

MSDCC-82

Bournemouth, Dorset and Poole Mineral Sites Plan (MSP) – Examination

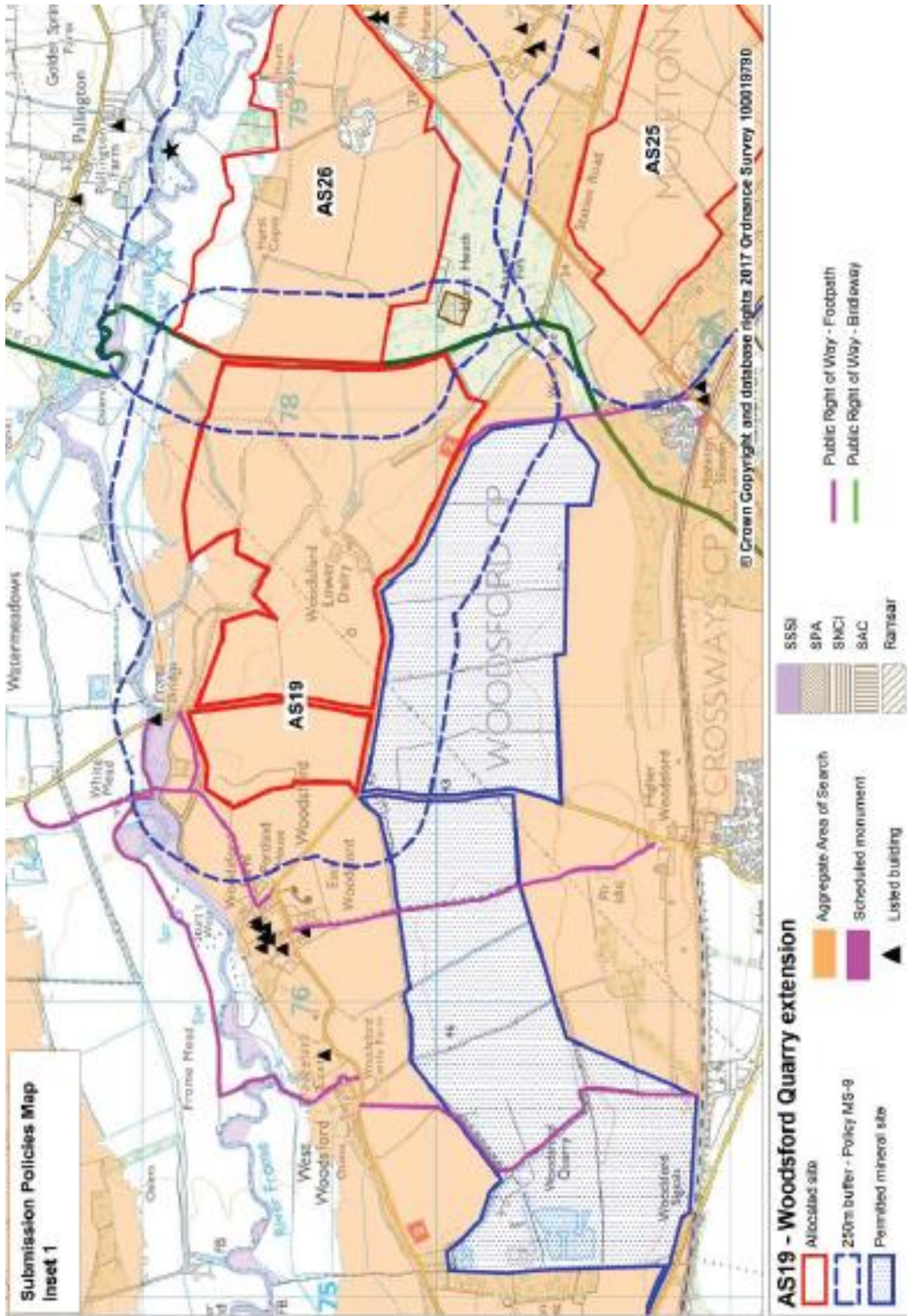
Screening of Sites in ‘Cluster 4’ for Cumulative Impacts on Heritage

Moreton Station Settlement

1. The second paragraph on page 1 of the Screening document states:

During the hearing sessions evidence was presented on behalf of FRAME in connection with Cluster 4 that argued the Sustainability Appraisal (SA) of the MSP had not had proper regard to cumulative impacts on particular receptors.

