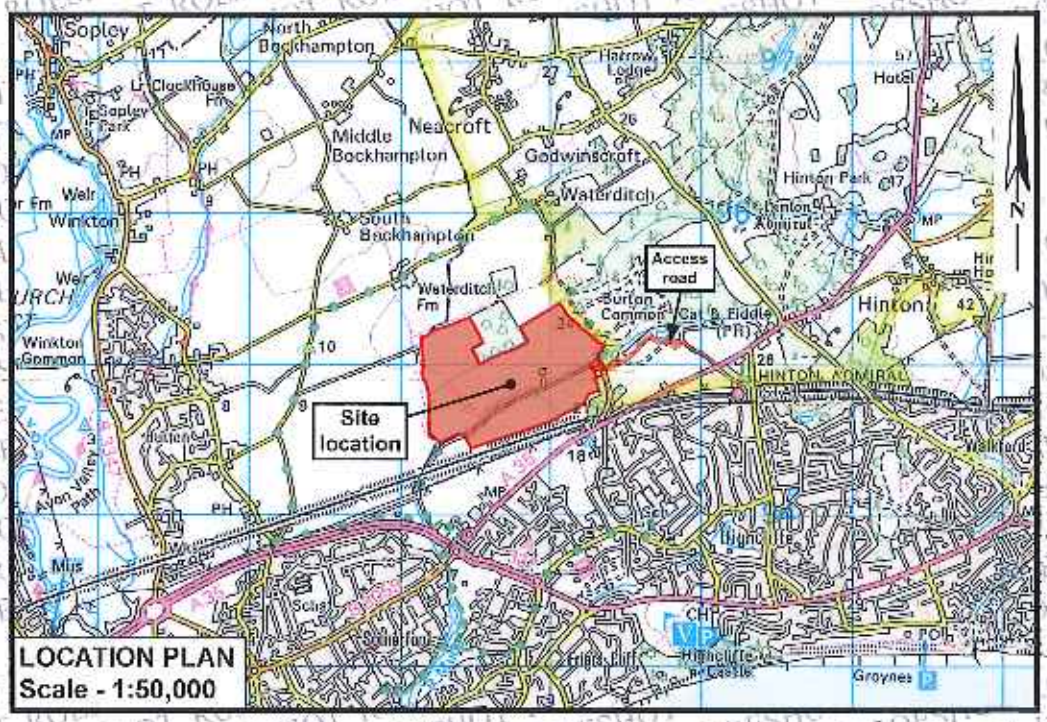
LAND AT ROESHOT, CHRISTCHURCH, HANTS

Application 1 to Hampshire County Council
for
Extraction and processing of minerals, importation and treatment of inert materials, the erection of a concrete batching plant, workshop, offices, weighbridge and internal access road to the A35 with progressive restoration using residual inert materials to agriculture, woodland, and grassland

Application 2 to New Forest National Park Authority
for
Construction of an internal road to the existing access to the A35 to serve the proposed Roeshot Quarry

NON TECHNICAL SUMMARY



on behalf of
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contents

page

PLANS:

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NON TECHNICAL SUMMARY

1. APPLICATION

1.1 The location of the site can be seen from the cover. There are two applications, one to Hampshire County Council for the mineral development (see plan 0617/A/1) with the other to the New Forest National Park Authority for the access and part of the internal road (see plan 0617/A/2). The combined area of both applications extends to some 80 hectares with minerals being extracted from some 60 hectares. Restoration will involve importation and treatment of inert materials with the area being returned to a mixture of farmland and woodland with increased biodiversity. The period of operations is likely to take between 15 - 20 years.

1.2 A plant and operations area is proposed in the north west of the site which will contain a processing plant for the minerals together with a concrete batching plant, workshop,

weighbridge and ancillary building. Treatment of the reclamation materials will take place within each reclamation phase with operations generally progressing from west to east.

1.3 There will only be one access to the site which is from the A35 by the pick you own farm east of Christchurch. The majority of traffic movements will be west into the Christchurch Poole conurbation.

2. ALTERNATIVES

2.1 In terms of whether this is the best site to develop for minerals to meet the local market demands, the Hampshire Minerals and Waste Local Plan carried out an extensive exercise looking at the resources in the locality. The conclusion reached after considerable public input was the Roeshot site represented the best alternative.

2.2 The possibility of utilising the adjacent railway to transport the minerals has been reviewed with the conclusion that not only is it likely to be impractical due to the railway being on a high embankment, the environmental impacts of a siding would be unacceptable in the locality especially to the proposed new residential areas. Finally the capital costs of constructing a siding combined with the size of the mineral reserve which limits the 'pay back' period make this alternative financially unviable. It would also defeat the objective of the identification of the site which is to maintain a local supply of aggregates.

2.3 Regarding road access to the site, there are few alternatives to the north, to the west or to the south, the only practicable option being to the east via the existing junction by the pick you own farm on the A35. This was originally constructed to serve the Burton Quarry and was specifically designed for lorry traffic.

2.4 The site is extensive and offers a number of options for location of a plant site. Originally it was to be located in the south east, however with the progress of the proposed residential development to the south of the site it has now been moved to the north west which will have the least impacts.

