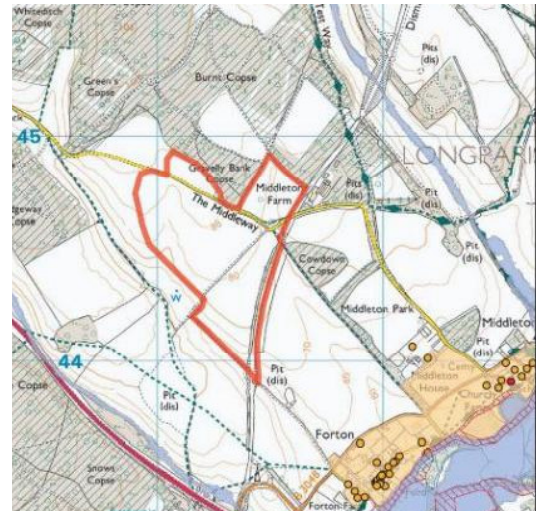


# Hampshire Minerals and Waste Development Framework- Minerals Plan Regulation Plan 26 Consultation Notes from Longparish Presentation on 22 Jan 08

## PART 1 – PRESENTATION SUMMARY

### Background:

- Hampshire County Council (HCC) has a statutory obligation to identify land for minerals extraction [in this context minerals means sand and gravel]; targets are set by central government and enforced if they are not met. The new plan under consideration will cover the 10 year period to 2020.
- The Parish Council became aware of the latest consultation document on 1 Nov 07, following notification by HCC and an invitation to participate in the consultation process Oct/Dec 07 because a 90 acre site at Cutty Brow, north and south (the larger area) of the Middleway is listed as a preferred site in the current draft of the plan. The areas concerned are shown on the enclosed map.
- In replying to HCC, the Parish Council noted that the Cutty Brow site was rejected for inclusion in the 1994/95 review of the Minerals Plan, principally on landscape and ecological grounds and said that it strongly believed that the proposed extraction should not take place in this round for the same reasons.
- Nevertheless, the Council recognises that circumstances have changed and it is necessary to ensure that the effect on the village is mitigated, as far as possible, should the proposal be accepted. It was this background work during the consultation period that led to this Presentation.
- The final draft of the plan will be submitted to central government in Oct 08 and publicly examined by an Inspector in Spring 09, whose report will be binding. A Planning Application process will follow once the Inspector's report is published.



### Proposal

- Tarmac, the mineral operator, propose to extract 1 million tonnes of sand and gravel over the 10 years from 2009/10. The site is not large in mineral terms; extraction would be carried out at the rate of 100,000 tonnes per year. The two smaller areas north of the Middleway would be worked first.
- Initial operations would involve the removal of soil to provide screen banks between the Middleway and the extraction area, to screen views to the south and prevent noise dust transmission. A noise assessment would form part of the planning application.
- Restoration and infill would be carried out progressively behind extraction, using inert materials only; and the land returned to agriculture. As the proposed volume of infill is less than the volume of extraction, the final ground levels would be slightly reduced in places, mostly in the South.
- Tarmac survey reports say there are no habitats or species of interest in the sites; additional tree planting will have some nature conservation benefits; the area is not a sensitive aquifer; and a detailed archaeological assessment would be undertaken as part of the planning application.
- All site traffic will enter and leave the site via the existing access onto the junction of the B3048 and the A303. Vehicles will travel to/from the access point by means of existing and new tracks. A worst case average of 30 vehicles would move on/off site per day. Site traffic will not use the Middleway, other than at one or two 'official crossing points'.
- Working hours: Maximum 0700-1300 Monday to Friday and 0700 to 1300 on Saturday. There will be no working on Saturday afternoons, Sundays, Bank holidays or at night.