2. During the hearing sessions evidence was presented by Moreton Parish Council that similarly argued that the Sustainability Appraisal (SA) of the MSP had not had proper regard to the cumulative impacts of AS25 Station Road Quarry on Moreton Station settlement and Crossways.
3. Moreton Station Settlement is closer to the proposed quarry than all but about 10 houses on Station Road and The Common. The closest house to any of the three quarries, AS19, AS25 and AS26 is in Moreton Station Settlement.
4. Moreton Station Settlement is as close to the proposed AS25 Station Road quarry as the southern point of the Sculptures by the Lakes lake would be to the closest point of AS26, Hurst Farm quarry, which would be closest quarry to the Sculptures site. This is shown on the following page in the copy of Inset 1 on page 88 of the Mineral Sites Plan in MSPSD-15
5. Inset 1 shows the AS25 250m buffer blue dashed line which passes through Moreton Station Settlement and the AS26 250m buffer blue dashed line which just touches the southern extremity of the Sculptures site.
6. Thus the Screening document should also have assessed the cumulative impact of quarrying, housing development of 1604 houses in Moreton Station Settlement and Crossways (Purbeck Local Plan Pre-Submission Draft (October 2018) – 490 houses plus a 65 bed care home and West Dorset Local Plan Preferred Options (August 2018) - 1114 houses) and a traffic increase of over 81% with queuing in Moreton Station Settlement (DCC Moreton/Crossways/Woodsford Traffic Impact Assessment 2016 (AM Peak)).
7. No other community in Dorset will be impacted upon by so much quarrying, housing development and traffic increase as Moreton Station Settlement.
8. But the Screening document completely ignores these cumulative impacts which will be greater than impact described in the document.
9. The original SA and the proposed modifications to the MSP and SA do not take any account of the cumulative impact of AS25, housing development and dramatic traffic increase on Moreton Station settlement.



10. These cumulative impacts cannot be mitigated by simply erecting bunding. They represent the industrialisation and over development of an existing quiet and tranquil community.

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11. This document quotes from the SEA directive:

*(f) the likely significant effects¹ on the environment, including on issues such as biodiversity, **population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;***

*1 These effects should include secondary, **cumulative, synergistic**, short, medium and longterm permanent and temporary, positive and **negative effects**.*

12. I have highlighted in bold type *the likely significant effects* on Moreton Station Settlement.

13. The screening document does not consider *the interrelationship between the above factors*.

14. The document takes no account of the *cumulative, synergistic negative effects*.

15. The document considers the quarry development in connection with AS26 and AS19.

16. The paragraph at the top of the second page states in the 4th ● and 5th ● sub-paragraphs:

● *The scope for cumulative impacts (allowing for other mineral sites or other proposed development in the area)*

● *Whether any impacts could be synergistic (i.e. greater than the sum of their parts)*

17. The screening does not consider *other proposed developments in the area*.

18. Because the screening does not consider other proposed developments in the area it does not consider *Whether any impacts could be synergistic (i.e. greater than the sum of their parts)*

19. The screening, therefore, does not implement Annex 1 of the SEA Directive

20. A key part of Moreton Parish Council's case against AS25, Station Road quarry is the fact that the impact of quarrying, housing development and dramatic traffic increase including queuing are very synergistic.

21. Moreton Parish Council's Encirclement Map, on the next page is all about the synergistic impact of so much quarrying, housing, tourist housing and traffic development in such a small community.

