, while a residence, is also the registered address for the Fortuneswell Cancer Trust.
- 5.15 Approximately 240m to the north of the northwest corner of the Hurst Farm site, is 'Sculpture by the Lakes', a sculpture park, café, and gallery. Approximately 380m to the north of the northeast corner of the Hurst Farm site is the Watercress Company, a watercress farm. Next to the Watercress farm is Wessex Trailers, a trailer dealer. Finally, there is a garage/dwelling on the B3390, close to the junction with Hurst Road, involved in the restoration of classic cars.
- 5.16 A list of nearby constraints can be found in section 8.

6 The Proposal

- 6.1 This application has been submitted by Raymond Brown Quarry Products Ltd and seeks planning permission for the winning and

working (ie. extraction) of approximately 11.5 million tonnes of sand and gravel, after which the land is proposed to be restored to water bodies, nature conservation use and agriculture, with the retention of the site office building to be used as a visitor centre once extraction has completed.

- 6.2 The proposal, which relates to both sites, connected with the red line covering the proposed conveyor bridge, would involve an output of an estimated 600,000 tonnes per annum (tpa) over 20 years, taking a further 5 years for full restoration. Therefore, planning permission is sought for a total of 25 years. It is intended that the Hurst Farm site would be worked first, taking approximately 10 years, followed by the Station Road site, also taking around 10 years.
- 6.3 The mineral to be extracted would primarily be used for construction aggregate, such as mortar and concrete. In recent years, the majority of sand and gravel extracted in Dorset is used within Dorset and the applicant hopes that most of the sand and gravel extracted will be used locally.
- 6.4 The type of mineral available at the site can be split into two categories: River Terrace sand and gravels; and Poole Formation sand. Poole Formation is a deeper geological layer than River Terrace. Poole Formation sand is typically soft sand suitable for use as building sand and used in mortar. River Terrace is a shallower layer, and the sand is typically sharp and used for concrete and paving. The applicant proposes to extract both River Terrace gravel and Poole Formation sand.

Geological Formation	Site	
	Hurst Farm (AG06)	Station Road (AG05)
River Terrace sand and gravel	2.5Mt	1.5Mt
Poole Formation sand	3.5Mt	4Mt

Working and Phasing

- 6.5 The proposal involves two methods of wet working: excavation and dredging. The excavation method involves using a manned excavator, with long-reach arms, to dig out the River Terrace sand and gravels. In all areas, this will result in a waterbody naturally forming, as the excavator removes mineral from below the water table. In most areas, the resulting waterbodies are proposed to be retained at restoration, however some of the smaller areas are proposed to be filled and restored to agricultural pasture, using a combination of processed silt and stored overburden and soils.
- 6.6 Dredging involves using a floating electric-powered dredging unit on a waterbody, with an attached underwater pipe that extracts sand using suction. This blend of water and sand is then pumped directly to the processing plant site. The dredger is not powerful enough to extract any clay. The benefit of using a dredger, in comparison to an excavator, is that a dredger is significantly quieter, and allows for much deeper extraction than would otherwise be possible.

- 6.7 The proposed depth of extraction varies considerably across the application site. The areas that would be dredged (i.e. the areas of both River Terrace and Poole Formation extraction) would be significantly deeper than the areas that would only be worked with excavators (i.e. the areas of only River Terrace extraction). The latter would only be worked to a maximum depth of approximately 4m. In contrast, the former would be worked to as deep as 25-30m. This means that significantly more Poole Formation sand would be extracted than River Terrace gravels.
- 6.8 Prior to extraction, the soils and overburden for each phase would be stripped and stored. They would be used to form temporary seeded bunds to screen noise and be a visual barrier. These materials would then later be used in the phased restoration of the site.
- 6.9 The proposal is to progressively extract and restore Hurst Farm and subsequently, Station Road. Once Hurst Farm has been mainly extracted, the conveyor route across the B3390 would then be installed and extraction of Station Road would commence. Phase 6C in Hurst Farm is proposed to be left until last, only to be worked once Station Road has been completed and as long as the Environment Agency, Natural England and Dorset Council's Natural Environment Team are all satisfied that there would be no adverse impact on the Heath Lobelia plant in the nearby Hurst Heath woodland, as the need to protect and conserve (and promote) this rare plant located in the adjacent SNCI designation at Hurst Heath is essential.
- 6.10 Monitoring will be required by the Environment Agency over the first 10 years to confirm that there would be no adverse effect, due to water levels, on the Heath Lobelia, if Phase 6C is worked. In the event that the monitoring results indicate that there would be an adverse effect on water levels and the Heath Lobelia, then the area of land shown as Phase 6C would not be worked and would simply be landscaped to fit in with the rest of the restoration of the Hurst Farm site (this would be covered in the S106 agreement). The site would be progressively worked and restored in twelve phases, with each phase anticipated to take approximately a little over a year. No more than two phases would be worked at any one time. For example, one phase might be extracting River Terrace with excavators, while the dredger would still be in use on the previous phase. This would allow for a steady supply of both gravels and sands, rather than solely one or the other.
- 6.11 The Applicant has designed the development to have a sustainable development approach, with the aspiration of achieving net zero carbon quarry operations over the lifetime of the proposal. The quarry operations have also been designed to maximise the reserve, the storage of overburden and soils and use of suitable process silt arisings with the aim to achieve a high-quality quarry restoration.
- 6.12 A number of requirements have dictated the overall design of the development including the need to protect the underlying groundwater and local hydrogeology to ensure surface water continues to flow eastwards adjoining local streams and tributaries of the River Frome. In addition, there is a need to provide sufficient capacity to store surface

water runoff from storm events and also a need to ensure that the development and adjacent areas remain safe from flooding for their lifetime taking into account the predicted effects of climate change. Other aspects that have been considered in the proposal are the need to protect and conserve and promote the rare plant species Heath Lobelia, recognised in the adjacent SNCI designation at Hurst Heath, and overall proposing to mitigate and compensate for any adverse impact on biodiversity.

Conveyor System

- 6.13 Once the mineral is extracted, it would be transported to the Plant site for processing. The Plant site is proposed to be located in the south-west corner of the Hurst Farm site, which is the point across the application site that is situated furthest from residential properties. In order to reduce the use of dump trucks within the site, the applicant proposes to use an extendable conveyor to transport the mineral extracted.
- 6.14 For River Terrace sand and gravels, transport would involve using a loading shovel to load the mineral onto a mobile hopper and into a field conveyor system. The conveyor would then transfer the mineral to the processing plant, which would separate out the material. Any silty water from the processing plant would be passed through silt lagoons to remove the silt and then into clean water lagoons.
- 6.15 Similarly, the blend of water and sand from the dredger would be pumped through a pipe adjacent to, or above, the conveyor system. The processing plant would then separate out the sand and the water, and the water would then be pumped back to the dredging lakes, maintaining water levels. Additional long-term water storage would be available, to ensure any water loss during processing is compensated for.
- 6.16 No processing plant is proposed at the Station Road site. The proposal has been designed with the construction of a temporary conveyor bridge which would cross the B3390 diagonally to connect the Station Road site with the Plant site at Hurst Farm. This conveyor crossing would pass through a wooded area between the two sites, known as either Hurst Heath or Ragged Firs. The proposed conveyor crossing would allow mineral at Station Road to be transported to the Plant site without the use of large dump trucks on the B3390.

Plant Site and Office

- 6.17 In addition to the processing plant, it is proposed that there would be an aggregate bagging plant (to bag the aggregate, ready to sell to be collected and sold to customers), a ready-mix concrete plant, and a cement silo (to store imported cement). There would be a stockyard area for storage, and a small area with portacabins, parking, and workshop. These would be located in the south west corner of the Hurst Farm site.

- 6.18 Outside of the Plant site area, and close to the access with the B3390 on the Hurst Farm site, a single storey site office is proposed, with car park. This building would be constructed as a permanent structure and is proposed to be retained upon restoration of the land, to be used as a visitor centre.

Proposed Output, Imports, and Concrete

- 6.19 In addition to the 600,000 tonnes of mineral that would be extracted from the site each year, the proposal would also involve the importation of 69,000 tonnes of aggregate and cement each year. Of the imported material, 6,000 tonnes would be cement and the remaining 63,000 tonnes would be aggregate of various types. Cement is an essential ingredient to produce concrete.
- 6.20 The ready-mix concrete plant would have an output of 60,000 tonnes per annum. It is anticipated that 12,000 tonnes of the 60,000 tonnes of concrete produced would be water content. This water weight explains the slightly higher figure of 681,000 tonnes that would be exported from the site each year, in comparison to the slightly lower figure of 669,000 tonnes extracted and imported.
- 6.21 Approximately 441,000 tonnes per annum of mineral extracted on site would be exported in bulk, without bagging.
- 6.22 The processing plant would be located in the western field of Hurst Farm and will manage mineral extracted from both Hurst Farm and Station Road.

Transport and HGVs

- 6.23 Heavy Goods Vehicles (HGVs) exporting mineral from the application site would enter and leave from an upgraded access onto the Hurst Farm site from the B3390, in the same location as the existing farm access to Hurst Farm. Most aggregate would leave in 28 tonne articulated lorries. The proposal is expected to generate 200 two-way HGV movements per day (100 in, 100 out). A haul road to the plant site is proposed to be constructed running from the Hurst Farm entrance, along the southern perimeter of the Hurst Farm site, leading to a weighbridge and wheel-wash facility, and the remainder of the haul road to the Plant site would be unsurfaced, although a dust suppression system is proposed.
- 6.24 Three routes are proposed to be used for HGV traffic: one north to Bere Regis; one west through Crossways to Dorchester; and one south through Warmwell. It is anticipated that approximately 5% of HGVs would take the Warmwell route, and the remainder would be approximately evenly split between the other two routes.
- 6.25 The site is proposed to be progressively enclosed by perimeter bunds measuring approximately 3 metres from base to crest. These bunds will be formed from site derived excavation material with topsoil and overburden replaced in separate layers to preserve soil horizons and former suitable landscaping substrate. The bunds would be seeded

and actively managed integrating the site into the surrounding landscape. In specific locations, adjacent to Hurst Cottage and Hurst Dean Cottage and on the Station Road site adjacent to the Coach House and Moreford Hall the slope of the bunds have been designed with a 1 in 5 gradient aiming to mitigate any visual impact.

- 6.26 The bunds will serve several functions, storage of topsoil and subsoils until they are required for restoration, screening of operations from relevant viewpoints and noise attenuation.

Hours

- 6.27 The proposed hours of operation (i.e. working hours and vehicle movements) are:

07:00 to 18:00 Monday to Friday, and
07:00 to 13:00 on Saturday.

No operations are proposed to take place on Sundays or on Public Holidays.

Water environment

- 6.28 No dewatering is proposed at either Hurst Farm or Station Road. It is proposed that the river terrace gravel deposits will be worked wet and the deeper pool formation sand will be extracted by dredger. Mineral washing will be facilitated via licenced abstraction from the clean water lagoon. Resulting silt laden waters will be sent to the silt ponds for treatment via settlement before being recirculated to the clean water lagoon and re-used for mineral washing.

Restoration

- 6.29 The restoration of the majority of the application site would be to a series of large-scale waterbodies with some areas of wetland, hydrologically connected to the River Frome. The proposed water-based restoration scheme would incorporate new habitats, through lake margins, wetlands, and tree, scrub, and hedgerow planting. This is designed to attract species of wetland birds and create habitat for protected mammal species such as Otter and Water Vole.
- 6.30 The Station Road site is also proposed to have a restoration that is predominantly water based and a green infrastructure of linked, retained hedgerow and habitat corridors across the valley is envisaged. The two large lakes – one at Hurst Farm and one at Station Road – would feature very prominently at the respective sites. These would be some of the largest lakes in Dorset and some of the deepest in the South-West.
- 6.31 Restoration will also include returning some small specific fields back to agricultural use, both in the north and the south. These would be used for lowland grazing.
- 6.32 Overall, a variety of different habitats are proposed, aiming to provide

biodiversity enhancement. These habitats include the following: 11.49 hectares of native woodland; 2320m of native hedgerow with hedgerow trees, 23.22 hectares of lowland/acidic/neutral grassland and 6.61 hectares of reed bed and marginal aquatic planting.

Afteruse

- 6.33 It is proposed that the Hurst Farm site would have a mixed after use, combining nature conservation and public access. The large lake at Hurst Farm would provide some shallow margins as well as some very deep areas. The shallow margins have been designed to attract birds. A footpath leading away from the visitor centre is proposed to be created, encircling the lake, with the route arriving back at the visitor centre. Part of the footpath would incorporate a boardwalk constructed over the marshier areas. It is also proposed that some bird hides would be constructed along the circular lake route. The building that will have initially been constructed and used as the quarry operator's site office, next to the lake, would later be converted and used as a visitor centre, once quarry operations have ceased. A car park is proposed to be created next to the building adjacent to it, which could accommodate a coach. It is envisaged that the visitor centre would be open to the public and to youth groups, schools and organisations wishing to learn more about the nature conservation of the area. Parking is intended to be charged for, and this is covered in the draft S.106 agreement.
- 6.34 The Station Road site, once extraction is completed would also become primarily a water body landscape. This site is not proposed to have public access though, with the exception of land close to the northern and eastern boundaries which will become the permissive off-road route linking Moreton village and Moreton station, as described below. The applicant has agreed that the route can be constructed as a bridleway, thereby allowing cyclists and horse riders as well as pedestrians, a safe off-road route. A gate is located at the halfway point on Station Road, which will allow users the opportunity to exit onto the National Cycle Way. At a later date, when Hurst Farm visitor centre opens, the route will provide a safer opportunity for users to get from Moreton Station to the visitor centre and lake.

Permissive route link from Moreton Station to Moreton Village

- 6.35 As part of the Mineral Sites Plan (2019), the development guidelines for the Station Road site require that a safe pedestrian access be provided between Moreton village and Moreton Station over land owned by the Moreton Estate. At present, there is no pedestrian link between the two areas, with pedestrians having to walk a long distance on the unsafe verge of the B3390. This application now includes a proposal for a permissive bridleway which would be made available and retained in perpetuity. From Moreton village, the route would pass along to the south of Station Road, turn south being routed along land parallel to and alongside the B3990, eventually crossing over the B3390 and continuing (as a pavement) along the northern side of the B3390 towards Moreton Station. The details of the route are discussed

in later sections.

7 Planning History

- 7.1 In 2013, the Moreton Estate nominated the application site for inclusion in what would later become the adopted Minerals Sites Plan 2019, in response to a 'call for sites.' Station Road was initially referred to as AS25 and was eventually allocated as AG5. Hurst Farm was initially referred to as AS26 and was eventually allocated as AG6.
- 7.2 The Hurst Farm site had been considered for mineral extraction much earlier, with reference in a 1993 document to the site being "*a preferred area for sand and gravel extraction*," and referred to as SG3. The site was surveyed with boreholes in 1978 by the British Geological Survey (BGS), for its mineral potential.
- 7.3 The current application was submitted in July 2023. Prior to this, the Council had issued an Environmental Impact Assessment (EIA) Scoping Opinion in February 2023, confirming that the development would require an Environmental Statement (ES).
- 7.4 In response to the comments of consultees, the applicant submitted additional information under Regulation 25 of the EIA Regulations, in order to enable the authority to reach an appropriate conclusion on the likely significant effects of the development, as well as to address any other issues highlighted within the supporting documents under Section 62(3) of the TCPA 1990. These additional information documents were submitted in three batches: one in February 2024, another in May 2024, and a final one in October 2024.
- 7.5 The previous planning application history of the site comprises primarily a series of agricultural buildings and extensions, none of which are of any relevance to this application.

8 Constraints and Relevant Designations

- 8.1 Relevant designations within or in the vicinity of the application site, and other features worthy of note, are listed below.
- 8.2 Landscape Designations
- National Character Areas (Natural England): Dorset Heaths
 - Landscape Character Areas (Dorset Council): Valley Pasture (>90%) and Heath/Farmland Mosaic (<10%).
- 8.3 Ecological Designations
- Ramsar
 - Dorset Heathlands; approximately 2050m to the north-east, 2050m to the east, 820m to the south, and 2710m to the south-west
 - Special Protection Area (SPA)

- Dorset Heathlands: approximately 2050m to the north-east, 2050m to the east, 820m to the south, and 2710m to the south-west
- Special Areas of Conservation (SAC)
 - Dorset Heaths: approximately 2050m to the north-east, 2050m to the east, 820m to the south, and 2710m to the south-west
- Sites of Special Scientific Interest (SSSI)
 - River Frome: approximately 10m to the north-east
 - Winfrith Heath: approximately 820m to the south
 - Warmwell Heath: approximately 2710m to the south-west
 - Oakers Wood: approximately 1km to the north-east
 - Oakers Bog: approximately 2km to the north-east
 - Turner's Puddle Heath: approximately 1.85km to the east
- Sites of Nature Conservation Interest (SNCI)
 - Hurst heath: borders the site, to the south of Hurst Farm
 -
 - Redbridge: approximately 235m to the south
- Sheep's Walk Pit: approximately 330m to the south Possible Areas of Ancient Woodland
 - 'Hurst Copse', within the site, and 'Little Hurst Coppice', bordering the site, are areas which could be Ancient Woodland.

8.4 Heritage Assets Listed buildings:

- Lilac Cottage (Grade II): approximately 116m to the east
- East Cottage (Grade II): approximately 105m to the east
- Hurst Green Cottage (Grade II): approximately 240m to the east
- Hurst Dairy House (Grade II): approximately 22m to the east
- Barn, East of Hurst Dairy House (Grade II): approximately 48m to the east
- Pallington Farm House (Grade II): approximately 415m to the north
- Bwthyn (Grade II): approximately 445m to the north
- Hendra Cottage (Grade II): approximately 275m to the east
- Grave of Lawrence of Arabia (Grade II): approximately 700m to

the east Conservation Areas:

- Moreton Conservation Area: approximately 60m to the east

8.5 Tree Protection Orders

- PDC/TPO 496: Covers the eastern half of the Station Road site. Originally issued by Purbeck District Council.
- TPO 2023/0005: Covers most of the Hurst Farm site, and the

western edge of the Station Road site. Issued in 2023, in anticipation of this application.

8.6 Rights of Way Most relevant:

- S60/3 Footpath: approximately 270m to the west
- SE4/18 Footpath: approximately 600m to the north-east
- SE4/24 and SE4/23 Bridleways: approximately 730m to the north
- S43/3 Footpath: approximately 1.25km to the north

8.7 National Cycleway

The national cycle route passes close to the site, along Station Road crossing north-south over the B3390.

9 Representations

- 9.1 66 representations have been received from individuals, 58 of which were objections, and 8 were comments. The objections and comments from individuals to the proposed development are detailed below.

Issues raised in representations

9.2 Traffic

A significant number of representations raised concerns over the predicted increase in HGV traffic as a result of the development. Most mention the current frequent use of local roads by HGVs, and the negative impact on amenity these already cause. Some refer to the fact that the current road infrastructure is unfit for use by HGVs, particularly on the route through Warmwell village. Others reference a lack of safety features for pedestrians and cyclists in the area. Other objections referencing traffic included: impact on health; the effect of increased weight of the trucks on the road; impact of increased traffic on local business; references to the speed limit in the area; impact on local wildlife; and increased noise.

- 9.3 Several suggestions were provided in representations on how to mitigate the impact of any future increase in HGV traffic: upgrade bridges along the route before operations commence; speed management and cameras; improvement of the current road; installation of safety features in areas frequently used by pedestrians and cyclists such as barriers and designated walking and cycling paths to the train station; upgrading road classifications; ensure that HGVs do not go north via the village of Affpuddle or south via Warmwell; and a discount on council tax for residents most affected by the increase in traffic.

9.4 Noise

Over 30 objections to noise pollution, originating from both the quarry itself and the traffic resulting from it. Some made reference to possible noise produced by the quarry outside of normal working hours, with a concern about noise in the evenings and on weekends.

9.5 Natural Environment

Several objections referenced the 'destruction' of the local countryside, and adverse impacts on ecology, with references to the presence of rare plants (specifically Heath Lobelia), bats, and protected trees. There were also references to other wildlife in the area, including deer, voles, dormice and owls.

9.6 Restoration

Five objections to the proposed restoration plan to create several large water bodies, with some saying that lakes would be inappropriate, potentially dangerous, and negative for wildlife. Some preferred the land to be entirely restored to agriculture.

- 9.7 Dust
Around 20 objections to the creation of dust through the quarry operations or movement of traffic. Some referred to the impact on human health of particulates including exacerbation of asthma symptoms and other serious conditions.
- 9.8 Cement Plant
Eight objections to the cement plant proposed on the site, citing a further increase in traffic, and claiming it as unnecessary and excessive.
- 9.9 Hydrology
Seven Objections regarding the hydrology of the area, citing proximity to the river Frome, the effect of operations on the local water table, and the risks of flooding associated with the development.
- 9.10 Conveyor Bridge
Six objections to the conveyor bridge, with some citing the visual impact of the structure.
- 9.11 Cycling
Six objections to a lack of safe cycle routes in the area, and concerns for cyclists as a result of increased HGV traffic.
- 9.12 Tourism
Three objections to the impact of the development on tourism in the area, with references made to walkers and eco-tourism.
- 9.13 Visual Impact
Three objections to the wider visual impact of the development.
- 9.14 Dredging
Two objections in relation to proposed dredging activity, with concerns over the operator/applicants lack of direct experience with the technique.
- 9.15 Light Pollution
One objection to the light pollution associated with evening operating hours at the development site.
- 9.16 Cumulative Impacts
A few objections referenced the already established quarries in the area, as well as other allocated mineral sites, and claimed that a further quarry in the area was unnecessary and/or inappropriate.

Groups and Organisations

Frome Residents Against Mineral Extraction

- 9.17 FRAME is a local group of residents which was first formed to oppose the allocation of several sites near to the River Frome within the Mineral Sites Plan 2019 and claims to represent 80 residents. FRAME objects to the application.
- 9.18 FRAME argues that the application does not comply with the Plan, as the amount of mineral proposed to be extracted is almost double the figure in the allocations and therefore calls for extraction to be reduced. FRAME is concerned that the development would cause the destruction of valuable farmland, create vast acreages of lakes and result in unacceptable stress on all aspects of the environment.

Dorset CPRE

- 9.19 CPRE objects to the application citing issues in relation to road maintenance and controls over timings in the safe use of a road system likely to need a classification upgrade.

Hallam Land Management

- 9.20 Nexus Planning, a planning consultancy, wrote a letter on behalf of Hallam Land Management, a land promoter with an interest in future housing development around Crossways. They object to the application, primarily due to the increase in HGV movements.
- 9.21 They express concern that the initial Transport Assessment does not consider the likely development of 500 dwellings south of Warmwell Road, which received a resolution to grant subject to a satisfactory Section 106 (WD/D/16/000378). Further, they argue that possible future allocations for housing around Crossways, such as those in the January 2021 Draft Local Plan, should be assessed as part of the Transport Assessment for this application.

Wessex Trailers

- 9.22 Wessex Trailers is a local business, a short distance to the north-east of the Hurst Farm site, on the B3390. They manufacture and supply trailers, of the kind that is pulled by vehicles. They express concern for the *“increased number of heavy vehicles travelling at high speeds along this stretch of the road down to the narrow Hurst Bridges.”* They call for speed management of this section of the B3390, where they have witnessed several near misses.

Shoreline Surveys Ltd

- 9.23 The company is based at Moreford Hall, which is one of the closest residential properties to the Station Road site. They object to the increased traffic, noise, dust, visual impact, ecological damage, because of the proposed development. They oppose the proposal for a cement plant and oppose the longer anticipated lifespan of the quarry. They oppose the creation of the conveyor crossing and consider that the level of noise generated by the development would

be illegal and against their Article 8 Human Rights.

