

I am writing to express my deep concern over the allocation of this site for the extraction of sand and gravel.

The site is in the immediate vicinity (within yards) of my Ward in Alderholt. The site will have a very detrimental effect on a number of properties in the Parish of Alderholt being immediately (again within yards) behind them.

Alderholt has suffered for several year from the effects of the large vehicles transporting minerals from the existing sites along the road already using the only realistic route between Alderholt and Ringwood and access to the A31. This minor road has a number of bottlenecks, caused mainly by the effects of these lorries breaking down the edge of the road (and which Hampshire Highways seem reluctant to repair). There have been a number of accidents along the road – some fatal – and several instances where cars have been damaged because of this.

The eastern end of the village as a whole will also suffer from unacceptable noise, dirt and disturbance for many years should this site become operational.

Your draft plan also points out that bringing this site into operation will have effects upon:

- Protection of the Dorset Heathland Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site, the Avon Valley SPA and Ramsar site and the River Avon SAC.
- The impact on the offsite foraging and breeding areas of the qualifying bird species of nearby SPA/Ramsar.
- The impact on Ringwood Forest and Home Wood Site of Importance for Nature Conservation.
- impacts upon populations of rare and notable species including Smooth Snake, Sand Lizard and Coral Necklace.
- Impacts on the amenity and users of the Moors Valley Country Park and other local residents.
- Issues regarding the maintenance and management of levels of permissive access and recreational use of the Moors Valley Country Park via the B3081.
- Protection of the amenity of Verwood (and much more so Alderholt) residents, and local businesses.

Paragraph 5.40 and 5.41 of the draft plan set out the issues quite clearly.

Policy 11 within the Draft Plan then confirms the principle:

Policy 11: Protecting public health, safety, amenity and well-being

Minerals and waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts on well-being.

Minerals and waste development should not:

- a. **release emissions to the atmosphere, land or water (above appropriate standards);**
- b. **have an unacceptable impact on human health or well-being;**
- c. **cause unacceptable noise, dust, lighting, vibration or odour;**
- d. **have an unacceptable impact on air quality;**
- e. **have an unacceptable visual impact;**
- f. **potentially endanger aircraft from bird strike and structures;**
- g. **cause an unacceptable impact on public safety safeguarding zones;**
- h. **cause an unacceptable impact on:**
 - i. **tip and quarry slope stability; or**
 - ii. **differential settlement of quarry backfill and landfill; or**
 - iii. **subsidence and migration of contaminants;**
- i. **cause an unacceptable impact on coastal, surface or groundwaters;**
- j. **cause an unacceptable impact on public strategic infrastructure;**
- k. **cause an unacceptable cumulative impact arising from the interactions between minerals and waste developments, and between mineral, waste and other existing forms of development.**

Please note in particular bullet points **b, c, d, g, j, and by no means least k.**

Policy 13 also points out safe and suitable access to the highway network is required.

Policy 13: Managing traffic

Minerals and waste development should have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation such as sea, rail, inland waterways, conveyors, pipelines and the use of reverse logistics.

A Transport Assessment or Statement will be required (as appropriate) to consider:

- i. **the acceptability of routeing to the site and the impact(s) on the surrounding highway network in relation to capacity, demand and safety, with consideration of committed developments and cumulative impact;**
- ii. **road safety for all users;**
- iii. **sustainable accessibility;**
- iv. **appropriate hours of working; and**
- v. **mitigation as appropriate.**

It seems to me that including this site in the draft plan contravenes both of these important policies, and that bringing such a site into operation without significant

improvement in the road network by Hampshire County Council means that it would be unsustainable within the meaning of Paragraphs 8b and 8c of the National Planning Policy Framework (NPPF). I strongly suspect that the cost of improving this minor road would also mean it becomes uneconomic and would thus also fail Para 8a of the NPPF.

NPPF Para 8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Taken all together it seems that the inclusion of this site within the Draft Plan is inappropriate, would be unsustainable, and would fail to be upheld at appeal.

Best wishes

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