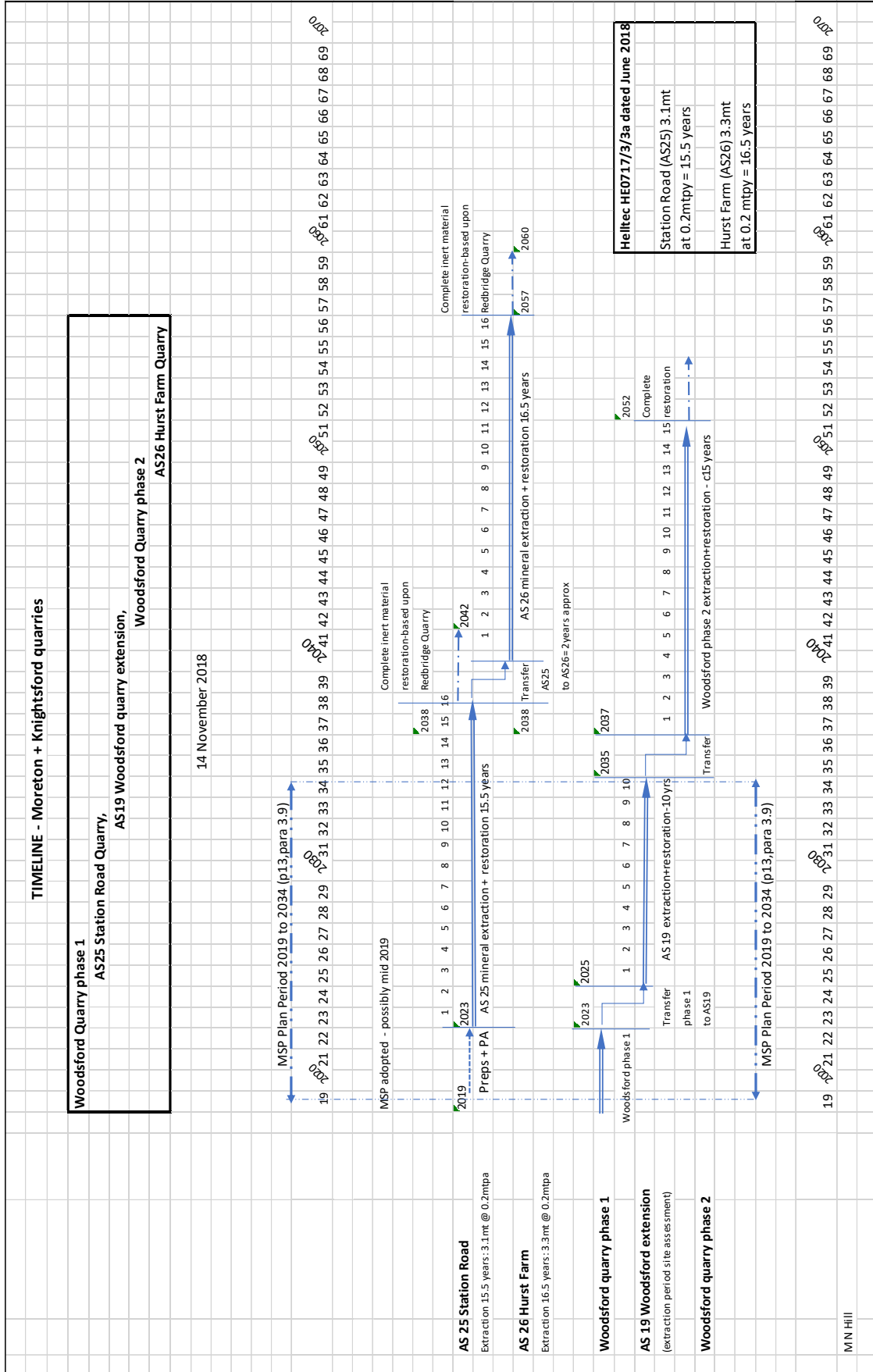
22. No other allocated quarry has anywhere near the level of *other proposed developments in the area* that is the case for Moreton Station settlement and therefore has no where near the level of synergistic impact.