Parish Councils

Moreton Parish Council

- 9.24 The Parish submitted their response on 29/09/23, and Object. The main basis of the objection is that the proposal does not comply with the Plan, and the Parish considers that the scheme proposed is quite different to that which the Inspector endorsed at the Plan Examination.
- 9.25 The Parish Council would like to see Station Road worked first, instead of Hurst Farm, and they would also like to see the level of extraction reduced to be similar to the figure in the Plan. They make the point that the larger quantity of extraction will mean that less land is restored to agriculture and larger lakes will be formed. They have concerns about the number of HGVs proposed and ask that this number is significantly reduced. They also ask that most HGVs should go via Bere Regis, rather than Crossways.
- 9.26 The Parish also raises concerns regarding potential noise from the proposed quarries.

Bere Regis Parish Council

- 9.27 The Parish submitted their responses on 18/08/23 and 25/03/24. Bere Regis Parish Council does not oppose the extraction of sand and gravel but note that a large quantity of the vehicle movements would take place through the village, along the C6. Although a strategic route, the C6 Rye Hill, is classified as a C road and is already taking more heavy traffic than many A roads in the county. The Parish Council therefore requests that the road be upgraded, with significant safety measures put in place before excavation takes place.

Affpuddle & Turnerspudde Parish Council

- 9.28 The Parish submitted their response on 31/08/23, and Object. They express concern that HGV traffic may travel through Affpuddle along the B3390, or along other unsuitable narrow country lanes elsewhere in the parish. In addition, the parish considers that Hurst Bridge requires highway changes to be a safe route for the increased number of HGVs; they suggest a formal traffic control installed, either by a priority system, or a traffic light system, together with more restricted speed limit areas to improve road safety.

Knightsford Parish Council (Group)

- 9.29 Knightsford Parish Council is a group that includes Woodsford, Tingleton, West Knighton, and West Stafford Parish Councils.

- 9.30 The Parish submitted their response on 29/09/23, and Object. They express concern over increased HGV traffic, and question how these movements will be managed when railway crossings, or other main roads, are closed. They express concern that drivers may not adhere to the outlined routes and may take shortcuts through villages. They call for the B3390 to have a reduced speed limit, traffic calming, and a speed camera.
- 9.31 The Parish opposes the construction of the conveyor crossing over the B3390 and believe that an underground option is viable instead. They question how the plant site area will be lit. They are concerned that stockpiles may be high enough to be visible from outside of the plant site area, and that the office/parking may be visible from the B3390.
- 9.32 The Parish notes that the restoration will be phased but are sceptical that this will be enforced and asks the Council to insist on timely restoration.
- 9.33 The Parish is concerned that the proposed permissive footpath will place users in danger: instead, they suggest a route through the woods to the south of the Station Road site, or a footpath to the western edge of the Station Road site, with a new pedestrian crossing and a reduced speed limit.
- 9.34 The Parish includes detailed comments regarding the potential noise impact of the development, which is one of their primary concerns, and make comments on various specific noise sources based on their direct experience of living near quarries, as well as suggest various mitigation measures. In turn, they discuss: the processing plant, acoustic barriers, dredging pump, meteorological and topographical effects, stone crushing, excavators, dumper trucks, scalping screens, conveyors, caterpillar tracks, reverse alarms, etc.

Warmwell Parish Council

- 9.35 The Parish submitted their response on 29/09/23, and Object. They support the comments of Crossways and Moreton Parish Councils.
- 9.36 Noting that the proposal would involve 5% of HGVs passing through Warmwell, the Parish request that:
- “a) no trucks through Warmwell*
 - b) if this is not possible, at least that the 5% should be enforceable with a planning condition*
 - c) we will also work with Crossways and Moreton to get an overall speed reduction on the B3390 (possibly the “20splenty” initiative), and*
 - d) as the B3390 is a relatively narrow road through Warmwell, we request that only smaller trucks (not 40 tonne trucks) should be permitted to come this way.”*

Crossways Parish Council

- 9.37 The Parish submitted their response on 07/09/23 and stated that *“Crossways Parish supports the views of Moreton Parish Council.”*

Further Consultation responses

Dorset Council – Landscape

Comments received 03/11/23

- 9.38 The Landscape Officer raised concerns over potential adverse landscape and visual impacts as a result of the proposals, which could result in the character of the landscape being significantly and permanently changed due to the proposed restoration to lakes. The long-term temporary mineral working operations would also change the landscape.
- 9.39 Further Information was requested to allow a more comprehensive assessment of the impacts which could arise from the proposed development. Visualisation images are requested depicting how the development may look over time in order to inform the LVIA process as the ones provided do not adequately demonstrate future key landscape and visual changes that will result from the proposals. It is expected that these will be taken from each of the named viewpoints in the winter and show placement of all proposed structures on site, as the provided images from the summer do not depict the ‘worst case’ visibility or show the scale of development on the site.
- 9.40 Further evidence of the visual impacts of the widening of the Hust Farm access junction is also requested alongside any details of the associated visibility splays and wheel wash facility and restoration details for the access and road areas. Details of the proposed restoration and the visitor centre and details/elevations of all buildings and structures in the processing, plant and concrete plant areas are also requested.
- 9.41 The cumulative impacts of the development alongside any impacts from Woodsford should be assessed and measures taken to reduce them. Consideration must be made over the restoration plan including further drawings regarding the final state of the access junctions and future projects, and details provided over planting plans, schedules and management programmes.
- 9.42 Further comment received on 25/06/2024 which provided greater detail regarding the proposal, including cumulative impact with Woodsford, impact on landscape character, landscape and visual impacts. However, there are still elements which will create landscape impact that must be mitigated against.
- 9.43 Updated plans and illustrations show a more realistic change for the entrances, buildings and car parks, and removal of G12 causing more landscape and visual impact from key viewpoints.

- 9.44 A new landscape scheme has been proposed to mitigate adverse impacts alongside restoration planting on the eastern margin which can be required as pre-commencement conditions. It is recommended that this includes plans for screening, banking and native planting to include larger tree species to compensate for proposed tree removal. Additional drawings are also required to demonstrate the final schemes for the site entrances at their final stage, including plans for tarmac removal, if used, and removal of gates, fencing and narrowing of entrances for restoration.

Dorset Council – Archaeology

- 9.45 Comment received 12/12/23. No Objection

Notes that there “are areas of both sites where there appear to be significant archaeological remains.” Suggests a standard condition to secure archaeological fieldwork and publication.

Dorset Council - Rights of Way

Comment received 26th August 2025

- 9.47 The width of the proposed Permissive Bridleway should be 3 metres and it would be preferred if the route could be dedicated as a definitive Bridleway and is correctly signed and the public know they can use it.
- 9.48 The surfacing of the bridleway should be 200mm deep compacted sub-base of 40mm stone, 50mm deep compacted mid layer of 20mm stone, 10mm deep compacted top layer of 5mm to dust. It should be cambered to allow water run off and be constructed so it is suitable access by wheelchairs, pushchairs, cyclists, horses and pedestrians.
- 9.49 The bridleway shall have gates constructed and installed to BS 5709:2018 and a corral at roadsides as per BHS guidance for road crossings.
- 9.50 The bridge that will be needed at the Moreton village end of the bridleway will need to be constructed to Dorset Council specifications suitable for bridleway use. Fencing required alongside the bridleway should be stock fence with plain wire top strand, with no barbed wire.
Maintenance of the bridleway needs to be undertaken with any side growth cut back to the width of the route.
- 9.51 The Rights of Way team supports this application due to the excellent sustainable transport links to be created between Moreton Station and Moreton village and the extra facilities and access to the countryside that this will provide, along with the proposed Visitor Centre and lakes being an additional amenity in the future. It provides a positive contribution towards the National Cycle Network as well.

Dorset Council – Minerals & Waste Policy

Comment received 27/10/23

- 9.52 In estimating the 'landbank' as of 12th October 2023, the Dorset Minerals and Waste Policy Team noted that the 'landbank' for Poole Formation sand has fallen below the 7 years set out in the NPPF and was estimated at 6.1 years. In contrast, the landbank for River Terrace sand and gravel was estimated at 8.6 years and the combined landbank for both was estimated at exactly 7.0 years.
- 9.53 In relation to the increased tonnage of mineral proposed to be extracted, relative to the figures in the Plan, it is noted that "there are benefits in taking more aggregate from the proposed sites, in that for a given area being dug, there will be a greater yield – meaning less (or delayed) impacts in other areas of Dorset." Although the proposed annual extraction figure of 600,000 tpa is considered as "high," it is noted that with "this high level of extraction the period of disruption during working is reduced, as the site will be worked more quickly."
- 9.54 Nonetheless, it is accepted that "the amount proposed for extraction significantly exceeds what is identified in the allocation in the MSP. This does not make the proposal unacceptable..." The comment states that: the fact that the sites are allocated in the Plan for aggregate extraction is material and establishes the principle of mineral extraction at these locations. The proposed development may significantly exceed the amount identified in the Minerals Sites Plan but this does not detract from the fact that the sites are allocated."

Updated comment received 27th August 2025

- 9.54 Based on 2024 figures, it can be confirmed that at the end of 2024, the land bank for River Terrace gravel was 9.35 years, while the land bank for Poole Formation sand was 6.73 years. The combined River Terrace and Poole Formation land bank was 7.68 years. All figures are based on the use of the rolling 10 years sales average. Towards the end of August 2025, it was estimated that the land bank for River Terrace sand and gravel had fallen to 8.9 years, while for Poole Formation sand the land bank was estimated to be approximately 6.1 years. The combined land bank was estimated at 7.1 years.
- 9.55 If Hurst Farm /Station Road projected figures are added to the confirmed landbank at the end of 2024 the Landbank figure for River Terrace gravel would rise to 18.24 years. (This has been calculated without any other sites becoming available, just Hurst Farm/Station Road). If the calculation is done for Poole Formation sand, the Landbank figure would rise to 16.23 years, again, only adding in the increase from Hurst Farm/Station Road. These figures show that a substantial increase in the Landbank would occur if planning permission is granted for this planning application. Although the current Landbank figures are over the minimum 7 years that the NPPF says should be the minimum Landbank kept for sand and gravel, there is no upper limit recommended. Para. 226 of the NPPF

states that Minerals Planning Authorities should plan for a steady and adequate supply of aggregates, and it is considered that the projected higher Landbank figures that would be available, should this application be given planning permission, would contribute to the steady and adequate supply in Dorset over the next 20 years.

Dorset Council – Natural Environment Team

Comments received on 16/10/23

- 9.56 Survey data including European Protected Species (EPS) to inform mitigation measures to avoid or minimise impacts is incomplete, notably for Hazel dormice and bats. The ecological assessment and proposed mitigation and compensation measures should be provided to the authority prior to determination. Planning authorities have a legal duty to regard biodiversity, including the need for adequate information regarding EPS prior to determining an application. This is in accordance with case law which determined that to leave surveys for EPS to planning condition would be to disregard the requirements of the relevant regulations (often referred to as the Habitats Regs). Government circular 06/05 helps to interpret the legislation.

Bats

- 9.57 Static detector data and analysis for the spring sampling is not available. It is not feasible to identify all calls from recordings to species level, so many recordings are attributed to long-eared and Myotis groups. A trapping exercise would have established whether Bechstein's bats (Annex II rare bat species associated with woodland) are using the site.
- 9.58 No timing of recordings or possibility of nearby roosts in relation to the site's potential value as a Core Sustainance Zone evident in the report. Recorded use of the site by Barbastelle bats is notable.
- 9.59 The report states that bat species found in the zone of influence as "relatively diverse," but this may be understated. With 11 species recorded despite limitations in identifying all calls, this likely represents a minimum count. Given that 17 bat species breed in the UK, recording 11 suggests the site supports a higher level of bat diversity.
- 9.60 NET consider the data and interpretation of available data to be inadequate to fully inform the application and consider that this should be addressed prior to determination of the application. However, in a later comment NET confirm that submitted Dormice and Bat surveys are now acceptable and no further ecological surveys are necessary before determination.

Planning Obligations

- 9.61 If planning permission is granted, planning obligations and conditions

must ensure detailed plans for protected species mitigation, compensation, and enhancement are submitted and agreed before any development phase begins. This includes Construction Environmental Management Plans and final Ecological Mitigation and Management Plans, with specific monitoring and remediation measures for hydrology. All documents should comply with BS42020:2013, the biodiversity code of practice for planning and development.

Trees

- 9.62 NET supports the DC Tree Officer's comments and highlights the need to address air quality impacts, particularly dust, on sensitive ecological features during operations and restoration. This includes veteran and notable trees, and hedgerows. Further consideration should be given to the potential translocation of veteran trees:
- 9.62.1 [Government guidance \(Jan 2022\)](#)
- 9.62.2 [Keepers of time: ancient and native woodland and trees policy in England \(publishing.service.gov.uk\)](#) and
- 9.62.3 [The England Trees Action Plan \(publishing.service.gov.uk\)](#)

Restoration

- 9.63 The restoration plan should be revised to capitalise upon the opportunity to revert to a pre-large field pattern, a more ambitious wetland interface with the River Frome, increase the range of Heath Lobelia and general diversity with natural regenerative management potentially including grazing.
- 9.64 The provision of smaller ponds is welcome. Additionally, provision of wetland habitat linked to and bolstering the existing riparian corridor would support the identified range of priority associated bird species and contribute a significant biodiversity net gain.
- 9.65 The soils within the site lend themselves well to heath/acid/scrubby habitats. It would be desirable to see a greater variety of habitats included in the restoration scheme, including establishing satellite colonies of Heath lobelia by translocation in suitable locations. Further consideration in discussion with the MPA would be welcomed.

Second comment received 31st July 2024

- 9.66 The submitted Dormice and Bat surveys are acceptable and no further ecological surveys are necessary before determination.

Proposed removal of Veteran Tree 174

- 9.67 Retention of veteran trees must be in-line with the National Planning Policy Guidance Mitigation Hierarchy. Development proposals that would result in the removal of veteran trees should be refused

planning permission, unless there are wholly exceptional reasons. If so, a suitable compensation strategy must be in place and agreed before determination.

9.68 Compensatory measures might include:

- a) translocation of the tree to another part of the site
- b) management, set out in a management plan, of existing woodland under the Moreton Estate's control, including mapped removal of rhododendron
- c) individual trees, particularly oaks, within managed woodland and in retained treelines and hedgerows to be identified as future veterans and management secured to enhance their condition
- d) identification of trees that could be subject to veteranisation techniques
- e) creation of new areas of naturalistic woodland planting designed to restore ecological function

Restoration Plan and Afteruse

9.69 A bespoke approach to restoration should aim to achieve varied ecological functionality that can be managed sustainably in the long-term. Rather than strict like-for-like replacement of habitats lost, those created should deliver the equivalent value with a more landscape-sensitive approach.

9.70 The interface between the Hurst Lake (the proposed lake in the centre of the Hurst Farm site) and the surrounding areas to the north, east, and west should be reconsidered. There is an opportunity for extending the wetland habitats created into these areas, providing a more graduated ecotone, in contrast to some of the abrupt edges of the lake in the current proposed plan.

9.71 Where well justified, removal of additional hedgerow to facilitate a more integrated and extensive wetland creation would be welcomed. Rather than compensatory hedgerow planting to recreate lost fields and hedges, to the west and east of the lake, approaches delivering more diverse habitats with the same ecological function should be included, such as double hedgerows and the creation of scalloped edges and small copses to facilitate more extensive grazing post-restoration. This could avoid the need to create traditional field parcels and allow grazing to help manage the restoration site, reducing manual or mechanical intervention.

9.72 This approach should be achievable with minimal change to the working phases. For example, the areas of proposed pasture to the north-west, north-east, and east of the Hurst Lake would all be worked wet during the development, naturally forming into waterbodies, which are then proposed to be backfilled with overburden and soil to restore above water level. Restoring these areas to wetland/lake margins should not therefore be a task onerous to the operator. This may result in a surplus of overburden and soil, which could be used in restoring the rest of the site, or to reduce the depth of the large lake creating shallow gradients

- 9.73 Opportunity for a greater ecological connection between Hurst Lake and the proposed shallow pond in the north-east corner. The proposed outfall between the two could be expanded. The high quality oak trees in the hedgerows to the north and east of the buildings in this area should be retained and safeguarded.
- 9.74 Consideration of the siting of proposed wading shallows for birds is recommended; where adjacent to tall vegetation birds may be more vulnerable to predators.
- 9.75 Extensive shallows and pools over a wider, open area are likely to be more deliverable and successful than several discreet wetland shallows. Areas for potential recreation and amenity should be identified and zoned with clear parameters for acceptable future use identified.
- 9.76 The applicant has committed to nature conservation management of the site and Hurst Heath area for a period of 30 years. Expressions of interest from nature conservation bodies more appropriately placed to take on the long-term management of the site, should be sought by the applicant. Currently unclear as to who will operate the retained proposed visitor centre. Proposed use in-keeping with the nature conservation aims and the Restoration Vision in the Minerals Sites Plan (2019) is encouraged.
- 9.77 The specification for planting and seed mixes for grassland restoration must be consistent within all submitted plans and documents. The Ecological Mitigation and Management Plan (EMMP) and the Restoration scheme plans contain conflicting specifications. The applicant's Response Note to Ecology Consultees (February 2024) highlights that the Restoration Plan will need to agree with the EMMP regarding the grassland seed-mix used.

Biodiversity Net Gain

- 9.78 The EMMP and Biodiversity gain plan proposes potential future marketing of 'surplus' biodiversity units on the site, where measurable Biodiversity Net Gain exceeds the statutory requirement of 10%.
- 9.79 Clear identification of how 'surplus' in biodiversity unit generation is calculated is required. Enhancement of the site post-restoration to deliver higher quality habitats is a policy requirement under Policy DM5 of the Bournemouth, Dorset & Poole Minerals Strategy 2014.
- 9.80 To deliver additionality, post-development habitat creation and enhancement must be demonstrated as being over and above what is required to fulfil policy requirements.

Heath Lobelia

- 9.81 Ensuring the survival and long-term management and improvement of this rare plant species is of the highest priority.
- 9.82 Commitment to a long-term management plan secured by a Legal

Agreement for the Hurst Heath area is welcomed.

- 9.83 The Species Recovery Trust helps in the understanding of the needs of this complex plant, informing the actions within the final management plan. It is recommended that the Trust are involved throughout, including discharge of condition stage and over the decades of management. Translocation (through seed collection and dispersal) of the Heath Lobelia plant to other areas of the site and surrounding estate land should be seriously considered as part of the management plan.
- 9.84 Prior to determination it would be desirable to see at least the specific identification of the areas in which Rhododendron is present and will be managed as close to elimination as possible.
- 9.85 Nearby mineral working may lower the water table at Hurst Heath, to the detriment of the Heath Lobelia plant. Although the applicant predicts this to be highly unlikely, they accept that the possibility cannot be ruled out until post-extraction groundwater monitoring provides the data for actual drawdown.
- 9.86 Accurate monitoring and sufficient number and location of monitoring boreholes is very important.
- 9.87 In principle, the applicant's proposal to only work the nearest area of extraction to Hurst Heath is acceptable, subject to sufficient monitoring and appropriately worded conditions. It would be helpful to see consultation between the Species Recovery Trust and the applicant included in the management plan for reassurance.

Informal comments received from NET 23rd August 2024

- 9.88 NET welcomes the increased wetland areas in the north-west section of the site and enhanced connectivity, somewhat constrained by the landform, between the lake and the waterbody in the north-east part of the site.
- 9.89 The possibility of a walking route circumnavigating the lake was discussed. In principle this is acceptable provided there is sufficient buffering between the lake and marginal area and the path. The lake edge should be adequately buffered and designed to avoid disturbance from visitors. Locations of bird hides and the access to those will need to be carefully designed to minimise disturbance to wildlife.
- 9.90 Recreational uses - from an ecological perspective it would be advisable to restrict recreation to educational and bird watching activity. It is also recommended that dogs should not be permitted, to fit with a nature conservation primary objective whilst other sites with a recreational primary purpose are available in the locality.
- 9.91 Re: Long-term management of the site, it's recommended that this is undertaken by a body with a proven track record in nature conservation management. Failing this, the authority will need legally securable assurances that expert advice on the

management, monitoring, and reporting of certain ecological receptors and the wider site during the 30-year period will be taken.

Dorset Council Tree Officer

Comments received 3rd October 2023

- 9.92 Area TPO 496, covering the southern part of the Station Road site was served in 2018 following the felling of a suspected veteran oak. A new TPO (TPO/2023/0005) was subsequently served as an area TPO and later modified, protecting key trees, groups, and woodlands across the two sites.
- 9.93 An Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) were submitted as part of this application. A generic AMS such as this was considered by the DC Tree Officer to be inappropriate given the scale of this site and the operations proposed.
- 9.94 As the TPP does not follow the phased plans as submitted, it is not clear when fencing will be erected around the site. As neither the AIA nor the AMS discuss the restoration of the site and how this relates to protective measures, it is not clear how long the fencing will remain in-situ.
- 9.95 The TPP should follow the phased plans, with a timeline for the installation and removal of protective measures detailed within the AMS. Currently neither the AMS nor the TP are suitable to be used as an on-site 'working document'.

Removal of features

- 9.96 The Barrells Arboricultural Impact Assessment (AIA) notes the loss of the following features:
- Category A: 1 veteran, 16 individual trees, 1 part of one group and a number of stems within two woodlands.
 - Category B: 4 individual Trees, 2 groups, and part of 4 groups.
 - Category C: 4 individuals, 8 groups, parts of 2 groups, 4 hedges and parts of 5 hedges
- 9.97 The loss of the higher quality trees and groups are regrettable; however, it is noted that there will be a significant amount of compensatory planting.
- 9.98 The loss of the veteran (V174) has been proposed to enable maximum extraction between phase 10 and 12 and facilitate retention of the features between phase 9A and 9B; which also includes 2 further veterans.
- 9.99 If the veteran is to be lost, sufficient compensation must therefore be secured by way of condition. This should follow the 'Ancient woodland, ancient trees and veteran trees: advice for making planning decisions', which notes that loss of veteran trees can be partially compensated by planting young trees of the same species with space around each one to develop an open crown, and new

trees near to the trees they're replacing.

Little Hurst Coppice and Hurst Copse

- 9.100 An earlier (June 2022) ecology statement produced as part of the Scoping Opinion highlighted the potential for 'Hurst Copse' and 'Little Hurst Coppice' to contain some ancient woodland indicator species and stated that the status and composition of these woodlands would be investigated further to inform the Environmental Statement. However, the current ecology report makes no reference to these woodlands or to the presence of veteran trees on site.
- 9.101 Given the earlier comments, a detailed assessment of these woodlands is required as this could influence the layout and design of the site.

Impact of Extraction Operations Bunds

- 9.102 Section 1.2 of the AIA references the design of the temporary soil bunds. These have been pulled out from the veteran trees buffer zone, and it is unclear what will separate them from the mining activities/act as a buffer. V194 is particularly close to the top of the excavation.
- 9.103 V55 is situated adjacent to the main haul road. The buffer zone is shown to extend south of the existing track with no protective measures shown to accommodate this. It would be reasonable to expect ground protection on the track due to increased use and some form of fencing to limit access in the buffer area south of the track.
- 9.104 Clarity is sought as to why there is no protective fencing for a number of trees in the southern portion of the site north of phase C.
- 9.105 Storage bunds containing soil which will remain for more than 6 months or over the winter period should be grassed over, weed controlled and maintained to the satisfaction of the MPA. Care must be taken when applying herbicides in close vicinity of trees.

Dust

- 9.106 High dust levels and leaf coverage can negatively impact tree health and development, affect stomatal/lenticel function, inhibit growth and development of leaves, seed and fruit and reduce the photosynthetic rate.
- 9.107 The receptors identified within the dust management plan are predominantly adjacent dwellings. Only Hurst Heath SNCI is noted as a receptor expected to experience up to moderate adverse effects and mitigation is proposed – why is other vegetation not also recognised? Do trees, including veteran trees, fall into the 'vegetation' category

- 9.108 There is likely to be dust generation from vehicle movement and transportation of the minerals, and the main haul road runs immediately adjacent to at least three veterans, Little Hurst woodland and a significant number of A category trees. Possible dust generation in the restoration phase of transporting the infill and restoring the land is not mentioned.