### Mitigation:

- The ongoing consultation process will provide the opportunity for further representation as the plan is progressed.
- If included in the final plan, the proposal would be the subject of a planning application; and any planning permission would include its conditions, which would be regulated.
- Only inert infill will be used.
- Extraction to be completed within the ten year period.
- Tarmac to provide point of contact with Parish Council for duration of operation.
- Site traffic will not use the Middleway or pass through the village (point for planning application).
- HCC has been requested to review the cumulative effects of additional traffic on the A303 and plans for resurfacing to reduce noise; also to look at the suitability of the junction slip roads.
- The Middleway is used extensively by walkers; some alternative arrangements are needed in respect of both the Middleway and Cutty Brow footpaths.

## PART 2 – DETAILED NOTES FROM THE PRESENTATION

Present:

### Speakers:

Trevor Badley [HCC Planning]  
 Steve Lamb [Tamac]  
 David Jarvis [Tamac Consultant]  
 Michael Woodhall [HCC Cllr]

### Parish Council:

Jeremy Barber  
 Ricky Bourne  
 Christopher Duxbury  
 Chris Dewbury  
 Christian Dryden  
 Phil Harris  
 Jo Clear

### Village (including):

Maggie Barber  
 Babs Duxbury  
 Tom Bremridge  
 Alix Bremridge  
 Graeme Francis  
 Peter Mellor  
 Patrick Beresford  
 Christine Beresford  
 Matthew Dryden  
 Bob Trowen  
 Brian Snowden  
 Paul Knipe  
 Anthony Holmes  
 Albert Hoare  
 Richard Mayon-White  
 Chris Hewitt

Table 1 – Introduction

Serial	Note	Remarks
1	<b>Jeremy Barber</b> The Parish Council became aware of the Regulation 26 consultation document on 1 Nov07, following notification by Hampshire County Council (HCC) and an invitation to participate in the consultation process 31 Oct – 12 Dec 07.	
2	HCC has a statutory requirement to identify land for minerals extraction to meet targets set by central government, and the new plan under consideration will cover the period 2010 to 2020.	
3	Current proposals include a 90 acre site at Cutty Brow as a preferred area for the extraction of 1 million tonnes of sand and gravel from 2009/2010. There is a history of minerals extraction at Cutty Brow.	North West of the old railway line on both sides of the Middleway
4	Since the Parish Council was not involved in an earlier HCC informal consultation, we had quite a lot of catching up to do to find out what it was all about. Christopher Duxbury and Jim Neal attended an evening workshop in Romsey in early November and Christopher attended a meeting with HCC, Tamac and the Middleton & Portway Estate on 27 Nov, which was arranged at our instigation.	
5	Following this, the Parish Council wrote to HCC on 13 Dec setting out its concerns, and this letter is posted on the village website. In essence, the Council noted that the Inspector removed the site from the 1994/95 plan for ecological and landscape reasons and said that it felt strongly that the current proposal should be rejected for the same reasons.	Attached to the minutes of the Dec 07 meeting
6	We also expressed concerns about the proposed access onto the A 303 [volume – the totality - and length of slip roads] and a number of operational issues.	No site traffic will use the Middleway, other than one or two crossings to be agreed to deal with the two sites to the north of the Middleway.
7	At the same time, we are conscious that we cannot be sure that the	

	proposal will be rejected this time and the Council felt that we must find out as much as possible about the proposal and consider how the impact on the village can be mitigated, if the proposal is accepted.	
	This led to the invitation to HCC and Tarmac to give the Presentation this evening and we are grateful for them for taking up the challenge.	
8	Trevor Badley, Principal Planning officer with HCC dealing with Minerals policy will lead off with the introduction – what the Minerals Plan is all about, handing over to Steve Lamb and David Jarvis to cover the main Cutty Brow proposals. Michael Woodhall, our HCC Councilor representative, will then say a few words from an HCC perspective; and then we will open up the proceedings for questions and answers from the audience.	