23. For example, the Purbeck District Council Local Plan Pre-Submission draft (October 2018) proposes a 576% housing increase for Moreton Station settlement (currently: 85 houses, Pre-Submission: 490 houses and a 65 bed care home – page 53).

24. The screening totally ignores the 567% housing increase proposed in Moreton on a site touched by the 250m buffer dashed line on Inset 1 map. This is the same relationship to the 250m buffer dashed line as the Sculptures by the Lakes site which has received considerable attention. The big difference between these two sites is that almost a 1000 people will live in the proposed Station Road settlement development,
25. Another part of the synergistic impact will be the incredible 81% traffic increase and queuing at Moreton Station settlement predicted in the DCC Traffic Impact Assessment.
26. No other quarry development in the MSP will be part of such a dramatic synergistic impact on a small local community.
27. But the screening completely ignores these cumulative and very synergistic impacts in the Station Road AS25 screening.
28. The comprehensive screening outlined in MSDCC-82 highlights the very high synergistic impact of the proposed AS25 Station Road quarry on Moreton Station settlement. The only appropriate solution to the synergistic impact would be to delete AS25 Station Road quarry.
29. The screening completely ignores the impact of noise and the unsightly bunds, aggregate stockpiles and the sight of the quarrying on the tourist industry, Dorset's most important industry.
30. The screening completely ignores the synergistic impact of the Station Road quarry on the camping and caravan site in Moreton and inside the 250m buffer. The caravan site relies on peace and tranquillity as much as does the Sculptures by the Lakes site, but will be closer to the Station Road quarry than the Lakes site will be to either the Hurst Farm quarry or the Woodsford extension.
31. The screening also totally ignores the impact of the house building in Moreton Station settlement and the cumulative and synergistic impact when combined with the quarry noise, bunds, stockpiles and very significant increase in traffic.
32. The building of 4-5000 houses on Higher Woodsford (I raised at the hearings) and the fact in the period up to 2060 when AS26 Hurst Farm finishes, over 5000 houses could be built adjacent to Moreton Station settlement (2025 to 2060 = 35 years, build rate 150 houses per year = 5250 houses).
33. This has a much higher probability of happening than AS25 and AS26 operating at the same time, but is not mentioned in the screening.

Timeline for AS25 Station Road, AS19 Woodsford Extension, and AS26 Hurst Farm

34. A timeline showing the staggered extraction periods for Station Road quarry, Woodsford Extension and Hurst Farm quarry is given below.



35. The operational periods for AS19, AS25 and AS26 are taken from the Site Assessment sheets.
36. The approximately 2-year period for Hills quarry staff to transfer the conveyor belt between Woodsford quarry phase 1 to the extension site AS19 and establish operations was mentioned to me during an informal visit to the site office. I was told that no extra staff would be employed for the rearrangement of quarrying activities from phase 1 to the extension site. Hence whilst the staff are employed on the integration of the extension with the phase 1 site, no quarrying can take place.
37. I have assumed a similar timescale for the transfer from AS19 to Woodsford quarry phase 2 and also for the transfer of quarrying operations from AS25 Stration Road to AS26 Hurst Farm. I am not aware of the likely timeframe for the transfers being given in the Site Assessment sheets.
38. The end date for Woodsford Phase 1 and transfer to the extension may be affected by Hills' delay in establishing a larger silt lagoon. However, it is unlikely that AS19 will still be in operation when AS26 starts operation. AS25 will probably operate for at least 15 years whereas AS19 will only operate for about 10 years. The timeline shows that there is about 5 years for the AS19 programme to slip before the possibility of an overlap between AS19 and AS26 occurs. This is half the time that AS19 will operate (10 years) and one-third of the time that AS25 will operate (15 years).
39. AS25 and AS19 are separated by about 2 miles and significant woodland and the B3390. AS25 material is likely to travel north from the Hurst Farm processing site towards Bere Regis. AS19 material is likely to travel west along the Crossways to Dorchester road to the Dorchester bypass. Thus, all extraction, restoration, processing and road transport to market for these two sites will not conflict.
40. AS26 and Woodsford Phase 2 are likely to operate after the end of the MSP Plan Period and, therefore, are not part of the Plan Period screening.
41. There will be some overlap in the operation of these quarries but since the quarries are focussed on processing equipment and transport to market in diametrically opposite directions there are unlikely to be any conflicts between these two quarries.