2.5 The internal movement of mineral from where it is dug to the plant site can be done by either conveyor or by vehicle. This flexibility does not apply to the delivery of reclamation materials to where they are needed as this can only be done by vehicle. As this will require an internal road network the option to move both minerals and reclamation by vehicle has been selected.

3. POLICY

3.1 As referred to earlier the site has been selected as suitable for mineral working by the Hampshire Minerals and Waste Local Plan including an access through the New Forest National Park Authority who are co-authors of the Local Plan and therefore the principle of mineral extraction and restoration is in line with policy. The National Planning Policy Framework gives great weight to the benefit of mineral extraction but recognises that this has to be carried out without giving rise to unacceptable impacts.

3.2 The Hampshire Minerals and Waste Local Plan sets out a number of development control policies as do the local plans for New Forest District and the New Forest National Park.

3.3 The development has been designed with these policies in mind to ensure that there are no unacceptable impacts as a result of the development.

4. SOCIO-ECONOMICS

4.1 The development will create 10 permanent jobs in the locality as well as underpin a proportion of employment within the transport sector. The development will generate in the order of £200,000 annually in local rates and a further £400,000 through the aggregates levy.

4.2 The local employment generated will contribute to the local economy as well as generating work for local skilled craftsmen (electricians, engineers, etc.) through the annual repair and maintenance of the plant and equipment in the order of £300,000 annually.

5. DESCRIPTION OF DEVELOPMENT

5.1 The development is very straightforward being extraction of sand and gravel on a progressive basis with the void being reclaimed with imported materials and the area being restored.

5.2 The quarrying industry has to operate under strict Health and Safety Regulations. All active areas will be securely fenced using wooden posts and plain wire. In addition, the active areas will be protected by grassed earth bunds to reduce the risk of any trespass.

5.3 Between the junction on the A35 and the plant site there will be an internal road. Again, this will be fenced using post and plain wire and mesh on both sides. The road will be made up with compacted hardcore or sand and gravel for the majority of its length. The last 200 metres before it joins the A35 is already tarmaced. The route of the internal road can be seen on plan 0617/CO/1 attached.

5.4 Where the internal road crosses the public rights of way appropriate fencing and signage will be installed. It is not proposed that any right of way is diverted or stopped up throughout the period of operations.

5.5 The overall level of traffic movements, allowing for an element of lorries being loaded both ways is expected to average 120, 60 in and 60 out. The principal direction of the lorries will be to the west towards Poole and Bournemouth.

5.6 The hours of operation for the site will be 0700 - 1800 hours Monday to Friday and 0700 - 1300 Saturday with no working outside these hours apart from maintenance which is restricted to 1800 hours on Saturdays. There will be no working on Sundays or on national holidays.

5.7 The processing plant in the north west of the site will be of low profile modern design in the order of 7 - 8 metres in height. The main feature of the processing area will be the stockpiles of sand and gravel.

5.8 There will also be a low profile concrete plant as well as a portal frame workshop and site offices, etc. The location of the plant and buildings can be seen on plan 0617/ CO/1.

5.9 Lighting will only be required during the winter period and then limited to the working hours. The lighting required is relatively limited and is focused within the plant area itself with no spillage outside the boundaries. The area of lighting is shown on plan 0617/ CO/1.

5.10 In order to ensure the reclamation material is fit for purpose treatment will be carried out by dry screening to remove the large harder pieces of material. These pieces will then be taken to the plant site for crushing. The screening and crushing is only carried out as and when needed so is not a continuous process.

5.11 Site preparation requires soils to be lifted and good practice dictates that this is done when they are dry and friable. This will be carried out using excavators and dump trucks and the lifted soils will be used to progressively construct environmental bunds ahead of mineral working within the respective phases.

5.12 The stripped soils are retained on site as they are needed for the restoration of the site. All soil handling will be carried out in accordance with the Good Practice Guide for Soil Handling published by DEFRA which should ensure that restoration is carried out to a high standard.

5.13 There are a number of overhead lines, underground cables and pipelines on the site. Where practicable an economically viable these will be lifted and relocated in order to avoid any sterilisation of mineral. Where they cannot be moved agreements will be reached with the statutory undertakers to enable them to be left in place.

5.14 Plan reference 0617/CO/1 shows the site divided into four main phases. This plan has been prepared to show how the phases 'fit together' but is a little misleading as they will not all be worked at once. The broad direction of working will be from west to east as shown on the series of progressive plans 0617/PO/1 and 0617/PO/2.

5.15 Workings will require dewatering in order to recover the minerals and carry out reclamation. The water collected in the working will be settled before being discharged to a local watercourse thereby minimising any impacts. The restoration of the site starts with the void being reclaimed using the treated imported material. Once the platform is up to finished level the surface will be broken up by ripping prior to the careful replacement of the subsoil and then the topsoil.

5.16 The restored uses are an area of heath rich acid grassland in the east of the site close to Burton Common with the western, southern and central area being back to agriculture with a shallow swale adjacent to Watery Lane at the bottom of which will be a new ditch / watercourse and some seasonal ponds. The eastern area which has been used as part of the water management for the quarry will be back to a naturally regenerated wetland / woodland area. The restored site is shown on plan 0617/RS/1.

