

Committee Update sheet

Strategic and Technical Planning Committee Monday 8th September 2025

Item 6 pages 121 - 236

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 whole Rd, 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 retain site office as a visitor centre.

Applicant name: Raymond Brown Quarry Products Ltd

1. On the 27th June 2025, the Council received a letter from Land & Mineral Management (LMM) setting out a number of issues that they believe were deficiencies in the Officer Report in relation to this item. On learning that the application is to be heard at 8th September meeting, Land and Mineral Management again sent the same letter in to the Council on 3rd September. Comments on the points made in the letter are as follows:

Resident's health concerns

Dorset Council Environmental Health were consulted on the planning application and confirmed that the submitted Air Quality Assessment concluded that the resulting air quality impact will be negligible and that the proposed development would not result in a significant negative effect on local air quality. In terms of dust, the wet working method proposed combined with the high-water table in the area means that all minerals extracted will be very damp to wet when extracted meaning there is very little risk of dust. The issue has been covered in the report and concludes that there would be a very low risk of airborne dust as a result of the proposal.

HGV numbers and outputs

Land and Mineral Management consider that there could be a discrepancy between the amount of mineral proposed to be extracted at the site and the predicted number of HGVs.

Dorset Council can confirm that the HGV movements referred to in the planning application represent an absolute maximum of HGVs associated with the development and appropriate planning conditions have been proposed to ensure this is the case. The planning application proposes to extract up to 600,000 tonnes of sand and gravel per annum. However, the most likely figure extracted would be around 575,000 tonnes per annum. If it transpires that more HGVs will be needed than has been stated in the application, the applicant has confirmed that they understand they would need to submit a further planning application to vary the condition, which would have to be freshly assessed. The applicant has previously been working the Binnegar quarry and does not foresee any change to the types of vehicles and their payloads if and when Hurst Farm and Station Road sites become operational. The applicant predicts the site will predominately serve the local Dorset market area, as has been the case from the existing Binnegar quarry with 85% of sales being within the Dorset area. HGVs are defined as any vehicle over 7.5 tonnes and it is for the operator to decide how many vehicles the operation would need. The figures put forward in the planning application have been calculated as 'worse case scenario' to ensure sufficient capacity of HGVs throughout the development.

Hurst Bridge Periodic Surveys

LMM refers to the Grade II Listed Hurst Bridge and mentions comments by the Conservation Officer. Dorset Council Bridges Team have confirmed that they already do a biennial survey of the bridge (every two years) and do not consider that there is a need for more surveys to be undertaken. In more recent consultation with the Conservation Officer (which is reflected in the updated report) considers that the harm to the bridge would be 'less than substantial' at the lower end of the spectrum. The report concludes that the public benefits that would arise from the development overall would be fairly substantial and would clearly outweigh the less than substantial harm to the bridge.

New Path and Pedestrian Crossing of B3390

The proposed pedestrian crossing and associated highway works to create a link between Moreton Village and Moreton Station have been subject to a Road Safety Audit which has been ratified by the Highway Authority. The detailed design will be subject to further scrutiny via the s.278 process and required through the S106 Agreement.

Veteran Tree

LMM points out that where there is a loss of veteran trees, permission should be refused unless there are wholly exceptional reasons and a suitable

compensation strategy exists. The applicant confirms that V174 is proposed to be translocated in approximately 14 years' time and during this time the tree will continue to provide ecological value. The Council considered whether the tree could remain, for example on an island, however, due to the depth and quantity of the Poole Formation sand in the vicinity and the need for the extraction of Poole Formation sand, it was considered that the retention of the tree would have resulted in a significant loss of sand. Therefore, to avoid the significant loss of mineral, it was considered that on balance, that the loss of the tree meets the test of 'wholly exceptional reasons' as set out in the NPPF. The applicant has also put forward a suitable compensation strategy. Both Hurst Farm and Station Road sites are allocated sites for mineral working in the Dorset Mineral Sites Plan (2019). Both sites (Hurst Farm and Station Road) are required to be worked to access the allocated quantum of River Terrace gravels and sharp and soft sand. To surrender this prospective reserve would potentially sterilise 5.1 million tonnes (mt) of Poole Formation sand, with no reduction in lateral extent of operations and no resulting change to the post-restoration landform, which would still be that of a wetland habitat.

Reserves & Output

The Applicant intends the Hurst Farm & Station Road site to replace its Binnegar Quarry, which is due to become fully exhausted at the end of September 2025. The proposed maximum output from Hurst Farm of 600,000 tonnes per annum is sufficient to replace Binnegar's sand output plus the additional gravels which were absent at Binnegar. The committee report discusses the landbank position and effect on competition. The following tables show proposed quantities of mineral to be extracted in the application versus the figures that were shown as allocated in the Minerals Sites Plan 2019. It can be seen that in comparison to the estimated figures that it is the significant increase in Poole Formation Sand that increases the overall figure. The increase in mineral output/reserve over and above that allocated in the Plan has arisen from the underlying Poole Formation sand reserves being deeper than first thought.

Allocated

River Gravels	Terrace	Gravels	50%	2,200,000
		Sharp Sand	50%	2,200,000
		Sharp Sand	50%	1,000,000

Poole Sand	Formation		Soft Sand	50%	1,000,000
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Proposed

River Gravels	Terrace		<u>Gravels</u>	<u>50%</u>	2,000,000
			<u>Sharp Sand</u>	<u>50%</u>	2,000,000
Poole Formation			<u>Sharp Sand</u>	<u>50%</u>	3,750,000
			<u>Soft Sand</u>	<u>50%</u>	3,750,000

2. Condition Wording and Updated conditions

Three conditions now have updated wording as follows. In accordance with the suggested wording from the Environment Agency, conditions 26, 27 and 28 now all require that any extraction of mineral on the site shall not commence until the required hydrological information has been submitted to and is approved by the Mineral Planning Authority, as required in those 3 conditions. The new wording for each of the three conditions is now as follows:

26. Wet Working Proposed Water Levels

Extraction of mineral 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.

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

Extraction of mineral 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.

28. Water Storage Pond

Extraction of minerals 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.

3. Active Travel England additional response (received 5th September 2025)

Active Travel England have submitted a further response in the light of the most recent details in relation to the new proposed permissive bridleway. They make the following comment;

“Having reviewed the most recent plans, Active Travel England supports the proposed new link between Moreton Station and Moreton village and agrees to its delivery being secured through recommended condition 40 and legal agreement (under Section 106 of the Town and Country Planning Act), as set out in the Committee report.”