
Doncaster and Rotherham Local Aggregate Assessment 2017

Incorporating 2016 Aggregates Monitoring Data



(Endorsed by the Yorkshire and Humber Aggregates Working Party October 2017)

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Executive Summary

The requirement to produce an annual Local Aggregate Assessment (LAA) was introduced through the National Planning Policy Framework (NPPF) in March 2012. The Government then issued further guidance on the Managed Aggregate Supply System (MASS) in October 2012. National Policy requires all Mineral Planning Authorities to provide for a land bank of at least 7 years for sand and gravel and 10 years for crushed rock. This LAA aims to meet the requirements set out in both of these documents.

Sand and Gravel

2016 sales of sand and gravel increased again on the previous year reaching 0.5Mt. The sand and gravel reserve is 8.8Mt with a landbank of nearly 30 years. This significant increase is due to improved monitoring response rates from owner/operators and not new permissions.

Crushed Rock

2016 crushed rock sales have increased again to 2.6Mt; an increase on previous year's figure and also higher than the 2007 figures. The monitoring shows the current sales trend is upward, with sales increasing annually over the last three years. The crushed rock reserve currently stands at 52Mt with a reserve of 30 years. The reserve is steadily declining.

	Performance in 2016 (Mt)	In comparison to previous year (Mt)
Land won sand and gravel sales (tonnes) (mostly soft sand)	0.5 Mt	▲
Permitted reserves of sand & gravel (tonnes) (mostly soft sand)	8.8 Mt	▲
Sand and gravel landbank (years)	29.3 years	▲
Land won crushed rock sales (tonnes)	2.6 Mt	▲
Permitted reserves of crushed rock (tonnes)	52.1 Mt	▼

Development Proposals

The Harry Croft crushed rock site in Rotherham had an extant permission until December 2016 but Permission was refused in June 2017 on highways grounds. An appeal against the refusal was submitted to Planning Inspectorate 4th December 2017. Rotherham has not allocated any mineral sites in their Local Plan. Doncaster provides for the remainder of the crushed rock, sand and gravel minerals in the South Yorkshire sub-region. Decisions regarding mineral site proposals, areas of search and safeguarding areas have not yet been made but will be available in the publication version of the Doncaster Local Plan in 2018.

Local Plan Period Availability

With improved monitoring responses it appears the sand and gravel landbank may well be sustained beyond the proposed 17 year plan period for Doncaster and the 15 year plan period for Rotherham. To meet development demand in the short to medium term sand, gravel and crushed rock (if needed) will continue to be imported from the Idle Valley (Nottinghamshire), East Riding and Lincolnshire, North Yorkshire and Derbyshire. The availability of sharp sand and gravel still remains an issue. The Magnesian Limestone Crushed rock landbank is also likely to be sustained beyond the proposed plan periods without the need for new permissions.

Introduction

1. The Government through the National Planning Policy Framework (March 2012) (NPPF) endorsed their view that “Minerals are essential to support sustainable economic growth and our quality of life” (paragraph 142) and accordingly that “Minerals Planning Authorities (MPAs) should plan for a steady and adequate supply of aggregates...” (paragraph 145).
2. The NPPF also states that MPAs should “so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously” (para. 143 second bullet).
3. The NPPF identifies that MPAs should prepare Mineral Local Plans (MLPs) that make provision and include policies for the extraction of mineral resource of local and national importance, define safeguarding areas, and set out environmental criteria against which planning applications will be assessed. A contribution to this plan making will be the preparation of an annual Local Aggregate Assessment (LAA). The LAA will facilitate the monitoring of supply and demand which will input into the provision needed in MLPs. This provision should take the form of specific sites, preferred areas and/or areas of search and locational criteria. The advice of the National Aggregate Co-ordinating Group to each Aggregate Working Party should be taken into account in preparing mineral plans. Their advice is capable of being a material consideration in making decisions on individual planning applications. There is also a requirement that every Planning Authority produce an LAA which requires ratification by the relevant Aggregate Working Party.
4. LAAs serve a number of functions, acting as:
 - Monitoring Reports;
 - Supporting evidence for preparation or review of Minerals Local Plans;
 - Supporting evidence for calculation of landbanks
 - Supporting evidence for planning applications.
5. National guidance states LAAs can be produced independently, jointly or in agreement with other Local Authorities
6. The ‘Duty to Co-operate’ found in the Localism Act, has been reiterated in the National Planning Policy Framework and minerals planning authorities are required to cooperate with neighbouring authorities to co-ordinate for a planned approach to ensure adequate minerals provision. Doncaster and Rotherham have been identified historically by the Yorkshire and Humber Regional Aggregate Working Party (YHRAWP) as the ‘South Yorkshire’ sub region, due to minerals being found within the authority boundaries. The two Authorities have historically and consistently worked together on mineral matters and have identified appropriate working groups and the best methods of working to identify and address issues in relation to mineral supply requirements for the respective areas. We are also regular attendees and contributors to the YHRAWP including the development of the annual monitoring reports. North Nottinghamshire and Derbyshire authorities border Doncaster and Rotherham with significant flows of minerals between the areas. Nottinghamshire, Derbyshire, Doncaster and Rotherham have therefore signed up to a ‘Minerals Position Statement’ setting out how we will all work together to meet the ‘Duty to Co-operate’ (See appendix one 2016 LAA)