5.17 In order to ensure that restoration is to a high standard and becomes properly established a 5-year aftercare scheme will be carried out and will be monitored by the County Council.

6. ENVIRONMENTAL IMPACTS

6.1 A Landscape and Visual Assessment has been carried out which looked at the landscape character setting of the site and the visual impacts as a result of the working and restoration.

6.2 The report recognised that there would be visual impacts during the period of the development, mainly due to the temporary grassed earth bunds but due to the relatively remote location these impacts were considered moderate.

6.3 The design of the completed scheme remains in keeping with the local landscape character and also adds biodiversity to the area through additional planting and the non-agricultural areas.

6.4 Detailed ecological surveys have been carried out which identified that the majority of the land to be disturbed is in agricultural use and therefore has a low ecological value. The principal areas of ecological interest are in the hedgerows and woodland within the locality the majority of which will remain untouched. The distance between the application area and any designated sites is such that there will be no impacts as a result of the development.

6.5 In terms of protected species, there are bats in the locality but they are restricted to the perimeter hedgerows. There is no evidence of any badgers, dormouse or water vole although the river Mude is known to be used by otters but the margins being left will ensure there are no impacts.

6.6 Regarding reptiles or amphibians, there are no Great Crested Newts on site nor are there any suitable water bodies in the locality. Burton Common is known to have a good population of reptiles but the only suitable habitat / evidence on the application site is on the eastern boundary close to Burton Common. As this boundary is not be disturbed there will be no impact.

6.7 There is a typical range of farmland birds on the site and their main habitat is the woodland and hedgerows in the locality the majority of which will not be affected by the development. Ground nesting birds are also present but in view of the large available resource of the countryside generally, and the progressive loss (and restoration) of the land no material impacts are anticipated.

6.8 Along the western boundary of the site is the river Mude which supports a wide population of invertebrates including the Southern Damselfly. In order to ensure the impacts are kept to a minimum an undisturbed zone of 30 - 40 metres will be maintained along the watercourse. The closest the development comes to the river Mude is 20 metres thereby ensuring that the invertebrates and the river generally is not affected.

6.9 The impacts of water management (dewatering) have been assessed by hydrological / hydrogeological experts. Water management in mineral workings is widely carried out and the impacts are very well known as are the mitigation measures. Pumping out the excavation will draw down groundwater in the surrounding minerals which could have an impact on the roots of trees and

hedgerows. However, as the natural ground level is already below the rooting zone any impacts will be marginal.

6.10 The discharge of water from the workings will be fully settled before being channelled back into the local watercourses. By returning the water to the watercourses will ensure there are no adverse impacts on water flows or water quality.

6.11 Plant and equipment will operate on the site which will need to be refuelled on a regular basis. In order to minimise the risk of any pollution from fuel spillage a dedicated refuelling area is included within the plant and operations area. In addition, preparatory fuel spillage clean-up kits are carried as standard in all mineral workings.

6.12 In terms of flooding, other than some very small areas close to the river Mude the remainder of the site is in Flood Zone 1 which has the lowest risk.

6.13 Flooding through the risk of the river Mude over-topping its banks has been taken into consideration with the design of the bund around the plant and operations area enabling any water to flow naturally along the course of the Mude.

6.14 The restored landform includes lowered areas in the south west area which will increase the storage capacity should there be a flood event which is a permanent benefit as a result of the development.

6.15 The impact of the traffic on the A35 has been assessed against baseline flows. This shows that there will be an increase of less than 1.2% and is therefore considered to be an immaterial impact.

6.16 Mineral extraction will have a major impact on archaeology in as much as any features will be destroyed as a result of mineral working. A desk-top heritage assessment has been carried out of the area which concluded that whilst features are likely to be present they will not be of national significance.

6.17 The recognised approach to ensure that appropriate mitigation is provided is to undertake a strip, map and sample approach when the soils are being lifted. This will be secured by an appropriate condition to ensure that the archaeological features are appropriately identified and recorded.

6.18 The proposed mineral development will introduce new noise sources within this locality. Background noise levels have been carried out at the nearest noise sensitive properties and the change in noise levels as a result of the development have been calculated. These show that whilst noise levels will increase they are relatively modest and well within the government criteria for mineral working.

6.19 With regard to dust, this is not generally associated with sand and gravel quarries due to the damp nature of the deposit and the wet processing method. Good practice will be followed in terms of dust management through the regular use of a water bowser and spray along all roads and operational areas especially in dry and windy weather. This mitigation technique is widely used in both the construction and mineral sector.

6.20 There are a number of rights of way in the locality (Hill Lane, Watery Lane, Burton Common BOAT) which will be indirectly affected. The principal impact will be along Watery Lane which passes through the area of workings. These will be mitigated through the use of grassed earth bunds. The impacts on Burton Common BOAT and Hill Lane are considerably less due to the natural screening and distance from the operations.

6.21 Burton Common BOAT and Watery Lane are both crossed by the internal road, Watery Lane twice. In order to minimise impacts at these crossings suitable fencing and signage will be erected as well as vehicle speeds being reduced to 5 mph.

6.22 The proposed residential development south of the railway will require some additional areas of public open space and these are referred to as SANGS (Suitable Alternative Natural Green Space). The principal mitigation proposed by the mineral development is to ensure there is a grassed environmental bund between the operations and the areas that are open to public access. The landscaping of these SANGS would be more appropriate to be agreed through the residential development proposals.