**Table 2 – Presentation Points, Questions and Answers**

Serial	Note	Remarks
	<b>Trevor Badley</b>	See also Slides
	<p>The Plan:</p> <ul style="list-style-type: none"> <li>• There is a statutory obligation on Hampshire County Council (HCC) to identify land for minerals extraction. New sites are essential to meet HCC's core strategy and the ongoing demand for building materials (roads, houses etc) and the replacement of current quarries</li> <li>• The new plan will cover the ten year period to 2020.</li> <li>• Targets are imposed by Government and sites will be imposed if they are not met.</li> </ul>	In the context of Cutty Brow, minerals means sand and gravel
	<p>Process and Consultation Timetable:</p> <ul style="list-style-type: none"> <li>• Comments received from the Regulation 26 Consultation will inform the next round and the final draft to be submitted to Government in Oct 08.</li> <li>• There will be opportunity to make representations before the plan is submitted; and to participate in the public examination by an independent Inspector, programmed for Spring 09.</li> <li>• The Inspector's report will be binding and the plan is scheduled for adoption by end 09.</li> <li>• Planning Applications will follow on from the Inspector's report and may be submitted before the plan is formally adopted.</li> </ul>	
	<p>Apportionment:</p> <ul style="list-style-type: none"> <li>• 2.63m tonnes per annum for Hampshire to 2016 [target set by central government; sites will be imposed if not found].</li> <li>• Apportionment, against historic levels, currently being reviewed and expected to reduce. Final announcement not expected until Winter 2009</li> <li>• There is a mechanism to limit approvals in the case of over provision</li> </ul>	The Apportionment review is out of kilter with the consultation process. Why is this? Michael Woodhall to follow up
	An end date is normally set against planning applications.	
	<b>Steve Lamb and David Jarvis</b>	See also slides
	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>• The proposed minerals extraction on Cutty Brow consists of 3 areas belonging to the Middleton &amp; Portway Estate.</li> <li>• The gravel belongs to the Estate. Tarmac has option agreement to extract sand and gravel – all subject to planning permission.</li> <li>• The site is well located close to the main highway network to serve the construction market within the area – broadly Newbury, Basingstoke, Winchester, Salisbury.</li> </ul>	