Hydrology

- 9.109 The bunds will consist of free draining material and the risk of water pooling in high rainfall events is considered low. However, the lowering of groundwater levels and its impact on trees does not however appear to have been covered. Altering the water table will have negative consequences for older and veteran trees in periods of drought. Possible impacts of warmer, drier summers should be further explored to determine the likely level of impact and possible management techniques to ensure retention of these important features.

Conveyor Corridor

- 9.110 The TPP states trees will be retained where possible subject to design. The Dorset Tree Officer was unable to locate the full design proposals for the conveyor or specific details of tree removal. As removal of trees adjacent to the road to facilitate this are likely to have a greater impact on public amenity it is important to seek clarity on the detailed design and implications.

New Planting

- 9.111 The Dorset Tree Officer was unable to locate the detailed restoration scheme, as specified by the project Landscape Architect, that is referred to in section 1.10 of the planning statement. Only drawing HF/523/16-3A provided an overview of the restoration layout.
- 9.112 Section 6.40 refers to 725m² of planting completed in April 2023 ahead of planning consent being undertaken and a further 15,190m² to be carried out post planting consent.
- 9.113 Section 6.58 notes the different elements of habitat creation achieved in restoration which includes 1.49 hectares of native woodland/scrub planting and 2320m of native hedgerow planting.
- 9.114 The Dorset Tree Officer commends this, but notes the lack of detail on the species to be used and maintenance or management of the planting that has already been undertaken or is due to go in. A comprehensive landscaping scheme and management plan covering an appropriate time length (in excess of the 25 years) should be secured by way of condition.
- 9.115 If approved, the Dorset Tree Officer also asks for details of the specific compensatory planting for the veterans and for other valued

trees (for example southwest of Hurst Farm) to be clarified to ensure sufficient compensation is secured. This should be in accordance with the Government Standing advice.

Further comment received from Dorset Tree Officer on 23rd May 2024.

- 9.116 I have reviewed the amended plans and AIA and have the following comments to make. I have also revisited some of the earlier issues raised, as on further reflection I do not feel adequate responses have been provided.

Removal of Veteran Tree V174

- 9.117 In the government guidance Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK veteran trees are defined as irreplaceable habitats. Their features, such as branch death and hollowing, contribute to their exceptional biodiversity, cultural and heritage value.

- 9.118 Under the title 'Making Decisions' it states the following;

'When making planning decisions, you should consider:

- *conserving and enhancing biodiversity*
- *avoiding and reducing the level of impact of the proposed development on ancient woodland and ancient and veteran trees*

You should refuse planning permission if development will result in the loss or deterioration of ancient woodland, ancient trees and veteran trees unless both of the following applies:

- *there are wholly exceptional reasons*
- *there's a suitable compensation strategy in place (this must not be a part of considerations of wholly exceptional reasons) - see paragraphs 33 and 34 of the [planning practice guidance](#) on compensation guidance*

You should make decisions in line with paragraph 180 (c) of the NPPF.

(NB- this has since been updated to para 186 (c) which states "development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons 67 and a suitable compensation strategy exists; and

(d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity 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".

**Footnote 67: For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit*

would clearly outweigh the loss or deterioration of habitat.)

Ancient woodland, ancient trees and veteran trees are irreplaceable. Therefore, you should not consider proposed compensation measures as part of your assessment of the merits of the development proposal.'

- 9.119 The AIA refers to the site's restoration plans as the compensation strategy for the veteran proposed for removal. Compensation measures should be a last resort and considered only once the existence of 'wholly exceptional circumstances have been ascertained (para 033 of Natural Environment Planning Practice Guidance).
- 9.120 A statement justifying the removal of veteran V174 was requested previously, with the planning agent confirming on site it is to enable maximum extraction between phase 10 & 12 and facilitate retention of the features between phase 9A and 9B, which also includes 2 further veterans.
- 9.121 The AIA refers to strategic importance to justify removal of V174 but when considering the above government guidance, the justification does not appear as a wholly exceptional reason. The justification lacks detail and appears to be solely about maximising return.
- 9.122 Given the above guidance and responses from the agent and arboriculturist, the primary position should be to retain all veteran trees on site – this should be explored further given the current lack of a wholly exceptional reason and specific compensation strategy.

Removal of G12

- 9.123 Trees to the southwest of Hurst Farm (G12 protected by TPO/2023/005) are still proposed for removal, which is disappointing given the DC Senior Landscape Architects comments highlighting the significant visual contribution made by this group. The retention of this feature is supported on amenity grounds, and this is reflected by the modified TPO.

Bunds and tree protection measures

- 9.124 The revised plans show the fencing extended around trees to the north of phase 9c and increased fencing around Veteran tree 55.
- 9.125 On reflection and further discussion with the adjacent site at Woodsford Quarry, I question the justification provided for placement of the bunds within the RPAs of the remaining trees.
- 9.126 In section 1.2 of the AIA, Barrells specifically refer to paragraph 7.4.4.4 of BS5837:2012 to justify the placement of bunds within the root protection areas, following original concerns raised at my initial site meeting.
- 9.127 Section 7.4 of the BS specifically relates to permanent hard surfacing

within the RPA; with the raising of levels typically used to create a level subbase if the existing ground is undulating.

- 9.128 I struggle to see the comparison between marginally altering levels for new hard surfacing and significantly altering levels to facilitate the storage of soils in up to and in some cases over 30% of the RPA.
- 9.129 The issue of the AMS not being site specific and too generalised for such a long-term operation is compounded by this - it fails to address the soil handling method for building and grading the bunds and later dismantling/excavating the bunds for restoration.
- 9.130 It is expected that heavy machinery will be required to facilitate this and these will require access to both build, shape and dismantle; which if the bunds are situated within root protection areas leaves them vulnerable to damage.
- 9.131 It is not practicable to expect all tree protective measures to be implemented prior to commencement and a phased approach with a timeline for the installation and removal detailed in phase specific tree protection plans is preferred. These more detailed documents could be conditioned as a pre-commencement condition for each phase with an overarching TPP and AMS if it can be assured that the bunds will be pulled out of the RPA's.

Recommendations

- 9.132 AIA and AMS are not able to fully demonstrate that the operations can be undertaken with minimal risk of adverse impact on trees to be retained. The proposal cannot be supported if the bunds remain within the root protection areas of trees.
- 9.133 The DC Senior Landscape architects' comments in respect of retaining G12 and are supported and it is agreed that it should be retained and protected in accordance with the Bournemouth, Christchurch, Poole and Dorset Minerals Sites Plan (MSP) 2019.
- 9.134 The removal of the veteran tree V174 is contrary to government standing advice in relation to ancient woods, ancient trees and veterans: advice for making planning decisions and paragraph 186 (c) of the NPPF. The primary position should be to retain all veteran trees on site, and I would suggest that this is explored further given the lack of wholly exceptional reasons and specific compensation strategy.

Further comment received from Dorset Tree Officer on 17th Oct 2024. Encroachment into root protection areas

- 9.135 Much improved, there is still some creep into the RPAs of a number of trees to the south of, and in between phases 7a and 7b, along with T200 which conflicts with section 2.2 of the AIA. There doesn't appear to be any specific barriers to roots here i.e. ditches to justify this.

Loss of V174 & Compensation Strategy

- 9.136 Compensation strategy details 1 hectare of new woodland, rhododendron management on and around the estate, the translocation of V174 into the new woodland and the identification of 50 future on-site veterans – all commendable, but decision maker has to determine if the reasons of economic loss are wholly exceptional to justify the loss of V174. Government guidance states that “The compensation strategy must not be a part of consideration of wholly exceptional reasons” and planning should be refused if the above is not met.
- 9.137 An overview of the translocation methodology for V174 has been detailed within section 1.6 of the AIA, but not later in the section 2.5 table ‘Phasing summary for tree protection’.
- 9.138 Moving a tree of this size does not yet appear to have been tried and tested within the UK, with larger equipment seemingly patented to the US. If this option is approved the largest sized root ball which is feasible for movement should be retained and full details of its translocation must be outlined in the veteran management plan discussed below.
- 9.139 Being placed in an area of new woodland, it is important sufficient space is given around V174 in its new position to avoid creating competition for light, water or nutrients.
- 9.140 In respect of the rhododendron management, reference has been made within section 1.12 of the AIA to a full and detailed Rhododendron management plan. It is understood that this will be secured via the section 106 agreement.
- 9.141 Regarding future veteran management, section 1.13 refers to a long-term veteran tree management plan. As many of the trees are protected on site by TPO (TPO/2023/005 & PDC/TPO 496) the production of this must be secured by condition if you are minded to grant consent. It is recommended that the management plan be inclusive of but not limited to the following:
- detailed survey of all veteran trees on site
 - methodology and aftercare for translocating V174 with specialist input/supervision and detailed timeline.
 - methodology for planting new area of woodland around V174
 - future management of land surrounding veteran trees and future identified veterans to prevent overcrowding from new planting/compaction from site users
 - Scope of any tree works to current or future on-site veterans (works to be undertaken by registered contractors only and TPO Tree work application required).

Restoration and new planting

- 9.142 Section 1.14 briefly refers to new planting and the restoration proposals. The latest restoration scheme includes the outline of several of the veteran trees (mostly in the station road site). It is not clear what the circle denotes but it has potentially highlighted areas of planting within the veteran buffer zones for trees V202, V205, V109

and V55.

- 9.143 Space must be afforded to the veterans for restoration as well – the planting locations of new trees should not interfere with the veterans as they grow and develop.
- 9.144 Wading shallows encroach into the buffer zone of V194 - wetland creation needs to be moved outside of the buffer zone.
- 9.145 Footpath proposed north of phase 5 with rolled gravel surface that is not mentioned in the AIA. As this runs through the buffer zone of V55 a no-dig solution is recommended to improve the existing site conditions. This should be detailed within the TPP and AMS.
- 9.146 The new outfall between Hurst Lake and the proposed shallow pond in the north-east corner is not mentioned with the AIA.
- 9.147 It is understood that more detailed restoration plans are to be conditioned and therefore further detail on tree protection could also be secured.

Permissive Footpath along B3390

- 9.148 It is disappointing that a no dig solution is considered unviable along the northern side of the B3390. There are examples of other local authorities accepting and adopting paths with alternative technical solutions near trees [Adopted-Road-and-Footpath-examples-Cellweb-TRP.pdf \(geosyn.co.uk\)](http://geosyn.co.uk/Adopted-Road-and-Footpath-examples-Cellweb-TRP.pdf)
- 9.149 The use of no-dig for the remaining pathway is supported and a full spec of this should be secured via condition of a detailed AMS.

Conditions:

- 9.150 It is preferable for the tree protection conditions to be phased with pre- commencement site visits on each new phase. Attendees should include the appointed tree specialist, quarry site manager and LPA tree officer/representative to discuss appropriate tree protection measures. Photographic monitoring records must be kept available for inspection.

Suggested condition: Before any preparatory works or extraction works commence on each phase, a pre-commencement meeting shall be held on site and attended by the developers appointed arboricultural consultant, the site manager/foreman and a representative from the Local Planning Authority (LPA) to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details, or any variation as may subsequently be agreed in writing by the LPA.

- 9.151 In respect of a more detailed AMS, I have included Barrells suggested heads of terms within a suggested condition as they cover what is required.

Suggested condition: Prior to the commencement of development hereby approved (including all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012 (or updated standards at that time), including phase specific tree protection plan(s) (TPP) and a phase detailed arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

9.152 Specific issues to be dealt with in the TPPs (Tree Protection Plans) and AMS (Arboricultural Management Scheme):

- 1. Preparation of a written site management protocol for dealing with tree issues, to be incorporated into formal site management procedures, and to specifically include induction training for all operatives related to tree protection.*
- 2. The order of work on site, including phased site clearance, the installation of protective measures, the phasing of successive work locations, the installation of the conveyor and bridge, the phased removal of tree protection, and restoration works.*
- 3. A specification for tree protection measures as each phase progresses and an updated plan indicating the alignment of these measures.*
- 4. Who will be responsible for protecting the trees on site.*
- 5. Detailed proposals for inspecting and supervising the tree protection by a suitably qualified tree specialist. To include details of how this will be reported to the LPA.*
- 6. How accidents and emergencies involving trees will be managed, including accidental damage to roots and their treatment.*
- 7. Details of facilitation pruning and access into site. What size vehicles will be used under canopies and will large machinery be lifted over trees.*
- 8. The parking arrangements for workers and visitors.*
- 9. A schedule of emergency contact numbers relating to trees.*
- 10. Areas for loading and unloading of materials and storage of materials and plant.*
- 11. Where site facilities will be located and when will they be installed.*
- 12. How machinery and equipment (such as excavators, cranes and their loads, concrete pumps and piling rigs) will enter, move on, work on, and leave the site.*
- 13. Pollution control to specifically consider chemical storage and wheel washing facilities in relation to trees.*
- 14. Recycling and storage of waste in relation to trees.*
- 15. Details of earthworks, grading and mounding and removal*

of spoil, including any planned lowering or raising of ground levels.

16. Precise services locations, including the method of excavation when near trees.

17. Details and precise cross-sections for the conveyor support structure and overbridge is to be installed.

18. A full specification and methodology of new footpath link from Moreton Village to the station and permissive path around Hurst Lake.

19. Details of wetland creation adjacent to RPAs, and how the movement of excavators will be managed.

20. Methods to improve the rooting environment for retained and proposed trees and landscaping

Each phase of extraction and restoration thereafter shall be implemented in strict accordance with the approved details. Reason: Required prior to commencement of extraction to satisfy the Local Planning Authority that the trees to be retained will not be damaged during extraction or restoration and to protect and enhance the appearance and character of the site and locality.

Suggest a condition is added to say the following: There shall be no excavation or raising or lowering of levels within the prescribed root protection area or buffer zones of retained trees unless agreed in writing by the Local Planning Authority.

Further comment received from Dorset Tree Officer on 4th December 2024.

9.153 Having reviewed the following: Barrell's Tree Protection Plan 22117-13A and Barrell's Arboricultural Impact Appraisal and Method Statement 22117-A1A6- CA it is noted that the encroachment into the RPAs as detailed in point 1 of the comments made on 17th October 2024 has been addressed. The remaining comments made on that date still stand.

9.154 It is considered useful to provide some definitions in respect of what is a veteran tree and why it is considered irreplaceable. Text has been taken from the Woodland Trust's [Ancient and veteran trees. An assessment guide](#). (Gilmartin 2022).

“A veteran is a mature tree that has developed valuable decaying wood features, not necessarily as a consequence of time, but due to its life or environment. Veteran trees may not be very old, but share similarities with ancient trees, such as trunk or branch hollowing, or significant amounts of other decaying wood.”

“Ancient and veteran trees are disproportionately valuable parts of the natural environment . They are keystone structures, containing unique microhabitats for specialist wildlife, and are host to hundreds

of species at any one time. For this reason, they are vital attributes of woodland sites and open wooded habitats. Trees outside of woods, i.e. scattered and hedgerow trees, are also particularly important for landscape connectivity . Where trees have persisted for a long time, so too has the soil around and beneath them. This soil reserve, and community of life within, is therefore also old and is precious. Much is still to be discovered about the ground below ancient and veteran trees, but research has shown that it holds unique communities, including that of mycorrhizal fungi – the fungi that make up the ‘wood-wide web’ – which trade nutrients in exchange for sugar made by the trees through photosynthesis.”

- 9.155 And the NPPF's definition of an "Ancient or veteran tree" is.. "A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage."

Dorset Council – Highways

Comments submitted on 08/08/23, and again on 14/09/23 and 05/03/24. No Objection.

- 9.156 Highways consider that the "increase of HGV movements is deemed acceptable and can be safely accommodated on the network." Overall, they consider that the impact of the development would not be severe and therefore consider that there are no highway grounds for refusal.
- 9.157 They draw attention to the highway assessments conducted by the applicant, including the Transport Management Plan, and consider that it "*contributes towards the mitigation of the proposed development which includes an agreed route distribution which seeks to ensure that all HGVs use the strategic highway network as much as possible and aims to avoid sensitive areas.*"
- 9.158 The Highways Officer suggests that several conditions be added if permission is granted, regarding submission of a Construction Logistics Plan (CLP), visibility splays, access construction, and turning/manoeuvring.

Dorset Council – Transport Planning

Comments received 01/09/2023

- 9.159 Transport Planning was asked to comment on the need for or feasibility of a pedestrian crossing on the B3390, in connection with the new proposed footpath. They recognise the "*lack of pedestrian facilities connecting Moreton Station to Moreton village,*" and note

the emphasis given in the Mineral Sites Plan to this connection.

- 9.160 They note that “*none of the 14 collisions within the PIA study area involved pedestrians, whilst two slight collisions involved cyclists.*” Although agreeing that “*a crossing would improve pedestrian safety across the B3390,*” they list a series of requirements that would need to be met before a proposal for a crossing could be supported by the authority. This includes further assessments, possible traffic calming measures, lighting, signage, etc.

Second comment received on 2nd November 2024

- 9.161 The applicant submitted a Transport Assessment Modelling Note 8th May 2024 to consider the cumulative impacts of the proposal in relation to a development located on Land South of Warmwell Road Crossways WD/D/16/000378. They conducted sensitivity testing on the relevant junction’s, using industry standard tools, and it was concluded that there are no detrimental highway impacts envisaged with both development proposals operating at the same time. The Highway Authority find this to be acceptable.

Station Road access

- 9.162 The access onto Station Road required modification and the applicant submitted a revised swept path and visibility splay drawing to reflect these changes. A banks person will be in place to manage HGV movements during the temporary construction phase before it reverts to standard vehicle use. The Highway Authority find this to be acceptable.

The permissive route from Moreton Station to Moreton village

- 9.163 These permissive bridleway/footpath proposals have been subject to an independent Stage 1 Road Safety Audit. An element of these works will become footway works facilitated on to the adjacent adopted public highway and be subject to a section 278 of the Highways Act 1980. The Highway Development team have found this to be acceptable and will require a Grampian condition.
- 9.164 The Highway Authority has no objection to the following conditions being added and consolidated with its previous responses 8 August 2023 and 20 September 2023:

Before the development hereby approved is occupied or utilised the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

Grampian condition

Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority in accordance with: Drawing 174-0006-0015 P01 Footpath and Crossing Design (or similar scheme to be agreed in writing with the Planning Authority).

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

Informative Note Proposed: Grampian

In addition to this permission, the highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site.

Dorset Council – Bridges Team

Submitted on 30th January 2024. No Objection

- 9.165 Notes that none of the bridges along the three HGV routes in the Traffic Management Plan are weight restricted and considers that “there is no reason to limit the number of vehicle movements for structural reasons.”
- 9.166 On the condition of Hurst Bridge, they note that the “bridge is in sound structural condition,” and that “defects noted are age and exposure related deterioration as a result of weathering.”

Dorset Council – Conservation Officer

Comments submitted 20th October 2023. No Objection

- 9.167 Overall, the Conservation Officer finds that the scheme would cause no harm (either directly or indirectly) to any heritage asset, except for Hurst Bridge (1425777).
- 9.168 The Bridge is Grade II listed, and the Conservation Officer finds there would be ‘less than substantial harm’, due to “a perceived increase of industrial scale transport,” as well as “tangible concerns with regard the future structural integrity.”
- 9.169 He concludes that any harm can be adequately mitigated by securing from the applicant “an agreement for an appropriate schedule of periodic structural investigation and monitoring,” and

that terms of liability in case of damage should be explored.

Dorset Council – Environmental Health

Air Quality and Dust Comments

- 9.170 Environmental Health have viewed the following documents of the Environmental Statement:

Chapter 7, Hurst Farm and Station Road Quarry Proposal, Chapter 7 Air Quality and Dust, by DustScan AQ, dated July 2023

- 9.171 The assessment considers transport emissions associated with the proposed development for the earliest year of operation (2024). It concludes the air quality impact will be negligible and proposed development will not result in a significant negative effect on local air quality.

Chapter 7.1 Dust Assessment, Hurst Farm and Station Road by DustScan AQ, dated May 2023

- 9.172 This assessment considers impacts from 'disamenity' (or 'nuisance') dust, associated with annoyance. The assessment concludes that the vast majority of receptors are likely to experience no more the negligible effects as a result of the proposed development. Slight adverse effects are predicted at receptors to the east of Hurst Farm and to the north of Station Road during site preparation and restoration activities, however a Dust Management Plan has been produced to mitigate these effects. I would suggest a condition to ensure the following document is implemented should planning permission be granted:

- Dust Management Plan, Hurst Farm, by DustScan AQ

Dorset Council – Flood Risk

Comments submitted 04/08/23, and again on 20/02/24. No Objection.

- 9.173 Dorset Council Flood Risk team are satisfied with the assessments submitted by the applicant and conclude that: "it is reasonable to assume that the peak surface water runoff rates and volumes will be less than the current rates and this may go some way to reducing downstream flood risk." They suggest two standard pre-commencement conditions in relation to surface water management and drainage.

Environment Agency

First comment 18/09/23, object.

- 9.174 Insufficient information to determine risks to water environment

Groundwater and hydrology

9.175 Geological evidence

- Require evidence of geological logs for boreholes and geological sections to review hydraulic connection between operations and River Frome

9.176 Groundwater level data - logger and wet conditions

- Require flow data for winter 2022/23 to show full range in levels after 2022 drought

9.177 Permeability distribution and hydraulic impacts due to abstraction at 1B

- Clarification in differences between groundwater level shown on contour plot at 29-29.5m AOD and proposed clean water lagoon level at 28.5m AOD which implies a gradient will be present from the river at 29-30m AOD

9.178 Flow constraints implications for working 5.3.3.12

- Clarification of measures in place to accommodate operations during constrained abstraction periods

9.179 Moreton Estate network

- Clarification on whether MEN is a private network or mains supply as it does not appear to be licensed as private but is referred to as private by applicant

9.180 Dredging operations water management scheme and transfer license requirements

- Clarification of whether dredging will require a transfer license
- Further information confirming operational controls on pond and groundwater systems to manage impacts during dredging

9.181 Environmental monitoring plan - survey levels for the river Frome channel and water levels related to the channel and restoration lake levels and potential for river loss

- Confirmation of the relative groundwater vs river level related to the assessed current river level and confirmation of current conditions by surveying between Pallington Lakes and Moreton
- Restored groundwater level contour plot to be provided to conclude risk to river drainage patterns and to the SSSI watercourse between Pallington and Waddock Cross

9.182 Environmental Management Plan to describe the constraints on operation lake levels, groundwater levels and river levels to demonstrate effective mitigation and prevent impact to the River

From ensuring a positive hydraulic gradient towards the river

9.183 Woodsford Quarry

- Clarification on whether preference to not work simultaneously with Woodsford Quarry is due to hydraulic risk, and what the risk is

9.184 Hurst Dene Cottage well

- Derogation agreement to be drawn up between the applicant and well owner to allow for an abstraction license to be issued in the case that the private water supply was derogated
- Clarification with regard to impacts on private well supply

9.185 Water quality

- Clarification on how restoration works will reduce fine sediment load to the River Frome with concern over how this will be achieved

9.186 Hydrology

- Further detail with regard to the difference in flow further downstream via spot gauges taken at a range of flows to assess scale of loss to the main channel
- Current hydrological impact assessment based on December to March and should show full year
- Flow comparison is to the total flow of the Dorchester gauging station not taking account of a split in the channel between the two - this should be better understood with further spot gauging in each of the channels
- Clarification of whether data taken by telemetric flow loggers at points 2 and 4 are continuous and reliability of data

Clarification on whether evaporation from ponds has been considered/estimated

9.187 Fisheries and biodiversity

More detailed understanding of hydrology and more information on scale of change to flow of main river as change to groundwater flow away from the river between Waddock Cross and Pallington lakes and changes in flows could impact salmon habitat and population

9.188 Flood risk

Fluvial flood extents/levels

FRA does not consider fluvial flood risk in sufficient detail

Update FRA to consider fluvial flood risk, improved flood extents and flood level estimation for present day and future due to climate

change to confirm works do not impact fluvial flood risk

- 9.189 Advice to LPA and applicant
Environmental Enhancement

Second comment received 15/02/2024 - Objection

Request further information/clarification
Groundwater and hydrology

- 9.190 Geological evidence

Require hydrogeological section combining details of working depths and groundwater contour for interpretation of flows in Hurst Farm ditch and clean water lagoon excavation and extraction

- 9.191 Groundwater level data record

New data shows limited groundwater head range across the working area with potential northerly flow

- 9.192 Permeability distribution and hydraulic impacts

Unclear how raising of lagoon levels to 29.3mAOD will be maintained in permeable gravels and subject to Woodsford quarry workings and abstraction

- 9.193 Flow constraints implications for working

Confirmation of calculations for water lost and stored for compensation as they are sensitive in relation to the works

Clarification on amount to be abstracted from clean water lagoon

Details for storage of compensation water and mitigation of loss due to operations

- 9.194 Moreton Estate network

Information accepted

- 9.195 Dredging operations water management scheme and transfer licence requirements

Dredging licence required

Confirmation of restoration flow regime

- 9.196 Environmental monitoring plan - survey levels for the River Frome channel and water levels related to the channel and restoration lake levels and potential for river loss.