6.23 The final section of the internal road crosses the edge of the historic landfill site of Burton Quarry. The location of the internal road as close as practical to the boundary means together with the method of construction will have little to no impact on the integrity of the site so there will be no risk of a pollution incident.

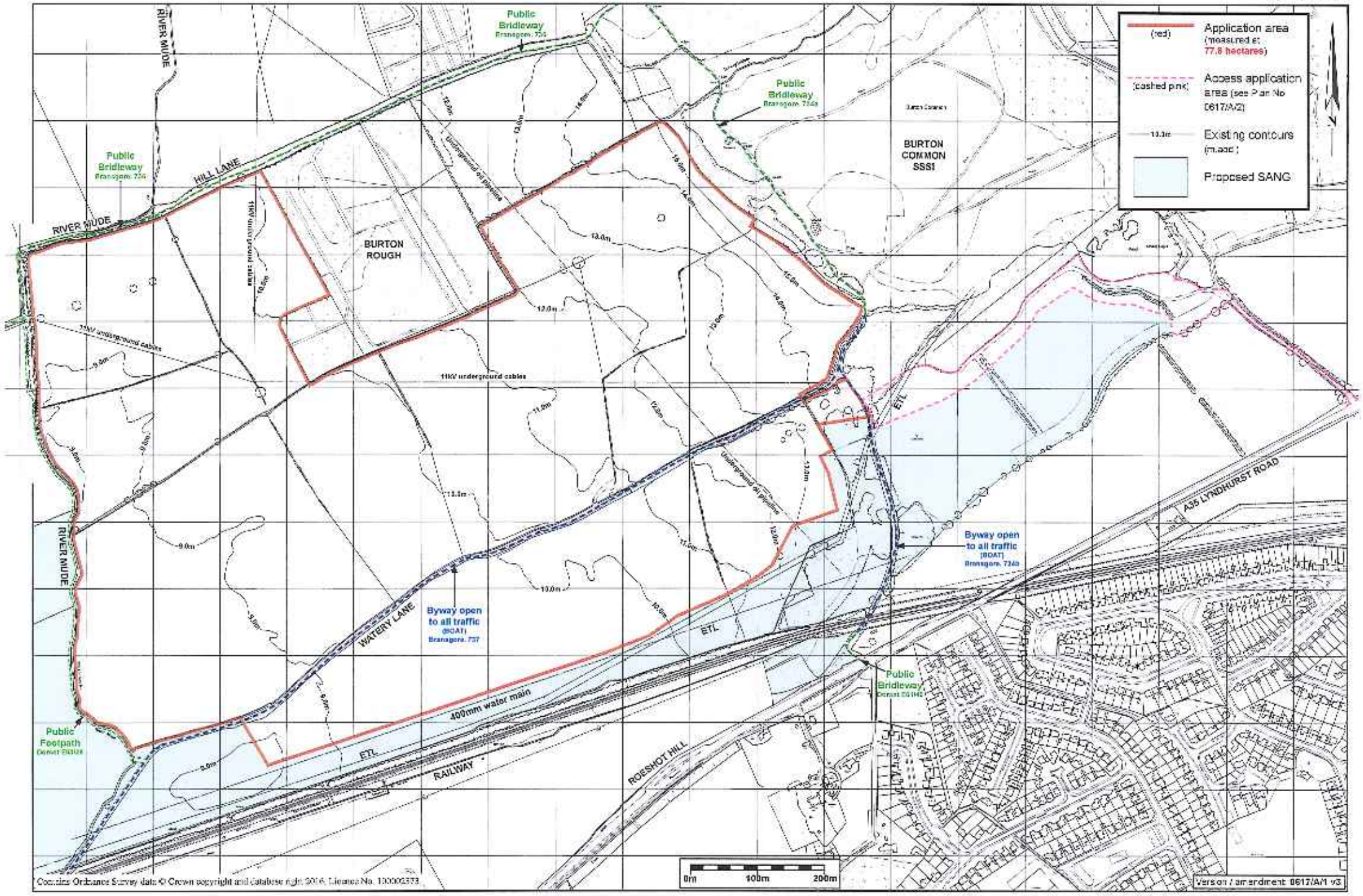
6.24 Prior to submitting the application an open manned drop in exhibition at Bransgore Village Hall was advertised locally. This was attended by 70 - 80 people who were able to look at the draft proposals which were displayed as a series of plans. In addition representatives of the Estate also spoke / answered questions at Parish Council meetings at Burton and at Bransgore.

