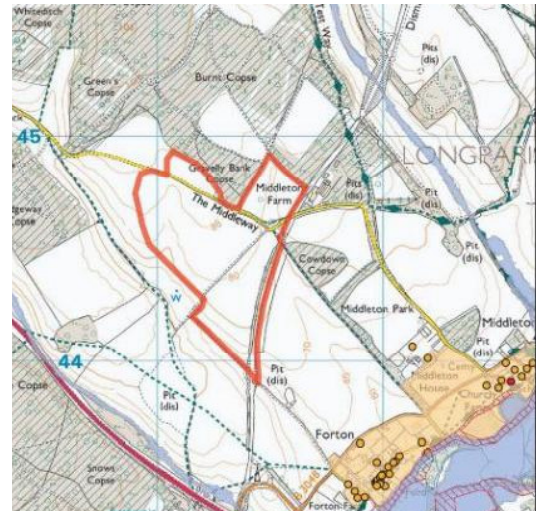


Hampshire Minerals and Waste Development Framework- Minerals Plan Regulation Plan 26 Consultation Notes from Longparish Presentation on 22 Jan 08

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.