Third EA Comment received 16/12/2024

- 9.197 The EA confirms that they would be able to withdraw their

objection, provided the specific conditions and informatives are included, if permission is granted.

Groundwater Protection

- 9.198 The EA has set out a number of conditions relating to the surface water and groundwater at the site and in the River Frome adjacent. The EA considers that the acceptability of the scheme is dependent on water management and on the relationship between the levels at the site and in the River Frome.
- 9.199 The protection of water levels, flows and quality in the River Frome, particularly at low flow, is considered to be a very significant issue because of the SSSI status of this Chalk stream. The successful operation of any quarry site in this location will require a clear baseline data set on which to establish working and restoration water levels as part of the 'wet working' operation.
- 9.200 Pre-development conditions proposed 16th December 2024 (Note these have been updated in May 2025)
- 9.201 **Condition 1** Scheme of surface water and groundwater monitoring
Condition 2 Baseline report
Condition 3 Wet working proposed water levels
Condition 4 Monitoring scheme to protect the SNCI community.
Condition 5 Protection of flows in Hurst Ditch and Moreton Stream
Condition 6 Overall plan of working for Hurst Farm, Station Road and Woodsford Quarry
Condition 10 Construction Environmental Management Plan (CEMP)
Condition 7 Annual monitoring reports
Condition 8 - restoration monitoring
Condition 9 no import of materials to site, or land raising in Flood Zone 3

Fourth EA comment received 21st May 2025

- 9.202 Conclude that the EA's overall position on the application remains the same. The details submitted for Hurst Farm give sufficient confidence that the impacts on the River Frome can be adequately managed through conditions. Hurst Farm and Station Road sites are capable of being extracted using wet working techniques which are not based on the need to dewater strata. If permission is granted it will be on the basis that the mineral workings and all water uses will be required to maintain water levels above defined river levels.

New EA Suggested Conditions (May 2025)

9.203 EA's Legal advice says that Condition 1 (Interpretive conceptual model update report and monitoring and mitigation plan) should be amended to:

"A revised scheme of surface water and groundwater monitoring and reporting shall be submitted to and approved in writing by the Mineral Planning Authority. Extraction of minerals shall not commence until (a) surface water and groundwater monitoring as specified in the revised scheme of surface water and groundwater monitoring have been undertaken for a continuous period of not less than 12 months and (b) an interpretive conceptual model update report and monitoring and education plan has been submitted to and approved by the mineral planning authority. Thereafter, mineral extraction shall at all times be fully in conformity with the monitoring and mitigation plan as approved."

Condition 2 (Wet working proposed water levels) should read "Extraction of minerals shall not commence until scheme of wet working and water level monitoring has been submitted to and approved in writing by the mineral planning authority. Working and monitoring shall be undertaken in accordance with the approved scheme."

Condition 3 (Annual Monitoring Reports) This condition needs to be specific enough to ensure that the information required is provided as part of these reports and these need a method of approval to ensure they are compliant.

"Annual surface and groundwater monitoring report shall be submitted to the mineral planning authority by the 1st of March each year for approval in writing. The reports shall include the extent of the works in the past 12 months, observed water levels and flows and compliance/non-compliance issues in relation to the approved monitoring and mitigation plan. Continued mineral extraction shall at all times be fully in conformity with the approved monitoring and mitigation plan and minerals planning authority approval."

Condition 4 (Restoration monitoring and verification)

"Prior to the commencement of any restoration works, a revised restoration plan, based on the interpretive conceptual model and water level monitoring data shall be submitted to, and approved in writing by, the Mineral Planning Authority. The revised plan will include post restoration monitoring and a verification plan following the completion of works. Restoration will be undertaken in accordance with the approved scheme."

Condition 5 (Storage of oils, fuels and chemicals)

"Details of any facilities for the storage of oils, fuels or chemicals, associated with this development shall be submitted to and approved by the mineral planning authority. The details shall include:

- Secondary containment that is impermeable to both the fuel, oil, chemical and water, with no opening used to drain the system
- a minimum volume of secondary containment at least equivalent to the capacity of the tank plus 10% or, if there is more than one tank in the secondary containment, at least equivalent to the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest
- all fill points, vents, gauges and sight gauge located within the secondary containment
- associated above ground pipe work protected from accidental damage
- the low ground pipe work having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks
- all fill points and tank vent pipe outlets designed to discharge downwards into the bund

The scheme shall be implemented as approved prior to any storage of oils fuels or chemicals.

Natural England

9.204 Comment submitted on 12th January 2024

NE has Concerns regarding the proposed restoration of land at Station Road, as the stream is not shown on the restoration plans and recommendations on how to change the plan to incorporate it into restoration in order to reduce nitrogen loads into the river.

9.205 Recommendations for the Hurst Heath area improvement of mitigation measures due to uncertainty over their sufficiency to protect heath lobelia. Requirement of more extensive piezometer data to monitor the blocking and filling of drains and ditches and a more robust and aggressive rhododendron management strategy to prevent a substantial rhododendron problem past the currently quoted 30 year plan. Further critique is made of the 100 year vision for Hurst Heath; there is recommendation of faster action to be taken in hydrological restoration and balancing the open and wooded areas, especially with regard to the proposed 'reduction' of rhododendron and holm oak in favour of eradication.

9.206 There is a further question over whether the proposed planting of heath lobelia within the site is sufficiently ambitious to secure the necessary mitigation, and it is recommended that a more extensive metapopulation is established to protect against hydrological changes and other unpredictable factors.

Second comment received 21st March 2025

9.207 Effects on the River Frome SSSI – NE notes that the EA previously objected due to the risk of potential harm to the river and Natural

England has also objected on the same grounds. The EA has now withdrawn their objection on the basis that any significant harm to the river can be avoided if appropriate conditions are applied. Natural England also withdraws its objection provided that it is subject to these conditions

9.208 Hurst Heath, heath lobelia and SNCI - regarding the issue of the risk to the heath lobelia population from the working of the nearest phase 6C to the lobelia site, we have considered the monitoring and mitigation approach to the concerns and in principle are happy that the scheme once agreed through a planning condition would be able to reduce the risk to the lobelia population to an acceptable level. There is much common ground regarding removal of rhododendron and holm oak and hydrological restoration and a detailed ecological management plan secured through the S106 should be acceptable.

9.209 Hydrological restoration should be integrated with heath lobelia conservation and it would be better in the long term if new heath lobelia locations are not established where they are dependent on continued artificial drainage. Regarding the timing of the removal of rhododendron we would also note that the continued authorisation of herbicide that is vital in the control of rhododendron of regrowth cannot be guaranteed. This is a further factor that supports the need for early removal of as much mature rhododendron as possible. We welcome the improvements to the overall restoration plan for Hurst Farm itself.

Third comment received 6th August 2025

9.211 Natural England has assessed the Council's Appropriate Assessment for this application and advises that the conclusions reached by the Local Authority are that the proposal will **not** have an adverse effect on the integrity of the habitats and International sites comprising the Dorset heathlands and Poole Harbour and it is agreed therefore that the Council can proceed to determination of the application.

Dorset Wildlife Trust

Comment Submitted on 14th September 2023

9.212 DWT considered that the ecological information submitted initially was insufficient, such as the lack of follow-up bat trapping surveys, despite the likely presence of rare bat species¹. DWT discussed the proposed mitigation for the Heath Lobelia plant and queries various technical details of how this will be implemented. They argue that "*if changes are detected which could impact Heath Lobelia habitat from any cause, additional minerals extraction which may have the potential to exacerbate this must not be undertaken.*" Further, they question what remedial action would be possible if extraction reduces groundwater levels to the extent that the plant is impacted, as ceasing extraction would not necessarily raise levels back to their

previous level.

- 9.213 DWT strongly supports the draft Hurst Heath Management Plan, particularly the introduction of regular grazing of the area.

In relation to restoration, DWT “*would like to see greater ambition and imagination,*” and conclude that “*Although the large, deep waterbodies proposed and marginal and additional habitats will create value for biodiversity, there is scope to deliver much more diverse and wildlife rich habitats by applying greater variety in the landscape and topography than the current plan shows.*” DWT question the type of grassland at restoration, which appears to be inconsistent across documents.

Network Rail

Comment received on 30/08/23 – Holding Objection.

- 9.214 Network Rail were concerned that the development may change groundwater levels around the railway that serves Moreton Station and could affect the earthworks and embankments. They “*would like to see an assessment of the impacts of the works on the local surface water drainage, including our assets, including information on volume, flow rate and direction.*”
- 9.215 Second comment received 7th June 2024 – following a review of additional documents produced by the hydrogeologists, Network Rail confirms they withdraw the objection and have no further comment to make.

Active Travel England

- 9.216 Submitted on 20/02/24. No Objection.

Sport England

- 9.217 Submitted on 03/08/23, and again on 19/02/24. No Comment.

National Grid

- 9.218 Submitted on 04/08/23, and again on 03/04/24 and 19/02/24. No Objection.

10 Policy

Applications for planning permission must be determined in accordance with the development plan unless other material considerations indicate otherwise. The term ‘other material considerations’ is broad in scope, encompassing all matters outside the development plan that should be considered in making a planning decision. Whether consideration is material in any given case depends on the circumstances and should be relevant to planning

and to the making of the planning decision in question. National policies, such as those contained within the NPPF, are material considerations in planning decisions.

Development Plan

10.1 The 'Development Plan' comprises:

- [Bournemouth, Dorset and Poole Minerals Strategy](#) (adopted May 2014)
- [Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan](#) (adopted December 2019)
- [Purbeck Local Plan](#) (adopted July 2024)

10.2 The most relevant policies from the statutory Development Plans are:

10.3 [Bournemouth, Dorset and Poole Minerals Strategy](#) 2014

- Policy SS1 – Presumption in favour of sustainable development
- Policy SS2 – Identification of Sites in the Mineral Sites Plan
- Policy CC1 – Preparation of Climate Change Assessments
- Policy AS1 – Provision of Sand and Gravel
- Policy AS2 – Landbank Provision
- Policy RS1 – Restoration, Aftercare and Afteruse of Minerals Development
- Policy RS2 – Retention of Plant, Machinery, and other Ancillary Development
- Policy DM1 – Key Criteria for Sustainable Minerals Development
- Policy DM2 – Managing the Impacts on Amenity
- Policy DM3 – Managing the Impact on Surface Water and Ground Water Resources
- Policy DM4 – Protection and Enhancement of Landscape Character and the Countryside
- Policy DM5 – Biodiversity and geological interest
- Policy DM6 – Dorset and East Devon Coast World Heritage Site
- Policy DM7 – Historic Environment
- Policy DM8 – Transport and Minerals Development
- Policy DM10 – Planning Obligations

10.4 [Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan](#) 2019

- Policy MS-1: Production of Sand and Gravel
- Allocation AG4: Woodsford Quarry Extension, Woodsford
- Allocation AG5: Station Road, Moreton
- Allocation AG6: Hurst Farm, Moreton

10.5 [Purbeck Local Plan](#) 2024

- Policy E1 – Landscape
- Policy E2 – Historic Environment
- Policy E4 – Assessing Flood Risk
- Policy E7 – Conservation of Protected Sites

- Policy E8 – Dorset Heathlands
- Policy E10 – Biodiversity and Geodiversity
- Policy E12 – Design
- Policy I2 – Improving Accessibility and Transport

Other Material Considerations

- 10.6 In addition to statutory development plans, there are other policies that are material planning considerations, including the [National Planning Policy Framework](#) (NPPF) and other guidance issued by the national government, and Supplementary Planning Documents (SPDs) issued by both Dorset Council and the former Purbeck District Council, and Guidance documents prepared by Dorset Council and the former Purbeck District Council.
- 10.7 SPDs and Guidance of relevance include:
- [Dorset Heathlands Planning Framework 2020 - 2025](#) (Dorset Council)
 - [Nitrogen Reduction in Poole Harbour 2017](#) (Purbeck District Council)
 - [Planning for climate change 2023](#) (Dorset Council)
- 10.8 The NPPF sets out the government's national planning policies and is an important material consideration in decision-making. Below is a list of the most relevant paragraphs, but is not exhaustive:
- Presumption in Favour of Sustainable Development: Paragraph 11
 - Decision-Making: Paragraph 38, 47, 54, 55, 56, and 57
 - Building a strong and competitive economy: Paragraphs 85, and 87
 - Promoting healthy and safe communities: Paragraph 104
 - Promoting sustainable transport: Paragraph 115
 - Conserving and Enhancing the Natural Environment: Paragraphs 180, 186, 191 (a, b, and c), and 194
 - Conserving and enhancing the historic environment: Paragraphs 205 and 208
 - Facilitating the Sustainable Use of Minerals: Paragraphs 215, 217 (d and e), and 219 (h and i)
- 10.9 In addition to adopted development plans, further material considerations that need to be taken into account relate to the emerging Dorset Council Local Plan, that, if adopted, would apply to the area.

The Dorset Council Local Plan is not expected to be adopted until 2027. This Plan will supersede the Purbeck Local Plan when it is eventually adopted. Although it is a material consideration, little weight should be given as it is in draft and has not passed examination or been adopted yet.

11 Public Sector Equalities Duty

11.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people.
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

11.2 In considering the merits of this planning application, officers have taken into consideration the requirements of the Public Sector Equalities Duty. It is not considered that there will be any material impact on anyone with protected characteristics. Moreton Station Footpath/bridleway route & the proposed Hurst Lake path will be designed to be accessible by all.

12 Human Rights

12.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles and protocols of particular relevance are:

- Article 6 - Right to a fair trial.
- Article 8 - Right to respect for private and family life and home.
- The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies and material planning considerations, the application of which does not prejudice the Human Rights of the applicant or any third parties.

13 EIA development

This proposal is EIA Development and has been assessed under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement has been submitted as part of the application and any likely significant effects of the development on the local environment have been assessed. This is discussed in Section 15 Planning Assessment.

14 Habitats Regulations

An 'appropriate assessment' of the application was undertaken by Dorset Council as Competent Authority, in accordance with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the Natural Environment and Rural Communities (NERC) Act 2006 to the purpose of conserving biodiversity. The Appropriate Assessment concluded that there will be no adverse effect on the integrity of the designated sites.

15 Planning Assessment

15.1 The main issues relating to this application are as follows:

	Whether the development is acceptable in principle
	Impact on the water environment (groundwater, flooding, the River Frome, and Morton stream etc.)
	Impact on landscape
	Impact on trees
	Impact on heritage
	Loss of BMV agricultural land
	Impact on traffic and Highway safety
	Impact on ecology and the environment
	Impact on amenity and the local community
	Restoration, aftercare and after-use
	Conclusion and Planning balance

Principle of Development

Allocations and Landbank

- 15.2 The application site jointly consists of two site allocations in the Bournemouth, Christchurch, Poole, and Dorset Minerals Sites Plan (2019): AG6: Hurst Farm; and AG5: Station Road. It was anticipated at the time that both sites would be worked as one connected site, rather than separately. This application proposes that the Hurst Farm site would be worked first (over approximately 10 years) followed by Station Road (also over approximately 10 years). The sites would be connected by an overhead conveyor that would cross the B3390 at a high level. The two allocations were made, according to Policy MS- 1 (Production of Sand and Gravel) of the Minerals Sites Plan, to maintain an adequate and steady supply of sand and gravel.
- 15.3 The Mineral Planning Authority (MPA) is required to plan for the adequate and steady supply of minerals. As paragraph 222 of the NPPF notes, *“it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy, and goods that the country needs.”*
- 15.4 The NPPF, in paragraph 226, advises that MPAs should maintain a landbank of at least 7 years for sand and gravel, and to maintain separate landbanks for any distinct and separate markets or types of minerals. In this case, that means one landbank for Poole Formation sand and another landbank for River Terrace sand and gravel, with an extra one for both combined. The need to maintain an adequate landbank is also recognised in Policy AS1 of the

Minerals Strategy (2014), which 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 equivalent to at last 7 years’ worth of supply...*” A landbank is considered to comprise reserves that have achieved a planning permission for extraction and not reserves simply within allocations.

- 15.5 At the end of 2024, the landbank for River Terrace gravel was 9.35 years, while the landbank for Poole Formation sand was 6.73 years. The combined River Terrace and Poole Formation landbank was 7.68 years. All figures are based on the use of the rolling ten year sales average. Towards the end of August 2025, it was estimated that the landbank for River Terrace sand and gravel had fallen to 8.9 years, while for Poole Formation sand the landbank was estimated to be approximately 6.1 years. The combined landbank was estimated at 7.1 years.
- 15.6 The Mineral Planning Authority is required to maintain landbanks above 7 years for sand and gravel [Paragraph 226 (f)] and unless new sites come forward, the landbank levels will continue to fall. The NPPF Paragraph 226(e) says that Mineral Planning Authorities should use landbanks principally as an indicator of the security of minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction. It is considered that the substantial quantities of Poole Formation sand that would be available for extraction under this proposal would be particularly helpful in raising the landbank which currently is at a lower level than it should be and thereby providing security of minerals supply.

Context with other mineral sites in Dorset

- 15.7 There are several existing mineral sites in Dorset which produce Poole Formation sands, including: Masters Quarry; Hyde Pit; Binnegar Quarry; Henbury Quarry; and Tatchell’s Quarry. However, not all sands are suitable to be used as building sand, due to their size or shape. Sands obtained from other quarries can be used for other purposes.
- 15.8 Binnegar Quarry in Dorset, also operated by Raymond Brown Quarry Products Ltd (applicants for this planning application) has previously produced a high output of Poole Formation sand over the last 20 years. However, Binnegar Quarry has exhausted its reserves and when final stocks are sold in a few weeks’ time the site will close. The applicant for this application is therefore keen to seek a replacement source to maintain their supply to the market.
- 15.9 In addition to the application site, there are two other allocations in the MSP 2019 for Poole Formation sands. First, AG1: Great Plantation, with an estimated 2 million tonnes of sand and gravel. Second, AG3: Tatchells Quarry extension, with an estimated 330,000 tonnes of sand and gravel. Tatchells Quarry extension was granted planning permission in 2019, but was not lawfully commenced within three years, and therefore the permission

lapsed. Sand from Tatchells is also not suitable for building sand.

- 15.10 There is another type of sand in the Plan area, which is similar to Poole Formation called Bagshot sand. For the purposes of the Plan and of the Local Aggregates Assessment (LAA), Bagshot sand is treated as part of the Poole Formation sand statistics, due to the similarity. There is one allocation in the MSP 2019 for Bagshot sands: AG7 Horton Heath, with an estimated 3.5 million tonnes of Bagshot sand and gravel.

Estimated Reserves

- 15.11 Within the MSP 2019, each allocation was given an “*estimated mineral resource*” figure. Hurst Farm was estimated to have “*approximately 3,300,000 tonnes*” of sand and gravel. Station Road was estimated to have “*approximately 3,100,000 tonnes*” of sand and gravel. The total estimated mineral resource figure for the two sites within the MSP is recorded as 6.4 million tonnes.
- 15.12 The estimate referred to in the MSP of 6.4 million tonnes is significantly lower than the 11.5 million tonnes which is proposed to be extracted in this planning application. In 2015, a trial pit survey was conducted at the Hurst Farm and Station Road sites. This survey was submitted to support the allocation of the sites in the MSP. Later in 2016, the application site was surveyed by 42 boreholes, and a further report submitted. Between the 2015 report and the 2016 report, the estimated figures increased by 30%.
- 15.13 The borehole survey in 2016 still underestimated the depth of the Poole Formation sands, as the boreholes did not go any deeper than 10m, however it has since been found that Poole Formation sand in some areas actually extends to a depth of more than 25m. In 2021, detailed borehole surveys were conducted by the applicant. These sonic boreholes, which went deeper into the Poole Formation sands, are the basis for the revised figures in this application. These surveys found that the Poole Formation sand extends much deeper than previously thought. The increase in the estimated mineral reserve at the application site is therefore solely as a result of an increase in the estimated quantity of the deeper Poole Formation sands, with the River Terrace figure remaining unchanged.
- 15.14 Extraction of 11.5 million tonnes instead of 6.4 million tonnes at the sites is therefore now proposed. Poole Formation sand would be ‘sucked’ out by a floating dredger which would create the lakes forming the final restored landscape. In some areas dredging would go to a depth of 25 metres, and so the proposed lakes would become deeper, although some shallow lake margins would be created as part of restoration to improve biodiversity.
- 15.15 There is no policy requirement for the quantity of sand and gravel to be extracted from the application site to be limited to the estimates in the allocations, but there are benefits to be gained from extracting a greater quantity of aggregate than originally estimated, as for each given area being dug there will be a greater yield, which can mean

less (or delayed) impacts on other areas of Dorset. Therefore, the principle of extraction of 11.5 million tonnes is supported.

Competition

- 15.16 The NPPF, in paragraph 226 (g), advises that MPAs should seek to ensure “*that large landbanks bound up in very few sites do not stifle competition.*” As this proposal will result in a substantial increase in the landbank for sand and gravel, it is appropriate to consider whether there is the potential for a stifling of competition. The application proposes extraction to be at a maximum rate of 600,000 tpa, which would be approximately 48% of the rolling annual 10-year sales average in the plan area between 2015 - 2024 (1,240,000 tpa) or 58% of aggregate sales for 2024 (1,026.488 tonnes). If the same calculation is done for only Poole Formation sand, the market share percentage is similar. Although 44% would clearly be a dominant market share, it is considered unlikely to result in monopoly pricing or to stifle competition.
- 15.17 It is expected that if the operators of the Hurst Farm and Station Road sites were to increase the price of aggregate excessively, then prospective purchasers of the aggregate would look elsewhere for sources of construction aggregate. Alternative options include Hurn Court Farm supplying River Terrace sand and gravel, adjacent to Bournemouth airport, where a planning application for an extension is currently under consideration at BCP Council, and Woodsford quarry adjacent to Hurst Farm. For Poole Formation sand, there are a number of quarries operating along the Puddletown Road. There is also the option of importing crushed rock from Somerset by road to replace gravel, but not sand. These alternative options, (perhaps less so for quarries along the Puddletown Road) would attract higher transport costs as the aggregate is coming from further away, and this could lead to the price of Hurst Farm and Station Road aggregate being higher than it otherwise would be. The availability of an aggregate supply from Woodsford quarry would be expected to act to maintain lower pricing from Hurst Farm and Station Road, as long as Woodsford was supplying aggregate. The operation of the market would be expected to prevent monopoly pricing, and the existence of other supply options which should prevent the stifling of competition in relation to gravels.

Economy

- 15.18 Paragraph 224 of the NPPF states that, when determining planning applications, great weight should be given to the benefits of mineral extraction, including to the economy. Once commenced, it is anticipated that the Hurst Farm and Station Road sites will employ around 11 people which is approximately twice the number from the previous mineral extraction site worked by this applicant at their Binnegar site. Binnegar Quarry is closing as mineral reserves are exhausted, and the Applicant would like to re-employ people at the new Hurst Farm quarry if planning permission is granted. There will

also be indirect employment created through the supply chain and the development will play a role in assisting growth of Dorset's economy through the supply of construction materials that will be required for all the expected local future house building. Therefore, this proposal gains great weight in the planning balance in relation to the economy.