7. CONCLUSIONS

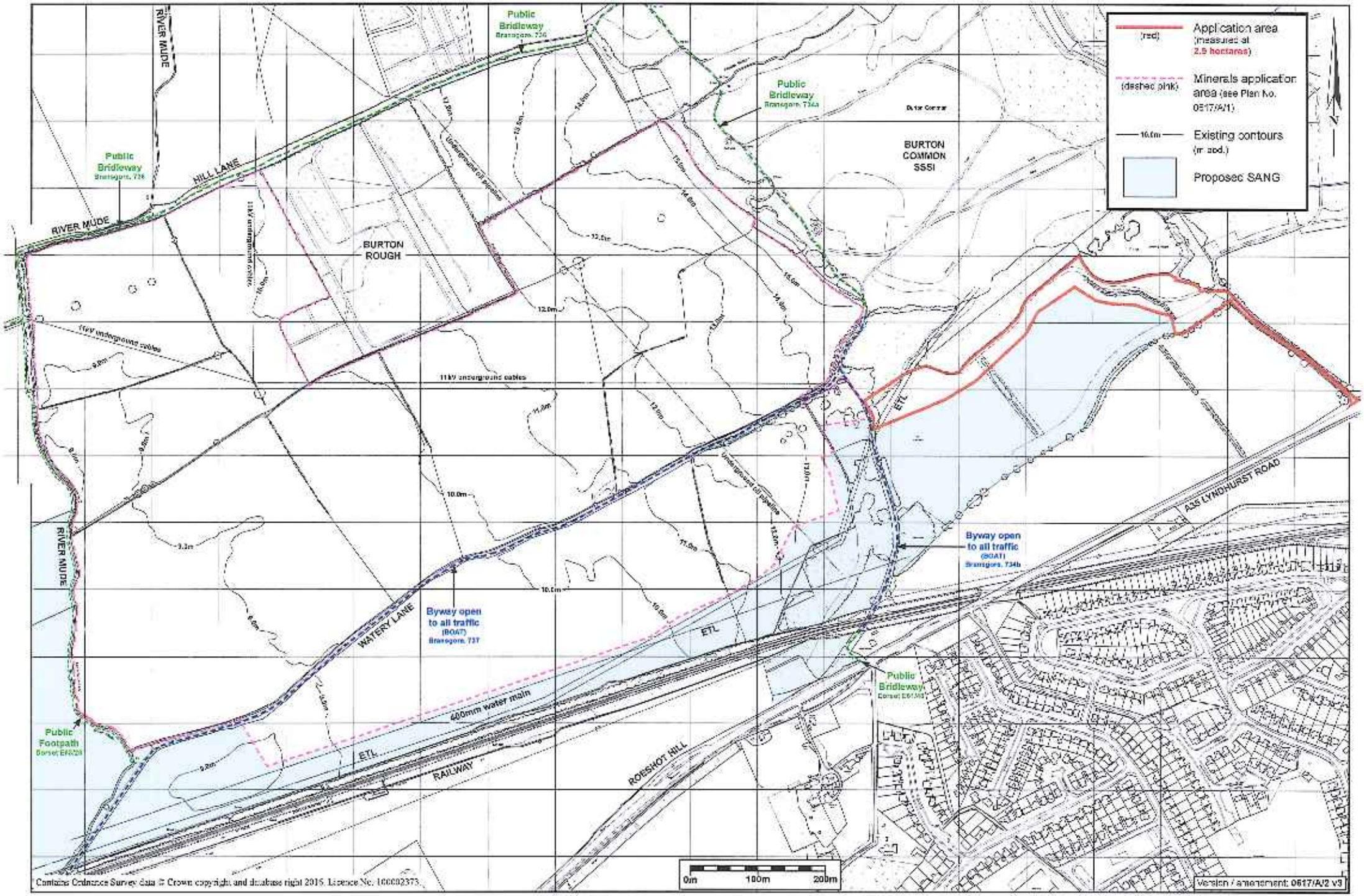
7.1 The site is identified in the Hampshire Minerals and Waste Plan as being the most suitable site from which an adequate and steady supply of sand and gravel can be maintained to the area of South West Hampshire / Poole and Bournemouth.

7.2 A full suite of background reports have been carried out to establish the baseline conditions for the site, to inform the detailed design of the development and mitigation required to ensure that any impacts are kept to acceptable levels.