Comments on the AS25 Station Road Screening

42. The failure of this screening to implement the full SEA Directive Annex 1 requirements, as indicated and discussed above mean that at best the screening is of limited value since it fails to take account of the cumulative, synergistic impact as described above.
43. Many of the sections contain statements in red about the cumulative impact between AS25 and AS26 and AS19. As the timeline above clearly shows almost all these cumulative impacts will simply not occur.

Human Health – including noise

44. Cumulative. The timeline above shows that the cumulative impact described are most improbable and should not be included. AS26 will not operate during the plan period. As the timeline shows and as discussed above, there is no potential for cumulative adverse impacts in combination with AS19 and AS26. AS26 will not operate when AS25 is in operation and AS19 is about 2 miles from AS25 and is totally orientated away from AS2.

45. Synergistic. Again this is a most improbable operation of the sites, given that the processing equipment will only be capable of processing one quarry at a time.

Air

46. Secondary. Dust is very likely to impact the houses in Moreton Station settlement closest to the site, of which one is within yards of the site and the other about 20 yards from the site. Dust can occur during dry periods in winter as well as in the summer.
47. **Noise**. Noise is also referred to in the *Direct* column.
48. Secondary. Based upon the noise emitted from the current Woodsford quarry and from Redbridge Quarry (same landowner as Station Road site), noise from the site will be very audible in Moreton Station settlement and in the new houses to be built. Bunding has extremely little effect on radiated noise from Redbridge Quarry. Distance from a noise source is the only way the level of radiated noise is diminished. Based upon Redbridge Quarry, which can be heard up to a mile away in Crossways and which DCC minerals planning department consider to be satisfactory (as stated at the Regulatory Committee) the noise from Station Road quarry will easily be heard in Moreton Station settlement, the new houses in Moreton Station settlement and in parts of Crossways.
49. Cumulative. Potential for cumulative impact combined with the significantly increased traffic noise and the noise from the building of 490 houses and a 65 bed care home.
50. Synergistic. Noise will be a key component of the synergistic impact of the development and traffic in Moreton Station settlement.

Material Assets

51. Direct. The majority of aggregate assets are in Dorset. But extraction of a very large percentage of this aggregate is unavailable due to environmental and landscape constraints. Historically a large percentage of aggregate extraction has taken place in just two locations: the Puddletown Road area around Moreton and Crossways. Six of the eight sites allocated in the MSP are from these two areas. The British Geological Survey report on sand and gravel in Dorset highlighted that most of the sand and gravel is in small, uneconomic sites. The number of large sites such as Station Road is relatively small. These factors all point to the need to conserve stocks in some large sites so that they are available for future generations – the object of sustainable extraction. Using Station Road now means that there will be less for future generations.
52. Accordingly, the most sustainable approach to the three quarries would to delete Station Road quarry from MSP Policy MS-1 paragraph 3.

Cultural Heritage – archaeology/historic landscapes.

53. Secondary. The Station Road quarry will create an industrial landscape which will have to be passed when travelling from the B3390 road to Moreton village and the conservation area.

54. Cumulative. The combination of noise and the industrial landscape of the Station Road quarry will combine to change the surroundings of Moreton village from a tranquil rural setting to the edge of an industrial site
55. Synergistic. The industrial appearance of the Station Road site, combined with noise, traffic on the B3390, and house building will denigrate an area with cultural associations with T.E. Lawrence and the Tolpuddle Martyrs (the landowner who instigated the trial of the Tolpuddle Martyrs and sat on the bench when they were tried and ordered to be transported, lived in Moreton).