Policy MS-1

15.19 Policy MS-1 of the Minerals Sites Plan (MSP) 2019 aims to maintain an adequate and steady supply of sand and gravel in the area. The policy lists the allocated sites that would be able to contribute to the adequate and steady supply and the list includes AG5 Station Road, Moreton and AG6, Hurst Farm, Moreton. The policy goes on to say that proposals will be permitted where they meet three criteria, as follows:

- that applications address the Development Guidelines set out for each site in Appendix A of the MSP;
- that they demonstrate that any adverse impacts, including cumulative impacts, from the development will be mitigated to the satisfaction of the authority; and
- that proposals demonstrate that possible effects (including those related to hydrology, displacement of recreation, species, proximity, land management and restoration) and that these effects would not adversely affect the integrity of European or Ramsar sites either alone or in combination with other plans or projects. This needs to be identified through a Habitats Regulations Appraisal screening and will be a key element in meeting these requirements.

15.20 Policy AS-1 of the Dorset Minerals Strategy requires that an adequate and steady supply of locally extracted sand and gravel is provided by maintaining a landbank of permitted sand and gravel reserves equivalent to at least seven years' worth of supply. This requirement is also in the NPPF. Poole Formation sand and river terrace/plateau sand and gravels are geologically different, and it is therefore considered appropriate to monitor their supply separately. These separate land banks are a requirement as laid down in policy AS2 'Land bank provision'. This policy requires at least the equivalent of at least seven years supply in each case.

15.21 The current Landbank figures show River Terrace at 9.1 years and Poole Formation sand at 6.3 years. Clearly, Poole Formation sand has currently slipped below the 7 years which Mineral Planning Authorities are required to maintain and therefore this proposal is considered to comply with both national and local policy on this issue.

15.22 The **development guidelines** for each allocation include various requirements to be taken into account in relation to each site. A

landscape- scale approach is expected to be adopted, taking into account the existing natural, built, historic and cultural landscape character, along with existing or proposed restoration of minerals sites adjacent to or in the vicinity of the allocation.

15.23 In relation to the Hurst Farm site (AG6) and Station Road site (AG5) these include the following topics:

- Natural Environment -full assessment of ecological impacts, particularly in relation to the SSSI River Frome and Heath Lobelia SNCI
- Hydrology and flood risk
- Transport and access
- Historic/Cultural Environment
- Landscape and visual
- Sensitive receptors – amenity, noise and visual impact
- Cumulative impacts

15.24 The Minerals Site Plan also states that “*Station Road should preferably be worked before Hurst Farm.*” However, the applicant for this application has chosen to work Hurst Farm first followed by Station Road. This is due to designing the plant and processing site location towards the rear of the Hurst Farm site (southwest corner) being the furthest location away from residential properties. The reason this was stated in the Plan as ‘preferably’ is because it was envisaged at the time that the Station Road site would be worked first, during which time it was also thought that the Woodsford Quarry Extension would be worked, then later on Hurst Farm would be worked, aiming to avoid any cumulative effects due to the proximity of the Hurst Farm and Woodsford Quarry Extension sites.

15.25 The development guidelines in the MSP 2019 also state that the eastern area of the Woodsford Quarry Extension (which is separately allocated as AG4) and the western area of Hurst Farm “*should preferably not be worked simultaneously.*” Dorset Council has separately been considering the adjacent planning application for Woodsford Quarry extension (Reference: P/FUL/2023/04753). The Environment Agency is currently maintaining their objection to that application, due to hydrology issues and the Woodsford proposal cannot therefore, at this time, be recommended for approval and is being reported to the same Strategic and Technical Planning Committee. It is not possible to control the timing of extraction (at the sites) to the degree that the two sites would be worked simultaneously or not, although as one may commence extraction some time before the other, it may well be that simultaneous working doesn’t happen anyway.

15.26 Also, a cumulative impact assessment has been submitted with this planning application which concludes that even if both sites were to be worked simultaneously, it is unlikely that any unacceptable impact would occur. The Environment Agency (at the time of writing this report) maintains its objections and concerns regarding the impact on hydrology and the River Frome in relation to the method

of working proposed in the Woodsford Extension application. The development guidelines do refer to the two sites being ‘preferably’ not worked simultaneously, and this could happen anyway due to the potential for a delay in terms of a positive determination for the Woodsford proposal. In conclusion it is considered that the proposal is compliant with this aspect of Policy MS-1.

- 15.27 Paragraph 187 of the NPPF requires that planning decisions should protect and enhance valued landscapes, sites of biodiversity, soils etc. The application site itself does not have any formal designations, except for being Grade 2 and 3 Best and Most Versatile agricultural land, the majority of which would be lost following mineral extraction. The designations do include the nearby SSSI River Frome and Hurst Heath SNCI. Each of these issues and impacts are considered in detail, further on in this assessment.
- 15.28 The application site, covering both site extraction areas, are allocated sites in the MSP, including within the first part of Policy MS-1 of the MSP 2019, as the development would allow for an adequate and steady supply of sand and gravel to be produced from allocated sites. As later sections demonstrate, the proposal also complies with other criteria addressing the development guidelines and demonstrating that adverse impacts, including cumulative impacts associated with the development will be mitigated to an acceptable degree as well as demonstrating that any possible effects, including those relating to hydrology, species, proximity, land management and restoration would not adversely affect the integrity of any European or Ramsar sites. The proposal therefore complies with Policy MS-1 as a whole.

Concrete Plant and Bagging Plant

- 15.29 The application proposes within the plant site area, in the south-west corner of Hurst Farm, to site a concrete plant and a bagging plant. Some representations have argued that these are unnecessary additions and should be removed. However, it is often usual for large sand and gravel sites to have such plants, which allow the operator to offer a wider selection of aggregate to customers. For example, the sand and gravel quarry to the immediate west of the application site, Woodsford Quarry, has both a concrete plant and a bagging plant on their site. The proposed location of the concrete plant and bagging plant is sited well away from any residential properties and there would be no visual intrusion. It is also considered that there would be no further impact in relation to highway movements. Overall, it is therefore considered that there is no objection in principle to the inclusion of these facilities as part of the development.

Water Environment and hydrology

- 15.30 Policy DM3 of the Minerals Strategy (2014) states, in part, that *“Provision should be made to ensure the protection and maintenance of the:*

- a) *Quality;*
- b) *Direction and rate of flow; and*
- c) *Volume of flow of groundwater, watercourses, and all other surface water.*

- 15.31 Policy DM3 also requires that proposals at risk of causing flooding include measures to avoid or mitigate that risk.
- 15.32 The development guidelines for the application site in the MSP (2019) highlights several possible issues in relation to the water environment, including: a nearby groundwater Source Protection Zone to the north-east of Hurst Farm; the nearby River Frome SSSI; and the nearby Moreton Stream.
- 15.33 In relation to Moreton Stream, the development guidelines explain that: *“Although it is recognised that the rate and volume of flow in water courses varies naturally, development of this site must ensure that the preparation, working, and restoration of this site does not cause or result in any overall, long-term or permanent decrease in the rate or volume of flow or deterioration in water quality.”*
- 15.34 The Environment Agency (EA) has made several detailed comments regarding the proposal, the latest of which concludes that there is no objection to the application, subject to conditions and obligations which are summarised in paragraph 15.36.
- 15.35 The EA withdrew their previous objection to the proposal in December 2024 and proposed a number of conditions relating to surface and groundwater at the site, stating that the acceptability of the Hurst Farm/Station Road proposal is dependent on water management and on the relationship between the levels at the site in the adjacent River Frome. They went on to say that the protection of water levels, flows and quality in the River Frome, particularly at low flow, is a very significant issue because of the SSSI status of the chalk stream. The EA considers that the successful operation of the quarry site in this location requires a clear baseline set, on which to establish working and restoration water levels as part of the wet working operation.
- 15.36 The EA, in their most recent letter concludes that the proposals and site- specific information submitted with this planning application gives them sufficient confidence that impacts on the River Frome can be adequately managed through appropriate conditions. The conditions that the EA would like to be added, if permission is granted, would be as follows:
- Interpretive conceptual model update report and monitoring and mitigation plan. The EA would like surface water and groundwater monitoring to be undertaken for a continuous period of 12 months and an interpretive conceptual model update report and monitoring and mitigation plan to be submitted.
 - Scheme of wet working and proposed water levels The EA would like a scheme of wet working and water

level monitoring to be submitted.

- Annual Monitoring Reports The EA would like an annual report to be submitted showing the extent of works over the previous 12 months, observed water levels and flows and compliance/non-compliance issues
- Restoration monitoring and verification The EA would like a revised restoration plan submitted based on the interpretive conceptual model and water level monitoring data to include post restoration monitoring
- Storage of oils, fuels and chemicals The EA would like to have details of any facilities for the storage of oils, fuels or chemicals submitted

15.37 Subject to the above conditions, the Environment Agency is satisfied that as the mineral to be worked at Hurst Farm is capable of being extracted using wet working techniques, which are not based on the need to dewater strata, that the proposal is acceptable on the basis that the mineral workings and all water uses will be required to maintain water levels above defined river levels.

15.38 Paragraph 182 of the NPPF advises that applications that could affect drainage on or around the site should incorporate sustainable drainage systems and these should provide multifunctional benefits wherever possible through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. LLFA also suggest conditions in relation to surface water management and drainage.

15.39 The EA has a wide range of responsibilities in relation to mineral sites, and the operator would be required to apply for, and receive, at least two permits from the Agency. The environmental permitting process is similar but distinct and separate from the planning process. The operator would be required to comply with the conditions of the permit which would be monitored and enforced by the Agency.

15.40 In summary, subject to conditions, the Environment Agency and Dorset Council Flood Risk team are satisfied that the proposed development will be acceptable with suitable conditions imposed if planning permission is granted. As such the proposal is therefore considered to be in compliance with Minerals Strategy 2014 Policy DM3 and national policy.

Landscape

15.41 Policy DM4 of the Minerals Strategy (2014) requires that proposals should include provisions to protect/and/or enhance the quality, character and amenity value of the countryside and landscape. It goes on to say that development which affects the landscape will only be permitted if it can be demonstrated that any adverse impacts can be avoided; or, if avoidance is not possible, adequately mitigated; or, if avoidance or mitigation is not possible,

compensatory enhancements are secured to offset the impact.

- 15.42 This mineral extraction planning application covers a large area of what is currently open countryside, and although it is scenic, it has no official local or national designations, although there are nearby ecological designations of SSSI and SNCI. The land forming the two mineral sites on either side of the B3390 is characterised by a flat landscape with mature hedgerows interspersed with trees, some being veteran. If the development is to take place, some of these mature hedgerows will need to be removed.
- 15.43 Paragraph 187 of the NPPF advises that planning decisions should recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.
- 15.44 The application was accompanied by a Landscape and Visual Impact Assessment (LVIA), which includes proposals for landscaping and planting. After the submission of the LVIA, a Cumulative Impact Assessment was submitted, which included an additional chapter of the LVIA. In total, 15 viewpoints were assessed within the original LVIA, and three viewpoints were assessed as part of the Cumulative LVIA.
- 15.45 The application site, as noted by the Landscape Officer, is “*very representative of the existing landscape character of the Valley Pasture Landscape Character Type and the Mid Frome Valley Pasture Landscape Character Area.*” The application site is currently well-screened by existing hedgerows and tree belts, and the number of public viewpoints into the site are limited with no public access to any part of the site. The Dorset National Landscape (former Area of Outstanding Natural Beauty) is situated c.4km to the south, and it is considered that, at that distance, the development would not have any visual impact upon it.
- 15.46 The landscape impact of the proposal can be distinguished between the impacts during the operational phase and the impacts post-restoration.
- 15.47 There are likely to be greater adverse landscape impacts during the operational phase of the development, when machinery (e.g. conveyors and excavators) and the plant site area (e.g. the concrete plant and the processing plant) may be visible, although set back at the rear of the site. The working scheme also incorporates bunding of topsoil and overburden, which would provide some visual screening during operational phases screening the operations and although being visible in themselves, the bunds would be planted and therefore unobtrusive in the landscape.
- 15.48 The Landscape Officer raises some concern over the view into the site from Viewpoint 1, which is located at the entrance to Hurst Farm on the B3390. As there is no pavement or public access currently, and as there is an existing hedgerow, this view would likely only impact drivers and passengers in vehicles and therefore is considered to be of low sensitivity. The Landscape Officer notes however, that

the loss of a tree belt known as G12 (which is located in what would become the main Hurst Lake) would be noticeable from this viewpoint. He agrees that the scheme put forward is however, well-designed and would include an element of screening banking/mounding between the proposed car park and the B3390 main road, together with substantial appropriate native planting. This would be incorporated into a wider landscaping scheme as part of a pre-commencement condition.

- 15.49 Viewpoints 2 ('Dairy Cottage') and Viewpoint 3 ('Hurst Dene Cottage' and 'Hurst Cottage') are from residential properties along the B3390. It is likely that some construction operations on the application site would be partially visible and could have some adverse visual impact upon views from first floor windows. Overall though, this impact is considered to be acceptable and would be mitigated by proposed planting along the eastern boundary of the application site at Hurst Farm, and from screening bunds.
- 15.50 As the application site is proposed to be restored to several large waterbodies, the magnitude of the change in the landscape as a result of the development would clearly be significant. However, the change is not unprecedented locally; there are already a series of waterbodies in the immediate area which are the result of former and historic sand and gravel working. These include Pallington Lakes to the north, and Silverlakes to the west. The allocated Woodsford Quarry extension to the immediate west would similarly involve the creation of a large number of waterbodies, if approved. It was recognised at the time of the allocation of the application site in the MSP (2019), that the change in the landscape as a result of mineral extraction would involve the creation of waterbodies, which is unavoidable in this location due to the high water-table.
- 15.51 The proposed restoration scheme for Hurst Farm and Station Road would involve extensive planting and landscaping, which would aim to ensure the restored quarry would appear less artificial and become part of the landscape. Overall, it is considered that the landscape impact of the restored site, when considered alongside the proposed planting scheme, is likely to be neutral or negligible, and is therefore considered acceptable.
- 15.52 The Cumulative LVIA considered whether the application site and the adjacent proposed Woodsford Quarry extension would both be visible. There are relatively few locations from which both would be visible simultaneously. The most notable is from Bridleway SE4/23, looking south-west from the high ground to the north of the River Frome, and approximately 1.5km from the Hurst Farm site. The view of the Hurst Farm site from this viewpoint is relatively limited, while the view of the possible adjacent Woodsford Quarry extension is more extensive. Overall, the perceived cumulative landscape impact is not considered to be significant.
- 15.53 As the site office / visitor centre is proposed to be retained as a permanent building, along with the associated parking, the Landscape Officer has said that details should be secured through condition for the restored access, internal haul road, and gates. This would ensure

that the retained accesses, roads, and gates would not be too overengineered or be visually intrusive.

- 15.54 Policy DM4 requires that a hierarchy of avoidance, mitigation, and compensation is followed. Overall, it is considered that the application has followed this hierarchy and is compliant with Policy DM4. The siting of the plant site area in the south-west corner of the Hurst Farm site would avoid placing the tallest and most visually intrusive structures to the north or east, from where they would be more visible. Where views into the site are unavoidable, it is considered that the impact has been adequately mitigated by proposed planting, bunding, setbacks, and other measures.
- 15.55 In conclusion, it is considered that that both during operations and upon restoration, the application site, subject to sufficient mitigatory landscaping, would not result in an unacceptable adverse impact on the landscape or visual amenity, and complies with Policy DM4 of the Minerals Strategy 2014.

Trees

- 15.56 Chapter 15 of the NPPF aims to ensure that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and recognising the intrinsic character and beauty of the countryside. Para. 193 requires local planning authorities, when determining planning applications, to apply a number of principles, one of which is; if development results in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient and veteran trees) then planning permission should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.
- 15.57 This application would result in the loss of a veteran tree (V174). The tree is located in the centre of the proposed sand and gravel extraction area at Station Road. Once extraction has completed in that area, the restoration plan shows the formation of a large lake. Given the physical size of the lake that would be formed and the position of the veteran tree, the only possible way to save the tree in its current location would be to reduce the amount of mineral extraction in that area. This would result in a substantial loss of sand and gravel from the site, which could otherwise be obtained.
- 15.58 As the Station Road site would contribute 4 million tonnes of Poole Formation sand (and 1.5 million tonnes of River Terrace Gravel) to the land bank, an important material consideration in line with the policies of the Minerals Plan 2014 and the Minerals Sites Plan 2019, and as NPPF Para. 222 states that minerals are a finite resource and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation. It is considered in this instance, that on balance, more weight should be given to maximising the amount of mineral accessed in the site area, rather than to the retention of the veteran tree. In concluding this, policy background supporting mineral extraction, where it is found, means that the veteran tree in this instance, cannot be retained as the deep strata

of Poole Formation sand is located around the area where the tree is located and due to the wet working extraction, the land would not be stable enough to support the tree on an island. Therefore, it is considered that there are wholly exceptional reasons in this case to allow the removal of the tree. As such, the applicant has submitted a compensation strategy in order to be compliant with Paragraph 193 (c) of the NPPF.

- 15.59 The submitted Compensation Strategy details the provision of around 1 hectare of new woodland to be planted, rhododendron management on and around the Moreton Estate, together with the translocation of V174 into the new woodland as well as the identification of 50 future on-site veterans. The translocation of the veteran tree is of course not guaranteed to be successful, and it is possible that the tree could die in the process. However, as a veteran tree, even if it died, it would still host a good level of biodiversity and would therefore still contribute to the ecology of the area, even if the translocation process was not successful. It is therefore considered in these circumstances that it should be accepted that the veteran tree should be translocated in order to provide access to the minerals to be extracted.
- 15.60 The new vehicular entrance to the Station Road site would involve the removal of a section of hedgerow and a mature oak. The hedgerow and tree survey looked in detail at the vegetation along the B3390 where the access to the Station Road is needed and the loss of one tree was considered to be the better solution, as moving the access further along would have meant the removal of a group of three trees. Gates would be provided 18m into the site, enabling a low loader to park off the highway before opening the gates. It is intended that this entrance would only be used infrequently, and the loss of the oak tree is unfortunately unavoidable.
- 15.61 With regard to the trees adjacent to the B3390 close to Moreton Station, which are adjacent to the new path route to Moreton village, it has been suggested that the best way of preserving the trees closest to the new pavement would be to use a 'no-dig' solution which should be a requirement in the S106 (as this area is outside of the planning application site). This method of footpath construction has been used successfully in other areas, including in Poole. There is a possibility that as the roots grow over the years the surfacing would require more maintenance or repair sooner than if the pavement was a traditional construction. To accommodate the traditional construction, some trees may have to be felled, whereas using the 'no-dig' solution they could be retained. Dorset Council Highways are of the view that the new footpath should be a traditional construction, whereas Dorset Council Tree Officer is in favour of using the 'no dig' method, thereby allowing retention of the trees. It is considered that from an environmental point of view, it would be better to use the 'no dig' solution and minimise tree damage/loss. This could potentially lead to Dorset Council having to do more maintenance of the pavement, in the future, and pay subsequent maintenance costs, than if it was built with traditional construction methods. On balance, as it is consistent with DM1(b&c), DM2(e), DM4 and DM5 it is considered

better that the trees are not felled and the 'no dig' solution is used.

- 15.62 A number of conditions have been proposed to protect the trees that are to be retained on the application site, as well as the Root Protection Areas of these trees. Overall, it is considered that the application proposal is acceptable from a tree point of view.

Heritage

- 15.63 Policy DM7 of the Minerals Strategy (2014) states, in part, that: *"proposals for mineral development . . . will only be permitted where it can be demonstrated through an authoritative process of assessment and evaluation that heritage assets and their settings will be conserved in a manner appropriate to their significance. Adverse impacts should be avoided or mitigated to an acceptable level."*
- 15.64 The Council has a statutory duty under section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have: *"special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*.
- 15.65 The Council has a statutory duty under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that *'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'*.
- 15.66 Paragraph 212 of the NPPF states; *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss of or less than substantial harm to its significance.'*
- 15.67 Paragraph 213 of the NPPF states that: *'any harm to, or loss of, the significance of a designated heritage asset, should require clear and convincing justification'*.
- 15.68 Paragraph 215 of the NPPF states; *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'*
- 15.69 There are several listed buildings in close proximity to the application site, and a list is available in paragraph 7.4 of this report. There is also the nearby Moreton Conservation Area, approximately 60m to the north-east of the Station Road site.
- 15.70 The village of Moreton is famously the home of Lawrence of Arabia's grave, located approximately 720m to the east of the eastern end of the Station Road site.
- 15.71 The Conservation Officer, following a site visit, found (with one notable exception) that "a conclusion of no harm is considered appropriate with regard to the scheme's impact on identified

designated heritage assets.” It is considered that this conclusion is supported by the restricted views to and from heritage assets and the site, which would be obscured by hedgerows and trees as well as the proposed soil bunds. With regard to impacts on the non- visual experience of the heritage assets, such as potential impacts from noise and dust, it is considered that the predicted levels of noise and dust outlined in the Noise Assessment and Dust Assessment is such that they would not detract from the appreciation of these assets by visitors or onlookers.

- 15.72 However, the Conservation Officer concluded that “less than substantial harm” would occur as a result of the proposed development, with regard to Hurst (South) Bridge. Hurst Bridge is Grade II listed, constructed in 1834 and spans over the River Frome. The bridge is known as Hurst (South) Bridge was built in 1834 and was designed by Dorset’s County Surveyor, William Evans. It is an 8 span bridge constructed in brick with Portland stone cut edges and footings. It is currently in use on the B3390, and due to its narrowness, vehicles can only cross in one direction at a time. The proposed development would involve an estimated 94 HGVs crossing the bridge each working day (i.e. 47 in one direction and 47 in the other). In particular, the Conservation Officer’s concerns were “*with regard [to] the future structural integrity of Hurst (South) Bridge,*” and that the nature of the predicted impact was “*physical and direct.*”
- 15.73 As a result of the concerns for the structural integrity of the bridge which could be impacted as a direct result of the proposed development, and any wider physical and direct impacts from the HGVs, Dorset Council’s specialist Bridges team within Dorset Highways note that the “*bridge is in sound structural condition,*” and that “*defects noted are age and exposure related deterioration as a result of weathering.*” They are clear in their view that the proposed HGV movements, on top of the considerable numbers of vehicles which use the bridge currently, would not be likely to pose any structural risk to the bridge, or risk accelerating weather-related deterioration. They note that none of the bridges along the three HGV routes in the Traffic Management Plan are weight restricted and conclude that “*there is no reason to limit the number of vehicle movements for structural reasons.*”
- 15.74 The Conservation Officer suggested that the applicant conduct a “*periodic structural investigation and monitoring*” of the bridge. However, the Bridges team at Dorset Council already conduct a regular structural survey of the bridge every two years, and it is therefore considered that additional monitoring is unnecessary. The applicant has submitted their own structural survey of the bridge as part of this application, undertaken by a qualified structural engineer, who found it to be in overall “*good condition*”.
- 15.75 To reduce any potential harm, the Dorset Council Conservation Officer would ideally have liked to see a mitigation strategy to reduce the risks to the heritage asset. It has been suggested that this could take the form of a monetary contribution towards the cost of any substantial repairs to the bridge. The bridge is however part of the

public highway (B3390) under Dorset Council's jurisdiction, and a substantial amount of other traffic also uses the road and travels over the bridge.