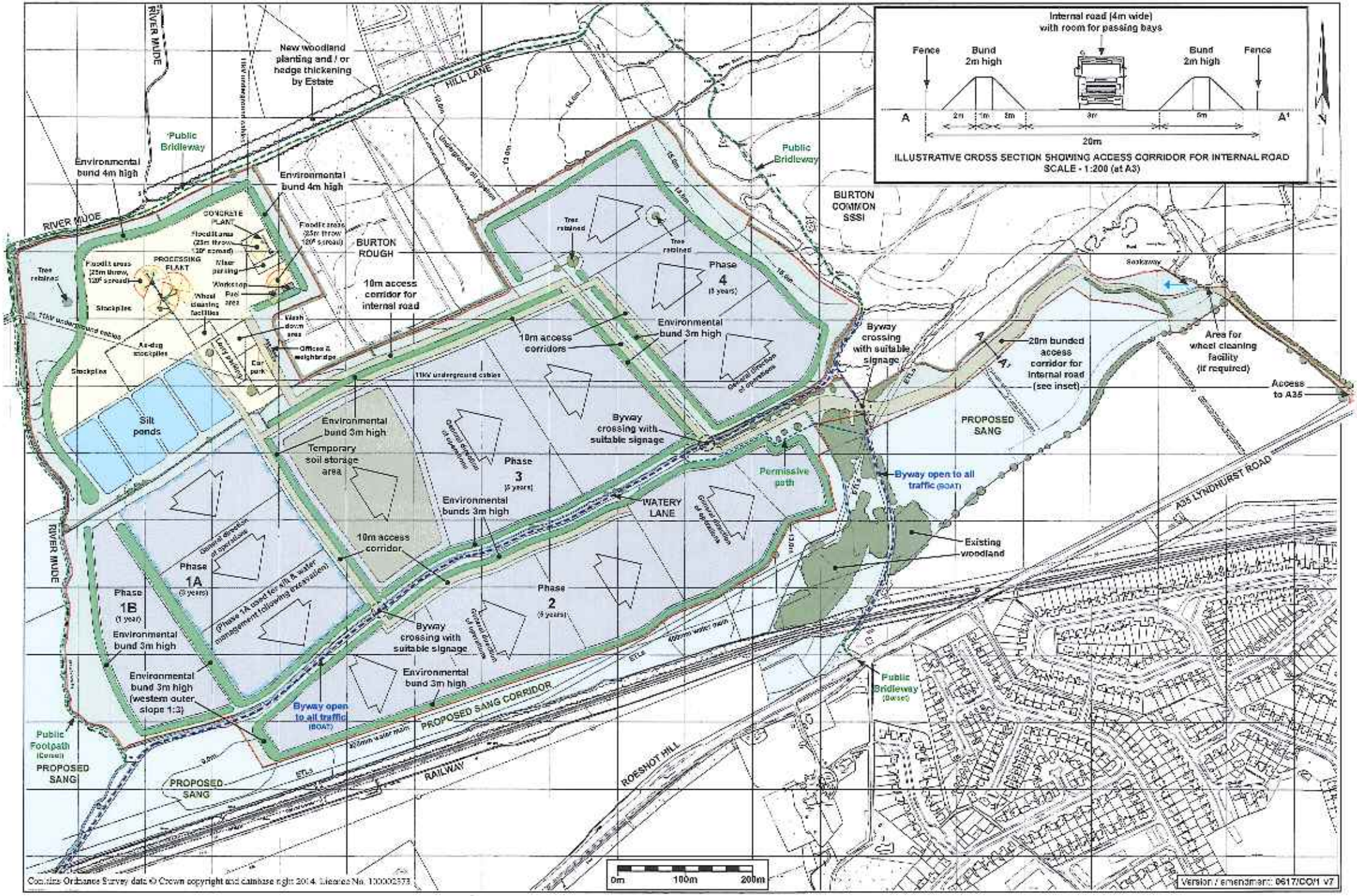
7.3 The completed scheme returns the area to a mixture of agriculture, woodland and heathland together with increased biodiversity. The proposals are in accordance with the Development Plan for the area and at completion are designed to provide a net overall benefit locally.



D.K. Symes Associates | **Application Plan - Minerals** (showing existing site) | Scale - **Reduced** (from 1:5,000) at A4 | Date - **17-03-2016** | Plan No. **0617/A/1**



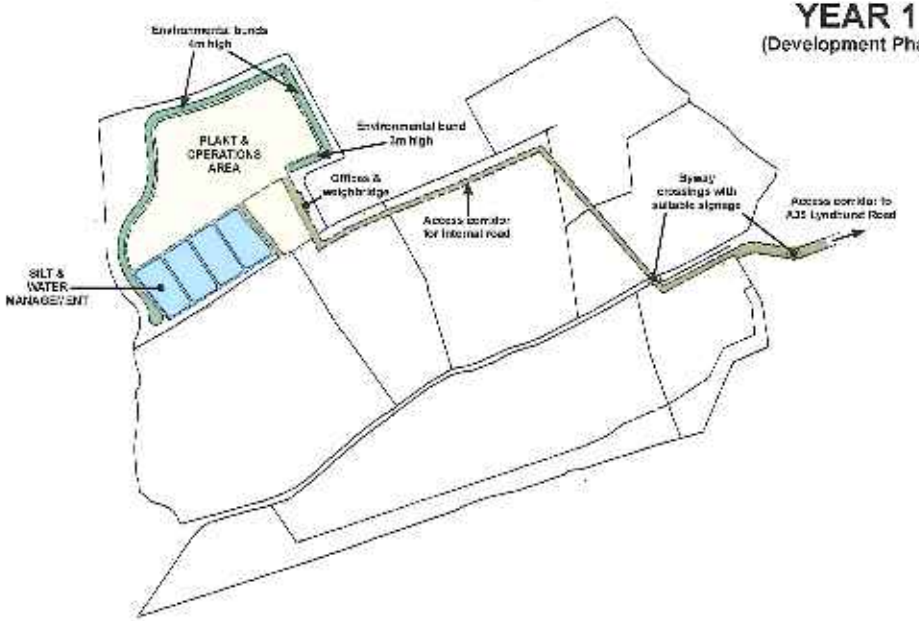
D.K. Symes Associates | **Application Plan - Access** (showing existing site) | Scale - **Reduced** (from 1:5,000) at A4 | Date - **17-03-2016** | Plan No. **0617/A/2**