	<p><b>History:</b></p> <ul style="list-style-type: none"> <li>• Sand and gravel has previously been extracted from other areas of Cutty Brow on a number of occasions between 1969 and the early 1990s.</li> <li>• The site under consideration now was originally promoted to HCC in the mid 1990's as a possible location for future mineral extraction although it was rejected at the subsequent Mineral Plan Inquiry due to landscape concerns.</li> <li>• Following this Tarmac undertook a series of detailed assessments on landscape, ecology, highways and the water regime to better understand the potential level of impact and design measures to reduce any impacts to acceptable levels.</li> <li>• This detailed information was provided to Hampshire in 2002 when the Mineral Plan review process commenced.</li> </ul>	
	<p><b>Proposal:</b></p> <ul style="list-style-type: none"> <li>• The extraction of 1 million tonnes of sand and gravel (known as Hoggin) over a period of 10 years and the subsequent infilling of part of the extraction area with 450,000 tonnes of inert infill during the same period.</li> <li>• The sand and gravel is 2-3 metres thick and lies below a shallow soil layer of 0.3 metres.</li> <li>• There would be no crushing of the minerals on site; rather it would simply be dry screened and loaded directly onto HGV vehicles for delivery to customers.</li> <li>• The land would then be returned progressively to agriculture.</li> </ul>	
	<p><b>Operations:</b></p> <ul style="list-style-type: none"> <li>• The site is not large in mineral terms. Extraction would be carried out at a rate of 100,000 tonnes per year.</li> <li>• The two small areas of the site lying north of the Middleway contain 200,000 tonnes in total (Phase 1 and 2) and would probably be worked first over a period of 2 years.</li> <li>• The larger area immediately south of the Middleway contains 800,000 tonnes and would be worked last as Phase 3.</li> <li>• The initial operations would involve the removal of soils from Phase 1 and the use of these soils to form small screen banks (3 metres high) between the Middleway and the extraction area to screen views into the site and prevent noise/dust transmission. A noise survey would be carried out prior to the submission of a planning application.</li> <li>• Soils would be removed/placed by excavator and dump truck. Minerals would be dug by excavator and loaded into dump trucks (30 tonne capacity) which would transport the mineral over the Middleway (perhaps with the use of traffic lights if required) across a defined crossing point to a stockpiling location down in the dip to the south.</li> <li>• At the stocking area, the mineral would be dry screened (passed over a large grid to remove large diameter lumps) before being loaded into heavy goods vehicles and taken off site.</li> <li>• As extraction progresses, within Phase 1, inert infill would be transported over the Middleway in HGVs to restore the land.</li> <li>• Soils would be replaced on the restored landform.</li> <li>• Restoration would be carried out progressively behind extraction.</li> <li>• Following extraction in Phase 1, the operation would continue into Phase 2 again with dump trucks crossing the Middleway carrying mineral and HGVs with inert infill.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Soils from extraction areas would be used to form screen banks alongside the Middleway and around the boundary of the site to screen views and reduce noise/dust.</li> <li>• Office and welfare facilities would be located in the Phase 3, along with a weighbridge in the stocking area.</li> </ul>	
	<p><b>Hours of Working:</b> These would be a maximum of 0700 hours to 1800 hours Monday to Friday and 0700 to 1300 hours on Saturday. There would be no working on Saturday afternoons, Sundays, Bank Holidays or at night.</p>	
	<p>Highways and Vehicle Movements:</p> <ul style="list-style-type: none"> <li>• Information from Hampshire regarding vehicle flows on the A303 indicates that there is sufficient capacity to accommodate considerably more HGVS than we will generate.</li> <li>• In addition the slip roads onto the A303 are to the appropriate design standard to allow for far more HGV movements than we are proposing.</li> <li>• There are no concerns from a safety or capacity point of view.</li> <li>• At an output of 100,000 tonnes per year there would be on average 20 vehicles leaving the site each working day carrying mineral (40 movements in total, 20 in and 20 out).</li> <li>• In addition there would be about 10 vehicles bringing inert infill to the site per day (20 movements in total, 10 in and 10 out).</li> <li>• This is if the 'worst case' scenario is assumed that the infill will come on different lorries to those taking mineral out, although we would try to use the same vehicles wherever possible to minimise numbers.</li> <li>• When the areas north of the Middleway were being worked the dump trucks would need to cross about 12 or 13 times per day carrying mineral (24 or 26 movements per day in total, 12/13 out and 12/13 back). In addition 10 HGVs carrying infill would access over the Middleway each day when these areas were being infilled (20 movements in total).</li> </ul>	<p>Included in PC's letter to HCC dated 13 Dec. It is the overall, cumulative traffic increase that is the issue here.</p> <p>Dump trucks and Infill HGVs crossing the Middleway add up to more on site movement than PC had anticipated.</p>
	<p><b>Restoration:</b></p> <ul style="list-style-type: none"> <li>• The site would be restored progressively back to agriculture.</li> <li>• As the proposed volume of infill is less than the volume of extraction the final ground levels would be slightly reduced in places.</li> <li>• This would not create an artificial looking landscape as great care would be taken to ensure the site looked 'natural'. Due to the small differences it would be difficult to tell there was any difference between 'before' and 'after'.</li> </ul>	
	<p><b>Landscape:</b> The use of screen banks around the site together with progressive working and restoration will reduce the potential for visual impact.. There would be no noticeable difference in the finished landform.</p>	
	<p><b>Ecology:</b></p> <ul style="list-style-type: none"> <li>• There are no habitats or species of interest in the site; it is generally intensively farmed arable land with little or no wildlife value.</li> <li>• The proposals include additional tree planting which will have some nature conservation benefits.</li> </ul>	
	<p><b>Water Regime:</b></p> <ul style="list-style-type: none"> <li>• Extraction will not encounter the water table, it will be completely dry.</li> </ul>	