- 15.76 NPPF Para 56 states that Local planning authorities should consider whether unacceptable development could be made acceptable through the use of planning obligations (and conditions). In this case, it is considered that due to the substantial quantity of other traffic using the bridge, it wouldn't be possible to directly attribute any repairs needed specifically to having been caused by the quarry HGVs. Further, Dorset Council's Bridges Team considers that the bridge is structurally sound. Therefore, to require a monetary contribution would not comply with the tests required for planning obligations as laid down in Red 122 of the CIL Regulations or Para 58 of the NPPF (b. directly related to the development, would be hard to prove).
- 15.77 The Conservation Officer considers that there is however, the potential for 'less than substantial harm' to occur to Hurst Bridge from HGV traffic connected with the proposed development.
- 15.78 Para.215 of the NPPF requires that where a proposal will lead to 'less than substantial harm' to a heritage asset, that the harm should be weighed against the public benefits of the proposal. In this case there would be a number of public benefits that would arise from the development taking place including the provision of vital mineral supply, employment and public access, and in the longer term a visitor centre and lakeside path.
- 15.79 It is agreed that the harm that would occur to the bridge would be 'less than substantial', the scale of which would be towards the lower end of the spectrum. The public benefits that would arise from the development overall would however, be fairly substantial, clearly outweighing the less than substantial harm to the bridge.
- 15.80 The proposed development is therefore considered acceptable in planning terms as it is consistent with Policy SS1 and Policy DM1(d) of the Minerals Strategy and Section 16 of the NPPF.

Archaeology

- 15.81 In addition to the heritage assets in the vicinity of the application site (e.g. listed structures), there are also undesignated heritage assets underneath the site. As is the case on other mineral sites, there is a high possibility that excavation will result in archaeological discoveries.
- 15.82 Prior to the submission of the application, a desk-based study and a geotechnical survey were conducted. Following consultations with Dorset Council's Archaeologist, an archaeological evaluation was undertaken. In total, 487 trenches were dug across the application site in the summer of 2023. The trenches' lengths ranged from 18m to 32m, in depth from 0.15m to 0.9m, and all were 2m wide. 57 of the trenches contained potential archaeological features.

- 15.83 Some of the artefacts found were dated to the 1st and 2nd Century (ie. Late Iron Age/Early Roman period), including a near complete jar with a diameter of 14cm. Flints and blades were found from the Neolithic/Bronze Age, with a small number possibly from the Mesolithic period. The stem of a 17th Century clay pipe was found.
- 15.84 While the trenches and survey indicated that the majority of the application site was of low archaeological interest, there is notable archaeological interest in the area to the south-east of Hurst Farm. There is even the possibility that it may be the site of a settlement from the Late Iron Age to the Middle Roman period. The County Archaeologist notes that there “*appear to be significant archaeological remains.*”
- 15.85 A condition is recommended to require the submission and approval of a written scheme of investigation, in order to secure a programme of archaeological works. This will involve both on-site fieldwork, and post- excavation work, such as publication of discoveries.

Best and Most Versatile (BMV) Agricultural Land and Soil

- 15.86 Policy DM1 of the Minerals Strategy (2014) recognises the importance of appropriate management of soils and of steering development towards areas of poorer agricultural land quality. It states, in part, that minerals development must address satisfactorily the “*protection of soil resources throughout the life of the development and where significant development of agricultural land is demonstrated to be necessary and there is a choice of location, giving preference to the development of poorer quality land over higher quality or best and most versatile land.*” Policy RS1 similarly states, in part, that soil quality should be protected for use in restoration during “*stripping, storage, and management of soils, subsoils, and overburden arising as a result of site operations.*”
- 15.87 The NPPF similarly highlights the importance of BMV agricultural land, stating in paragraph 170 that the “*economic and other benefits of the best and most versatile agricultural land*” should be recognised in planning decisions. In relation to the allocation of land for development in a development plan, the NPPF advises in a footnote that:
- Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development.*”
- 15.88 The application site was allocated in the MSP (2019), and in accordance with the footnote above, alternative sites were considered as part of the plan- making process. It was recognised in the development guidelines for the application site in the MSP

(2019) that *“the land is good quality agricultural land and protection and appropriate management of soils is required to enable the land to retain its longer term capability.”*

- 15.89 The Agricultural Land Classification system divides agricultural land into five grades (Grade 1 ‘Excellent’ to Grade 5 ‘Very Poor’), with Grade 3 subdivided into Subgrade 3a ‘Good’ and Subgrade 3b ‘Moderate. Grades 1 to 3a are considered to be ‘Best and Most Versatile’ (BMV). Approximately 40% of farmland in England is BMV, and approximately 20% of farmland in England (ie. half of BMV land) is Grade 1 or 2. Within Dorset, approximately 4% of land is Grade 1 or 2.
- 15.90 The application site is currently in agricultural use. An ‘Impact Assessment of Agricultural Land Quality and Soil Resources’ was submitted in support of the application. This concludes that 74% of the application site is Grade 2, and an additional 12% is Grade 3a. Therefore, a total of 85.5% BMV. The proposed development would result in the combined loss of 100ha of Grade 2 land, along with the loss of 16ha of Grade 3a. This loss would be permanent, as the majority of the land would be restored to water bodies. Only a very small amount of land after restoration would likely be able to be used for agricultural purposes, with remainder being lost. This is because of the high water table in this location which means that it is not possible to restore most of the land back to agricultural use as most of the land will be restored to water bodies.
- 15.91 The loss of 116ha of BMV land would be large and significant. However, due to the nature of mineral extraction, which ‘can only be worked where they are found’ (Para. 222 NPPF) such loss in this location is regrettably unavoidable. The Mineral Sites Plan has endorsed the principle of the use of the land changing from agriculture to mineral extraction, in the knowledge that the land would not be able to be restored back to agricultural fields and alternative sites were considered as part of a comprehensive plan examination. Overall, the permanent loss of BMV land is considered to carry moderate weight in the planning balance against the proposal.
- 15.92 In order to ensure that soils are appropriately managed throughout the life of the development, it is recommended that a Soil Resource Strategy is secured through condition, a draft of which has been submitted. This strategy would follow the industry best practice, as outlined in the “Code of Practice for the Sustainable Use of Soils on Construction Sites” issued by DEFRA, and “Good Practice for Handling Soils in Mineral Workings” issued by the Institute of Quarrying. It is intended that all soils retained on site for the duration of the mineral workings will be placed back on site when the development is complete, although clearly not necessarily where they were taken from due to the final restoration of the land with its water bodies. The proposal complies with Minerals Strategy Policies RS1 and DM1 and is consistent with NPPF para 187 requiring soils be protected.

Traffic and Highways matters

- 15.93 The application site is split into two halves, Hurst Farm and Station Road, to be worked in that order with a conveyor bridge linking them. When designing the proposal, it was considered that the Hurst Farm site had the better area, more suitable for a plant site, being less visible and away from any houses. As such, this then dictated that the Hurst Farm site would be extracted first in terms of phasing. A new HGV access is proposed at the Hurst Farm site, at the point where the existing access is located. The new access would be wider and designed to the necessary standards for HGVs. The B3390 is a straight road in that location so there is good visibility, however the speed limit there is 60mph.
- 15.94 The Station Road site also proposes a new vehicular access onto the B3390, however this access would be for cars and vans only, but not HGVs. The development guidelines in the MSP for the Station Road site states that a new access could be formed directly onto the B3390, however, peak hours should be avoided, and movements may need to be capped with consideration given to the routing particularly to the north due to the constraints at Alfpuddle and Briantspuddle. The guidelines also refer to the National Cycle Network which crosses the B3390, and runs along Station Road, stating that this needs to be taken into account in the transport assessment, along with existing housing and proposed housing in the local area and other mineral sites.
- 15.95 A permissive route, constructed to bridleway standard is proposed to be created as the new route between Moreton Station and Moreton village. This was also a requirement of the MSP development guidelines. This has been designed, taking into account safety for users of the route, directness of the length and convenience for users as well as the need to ensure that no user groups are discriminated against. The route will involve constructing a pedestrian pavement on the northern side of the B3390 for a short section away from Moreton Station in a northern direction, until a point where the route would safely cross over the B3390 so that it can continue along the south side of the B3390 parallel to Station Road towards the crossroads, then east after the crossroads to the south of Station Road towards Moreton village. Halfway along Station Road there would be an exit off the route for those wishing to exit onto the National Cycle Network at Station Road, or, at a later date once mineral extraction has been completed, it would provide access for cyclists and pedestrians to go north along Policeman's Lane towards the entrance to Hurst Farm and the visitor centre and the footpath around Hurst Farm Lake once it is opened to the public.
- 15.96 The proposed permissive route between Moreton Station and Moreton village has been the subject of extensive discussion with the Applicant and the route, as described above is now considered

to be acceptable. It would provide an appropriate, pleasant and safe route for people, allowing an off- road connection between the station and the village. A stage 1 Safety Audit has been undertaken which included the proposed highway agreements works (section 278 works) for construction of a footway along the side of the B3390, and the audit considered all users. The Highway Authority, who are the overseeing authority, agreed the brief with the designer and were

accepting of the audit outcomes. There were no recommendations to change the speed limit. A change in speed limit could only proceed with a Traffic Regulation Order. If the Parish Council wish to pursue this matter, there are mechanisms in place to deal with these requests, outside of the planning process.

- 15.97 The development guidelines also state that it would be preferred if Woodsford Quarry extension is not worked at the same time as Hurst Farm. As the applicant for this Hurst Farm application fully intends to commence works at the earliest possible opportunity, if planning permission is granted, then it is considered likely that Woodsford Quarry extension would be further behind in terms of timeline. Even if Woodsford Quarry extension were to commence whilst Hurst Farm is still active, the Highway Authority considers that there would not be an adverse impact due to cumulative HGV movements in the area.
- 15.98 To the east of Hurst Farm on the B3390, is the Grade II Listed Hurst Bridge. Traffic using the bridge is one-way. The Dorset Council Bridges team have advised that they consider the bridge to be structurally sound, given its age, and that they consider the increase in HGV traffic over the bridge if the proposal is to go ahead, would not adversely affect the structure.
- 15.99 In terms of the numbers of HGVs that the proposal will generate, this has been put forward in the application as being a maximum of 100 loads per day which would generate 200 two-way HGV movements per operational day (07.00 - 18.00 hours). Other trips generated by car/van are likely to total 25 per day. Or 50 two-way movements per day. Although a vehicular entrance into the Station Road site is proposed to be created, this would not be used by HGVs collecting sand and gravel as the extracted minerals from the Station Road site would be pumped over the conveyor bridge to the processing site at Hurst Farm.
- 15.100 Although it is the case that there would be an increase in HGV movements on the local road network, as a result of this proposal, if granted planning permission, Dorset Council Highways have advised that they consider that the increase in traffic can be safely accommodated on the B3390. In addition, as Binnegar Quarry has recently closed, the HGV movements that were generated from there, would effectively be replaced with the Hurst Farm and Station Roads trips. As a result, there would be no further increase in

cumulative impact. In conclusion, the predicted traffic impact from the development is considered to be acceptable and complies with Policy DM2 of the Minerals Strategy (2014).

- 15.101 Policy DM8 of the Minerals Strategy (2014) states that *“Minerals development which could have an adverse impact as a consequence of the traffic generated by it will only be permitted where it is demonstrated, through a Transport Assessment, that:*
- a) a safe access to the proposed site will be provided;*
 - b) there will be no adverse impact on the Strategic, Primary and/or local road network;*
 - c) developers will provide funding for any highway and transport network improvements necessary to mitigate or compensate any adverse impacts....*
 - d) the proposal, where possible, has direct access or suitable links with the Dorset strategic highway network or primary route network.*
- 15.102 Policy DM8 also states that *“Sustainable transportation should be used where possible and practical, including through minimising distance travelled by road and maximising the use of transport means such as rail, water, pipelines, or conveyor belts to transport minerals where practicable and environmentally acceptable.”*
- 15.103 Paragraph 111 of the NPPF advises that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 15.104 The development guidelines for the application site in the MSP (2019) advise that *“...[HGV] movements may need to be capped with consideration given to routing...”*, and in relation to highways, that *“cumulative impact, taking into account existing and proposed housing development and other mineral sites, is a key issue to be addressed.”*
- 15.105 However, Highways has no objection to the proposals and a Transport Assessment, two separate Road Safety Audits, a draft Traffic Management Plan, and a Cumulative Impact Assessment have been submitted in support of the application.
- 15.106 Crossways is likely to expand significantly in the future, as new housing developments are proposed to be built. An application for 500 dwellings on land south of Warmwell Road (Reference: WD/D/16/000378) received a resolution from committee to grant planning permission subject to the completion of a S106 agreement, but it is unclear when this will proceed. Land at Redbridge Pit, Moreton was allocated for residential in the recently adopted Purbeck Local Plan (2024) and there is also land allocated at Crossways in the West Dorset, Weymouth & Portland Local Plan.
- 15.107 The cumulative impact of these housing developments, alongside the proposal for this planning application, as well as existing traffic associated with other existing quarries in the area (e.g Woodsford Quarry and Redbridge Quarry), is nonetheless considered to be

acceptable from a highway point of view. It should be noted that Redbridge Quarry is likely to close permanently and the number of HGVs from Woodsford Quarry will remain the same even if the extension is approved at some point. Dorset Council Highways have assessed the cumulative impacts that could arise from the development and consider the proposal to be acceptable in relation to this issue.

15.108 A number of concerns have been raised in representations regarding highway safety and capacity of the local road network in relation to each of the three proposed routes. The main causes of concern are:

- The route north to Bere Regis would involve crossing the narrow Hurst Bridge, which requires vehicles to give way as only one direction can pass through at a time.
- The route south through Crossways involves a level crossing across the main railway line. As the route continues through the village of Crossways, there may be conflict with vehicles parking and reversing outside of the local co-operative supermarket.
- The route south through Crossways and then through Warmwell would involve passing through the narrow bends at the latter village, which are not easily passable by large vehicles.

15.109 It is acknowledged that a substantial number of representations have been received from the public in relation to concerns regarding emissions from HGVs travelling on the local road network and safety concerns.

15.110 However, overall, in examining this issue, Dorset Council Highways consider that the proposed routes are and will be safe and suitable, provided that drivers exercise caution and that the number of HGV movements are capped. A condition limiting the maximum number of HGVs going in and out of the site is proposed. It is considered that the proposal therefore complies with Policy DM8 and would not have an unacceptable impact on highway safety or a severe cumulative impact on the road network. In accordance with paragraph 111 of the NPPF, it is therefore considered that there are no highway objections to the proposal.

Local Amenity (Noise, Dust, Vibration, Lighting, Traffic, etc.)

15.111 Policy DM2 of the Minerals Strategy (2014) states, in part, that proposals will only be permitted where they demonstrate that: “*any potential adverse impacts associated with the following considerations are avoided and/or adequacy mitigated to an acceptable level:*

- a) *Noise levels;*
- b) *Dust levels;*
- c) *Air emissions;*
- d) *Lighting;*

- e) *Visual and landscape impacts;*
- f) *Vibration levels;*
- g) *Site related traffic impacts; and*
- h) *Stability of the land at and around the site, both above and below ground level."*

- 15.112 Paragraph 191 of the NPPF states that planning decisions should *"ensure that new development is appropriate to its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions, and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development."* It continues to say that decisions *"should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life..."* and should *"limit the impact of light pollution from artificial light on local amenity..."*
- 15.113 Paragraph 224 of the NPPF, which applies specifically to minerals applications, advises that mineral planning authorities should *"ensure that any unavoidable noise, dust, and particle emissions and any blasting vibrations are controlled, mitigated, or removed at source, and establish appropriate noise limits for extraction in proximity to noise sensitive properties."* However, it also states, *"when developing noise limits, recognise that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction."*
- 15.114 The Planning Practice Guidance (PPG) for Minerals provides detailed guidance for how to assess minerals application in regard to impacts on amenity and occupiers of nearby properties, including appropriate noise levels.
- 15.115 The development guidelines for the application site in the Minerals Sites Plan (2019) state, in part, that development *"must take into consideration sensitive receptors... particularly the northern parts of the sites [and] must demonstrate how noise and visual impacts will be minimised to a level considered acceptable by the MPA."*
- 15.116 Many of the representations received from the public raised concerns and objections in relation to health matters that could arise, mainly regarding emissions from HGVs and the potential for dust from the quarry workings.
- 15.117 Dorset Council Environmental Health reviewed the application detail and concluded that any air quality impact, that could have a negative effect on local air quality a result of the development, would be negligible and that the proposed quarrying operation would not result in a significant negative effect.
- 15.118 The Applicant submitted an Air Quality Assessment with the application, which considered transport emissions associated with the proposed development. This concluded that the annual mean and one hour mean NO₂ objectives would be forecast to be met at all modelled receptors. The PM₁₀ concentration is also forecast to meet its receptive long and short term Air Quality Objectives by a

good margin at all modelled receptors. The PM2.5 concentration is forecast to meet the new interim target by the end of 2028.

- 15.119 The NPPF, Chapter 8, promotes healthy and safe communities. In Para 96, it promotes social interaction for communities, for example in mixed-use developments and refers to layouts that allow easy pedestrian and cycle connections, whilst ensuring that developments are well designed, safe and accessible with high quality public space. The paragraph goes on to say that developments should enable and support healthy lives and refers to providing safe and accessible green infrastructure.
- 15.120 This planning application, whilst being a mineral development proposal has assessed impact from both HGV traffic and quarrying activities and it has been concluded that there would not be a significant negative effect on the local area as a result.
- 15.121 It is acknowledged however that there is a degree of local concern regarding emissions from HGVs and dust generated in the local area and in way of mitigation (as well as being a requirement of the MSP) the new proposed permissive (in perpetuity) bridleway linking Moreton station and Moreton village is proposed to be constructed and completed within 2 years of the development commencing. This will go some way to provide a local benefit whilst complying with the NPPF promoting social interaction for communities and providing safe and accessible green infrastructure.

Noise

- 15.122 Mineral extraction often generates significant noise, and consideration of the impact of noise from the proposed development on sensitive receptors nearby is necessary.
- 15.123 The PPG on Minerals outlines the following noise limits during normal operations:
- “Mineral planning authorities should aim to establish a noise limit, through a planning condition, at the noise-sensitive property that does not exceed the background noise level (LA90,1h) by more than 10dB(A) during normal working hours (0700-1900). Where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable. In any event, the total noise from the operations should not exceed 55dB(A) LAeq, 1h (free field).”*
- 15.124 In other words, there are two separate requirements. First, predicted average noise levels at sensitive receptors (e.g. residential properties) must be below 55dB. Second, predicted average noise levels should not exceed the existing background noise level by more than 10dB, unless doing so would impose an ‘unreasonable burden’ on the operator.
- 15.125 The PPG on Minerals sets different noise limits for temporary operations (defined as up to 8 weeks), such as soil-stripping, and

the construction and removal of bunds. For these activities, an *“increased temporary daytime noise limit of up to 70dB”* should be considered.

- 15.126 The applicant has submitted both Noise Impact Assessment, as well as a Cumulative Noise Impact Assessment which considers the impact alongside the proposed Woodsford Quarry extension. The Council commissioned a review of the assessment by an external qualified expert. Following revisions to the assessment by the applicant, a further external review was commissioned.
- 15.127 The most significant noise from the development is anticipated to be generated during the formation and removal of the soil bunds, which are temporary operations and therefore benefit from higher noise limits. The processing plant, concrete plant, and bagging plant, which all generate noise, have been sited in the furthest possible area from residential properties. While the dredging operations on the formed lakes are anticipated to be relatively quiet, the use of excavators to extract gravel is anticipated to generate more noise.
- 15.128 The consultant commissioned by the Council concluded in their final review that *“it is considered that the points raised in earlier correspondence have been addressed and it is agreed that it has been demonstrated that the site can be worked in the manner described whilst keeping noise levels at the nearest noise sensitive receptors to within environmentally acceptable levels.”*
- 15.129 However, the consultant also notes, *“that the calculated site noise levels in Phases 11a and 12 at New House are still marginally over the recommended background plus 10dB(A) site noise limit.”* There are two residential properties near this receptor, within the woods to the south-west of the Station Road site.
- 15.130 The applicant’s suggested noise limit for the ‘New House’ receptor would be 12dB above existing background levels, which is 2dB above the 10dB advised in the guidance. The consultant advises that *“It is the decision of the local authority as to whether this upper daytime limit is acceptable for a limited period of the development as proposed in the assessment.”*
- 15.131 As the predicted noise levels at the receptor are marginally higher than the 10dB above background noise level that the PPG guidance advises, it must be considered whether there are any reasonable measures the operator can take to reduce the predicted noise level further. The consultant noted that *“the assessment indicates that additional mitigation measures were considered but demonstrated negligible benefit. This is likely to be due to the topography.”* The PPG advises that Minerals Planning Authorities (MPAs) should not impose *‘unreasonable burdens on the mineral operator’*, and that higher limits can be considered.
- 15.132 Therefore, in conclusion, the proposed 12dB noise level limit at ‘New House’ is considered to be acceptable. The predicted noise level at the receptor would only be above the ‘10dB-above-background’ limit for up to 8 weeks, and even then, only marginally

above it. The predicted noise levels in the assessment are assessed under a worst-case scenario, with actual noise levels typically lower than predicted. The operator has amended their phasing in order to condense the period of time in which noise levels would be higher at the receptor. Finally, and most importantly, the existing background noise level at the receptor is exceptionally quiet, and the actual predicted noise level would be substantially lower than the 55dB limit in the PPG guidance considered to be unacceptable. For context, the proposed 45dB limit at New House would still be significantly lower than the proposed 50dB limit at Hurst Cottages, where background noise levels are higher due to the noise from traffic on the B3390.

- 15.133 Overall, the predicted noise impact from the development is considered to be acceptable, and compliant with Policy DM2 of the Minerals Strategy (2014). A condition is recommended to require the submission and approval of a Noise Management Plan, which would include monitoring and complaint procedures.

Vibration

- 15.134 Due to the distances involved, and the type of working proposed, the development would have no risk of perceptible vibration to the nearest residential properties. The predicted vibration impact from the development is considered to be acceptable and compliant with Policy DM2 of the Minerals Strategy (2014).

Dust

- 15.135 A Dust Assessment and draft Dust Management Plan have been submitted with the application. The assessment concludes that the vast majority of receptors are likely to experience no more than negligible effects.
- 15.136 Slight adverse effects are anticipated during site preparation and restoration activities (i.e. soil stripping, formation and dismantling of bunds) at some receptors, which would be short-lived and temporary.
- 15.137 The only moderate adverse effect anticipated is on the Hurst Heath SNCI during site preparation and restoration activities, which would be short-lived and temporary. This SNCI is an area of woodland near Hurst Farm which is home to the rare Heath Lobelia plant. The Tree Officer has also enquired about the impact of dust from the site on retained trees throughout the site. While dust from quarry activities can cause adverse impacts on vegetation and trees, it is unlikely to be significant and the control measures in the proposed Dust Management Plan are considered to be sufficient to mitigate this risk.
- 15.138 The Applicant submitted a Dust Assessment which concluded that the DEFRA projections of PM10 and PM2.5 have shown that activities associated with the proposed development are not likely

to have an adverse impact on particulate matter concentrations. Exceedances of the relevant AQO's are therefore not likely. As it is proposed to work the site wet, without pumped de-watering, together with the fact that there is a high water table in the area (1-2 metres below ground level), it means that minerals extracted will be very damp, or even wet when extracted, thereby resulting in a considerable reduction in risk of dust generation. As such, it is considered that there would be a low risk of airborne dust.

- 15.139 In conclusion, the predicted dust impact from the development is considered to be acceptable, and would be compliant with Policy DM2 of the Minerals Strategy (2014). A condition is recommended to require the submission and approval of a Dust Management Plan.

Lighting

- 15.140 It is important that appropriate lighting is used at the site, at appropriate times, and that lighting is not detrimental to the amenity of nearby residents. A condition is recommended to require that details of lighting across the site be submitted and approved.

Ecology and the Environment

- 15.141 Policy DM5 of Minerals Strategy (2014) states, in part, that proposals for mineral development "*will only be permitted where adverse impacts on biodiversity and/or geodiversity will be:*" avoided; or, if avoidance is not possible, adequately mitigated; or, if avoidance or mitigation is not possible, compensatory enhancements secured to offset the impact.
- 15.142 Policy DM5 also requires that ecological assessments "*have particular regard to the need to protect, maintain and/or enhance sites and species of international and national importance... [and] also consider the potential for existing habitats on the site to be restored to higher quality habitats, during and after mineral working.*"
- 15.143 The NPPF requires that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes or sites of biodiversity value, recognising the intrinsic character and beauty of the countryside and the wider benefits including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. The guidance also requires that new development is prevented from contributing to or being put an unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution. Where possible development should help to improve local environmental conditions.
- 15.144 Para 193 of the NPPF requires that when determining planning applications, whether proposals are for development on land within or outside a site of special scientific interest which is likely to have an adverse effect on it (either individually or in combination with

other developments) should not normally be permitted unless the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site any broader impacts on the national network of SSSI's.