Version / amendment: 0617/CO/1 v7

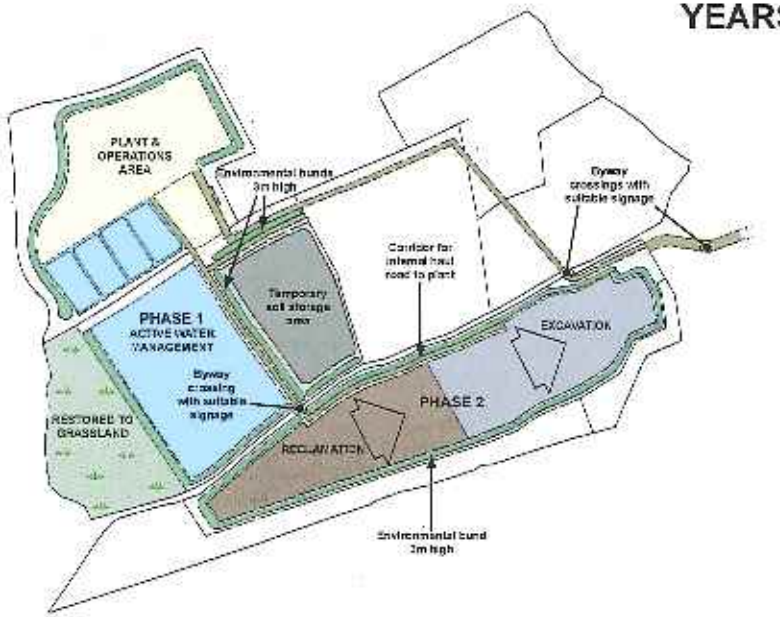
D.K. Symes Associates | **Composite Operations Plan** | Scale - **Reduced** (from 1:5,000) at A4 | Date - **18-03-2016** | Plan No. **0617/CO/1**

YEAR 1
(Development Phase)



YEARS 1 - 4

YEARS 5 - 9



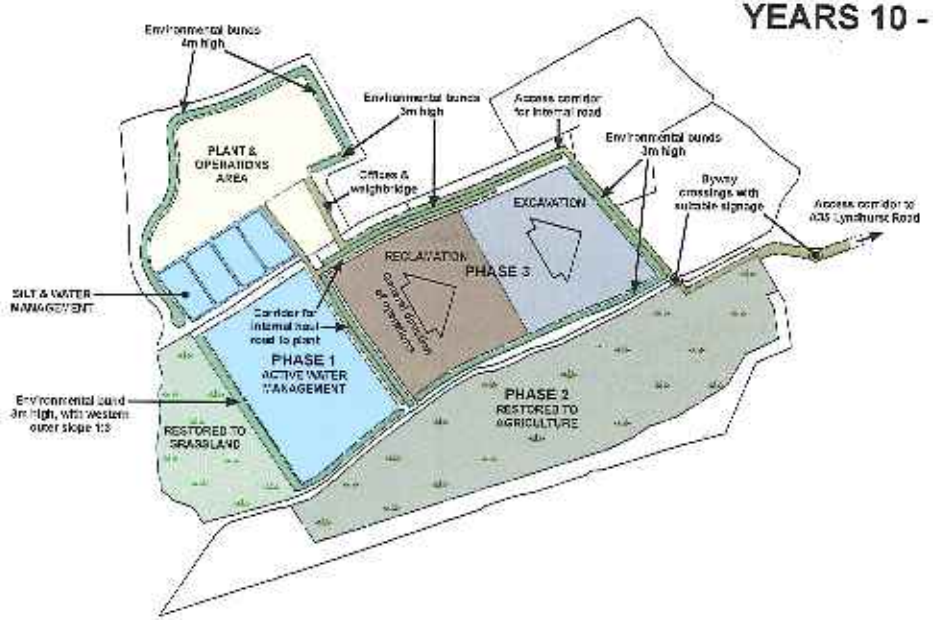
- Undisturbed
- Plant & Operations
- Topsoil bunds
- Silt & water management
- Excavation
- Reclamation
- Temporary soil storage area
- Restored to grassland

N

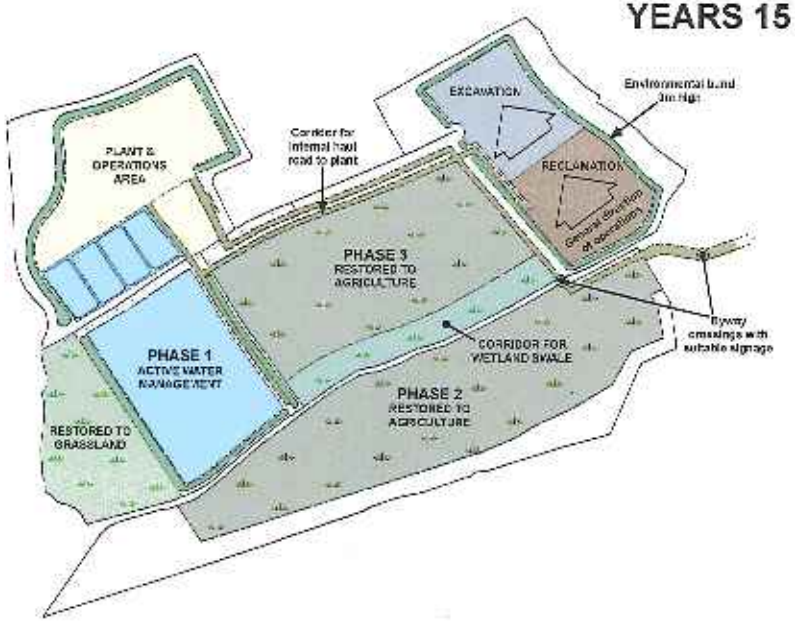
Version / amendment: 0617/PO/1 v5

D.K. Symes Associates | **Illustrative Progressive Operations Plans - Years 1 to 9** | **Not to scale** | Date - **18-03-2016** | Plan No. **0617/PO/1**