	<ul style="list-style-type: none"> <li>• The area is not within a sensitive aquifer.</li> <li>• There are no surface water features in or near the site.</li> <li>• There would be no impact on the water regime.</li> </ul>	
	<p>Archaeology:</p> <ul style="list-style-type: none"> <li>• A detailed assessment would be undertaken as part of the planning application.</li> <li>• The site is not in an area of high archaeological potential and nothing is expected to be found due to the level of agricultural activity that has taken place.</li> <li>• During any soil removal an archaeologist would be present on site to supervise the operation and search for items.</li> <li>• If anything is found it will be fully recorded and preserved in line with Hampshire's requirements.</li> </ul>	
	<p>Agriculture:</p> <ul style="list-style-type: none"> <li>• Parts of the site would be removed from agricultural use temporarily while extraction and restoration were carried out ; however, it is proposed to return the entire site to agricultural use.</li> <li>• Following restoration Tamac would carry out any 'aftercare' works that were required (relieving any ground compaction, drainage works, replacing trees, etc) for a period of 5 years.</li> <li>• It is not expected that the development will have any unacceptable effect on the use of the land for agriculture.</li> </ul>	
	<p>Footpaths:</p> <ul style="list-style-type: none"> <li>• Tamac is very conscious of the footpaths in the area and will ensure that there would be no safety issues with vehicle movements and pedestrians.</li> <li>• Signage and fencing would be used where appropriate to separate people and HGVs.</li> <li>• Screen banks would be positioned to minimise views into the working areas.</li> </ul>	
	<p>Summary:</p> <ul style="list-style-type: none"> <li>• In setting out the salient features of the proposal, Tamac recognises that it should be possible to refine and alter some of the operational aspects to help mitigate the effects on the village.</li> <li>• Tamac will also actively engage with the Parish Council ahead of any planning application to discuss elements of the proposal that are still of concern.</li> </ul>	
	<p><b>Michael Woodhall:</b></p>	
	<p>Emphasised:</p> <ul style="list-style-type: none"> <li>• That only inert infill would be used.</li> <li>• The consultation process provided the opportunity for further representation.</li> <li>• Any planning permission would include lots of conditions, which would be regulated.</li> </ul>	
	<p><b>Questions &amp; Answers</b></p>	
	<p><i>Q. Why was the site previously rejected by the Inspector in the last round?</i></p> <p>The site was promoted with very little supporting information and no details of working or environmental aspects. Our current proposal is better researched and more detailed.</p>	
	<p><i>Q. Why propose output levels of 100,000 tonnes per year?</i></p> <p>This level is a reasonable estimate of general market requirements but does not take into consideration any major construction projects which could require a greater level of output.</p>	

	<p><i>Q. What are the details of the previous mineral extraction from the Estate's land?</i></p> <ul style="list-style-type: none"> <li>• Extraction has probably been carried out for centuries off and on. In more recent times sand and gravel and chalk have been extracted between 1969 and the early 1990s.</li> <li>• These areas were infilled with domestic refuse in part. (This is definitely not proposed now).</li> <li>• The areas concerned were just to the south of the current proposals and have been well restored so there is no trace of the previous activities.</li> </ul>	
	<p><i>Q. Could the old railway line be used to get vehicles to the north of the Middleway without having to cross the road?</i></p> <p>This option was not examined but will be when we carry out all the work needed for the planning application.</p>	PC to follow up ahead of planning application
	<p><i>Q. Can there be some additional footpath provision on the Estate's land?</i></p> <p>This is a matter for the Estate to comment on.</p> <p><i>Q. What Community Benefit is proposed?</i></p> <ul style="list-style-type: none"> <li>• Tarmac always work closely with the local community at its sites and would propose to do so here.</li> <li>• No major planning gain is proposed but we would look at what could sensibly be achieved when we were in operation.</li> </ul>	PC to follow up  PC to follow up
	<p><i>Q. What are the dust impacts?</i></p> <ul style="list-style-type: none"> <li>• There is very little processing proposed and so little potential for dust from this activity.</li> <li>• Dust is most likely from vehicle movements and good housekeeping would be the most effective means of preventing problems occurring.</li> <li>• We would need to ensure that access roads and crossing points were kept clean by sweeping and dampened in dry weather by a water bowser.</li> </ul>	
	<p><i>Q. Why is infilling not to the full extent of extraction?</i></p> <ul style="list-style-type: none"> <li>• The site is seen by Hampshire primarily as an extraction site rather than a landfill.</li> <li>• The minimum amount of infill has been proposed to produce a natural looking land form.</li> <li>• The level of infill and market characteristics would be revisited when the application was being prepared and there may be opportunities to increase the amount of infill.</li> </ul>	
	<p><i>Q. There would be views into Phase 3 from footpaths to the south, what can be done to minimise this?</i></p> <p>During the design stage of the development, discussions would be held with the Parish Council to produce the most effective location and design for the screen banks.</p>	
	<p><i>Q. Can the results of the further site investigation/ bore hole works scheduled for early February be shared with the Parish Council?</i></p> <p>Yes</p>	
	<p><i>Q. As the use of the B road over the /onto the A303 is increasing generally irrespective of this development are Tarmac's proposals going to be acceptable to the County Council Highway Dept and Highway Agency?</i></p> <p>Tarmac believe the answer is yes but would liaise with both Organisations to ensure vehicle numbers/safety etc were acceptable.</p>	
	<p><i>Q. Are slip roads onto A303 long enough?</i></p> <p>Tarmac believes they are, but see previous answer.</p>	