- 15.145 Paragraph 193c of the NPPF goes on to say that development which would result in the loss or deterioration of irreplaceable habitats such as ancient woodland and ancient or veteran trees should be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists. Opportunities to improve biodiversity in and around the development should be within the site and integrated as part of its design and enhance public access to nature where this is appropriate.
- 15.146 Concern has been expressed regarding the proposed removal of veteran tree 174 located within the site. The application states that the veteran tree would need to be removed as it is in a central position where mineral is to be extracted. The issue has been the subject of extensive discussion with the Applicant to understand if there could be a solution that would retain the tree. Unfortunately, the quantity of gravel and Poole Formation Sand that would be lost if the proposed extraction area were to be redesigned, would be significant. Therefore, it has been concluded that the veteran tree 174 would have to be relocated. The Natural Environment Team are aware of this issue and advise that every effort should be made to ensure the survival of the tree, however, in the event that the tree does not survive translocation then the tree should be retained as standing deadwood. Compensatory measures that have been agreed with the Applicant are management of invasive rhododendron in adjacent woodland; identification of individual trees in retained hedgerows and treelines to be future veterans and management of those; creation of new areas of naturalistic woodland planting designed to restore ecological function and contribute to a rich mosaic of habitats in the landscape.
- 15.147 The Council's Natural Environment Team also advises that although this application is not subject to statutory BNG having been registered prior to the enactment of this policy, the environmental management plan and the biodiversity game plan both proposed the potential future marketing of surplus biodiversity units on the site where measurable BNG exceeds the statutory requirement of 10%.
- 15.148 In addition, a rare plant called Heath Lobelia (a species of principal importance in England & Wales under the NERC Act 2006 and is a UK Biodiversity Action Plan Priority Species) has its habitat close to the site, and ensuring its survival and the long term management and improvement of this rare species is of the highest priority. The applicant has committed to a long term management plan for the Hurst Heath area which would be secured through the Section 106 legal agreement. The Species Recovery Trust has a crucial role in assisting with understanding the needs of this complex plant and

informing the actions within the final management plan it is therefore recommended that the Trust continues to be involved throughout in the future. Translocation through seed collection and disposal of the Heath Lobelia plant to other areas of the site should be seriously considered as part of the management plan. It is known that there is a possibility that nearby mineral working may lower the water table at the Hurst Heath which would be to the detriment of the Heath Lobelia plants. Phasing will ensure the closest part of the proposed extraction at Hurst Farm (phase 6C) will be delayed until after Station Road has been fully extracted. A condition, supported by pre-commencement monitoring of water levels around Phase 6C area, will ensure extraction of 6C will only occur if the Environment Agency confirms to the MPA that they are satisfied that there will be no adverse effect due to water levels on the Heath Lobelia.

- 15.149 Natural England noted (in their comment on the Woodsford Quarry Extension application dated 11/03/2025) that this Hurst Farm application includes plans to manage Hurst Heath for heath lobelia and secure the expansion of its population, as well as to benefit other ecological interests, whereas the evidence from the Woodsford extension application provides little certainty that the groundwater levels fundamental to the species survival would not be compromised as the existing population is only c.120m away from that application boundary and is also close to the locations where expansion of the plant is planned.
- 15.150 Natural England originally objected to this application in January 2024, and at that stage stated that they understood and supported the detailed concerns of the Environment Agency, particularly with regard to river flow of the River Frome. Natural England were of the opinion that the Hurst Farm and Station Road sites could offer opportunities for substantial biodiversity gains both off and on site. NE considered that the potential gains would be both partly from restoration and partly from the management of Hurst Heath. Since then, the Applicant has agreed to provide a Management Plan for Hurst Heath, which would be secured through the S106 Agreement.
- 15.151 The restoration of both Hurst Farm and Station Road was considered by NE to be lacking in terms of quantity of reed and wetland habitat. NE also hoped that a proportion of the river could be diverted to become a large wetland in order to have a more positive effect on river nitrogen concentrations. NE also asked that the restoration plan be revised to show more shallow wetlands. The updated restoration plan for Hurst Farm now shows more shallow wetland areas proposed, although it has not been possible to divert the River Frome due to land ownership issues.
- 15.152 The Environment Agency withdrew their previous objection to the proposal in December 2024 and proposed a number of conditions

relating to surface and groundwater at the site, stating that they now consider the acceptability of the Hurst Farm/Station Road proposal is dependent on appropriate water management and on the relationship between the levels at the site in the adjacent River Frome. They went on to say that the protection of water levels, flows and quality in the River Frome, particularly at low flow, is a very significant issue because of the SSSI status of the chalk stream. The EA considers that the successful operation of the quarry site in this location requires a clear baseline set on which to establish working and restoration water levels as part of the wet working operation.

- 15.153 Both Natural England and Dorset Council Natural Environment Team are now satisfied with the proposals. As such it is considered that with appropriate conditions applied, there is no objection to the application from an ecology perspective and that the restoration of the land to the proposed water bodies will encourage new species into the area that are limited currently. The proposal is therefore considered to be in accordance with NPPF paragraph 187 and 188 and Minerals Strategy policies DM1, DM3 and DM4.

Restoration, Aftercare and Afteruse

- 15.154 Policy RS1 of the Minerals Strategy (2014) has a list of detailed requirements that proposals must demonstrate to be permitted, with the overall aim that they should “*demonstrate a high quality and appropriate restoration scheme*” with “*an appropriate after-use and the long-term maintenance and enhancement of the environment.*”
- 15.155 In particular, Policy RS1 requires that “*the restoration scheme will maximise the potential for the site for the successful adoption of the proposed after-use and where necessary offer flexibility for a range of potential after-use*”; that “*restoration will be undertaken at the earliest opportunity...*”; that “*the aftercare scheme incorporates an aftercare period of at least five years...*”; that “*the after-use will be compatible with the wider context of the site*”; and that “*where opportunities arise the after-use provides benefits to the local and wider community which may include enhanced biodiversity...enhanced landscape character... improved public access, employment, tourism...*”
- 15.156 Policy RS3 of the Minerals Strategy (2014) encourages the “*the establishment of local liaison groups to run for the lifetime of any extraction site...*” The applicant has agreed, as part of a Section 106 Legal Agreement, to create and host such a regular liaison group, as the applicants currently do at their existing site in Dorset.
- 15.157 Policy RS2 of the Minerals Strategy (2014) states that the “*retention of plant, machinery and any other ancillary development associated with any minerals development/operation will not extend beyond the life of the development... except where it can be demonstrated that...there is an identified need for the continued use...*” and retention would not affect restoration of the wider site

- 15.158 The MSP contains paragraphs for both Hurst Farm and Station Road stating that the sites are within the Valley Pasture Landscape Type of the Frome Valley, *“a predominantly flat landform creating a multi-functional landscape where recreation and amenity are just as important as agriculture, enhanced nature conservation value and flood water management”*.
- 15.159 The restoration vision goes on to say that post mineral working it is important to create a multifunctional green infrastructure for the area, linking adjacent areas of population. And that the main aims are to protect the positive landscape attributes of the landscape and improve landscape condition and overall resilience to climate change.
- 15.160 The NPPF in Para.224 (e) requires that, when determining planning applications, that restoration and after care should be provided for at the earliest opportunity, to be carried out to high environmental standards, through the application of appropriate conditions. In order to maximise the biodiversity of the site, the applicant has agreed to an extended after care period of 30 years.
- 15.161 The Minerals Strategy encourages the green infrastructure network to be strengthened and improved and, where opportunities arise the after-use should provide benefits to the local and wider community, which may include enhancements of biodiversity, enhanced landscape character, together with improved public access, employment, tourism and provision of climate mitigation measures.
- 15.162 The proposed mineral extraction at Hurst Farm and Station Road, subject of this planning application, is likely to take approximately 20 years. During that time, there will be significant changes to the local landscape, and HGV movements in the local area will continue. However, this planning application has been improved during the course of its assessment and now proposes a safe route between Moreton Station and Moreton village, with an added exit/entrance onto/off Station Road to provide further links to the National Cycle Network and eventual safe access to the Hurst Farm Visitor Centre from Moreton Station for visitors on foot or bicycle, which would open after mineral extraction has completed.
- 15.163 Substantial planting is proposed to replace the lost trees and hedges, some of which has already been planted as ‘advance planting’. The Visitor Centre on the Hurst Farm site would be accommodated in the Raymond Brown site office, a permanently constructed building, once they have vacated the site at the end of extraction. The Visitor Centre would have space for exhibitions and rooms for students attending to learn about the local ecology and landscape history. The new biodiversity is expected to be primarily water based, attracting a variety of birds. A walking route is proposed to be implemented around the new Hurst Farm Lake which will be of interest to all and would contain a boardwalk section and bird hides. The Visitor Centre and walking route around the lake would be under the control of the Moreton Estate (land owners) and would remain open for public access, to be controlled through the

S106 agreement.

- 15.164 The Station Road site would be restored to waterbodies and agriculture, and the permissive bridleway route which would link Moreton village with Moreton Station would stay in perpetuity. The conveyor bridge would be removed.
- 15.165 Overall, the proposal is considered to provide a number of lasting features that would benefit the local community in years to come along with also having the potential to add to the attractiveness of the area for tourists, whilst contributing to the Dorset Biodiversity Strategy. The visitor centre is intended to be open to the public as well as school, and youth groups who may wish to learn more about the biodiversity of the site. The public will be able to attend the visitor centre and go for walks around the Hurst Farm Lake. The Visitor Centre would remain in the ownership of the landowner, the Moreton Estate. It is intended that visitors arriving on foot or bicycle would pay no entrance fee and would be able to use the permissive route from Moreton Station to the junction of Station Road and Policemans Lane, with safe walking or cycling along the lane towards Hurst Farm via The Common. It is proposed that car parking charges would apply, with the income generated being used for the maintenance and repair of the Visitor Centre, footpath and lake at Hurst Farm. This would be controlled by a S106 obligation. It is considered that these proposals would benefit the local community once the mineral extraction is complete. This accords with Policy RS1 of the Minerals Strategy where the proposal aims to maximise the potential of the site for a successful after-use, creating areas for habitat to flourish and providing benefits to the local and wider community, linking site restoration to green infrastructure and improving public access and employment.
- 15.166 The site office building proposed near the front of the Hurst Farm site would be constructed at the start of the development and used as a Visitor Centre once mineral extraction has ceased and the site is restored and open to the public. It is unusual for a minerals site office to be of permanent construction and Policy RS1 requires that minerals sites have a restoration scheme that maximises the potential for the site for the successful adoption of the proposed after-use. In this instance, although unusual, the new proposed use of the permanently constructed site office would be compliant with Policy RS1 as its use as a Visitor Centre will allow for the successful after-use of the site. It would also comply with Policy RS2, which in most cases, aims to ensure the removal of plant, machinery and other ancillary development but in this case the retention of the site office building (to be used as a visitor centre) has an identified future use which does not affect the restoration of the wider site and there would be no adverse impacts that would arise.
- 15.151 The Station Road site also has a 'spare' piece of land adjacent to the B3390 which the applicant has suggested might be used for a scheme of solar panels in the future, or the piece of land could have the potential for community use in the future given that it would be accessible via the new permissive bridleway, however no firm

proposals have been put forward for this land at the current time and therefore any proposals are just suggestions and can therefore carry no weight in the determination of this application.

16.0 Conclusion and Planning Balance

- 16.1 Paragraph 222 of the NPPF states that since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation. This proposal is located in an area of Dorset that has reserves of river terrace gravel and Poole formation sand, which are important minerals for the building industry. As house building is predicted to increase, looking ahead, the supply of suitable mineral becomes more and more important. The site is also an allocated site in the Minerals Sites Plan 2019.
- 16.2 The principle of sand and gravel extraction is therefore considered acceptable in this location. Para. 224 of the NPPF states that when determining planning applications, great weight should be given to the benefits of mineral extraction, including to the predicted expansion of house building looking ahead. The NPPF also states that mineral planning authorities should provide for the maintenance of landbanks of non-energy minerals from outside protected areas (e.g. National Landscapes), which this proposal complies with.
- 16.3 The NPPF also requires that proposals need to ensure that there are no unacceptable adverse impacts on the natural and historic environment and human health, as well as taking into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality. Although the local area has been known historically for sand and gravel extraction, and will continue to be known looking ahead, the sites of Hurst Farm and Station Road can be extracted whilst providing improvements to ecology in the area, and although there will be some adverse impacts, these, it is considered, have been adequately mitigated. This site is situated well away from residential properties and the method of wet working and pumping should ensure that there would be no significant adverse impacts on sensitive receptors through noise or dust.
- 16.4 It is accepted that there will be some adverse impact from the development, over the years of its operation, this being primarily impact from HGVs using the local road network. However, Dorset Council Highways are satisfied that the local roads have suitable capacity for the HGVs.
- 16.5 The NPPF also requires that sites for mineral extraction should be restored and placed in aftercare at the earliest opportunity, and this proposal is anticipated to last around 20 years in total, after which both parts of the application site will be restored, thereafter entering aftercare for a length of 30 years in total to ensure that best results are achieved.
- 16.6 If this proposed mineral extraction goes ahead, it is considered that

the following benefits post mineral extraction would arise:

- the long-term restoration and aftercare of both areas designed to a high environmental standard,
- the Hurst Farm site opening a visitor centre open to the public, together with a footpath and boardwalk around the lake to provide a community benefit for locals and tourists, with an emphasis on the ecology that the newly formed lake will attract.
- a new permissive bridleway made available within 2 years of commencement of development to link Moreton Station and Moreton village, thereby improving sustainability and local community cohesiveness.
- Biodiversity Net Gain of 192% compared to the mandatory 10%

16.7 It is acknowledged that during the course of the mineral extraction that there would be some impact on the local area, however with the conditions proposed and the obligations put forward in the S106 Agreement it is considered overall, that the proposal would be made acceptable and would accord with the Development Plan as a whole.

16.8 The proposal would also be in accordance with NPPF Paragraph.226 as the mineral extraction that would take place would maintain the Dorset Landbank at a level higher than 7 years, ensuring that sufficient mineral supply will be available in the area for a number of years ahead. There are no material considerations which indicate that the permission should nevertheless be refused. Overall, taking all material considerations into account, in the planning balance, it is considered that this application, subject to conditions and a S106, should be approved.

16.9 Recommendation

GRANT PLANNING PERMISSION subject to the following conditions and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the legal services manager to secure the following:

S106 Heads of Terms

The S106 Agreement will require the following:

- Compliance with agreed HGV routes for access and egress of all HGVs along one of three routes:
 - 1) Bere Regis route;

- 2) Dorchester route [Western] or,
- 3) Warmwell route [Southern]

- The establishment and operation of a Local Liaison Panel until completion and restoration of the works
- To construct a pavement alongside the B3390 close to Moreton Station with suitable pedestrian crossing over the B3390 to link to the permissive bridleway to Moreton village and make available for use by the public within 2 years of commencement of development.
- To construct a permissive bridleway between the B3390 and Station Road close to Moreton village and to make available for use by the public within 2 years of commencement of development, in perpetuity.
- To enter into a S278 Agreement within 2 years of commencement of development to construct a pavement on the north side of the B3390 close to Moreton Station, and associated pedestrian crossing over the B3390, linking to the bridleway on the south side.
- To submit to the Council for approval (prior to the main extraction of mineral commencing) a Hydrological & Hydrogeological Monitoring and Mitigation Scheme (HHMMS) and to undertake and comply with the details therein.
- To submit to the Council for approval, a Hurst Heath Management Plan and a Rhododendron Management Plan within 12 months of the grant of planning permission. To implement the approved plans and to employ an Ecologist to carry out annual monitoring and periodic reviews.
- To submit to the Council for approval, a Protection of Heath Lobelia Habitat Scheme and working shall proceed in accordance with the approved plan. In the event that working of Phase 6C cannot go ahead without causing unacceptable change in groundwater level at Hurst Heath Wood, a revised restoration scheme restoring that land to nature conservation use and a revised footpath route, shall be submitted to the Council for approval and shall be implemented in accordance with the approved plan.
- To submit details of a permissive footpath to be created around the lake at Hurst Farm and to be constructed in accordance with the approved details. Following completion of the restoration of the site the footpath shall be made available for public access on a date agreed with the Council. To enforce a prohibition of the use of the footpath by dogs and any other pets likely to be detrimental to wildlife. The path shall be made available to the public to be able to be used in perpetuity.
- To agree to use the building at Hurst Farm (previously used as the site office)

as a Visitor Centre, to be made available and open to the public, in perpetuity, and to be opened at the same time that the Hurst Farm footpath is made available, upon final restoration of the Hurst Farm site.

Afteruse obligations

- Not to use the Hurst Farm land, the Visitor Centre or the car park for any purpose other than nature conservation, agricultural use and informal recreation uses*.
- Not to use the station road land for any purpose other than nature conservation and agriculture.
- To make the car park available to the public between the hours of 08:00 and 22:00 seven days a week.
- To allow public parking charges for the car park. Charges to be approved with the Council annually based upon comparative visitor sites in Dorset (and subject to the points below).
- To use the revenue generated by the parking charges to cover the expenditure costs related to the provision and maintenance of public access to the Hurst farm site.
- To use any unspent revenue to reduce the car park charges annually.
- To keep an accurate account of the revenue obtained from the car park charges and expenditure.
- To provide copies of the records upon request by the Council

*Informal recreation uses by the public shall be limited to walking, bird watching and education in connection with the Visitor Centre.

CONDITIONS

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Plans List – Approved

The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing Site Plans

Location Plan	HF/523/07
Application Boundary	HF/523/23A
Existing Site	HF/523/19D
Existing Cross-Section A-E	HF/523/24-1A
Existing Cross Section F-I	HF/523/24-2A
Existing Cross Section K-N	HF/523/24-3

Quarry Working Plans

Proposed Site Phasing Plan	DR-0001 S5-P1.
Stage1	HF/523/15-1C
Stage 2	HF/523/15-2B
Stage 3	HF/523/15-3B
Stage 4A	HF/523/15-4B
Stage 4B	HF/523/15-5C
Stage 5	HF/523/15-6D
Stage 6A	HF/523/15-7C
Stage 6B	HF/523/15-8C
Stage 7	HF/523/15-9A
Stage 8A	HF/523/15-10A
Stage 8B/8C	HF/523/15-11A
Stage 9	HF/523/15-12A
Stage 10	HF/523/15-13A
Stage 11A & Stage 11B	HF/523/15-14C
Stage 11C & Stage 11D	HF/523/15-15C
Stage 12	HF/523/15-16C
Stage 13	HF/523/15-17
Proposed Extraction Cross-Sections A-E	HF/523/26-1A
Proposed Extraction Cross-Sections F-I	HF/523/26-2A
Proposed Extraction Cross-Sections K-N	HF/523/26-3
Storage Pond Sections O-O & P-P	HF/523/36
Proposed Conveyor Crossing Layout	HF/523/11C
Proposed Conveyor Bridge Details	HF/523/30-1
Proposed Conveyor Bridge Montage	HF/523/22
Proposed Permissive Path	HF/523/20G
Proposed Pre-Planting Scheme	HF/523/31
Northern Planting Belt: Planting Plan	
Proposed Rhododendron Management Areas	

Infrastructure Plans

Proposed Hurst Farm Frontage	HF/523/10D
Proposed Station Road Frontage	HF/523/33D
Proposed Office Building Floorplan	HF/523/SD210A
Proposed Office Building Elevations	HF/523/SD240A
Proposed Office Building Roof Plan	HF/523/SD211A
Proposed Plant Site Area Layout	HF/523/17-1C

Proposed Aggregate Processing Plant Layout	PL/RB251011-
D01 Proposed Aggregate Processing Plant Elevations	PL/RB251022-
D02 Proposed Portable Cabin Detail	HF/523/30-2
Proposed Workshop Detail	HF/523/30-3
Proposed Bagging Plant Elevations	HF/523/17-2A
Proposed Concrete Plant Elevations	HF/523/17-3
Proposed Wheel wash	WW Eco wash Extra Spec Sheet WW V2.0
Footpath and Crossing Design	174.0006-0015 P01

Restoration Plans

Proposed Restoration Scheme (combined)	HF/523/37
Proposed Restoration Scheme Hurst Farm	HF/523
/16-1J Proposed Restoration Scheme Station Road	HF/523
/16-2G Proposed Restoration Cross-Section Hurst Farm A-E	
HF/523/28-1B Proposed Restoration Cross-Section Hurst Farm F-I	HF/523/28-2B
Proposed Restoration Cross-Section Hurst Farm K-N	HF/523/28-3A
Working Scheme with Phased Restoration Stage 4A	HF/523/35-1
Working Scheme with Phased Restoration Stage 4B	HF/523/35-2
Working Scheme with Phased Restoration Stage 5	HF/523/35-3
Working Scheme with Phased Restoration Stage 6A	HF/523/35-4
Working Scheme with Phased Restoration Stage 6B	HF/523/35-5
Working Scheme with Phased Restoration Stage 13	HF/523/35-6

Reason

For the avoidance of doubt and in the interests of proper planning.

3. Notification of Commencement of Development

Notice must be provided to the Mineral Planning Authority of the date of the commencement of development. This notice must be provided in writing by the operator within seven days of the date of commencement.

Reason

To ensure an accurate record for monitoring of conditions relating to the date of the commencement of development and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

4. Notification of Commencement of Phases

Within 5 working days of the commencement of each phase of the development, written notice shall be given to the Mineral Planning Authority of the date of the commencement of each phase of the development.

Reason

To assist with the monitoring of other planning conditions which explicitly refer to the commencement of individual phases of the development and in accordance with Policies DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

5. Time Limit – Cessation of Mineral Extraction and Completion of Restoration

The extraction of minerals hereby permitted shall be for a limited period and shall cease by whichever date is the earliest of the following:

- a) Twenty-one years following the date of the commencement of development;
- b) 31 December 2048

Restoration shall be completed within 25 years from the date of commencement.

Reason

To ensure the development and associated impacts are temporary and that the site is restored in a timely manner and in accordance with Policies DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

6. Hours of Working

No extraction or processing of minerals or loading of lorries shall take place except between the hours of 7.00am and 6:00pm Mondays to Fridays and 7:00am to 1:00pm on Saturdays. No working shall take place on Sundays or public holidays.

No operations shall take place outside these hours except for maintenance and the operation of other equipment to maintain the safe operation of the quarry.

Reason

To protect the amenities of local residents and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

7. Alterations to Site Office to form Visitor Centre

Details of any proposed alterations to take place internally or externally (including signage) prior to the new use of the site office building as a Visitor Centre shall be submitted to the Mineral Planning Authority for approval within 1 month of the building ceasing to be used in connection with the extraction of sand and gravel.

Reason To protect the amenity of the area in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

8. Withdrawal of Permitted Development Rights for Site Office/Visitor Centre Building

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification), no enlargement shall be carried out to the Visitor Centre building hereby permitted, nor the erection of any building ancillary to the Visitor Centre, without express planning consent from the Mineral Planning Authority being first obtained.

Reason

Having regard to the size of the building, and the surrounding landscape, the Mineral Planning Authority wishes to retain control over any future extension of the building in the interests of amenity and proper planning and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

9. Storage of Oils, Fuels and Chemicals

Prior to the extraction of minerals from within the development hereby permitted, details of any facilities for the storage of oils, fuels or chemicals associated with this development shall be submitted to and approved by the Mineral Planning Authority. The details shall include:

- secondary containment that is impermeable to both the fuel oil, chemical and water, with no opening used to drain the system
- a minimum volume of secondary containment at least equivalent to the capacity of the tank plus 10% or, if there is more than one tank in the secondary containment tank plus 10% or 25% of the total tank capacity, whichever is greatest
- all fill points, vents, gauges and sight gauges located within the secondary containment
- associated above ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks
- all fill points and tank vent pipe outlets designed to discharge downwards into the bund

The scheme shall be implemented as

approved.