- Doncaster and Rotherham’s mineral resources include limestone for aggregate, building stone and industrial uses, and also sand and gravel, which is only sourced in Doncaster. For more complete information on mineral resources please refer to the 2016 LAA.

2016 Monitoring Information

Mineral Sites

- In 2016 the extraction of sand and gravel was taking place at Austerfield, Finningley, Dunsville quarries, Dale Pit Lakes, Partridge Hill, 58s Road. Armthorpe quarry permission lapsed at the end of 2015 an application is currently being considered by Development Management in Doncaster
- Limestone is being extracted at Cadeby, Holme Hall / Glen (Stainton) quarries in Doncaster and Barnsdale Bar quarry adjacent but outside the Doncaster area. Cadeby quarry is active for non-aggregate use, producing dimension stone and Holme Hall quarry is producing screened and graded material. Quarries such as Cadeby and Holme Hall and Barnsdale Bar are capable of producing a full range of construction grade aggregate products with appropriate processing. Warmsworth quarry is actively producing limestone for industrial purposes and a small amount of aggregate. No monitoring information has been received in 2016 regarding the status of Hazel Lane quarry, but it is assumed the quarry is operational.
- Harry Croft quarry had planning permission for extraction until 2016 (which has historically been extracted at a rate of approximately 300,000 tonnes per annum). An application was submitted to Rotherham MBC but was refused on highways grounds in June 2017.

2016 Annual Monitoring Report for Doncaster and Rotherham Mineral Planning Authorities

- This section presents statistical monitoring information on aggregate minerals supply for the year 2016. The purpose of the survey is to collect sales, distribution and permitted reserves of aggregates in the Doncaster and Rotherham Sub Region contributing ultimately to the Yorkshire and Humber sub-region aggregate guidelines (2005 to 2020) see below.

New Regions Mt.	Guidelines for land-won production in Region		Assumptions		
	Land-won Sand & Gravel	Land-won Crushed Rock	Marine Sand & Gravel	Alternative Materials (a)	Net Imports to England
Yorkshire & the Humber	78	212	5	133	3

- Where a site produces aggregate and non-aggregate minerals, the figures shown is for material sold for aggregate use.

Sand and Gravel

Table 1 Sand and Gravel Aggregate and Non-Aggregate sales 2006 to 2015 (Mt)

Year	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015	2016
Doncaster	0.4	0.4	0.5	0.16	0.14	0.14	0.15	0.14	0.4	0.5

Note: figures up to 2009 are aggregated with West Yorkshire for confidentiality reasons and 2013 estimate is based on average sales over the previous three year period

13. Table 1 above shows current extraction has increased again on the previous year, but this figure is due to recently updated quarry information and responses received from operators that have not provided returns before. It should be noted that these quarries have been operational for some time in Doncaster under old and recently reviewed consents but it was not possible to estimate the rate of extraction due to no return information. This updated information however gives a more accurate picture of the sand and gravel sales and reserves in Doncaster. The ten year average sales (2007 to 2016) based on the above figures equates to 0.3Mt, with the three year average sales data equating to 0.35Mt.
14. The Aggregate Minerals Survey (AMS) was carried out in 2015 analysing 2014 data. For the monitoring year 2014 Doncaster produced 135,000 tonnes of sand and gravel with the majority (40 to 50%) of the material produced remaining somewhere within the Yorkshire and Humber region, 1 to 10% of the material staying within South Yorkshire and another 1 to 10% going to Greater Manchester, Merseyside, Halton & Warrington.
15. The 2014 national annual monitoring data shows South Yorkshire's imports of sand and gravel significantly exceeded Doncaster's production and export, with Nottinghamshire CC providing between 380,000 to 456,000 tonnes, East Riding of Yorkshire Council providing between 152,000 to 228,000 tonnes and Lincolnshire CC providing 76,000 to 152,000 tonnes of material into South Yorkshire. Doncaster's contribution to aggregate sand and gravel in this year is significantly lower than previous years. The collation of the results of the 2014 Aggregates Mineral Survey for England and Wales identified 135,000 tonnes of sand was produced in Doncaster.

