

Planning Committee – Update Sheet

Strategic and Technical Planning Committee Monday 8th September 2025

Planning Application: 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

Dear Councillors,

Further to the email below, and the letter to you that accompanied it, attached for reference, we note that this application is again included on the agenda for the Strategic Planning Committee on 8th Sept.

The Officer's Report has been amended from that drafted for Strategic Planning Committee on 30th June in a number of ways, but it is our opinion that a substantive number of the points previously highlighted in our correspondence still stand. Examples only are given, not an exhaustive list.

There has been no further scrutiny of the impact of the HGVs which will actually arise. The Report in a number of places references 600,000 tonnes per annum being extracted, but the site will import/export 738,000 tonnes per annum, (referenced in 6.19 as what enters the site must also leave it).

There appears to be no consideration as to whether the suggested 100 HGVs/ day is actually a realistic figure for 738,000 tonnes per annum. The application itself confirms that "*600,000 tonnes would generate 200 two-way HGV movements per day (100 in and 100 out)*", (ES chapter 2 para 2.24) and that is the figure on which the transport assessment has been based, not the actual 738,000 tonnes.

The report also rather unconvincingly, (and in contrast to the submitted transport assessment), says at 6.23: "*Most aggregate would leave in 28 tonne articulated lorries*". The relevant ES Transport Assessment (ES Chapter 6.1 para 5.2) lists seven different vehicle sizes/types, as would be expected for the range of operations

proposed. The local market in Dorset would normally be served by smaller vehicles such as 4 wheelers with 10 tonnes on board, or even 6 wheelers with 16 tonnes.

Unless this issue is addressed now, the likely outcome when operations commence, is a necessary application by the operator to amend the condition to change the restriction on HGV numbers imposed, or the quarry will have to be worked over a considerably longer period at a lower output, which in turn brings into question the need for this supply of mineral. In either scenario, it would be important to have robustly tested the figures and impacts before any decisions are made.

As a second example, our previous letter to you highlighted a number of the planning conditions that had been worded contrary to wording required by consultees and conditional to the removal of their objections.

For instance, the EA required submission of a scheme of wet working and water level monitoring prior to any extraction of mineral, (confirmed at para 9.203). The revised condition in the current Officer's Report allows even more extensive development to go ahead before the condition bites, by re-wording and diluting the EA's position to (at condition 26): "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 other words, extraction of mineral will be permitted in phases 1A and 1B before the condition takes effect, and before a scheme of water working and monitoring has been agreed.

That is not what the EA said they wanted previously, nor what the previous condition allowed.

A new phasing drawing dated yesterday, (ref 3428-5-2 and 02-09-2025) for the development confirms Phase 1a, extraction area 2.1ha and Phase 1b extraction area 2.07ha, noting that this Phase is one of the closest to the River Frome. We are entirely unclear as to why this condition has been loosened, or what the consequences for water impacts could be. This approach is repeated across several of the latest conditions.

The previous letter was provided to Dorset Council to highlight where issues have not been dealt with in the Officer's Report, properly or at all, and issues which could inadvertently mislead the Committee. In the event that the issues are not reasonably addressed and a decision is made on an incorrect basis in any particular, this leaves open the possibility for legal challenge of the decision that is made. We highlighted this in our previous letter, and we again raise concerns that this remains the case.

On behalf of Woodsford Farms, we would be grateful for your attention again to the matters raised.

Kind Regards

Lesley Loane