Reason

To avoid any contamination of the water environment and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

10. Materials for external elevations of site office/visitor centre

Prior to commencement of development details of the materials to be used in the construction of the weighbridge/site offices and visitor centre building shall be submitted to and approved in writing by the Mineral Planning Authority. The details shall be implemented as approved.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

11. Limit on Importation of Mineral

No more than 65,000 tonnes of aggregate shall be imported into the site each year. All other aggregate stored, exported, or sold from the development hereby approved shall be extracted or originate from the site. No restrictions apply to the importation or export of cement or concrete. Records of imported aggregate shall be kept and made available on request of the Mineral Planning Authority. All such records shall be kept for at least two years.

Reason

To ensure that the development hereby approved is primarily for the extraction of aggregate from the site, and that the quantity of supplementary aggregate imported for mixing and sale is controlled and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

ARBORICUTRURAL

12. Veteran Trees

Prior to commencement of development, a Veteran Tree Management Plan shall be submitted to the Mineral Planning Authority for approval in writing. The Plan shall identify oaks and other native trees, in retained treelines and hedgerows, that can be identified as future veteran trees. Further trees should be identified that can be subjected to a veteranisation technique including features suitable for bat roosting. The Plan shall include the following:

- Detailed survey of all veteran trees on site

- Methodology and aftercare for translocating V174 with specialist input/supervision and detailed timeline
- Methodology for planting new area of woodland around V174
- Future management of land surrounding veteran trees and future identified veterans to prevent overcrowding from new planting/compaction from site users
- Scope of any tree works to current or future on-site veterans
- Details of enhancing the condition of all future veteran trees.

The development shall be carried out in accordance with the approved Plans.

Reason

In the interests of protection of local ecology and protection of veteran trees and in accordance with Policies RS1, DM1, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

13. Arboricultural Method Statement

Prior to commencement of development an Arboricultural Method Statement prepared by an arboricultural consultant holding a nationally recognised arboricultural qualification shall be submitted to, and approved in writing by, the Mineral Planning Authority. This scheme shall provide for:

- Arboricultural supervision;
- Written site management protocols and procedures;
- Erection and maintenance of tree protection measures in accordance with BS5837:2012.
- Accidental damage and treatment;
- Facilitation pruning and access into the site.

The development, and all operations with the potential to impact any trees, shall be carried out in accordance with the approved scheme throughout the life of the development.

Reason

To ensure the health and vitality of retained trees across the site, which have the potential to be impacted from mineral operations and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

14. Translocation of Veteran Tree 174

Details of the location identified for the translocation of veteran tree 174, together with a methodology and timeline for the translocation shall be submitted to and approved by the Mineral Planning Authority prior to the commencement of any development on the Station Road site. The tree shall be translocated in accordance with the approved details. In the event that the tree does not survive translocation, it shall be retained as standing deadwood.

Reason

To ensure appropriate translocation of a veteran tree and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014)

15. Retention of Vegetation, Hedgerows and Trees

No hedgerows or trees within the application site shall be removed or felled for the duration of the development hereby permitted, except for those approved for removal or felling within one or more of the following approved documents:

- a) the approved Tree Protection Plans;
- b) the approved Ecological Mitigation and Management Plan;
- c) the approved Phasing Plans; and any approved Landscaping Scheme.

Reason

In the interests of visual amenity and biodiversity and in accordance with Policies DM1, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

ENVIRONMENT

16. Lighting Strategy

Prior to commencement of development a Lighting Strategy shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall aim to avoid harm to protected species and to amenity through minimising light spill and glare. Details of lighting, installation, maintenance, and use must be provided. There shall be no lighting of the site other than in accordance with the approved scheme.

Reason

In the interests of biodiversity, amenity, and the character of the area and in accordance with Policies DM1, DM2, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

17. Noise Monitoring

Prior to commencement of development a Noise Management Plan shall

be submitted to and approved in writing by the Mineral Planning Authority. This Plan shall provide for mitigation measures, noise monitoring protocols, and complaint procedures.

These shall detail how noise measurements are taken in the event of a complaint which is deemed credible by the Mineral Planning Authority, and the steps to be taken if noise exceeds the permitted limits, including the suspension of operations. Mitigation measures within the Plan shall include, where possible:

- Modern reversing alarm technology, such as smart white sound reverse alarms or radar activated alarms;
- Routing design to ensure that vehicles avoid unnecessary reversing;
- Regular maintenance and greasing of equipment, such as bearings;
- Use of electric power instead of diesel generators for machinery;
- Acoustic barriers and insulation.

The development shall be carried out in accordance with the approved Plan.

Reason

To ensure that noise levels generated by mineral operations are controlled to an acceptable level, and do not adversely impact the amenity of nearby receptors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

18. Noise Limit – Temporary

Noise from the development hereby approved, during temporary operations shall not exceed 70 dB (LAeq, 1 hour) at any noise sensitive receptor. Temporary operations include soil stripping, bund formation, bund removal, and final restoration. Temporary operations in the vicinity of a receptor shall not exceed a total of eight weeks in any calendar year.

Reason

In the interests of the amenity of nearby residents and visitors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

19. Noise Limit – Operational

Noise from the development hereby approved, during normal operations (i.e. all operations except for temporary operations), shall not exceed the following levels (LAeq, 1 hour) at the following receptors:

- Sculptures by the Lakes: 49 dB
- Hurst Cottages: 50 dB
- East Cottages: 45dB
- New House: 45 dB

- Cuckoos Mead: 39 dB

The locations of these receptors are as in the Noise Impact Assessment by 24 Acoustics, dated April 4th 2024. Measurements at receptors should be taken at the closest accessible points to the curtilages of the sensitive receptors.

Reason

In the interests of the amenity of nearby residents and visitors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

20. Dust Control

Prior to commencement of development a Dust Management Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This Plan shall be based on the draft Dust Management Plan, dated April 2024, submitted as part of the application. The development shall be carried out in accordance with the approved Plan.

Reason

To ensure that dust levels generated by mineral operations are controlled to an acceptable level, and do not adversely impact the amenity of nearby receptors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

21. Construction Environmental Management Plan (CEMP)

Prior to commencement of development, a Construction Environmental Management Plan, incorporating pollution prevention measures and a timetable, shall be submitted to, and approved in writing by, the Mineral Planning Authority. The plan shall subsequently be implemented in accordance with the approved details and the agreed timetable for the duration of the life of the development.

Reason

To prevent pollution of the water environment and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

22. Ecological Mitigation and Management Plan (EMMP)

Prior to commencement of development an Ecological Mitigation and Management Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall be based on the draft EMMP, date 7 July 2023, submitted as part of the application. The development shall be carried out in accordance with the approved scheme.

Reason

To secure ecological mitigation and long-term biodiversity benefits and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

23. Archaeology

Prior to commencement of development a written scheme of archaeological investigation shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall cover archaeological fieldwork, post-excavation work, and the publication of the results. The programme of archaeological work must be implemented and completed in accordance with the approved scheme.

Reason

To ensure the protection, recording, and publication of potential archaeological discoveries during the course of the development and in accordance with Policies DM1 and DM7 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

HYDROLOGICAL

24. Surface Water Management Scheme

Prior to commencement of development a detailed Surface Water Management Scheme for the site, based upon the hydrological and hydrogeological context of the development, shall be submitted to, and approved in writing by the Mineral Planning Authority. The Surface Water Management Scheme shall be implemented before extraction commences, in accordance with the approved scheme.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity and in accordance with Policies DM1, DM2, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

25. Maintenance and Management of the Surface Water Drainage Scheme

Prior to commencement of development details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the Mineral Planning Authority. The scheme shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure

the operation of the surface water drainage scheme throughout its lifetime. The scheme shall be implemented before extraction commences, and thereafter managed and maintained in accordance with the approved details.

Reason

To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

26. Wet Working Proposed Water Levels

Extraction of mineral for the purpose of anything other than construction and creation of phase 1A, 1B and processing plant/stockyard and silt management system shall not commence until a scheme of wet working and water level monitoring has been submitted to and approved in writing by the Mineral Planning Authority. The working and water level monitoring shall be undertaken in accordance with the approved scheme.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment, specifically the River Frome designated SSSI and private water supply, in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

27. Interpretive Conceptual Model Update and Report and Monitoring and Mitigation Plan

Extraction of minerals for the purpose of anything other than construction and establishment of the plant site and silt management system shall not commence until:

- A) A revised scheme of surface water and groundwater monitoring and reporting have been submitted to and approved in writing by the Mineral Planning Authority; and
- B) surface water and groundwater monitoring as specified in the approved revised scheme of surface water and groundwater monitoring, shall be undertaken for a continuous period of not less than 12 months; and
- C) within 2 months of completion of surface water and groundwater monitoring, a report (based on the surface water and groundwater

monitoring collection of data) and monitoring and mitigation plan shall be submitted and approved by the Local Planning Authority. This report shall comprise of an updated conceptual model showing the relative relationship between pre-worked surface water flows, groundwater levels and proposed working water level elevations stated in the planning application addendum, (November 2023 and September 2024) , updated impact assessment calculations including the loss of the sand and gravel solid strata and outline any need to augment flows in Hurst Stream and Moreton Stream. Thereafter, mineral extraction shall at all times be fully compliant with Interpretive Conceptual Model Update report and Monitoring and Mitigation plan, as approved.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment specifically the River Frome designated SSSI, in line with paragraph 181 of the National Planning Policy Framework, 'The Environment Agency's approach to groundwater protection' and Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

28. Water Storage Pond

Extraction of minerals for the purpose of anything other than the construction and establishment of phase 1A, 1B, the plant site and silt management system shall not commence until details of the above-ground-level water storage pond and associated bunding to be constructed in the area of the application site referred to as Phase 6C, shall be submitted to and approved in writing by the Mineral Planning Authority. The water storage pond and bunding shall be constructed and maintained in accordance with the approved details.

Reason

For the avoidance of doubt and in the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

29. Depth of Water Bodies

The maximum depth of the water bodies that will form as a result of the development hereby approved, and retained upon restoration, shall be strictly limited to the following:

- Hurst Farm
 - Main Dredging Lake
 - 8m AOD Phase 1B
 - 25m AOD
 - Phase 4B - 21.5m AOD

- Station Road
Phase 8A/9A - 6m AOD
Main Dredging Lake -6m AOD

A survey confirming the final depths of the water bodies following restoration shall be provided to the Mineral Planning Authority if requested by the Mineral Planning Authority.

Reason

For the avoidance of doubt, and to ensure compliance with the approved plans and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

30. Annual Monitoring Reports

Annual surface and groundwater monitoring reports shall be submitted to the Mineral Planning Authority by 1st March each year for approval. The reports shall include the extent of the works in the past 12 months, observed water levels and flows and compliance/non-compliance issues in relation to the approved monitoring and mitigation plan. Continued mineral extraction shall at all times be fully compliant with the approved monitoring and mitigation plan and the Minerals Planning Authority approval.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

31. No Importation of materials to site, or land raising in Flood Zone 3

No import of materials to the site for permanent deposition shall be allowed and no land raising shall take place within Flood Zone 3.

Reason

In the interests of flood risk safety and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

LANDSCAPE

32. Early Landscaping Scheme (Part 1)

Prior to commencement of development, a detailed scheme of landscaping shall be submitted to, and approved in writing by, the Mineral Planning Authority. The scheme shall include screening banking/mounding between the car park and the B3390 main road,

and shall include substantial appropriate native planting, including larger growing tree species including oak and field maple. New areas of naturalistic woodland planting shall be incorporated into the overall design to restore ecological function and contribute to a rich mosaic of habitats in the landscape. The approved landscaping scheme shall be constructed in within 2 months of the date of commencement of development and all soft landscaping in conjunction with the Pre Planting scheme as shown on Plan no. HF-523 31 shall be planted in the next available planting season following construction of the Hurst Farm site entrance and haul road.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

33. Landscaping Scheme (Part 2)

The development hereby permitted may not proceed beyond Phase 6b until a further scheme of restoration landscaping covering the Hurst Farm site has been submitted to and approved in writing by the Mineral Planning Authority. This scheme shall be based on the approved restoration plan, and include details of hedgerow and tree planting, and details of fencing and gates.

The approved planting scheme shall be carried out in the first available planting season after completion of Phase 6b. Any plants which die or are removed shall be replaced within the first five years.

Reason

In the interests of visual amenity in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

34. Landscaping Scheme (Part 3)

The development hereby permitted may not proceed beyond Phase 11D until a further scheme of restoration landscaping is approved in writing by the Mineral Planning Authority. This scheme shall cover both the Hurst Farm and the Station Road areas. This scheme shall be based on the approved restoration plan, and include details of hedgerow and tree planting, and details of fencing and gates.

The approved planting scheme shall be carried out in the first available planting season following completion of Phase 11D. Any plants which die or are removed shall be replaced within the first five years.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

35. Soil Resource Strategy (SRS)

Prior to commencement of development a Soil Resource Strategy shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall provide for the safeguarding and reuse of soil resources on site. This shall include:

- Separate storage between topsoil and subsoil bunds;
- Grassing and weed control of soil storage bunds, including seed mixtures;
- Ground preparation and soil stripping methods;
- Handling of soils in appropriate weather conditions;
- Best practice for soil handling, as set out by Defra and Institute of Quarrying, etc.

All handling, storage, and use of soils, for the duration of the development, must be carried out in accordance with the approved scheme.

Reason

To ensure the appropriate handling and preservation of soil resources for use in restoration and in accordance with Policies RS1, DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

HIGHWAYS TRANSPORTATION

36. Construction Logistics Plan (CLP)

Prior to commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Mineral Planning Authority. The CLP shall include:

- Construction vehicle details (number, size, type, and frequency of movement)
- A programme of construction works and anticipated deliveries
- Timings of deliveries so as to avoid, where possible, peak traffic periods
- A framework for managing abnormal loads
- Contractors' arrangements (compound, storage, parking, turning, surfacing, and drainage)
- Wheel cleaning facilities

- Vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer or his contractor and Dorset Highways) prior to work commencing at regular, agreed intervals during the construction phase
- A scheme of appropriate signage of vehicle route to the site
- A route plan for all contractors and suppliers to be advised on
- Temporary traffic management measures where necessary

The development must be carried out in accordance with the approved Construction Logistics Plan.

Reason

To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

37. Vehicle Access Construction Hurst Farm

Prior to commencement of development, details and specification of the new vehicular access onto the B3390 at Hurst Farm site shall be submitted to the Mineral Planning Authority and approved in writing. The first 20.00 metres, measured from the rear edge of the highway must be laid out and constructed in accordance with the approved specifications.

Reason

To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

38. Vehicle Access Construction Station Road

Details and specification of the new vehicular access onto the B3390 from the Station Road site shall be submitted to the Mineral Planning Authority and approved in writing prior to any commencement of development on the Station Road site. The first 20.00 metres, measured from the rear edge of the highway must be laid out and constructed in accordance with the approved specifications.

Reason

To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or

deposited onto the adjacent carriageway causing a safety hazard and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

39. Footpath around Hurst Farm Lake

Prior to the development proceeding beyond Phase 6A, details of the permissive footpath to be constructed around the main Hurst Farm Lake shall be submitted to and approved in writing by the Mineral Planning Authority. The development shall be carried out in accordance with the approved details. The section of the footpath from A to B (marked on Restoration Plan Hurst Farm HF- 523-38) shall be constructed prior to the development proceeding to Phase 7a. The path shall be regularly cleared of any overgrowth for the duration of the development. The remainder of the footpath from B to C to D to A (as shown on Plan HF -523-38) shall be constructed as part of the final restoration.

Reason

For the avoidance of doubt and in the interests of public safety and visual amenity and in accordance with Policies DM1, DM2 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

40. Permissive Bridleway Route – Moreton Station to Moreton Village

Prior to any works to form the new access to the Station Road site, details of measures to ensure the safety of users of the permissive bridleway route between Moreton Station and Moreton Village (as secured in the Section 106 Legal Agreement), shall be submitted to and approved in writing by the Mineral Planning Authority. These measures should include details of fencing along the route, and appropriate barriers and signage at the crossing between the new access to the Station Road site and the permissive footpath. The approved measures shall be implemented prior to the extraction of any mineral from the planning application site post phases 1a and 1b. The approved/implemented details shall be maintained for the duration of the development hereby approved.

Reason

In the interest of public safety and visual amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

- 41. Turning/manoeuvring and parking construction at Hurst Farm**
Prior to the extraction of any mineral as part of the development hereby approved, the turning/manoeuvring and parking area shown on Drawing Number HF-523- 10C, shall have been constructed, completed, and marked out. Thereafter, these areas, must be permanently maintained, kept free from obstruction and made available for the purposes specified.

Reason

To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

- 42. Turning/manoeuvring and parking construction at Station Road B3390**

Prior to the extraction of any mineral in phases 7A – 12 inclusive, the turning/manoeuvring and parking area shown on Drawing Number HF-523- 33D, shall have been constructed, completed, and marked out. Thereafter, these areas, must be permanently maintained, kept free from obstruction and made available for the purposes specified.

- 43. Visibility Splays at Hurst Farm entrance**

Prior to the extraction of any mineral as part of the development hereby approved, the visibility splay areas as shown on Drawing Number 174.0006.001, page 153 of the Transport Assessment, must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason

To ensure that a vehicle can see or be seen when exiting the access and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

- 44. Visibility Splays at Station Road B3390 entrance**

No works to construct this entrance (including tree or hedge removal) shall take place prior to the extraction of any mineral beyond phase 6a in the development hereby approved. The visibility splay areas as shown on Drawing Number 174.0006.004, page 154 of the Transport Assessment, must be cleared/excavated to a level not exceeding 0.60 metres above the

relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions. There shall be no HGVs using the Station Road site entrance, other than those for collection and delivery of plant and equipment.

45. Heavy Goods Vehicle (HGV) Numbers

The maximum daily number of HGV movements using the Hurst Farm site entrance is limited to 200 (100 in and 100 out).

Reason

In the interests of highway safety and the amenity of the area and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

46. Traffic Numbers Recording

Appropriate records of Heavy Goods Vehicle traffic entering and leaving the site in connection with the development hereby approved shall be maintained by the operator. Copies of these records shall be made available to the Mineral Planning Authority within 10 working days of a request. All such records shall be kept for at least two years.

Reason

To allow the MPA to monitor compliance and traffic generation from the site in the interests of highway safety and the amenity of the area and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

47. Wheel Cleaning of Lorries

No HGV from the site shall enter the public highway unless their wheels and chassis are sufficiently clean so as to prevent material being deposited on the highway. All Heavy Goods Vehicles must use the on-site wheel wash facility before leaving the site.

Reason

To prevent mud and dust from getting onto the highway in the interests of highway safety and amenity and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

48. Details of Bridge Conveyor

Details of the Conveyor Bridge and the Conveyor, from the Processing Plant to the Station Road site, shall be submitted to and approved in writing by the Mineral Planning Authority. These

details must be submitted and approved prior to the development proceeding beyond Phase 6A. The Conveyor Bridge and Conveyor shall be constructed and maintained in accordance with the approved details. No mineral shall be extracted from the Station Road site until the Conveyor Bridge is completed and operational.

Reason

In the interests of visual amenity and highway safety and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

49. Removal of Bridge Conveyor

The Conveyor Bridge shall be fully removed within six months of the cessation of mineral extraction at Station Road, or by 31 December 2048, whichever is earliest.

Reason

In the interest of visual amenity and highway safety and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

50. Transport of Mineral from Station Road

No mineral extracted from the Station Road site is permitted to be transported to the Hurst Farm site using vehicles on a public highway.

Reason

To ensure that unnecessary HGV traffic movements on the public highway are minimised in the interests of amenity and highway safety and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

51. Sheeting of loaded lorries

All loaded lorries leaving the site carrying sand or gravel shall be adequately sheeted to secure their loads and prevent the emission of dust or other debris.

Reason

To prevent mud and dust getting onto the public highway and in the interests of highway safety and amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

52. Maintenance of Plant and Vehicles & Use of Silencers

All vehicles, plant and machinery operated within the site shall be

maintained in accordance with the manufacturer's specification at all times and shall be fitted with and use effective silencers to prevent unnecessary noise.

Reason

To limit noise generated by the operations on the local community and within the area and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

53. Fencing

Details of any fencing to be erected on either Station Road or Hurst Farm sites shall be submitted to and approved in writing by the Mineral Planning Authority, prior to being erected.

Reason

In the interests of public safety and visual amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

RESTORATION – AFTERCARE

54. Notification of Completion of Mineral Extraction

Within one week of the completion of mineral extraction operations, the operator will give the Mineral Planning Authority written notification that mineral extraction is complete.

Reason

In order to ensure compliance with conditions post mineral extraction and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

55. Prohibition on Importation of Waste

No waste material shall be imported into the site for any reason including filling or deposition.

Reason

For the avoidance of doubt, and to ensure that the restoration scheme is followed and in accordance with Policies RS1, DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

56. Restoration and Aftercare Notification

The Mineral Planning Authority shall be notified in writing within one month of the:

- a. commencement of any phase of restoration works;
- b. completion of any phase of restoration works;
- c. completion of final restoration; and
- d. completion of aftercare under this permission.

Reason

To ensure that restoration works can be completed in accordance with other conditions and in accordance with Policies RS1 and DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014)

57. Restoration Monitoring and Verification

Within 6 months of the commencement of any restoration works, a revised restoration plan, based on the interpretive conceptual model and water level monitoring data shall be submitted to the Mineral Planning Authority for approval in writing. The revised plan will include post restoration monitoring and a verification plan following the completion of works. Restoration will be undertaken in accordance with the approved scheme.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

58. Restoration of site entrances

Detailed drawings showing a final restoration landscaping scheme for future arrangements regarding the junctions with the B3390 following cessation of mineral extraction, shall be submitted to and approved in writing by the Mineral Planning Authority 3 years before final extraction. The junctions shall be reduced in size, with removal of high kerbs and introduction of new smaller scale kerbs, gates and landscaping. The approved details shall be implemented within 1 year of the date of final cessation of mineral extraction.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

59. Restoration of Site Haul Roads and Entrances

Within 6 months of the cessation of extraction of mineral at the site, a detailed scheme showing the removal of the tarmac/concrete surfacing on haul roads and access tracks and any security fencing/gates shall be submitted for approval in writing by the Mineral Planning Authority. The scheme shall include soft and hard landscaping, pedestrian and cyclist entrances and design and any type of fencing and gates. The approved details shall be implemented within 1 year of the date of final cessation of mineral extraction.

Reason

To ensure the site is developed appropriately post mineral extraction and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

60. Aftercare

An aftercare scheme shall be submitted to and approved in writing by the Mineral Planning Authority within 6 months of completion of extraction in Phase 4a. Aftercare on a phased basis shall be carried out in accordance with the approved scheme.

Reason

To secure long-term nature conservation benefits and in accordance with Policies RS1 and DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

Informatives

Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the

opportunity to address issues identified by the case officer.

Informative: Construction Environmental Management Plan (CEMP)

The submitted CEMP must include safeguarding measures to deal with the following pollution risks:-the use of plant and machinery-wheel washing and vehicle wash-down and disposal of resultant dirty water-oils/chemicals and materials-the use and routing of heavy plant and vehicles-the location and form of work and storage areas and compounds-the control and removal of spoil and waste.

Informative: Prior Land Drainage Consent (LDC)

Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal or under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquiries can be sent to floodriskmanagement@dorsetcouncil.gov.uk

Informative: Highways

In addition to this permission, the highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team.

They can be reached by
email at

highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

Informative: Environmental Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

Further Notes

The construction of a 'bridged conveyor crossing' will require a licence in accordance with the Highways Act 1980 Section 176: Restriction on construction of bridges over highways.

A condition of that licence will be that the applicant follows the full Technical Approval process detailed in the Design Manual for Roads and Bridge (DMRB) CG 300 Technical Approval of Highway Structures.

The requirements for clearance above the highway for a lightweight structure and the lateral clearance to the supports are detailed in DMRB CD 127 Cross-sections and headrooms.