YEARS 10 - 14



YEARS 15 - 17



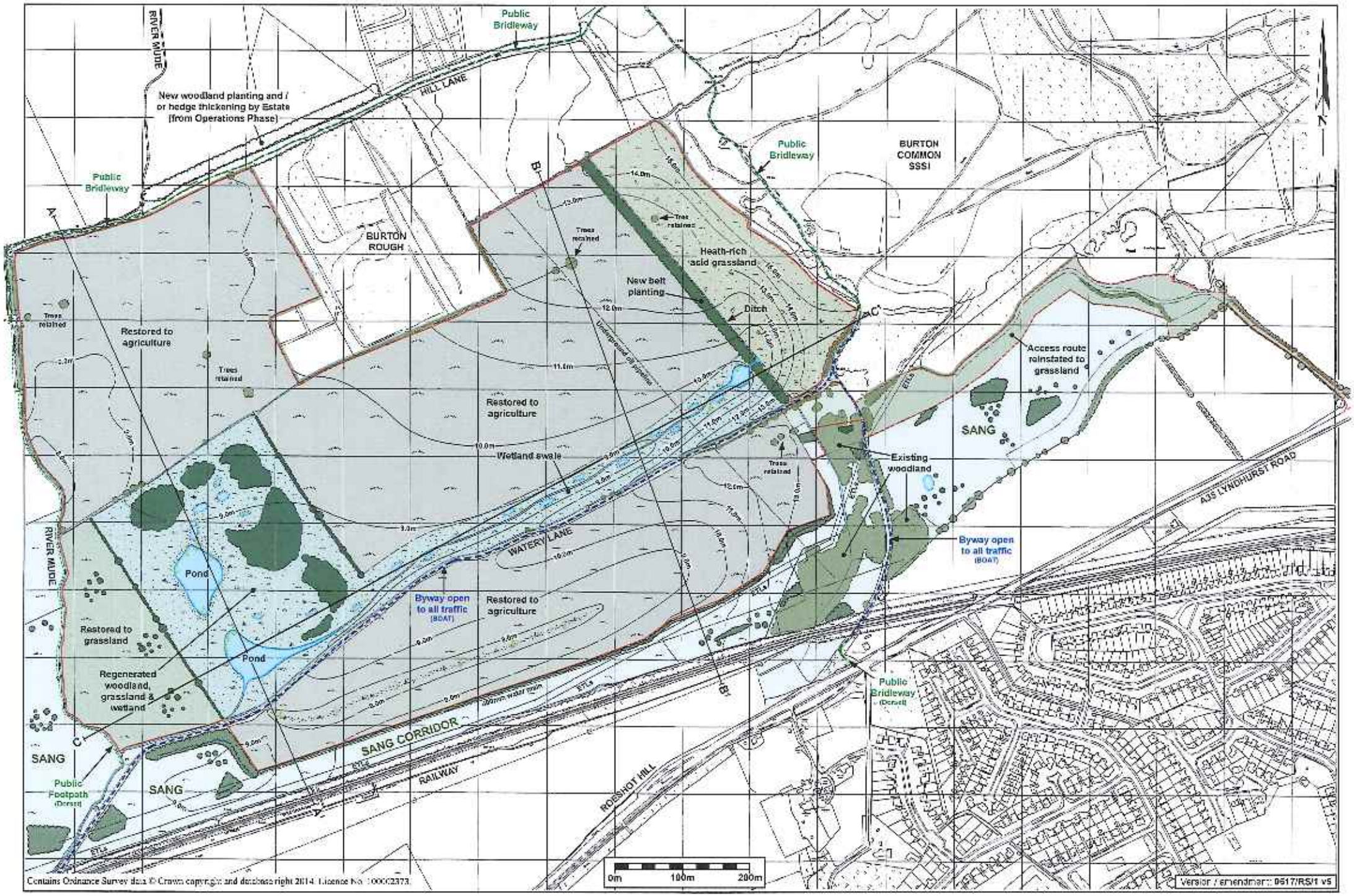
YEAR 20 RESTORED

- Undisturbed
- Plant & Operations
- Topsoil bunds
- Silt & water management
- Excavation
- Reclamation
- Restored to agriculture
- Restored to heath-rich acid grassland
- Restored to wetland & grassland
- Restored to grassland

N

Version / amendment: 0617/PO/2 v5

D.K. Symes Associates | **Illustrative Progressive Operations Plans - Years 10 to 20** | **Not to scale** | Date - **18-03-2016** | Plan No. **0617/PO/2**



D.K. Symes Associates | **Restoration Scheme** | Scale - **Reduced** (from 1:5,000) at A4 | Date - **18-03-2016** | Plan No. 0617/RS/1