	<p><i>Q. Start/stop mineral extraction is a concern, what are likely sales from the site?</i></p> <p>Tarmac feel there is sufficient need for the mineral in the foreseeable future to warrant progressing with the site. Start/stop extraction is not an efficient way of working the site.</p>	
	<p><i>Q. When is a planning application going to be submitted?</i></p> <p>Tarmac would prepare an application as soon as we feel it would be approved, probably next year. We would keep the Parish Council informed.</p>	
	<p><i>Q. What is the time of the overall development?</i></p> <p>10 years in total, this includes the initial development work, the extraction, infilling and restoration.</p>	<p>10 years is more than a temporary undertaking. Depending on market provisions, Tarmac believes that the operation could take less time, but HCC will wish to manage the plan overall. PC to follow up</p>
	<p><i>Q. Will the noise levels on the A303 increase because of the extra traffic?</i></p> <p>The development traffic is so small in relation to the existing traffic levels that there will be no discernable difference.</p>	<p>Resurfacing of A 303 to reduce noise already on wider agenda. Michael Woodhall to follow up</p>
	<p><i>Q. What type of infill will be used?</i></p> <p>Inert infill, probably naturally occurring material such as chalk and clay from construction sites in the area. No household waste would be infilled or anything putrescible or hazardous.</p>	
	<p><i>Q. How long will it be before the land would be used for agriculture after restoration?</i></p> <p>The land would be used, probably for grass, immediately after restoration work, then other crops would be sown subsequently.</p>	
	<p><i>Q How will you stop mud on the road?</i></p> <p>A wheel wash would be used if required plus the access roads close to the public highway would be fully surfaced and regularly cleaned.</p>	
	<p><i>Q Why is it proposed to work the areas north of the Middleway first, could they not be worked last?</i></p> <ul style="list-style-type: none"> <li>• The site is not particularly large and Tarmac would not want the tonnage of mineral to be reduced as it would reduce the viability of the site.</li> <li>• In operational terms it makes sense to start at the furthest part of the site and work back to the central loading point/weighbridge area south of the Middleway.</li> </ul>	
	<b>Further points raised since the Presentation</b>	
	<p>Cumulative road traffic on A 303; survey needs reinforcing. Current access bridge used by waste transfer station; 2 'middleweight industrial units; chicken farm; pig farm. Increase expected from logging, grain store and logging.</p>	<p>PC to follow up</p>
	<p>Westgate school bus [privately funded by Andover families] presently uses the entrance to the access way as bus stop [8/12 children] and turning point</p>	<p>Point for planning application</p>
	<p>Paved footpath required over bridge from bus stop to the point where Test Valley walk departs</p>	<p>Point for planning application</p>
	<p>B30438, particularly through the village, to be out of bounds to site traffic even when A303 is temporarily blocked.</p>	<p>Point for planning application</p>