

**Dorset, Bournemouth and Poole Minerals Core Strategy
Stakeholder Meeting 2
25th April 2006**

Outcomes from the Blue Group – Facilitated by Andy Turner

Workshop 1 – Key Issues for Minerals Planning

The Group began by discussing the demand for resources and the availability of resources within the county and surrounding areas. Members of the group voiced their concern that there is little weight or emphasis in the emerging Regional Spatial Strategy associated with the supply of minerals. Whilst some members of the group accepted that the regional apportionment needs to be met within the County, other group members thought that the RSS should be considering the supply from a regional perspective. This would then provide a balanced view of how the whole region could work together to meet the demands for the resources, potentially giving greater emphasis to the protection of some areas as opposed to others.

Some members of the group advocated balancing and managing the resources that are available within the county by importing minerals from neighboring Counties. It was suggested that this could preserve the mineral resources for the future and / or potentially negate the need to work the resources at all.

The group all agreed that the key to the future supply of minerals in the County is to balance the need for minerals against the sensitivity of the location of the resource, tied together with the recycling of materials and the development of alternative materials to replace for instance primary Aggregates.

A key issue that the group also discussed was recycling sites and the lack of suitable sites within the County to enable greater rates recycling.

There was a clear consensus within the group that Ball Clay is an important resource within the County and acknowledged its importance economically. The group did not have a detailed knowledge of the industry but suggested that the Ball Clay Consultation Area was a sensible approach to avoiding sterilization of the mineral and should be continued.

However, members of the group voiced both sides of the coin regard the extraction of aggregates in association with extraction of ball clay. On the one hand it was suggested to be prudent and make the best use of the resources that are available whilst a site is operational, whilst on the other side there is the need to carefully balance the impact upon the environment, leisure and tourism opportunities and the overall landscape, if operations are extended both in time and scale.

Members of the group strongly suggested that careful consideration should to be given to the cumulative impacts of extended activities. The example of Trigon Quarry was given as an example whereby what was a relatively small operation has expanded over time and developed sure that Ball Clay extraction has been combined with aggregates extraction, and is expected to be subsequently restored through landfill. The group advocated an assessment of such issues on a case-by-case basis rather than a broad-brush rule for the whole County.

The two key threads that the group identified here were the ability of the road network to cope with the traffic levels and ensuring that the operations would not result in significant impacts.

Transport Infrastructure was highlighted by the group as key issue throughout the whole of the minerals industry. The whole of the group wished to see transport infrastructure being put in place before operations of site commence, to ensure that the highways are able to manage with the levels of traffic associated. Group members highlighted that in many instances it is not high volumes of traffic that cause the problems, rather the ability of lorries to pass each other without going into the verge on many of the narrow roads, thereby damaging the verges and highways.

The cost implications of developing transport infrastructure were discussed as a group and it was acknowledged that this remains a problem although, the development of land tax and or levies etc. may be a step in the direction of being able to provide this type of infrastructure prior to the commencement of mineral workings.

The Bristol to Weymouth railway line was discussed within the group for importing materials. Although in the past the line was used to import materials, the group discussion acknowledged that the short distances may no longer make it an economic prospect, especially as the materials would still need to be transferred to there end use by road from the rail terminal.

The discussion within the group regarding Blockstone highlighted that the use of the stone in building has given the area its particular character, and was held in high regard by the group members. It was strongly advocated by member of the group that this should continue, and if possible expand.

With regards to the use of Blockstone to replace other aggregates such as crushed stone, it was acknowledged that this would not be suitable for some uses, although the group did not advocate this as a replacement. The groups view as that the use of waste materials associated with the quarrying of building stone should be used for such purposes to ensure efficiency in the use of the worked resources, but should not be actively encouraged as the primary reason for extraction.

The main discussion regarding aggregates in the County other than the transport issues mentioned above was the restoration of the sites. Many of the group wished to see more creative uses for the sites other than simple developing health land. As a mechanism for furthering the economic prosperity of the county, leisure and tourism developments were advocated. It was also noted that some of the habitats that are created through quarrying are as significant if not more so than those which restoration schemes are trying to replace. Maybe some restoration schemes should begin to preserve these areas and incorporate them into more creative after uses.

On the subject of hydrocarbons and further exploration. Members of the group suggested that the majority of the impacts are minimal and have been managed well by the production companies. It was however commented that there are impacts arising associated with traffic movements from various site, as the use of rail has become uneconomic due to the volumes being transported. The group generally felt that further exploration should be continued, provided that the cumulative impacts of all the various lorry movements across the County are taken in to account.

In conclusion the Group identified the following key issues:

- The need to meet the demand for minerals and aggregates in a controlled and managed way
- Transportation and traffic movements – emphasis on the delivering infrastructure before commencement of extraction and the cumulative impacts
- Preserving local identity through use of local building stone
- Impact on the environment, amenity and leisure and tourism uses
- After-care and restoration – input from local community
- Recycling waste materials (both construction demolition and extraction waste) and alternative materials substituting for primary minerals and aggregates

Workshop 2 – Options for Future Minerals Planning

The Group discussed potential options for dealing with the issues identified in the first workshop and generated the following options. The group did not have the time to go through all of the issues and refine some of the options, therefore the ones set out below represent the most important they could identify in the time available.

Aggregates

- Meet demand through a combination of rolling forward existing local plan allocation and identifying a range of new sites
- Meet demand through a combination of rolling forward and identifying an appropriate range of new sites and encouraging, where practicable, the increased production of recycled aggregates
- Balance the import of aggregates into Dorset to reduce the demand on local resources.
- Allow market forces to determine the amount and type of aggregates to be returned into the market.
- Reduction of waste through the development of new technologies and products to improve efficiency

Aftercare and Restoration

- A restoration led approach to the development of sites
- A stakeholder / community led approach to the restoration of sites

Managing demand in terms of environmental considerations

- Sites to avoid environmental designations (sequential approach)
- Challenge designated sites and environmental designations regarding the development of new sites
- Extensions to existing sites favored over the development of new sites

Transportation

- Encourage the use of rail based transport as the main method of transporting minerals into and around the County
- Encourage the use of sea based transport as the main method of transporting minerals into the County
- Encourage the use of road based transport as the main method of transporting minerals into and around the County
- Encourage the development of an integrated strategy for the transportation of minerals, making the most sustainable and economic use of the modes available.

Workshop 3 – Delivering the Options

The Group considered each of the options they identified against a number of sustainability objectives. The options were assessed as either having a positive, negative or neutral impact. The results of this assessment are shown on the attached matrices. Where comments or caveats were identified, these are reflected in the matrix.

Adams Hendry Consulting Ltd
May 2006