Landscape

56. Direct. This section states: *To maintain, conserve and enhance the landscape, including townscape, seascape and the coast.*
57. The proposed quarry will not conserve and enhance the landscape, or the townscape of Moreton Station settlement. The quarry will create an adverse impact on the landscape of Moreton and on the townscape of Moreton Station.
58. Secondary. The statement in red is erroneous since AS25 and AS26 will not operate at the same time. The landscape will be blighted by the proposed Station Road quarry. AS26 and AS 19 will not be in areas containing significant populations and they are not associated with any housing development. They are not clearly visible from 3 sides and are to a large extent remote from human habitation.
59. AS25 is the complete opposite. Its impact on the landscape will be seen by all members of Moreton. It will be surrounded by Moreton residents and the Encirclement map shows
60. Synergistic. The landscape will be negatively impacted by the volume and noise of the increased traffic flow on the B3390 and from the building off 490 houses and a 65 bed care home in Moreton Station Settlement.

Amenity

61. Secondary. Amazingly this section refers only to Moreton village which is not, as stated, adjacent to the eastern end of the site. Inset 3 (Pre-Submission MSP draft modified page 90) below shows this detail.
62. Inset Map 3 shows that more houses in Moreton Station settlement (not even mentioned in the Amenity row) are inside the 250m blue buffer line than are within the buffer line in The Common. The buffer line also includes most of the caravan and camping site in Moreton. One house is only a few yards from the southern edge of the site and another is about 20 yards from the site boundary. West Lodge and the Redbridge Settlement are also closer to the site than Moreton village – The Street, cemetery and walled garden.
63. It is Moreton Station settlement which will be most affected by Station Road quarry. Moreton Station settlement will be impacted by noise and scarred and industrial landscape of the quarry. The Secondary wording refers to *visual and noise attenuation bunds*. The Station Road landowner also owns the land on which Redbridge Quarry is located. Redbridge Quarry on Redbridge Road has bunds which do not prevent views of the site which is a mess and the bunds certainly do not attenuate noise which can be heard about a mile away in Crossways.

64. Part of the reason for the mess on Redbridge Quarry is that the site uses inert material for restoration. Some of the inert waste is processed in a recycling machine and reused on building sites.
65. Thus Moreton Station settlement will experience both the noise and site of Station Road quarry. It should be noted that Moreton Station settlement is slightly higher than the Station Road quarry bunds and hence the site may well be visible across the top of the bunds.
66. As the current Woodsford Quarry shows, the piles of extracted material will easily be visible over the top of any bunds on the quarry site.
67. Cumulative and Synergistic. The cumulative and synergistic impacts have been covered above in the opening section titled Moreton Station Settlement.
68. The *health and quality of life of the population* of Moreton Station settlement will be greatly affected by the noise from the site, from the traffic, and from the building of 490 house and a 65 bed care home. The visible scarred and industrial view of the quarry with unsightly and ineffective bunds. The 81% increase in traffic including queuing in Moreton Station settlement. As the Encirclement map shows there is no relief in Crossways which is almost surrounded by house building sites. The Woodsford Quarry and very likely the Higher Woodsford 4-5000 proposed housing development will approach Moreton Station settlement from the west.
69. The only appropriate mitigation for the whole of Moreton, not just Moreton Station settlement would be for the proposed AS25 Station Road quarry to be deleted from the list of allocated quarries in the MSP Policy MS-1 paragraph 3.

Overall Comment

70. Moreton Station settlement will be the most affected community in Moreton by AS25 Station Road quarry.
71. Almost all comments about cumulative impacts between quarries AS25 and AS26 and AS19 are erroneous as the timeline shows.
72. The only valid mitigation for the dramatic synergistic impact on Moreton Station settlement is to delete AS25 from the list of allocated quarries in MSP Policy MS-1 paragraph 3.