Reserves of Sand and Gravel for Aggregate Use

Table 2 Reserves of Sand and Gravel for Aggregate Use

	Sand and Gravel	
	Reserve (Mt)	Landbank (yrs)
2007	10.1	12.5
2008	10.0	12.4
2009	5.0	9.7
2010	5.7	8.1
2011	5.7	10
2012	5.7	12.8
2013	4.1	11.5
2014	2.3	7.6
2015	4.2	14.5
2016	8.8	29.3

¹ Figure comes directly from the '2014 Aggregates Mineral Survey for England and Wales'

Note: Different methodologies were used to calculate historic landbanks, please bare this in mind when considering trends. Also note the 2016 data includes responses from new owner / operators and not new sites

16. Table 4 above shows landbank levels over the last 10 years. Data for the years up to 2008 is taken from Yorkshire and Humber Regional Aggregate Working Party (YHRAWP) reports and is based on the agreed sub-regional apportionments in the Regional Spatial Strategy (RSS). The 2009 data was taken from the YHRAWP Annual Aggregates Monitoring Report 2009. Landbanks from 2009 onward are calculated by using average sales over the preceding 10 years.
17. The NPPF requires that a landbank of at least 7 years for sand and gravel should be maintained. The landbank is calculated based on the average of the previous ten years sales (at 0.3Mt) With the additional monitoring information received from owner / operators in the area, the sand and gravel landbank for 2016 now stands at nearly 30 years. Historic returns have confirmed that only a small proportion of the remaining permitted reserve in Doncaster is however suitable for use as concreting aggregate with about 2Mt (approximately 23%) of the landbank being sharp sand and gravel.

New Permissions for Sand and Gravel Extraction 2015 / 2016

18. Dale Pit Lakes (15/01261/MIN - granted 03/03/2016 for 3 years). The site provides for a small additional reserve.

Wharves and Rail Ports

19. There are no wharves or rail ports associated with sand and gravel production in Doncaster.

Table 3 Sand and Gravel Quarries (Doncaster only)

Quarry Name	Owner / Operator	Status (2016)
Austerfield Quarry	Hanson Quarry Products Europe Ltd	Active
Finningley Quarry	Tarmac	Active
Dunsville (Lings) Quarry	Breedon Aggregates)	Active
Blaxton Quarry	Vigo Group	Inactive (no plans for extraction)
Partridge Hill (High Common Lane, Austerfield)	Misson Sand and Gravel	Active (confirmed 2017 – return received)
58's Road	North Lincs' Aggregates	Inactive (2016)
Wroot Road Quarry	Yorkshire Horticultural Ltd	Active (Part time) producing sand for agriculture Status to confirm

Crushed Rock (Limestone Aggregate)

20. Magnesian Limestone (Dolomite) is the only aggregate rock type sourced and worked in the Doncaster and Rotherham area. Table 4 below, sets out the crushed rock aggregate sales between 2007 and 2016. Sales have steadily increased over the last three years, now exceeding the 2008 pre-economic downturn levels. Average sales over the last ten years equate to 1.7Mt, with the three year average sales data equating to 2.4Mt.

Table 4 Crushed Rock Aggregate and Non-Aggregate Sales 2007 to 2016 (Mt)

	2007	2008	2009	2010	2011	2012	2013	2014 ²	2015	2016
Doncaster and Rotherham	2.3	2.2	1.4	1.0	1.0	1.1	1.2	2.1	2.4	2.6

21. The collation of the results of the 2014 Aggregates Mineral Survey for England and Wales identifies 2,124,000 tonnes of crushed rock sales came from Doncaster. At a Yorkshire and Humber regional level 28.5% of the crushed rock aggregate produced is used for concreting products.
22. The 2014 Aggregate Monitoring Survey collected distribution data for the South Yorkshire region. This showed the majority of the material (70 to 90%) produced in South Yorkshire is consumed within South and West Yorkshire, with 10 to 20% of each individual destination sub-region's total consumption going to Nottinghamshire and the Yorkshire and Humber region respectively.
23. Quarry operators who are affiliated to the Minerals Products Association and British Aggregates Association provide monitoring data in line with agreements established between the government and these bodies. At a regional and sub-regional level further information needs requesting annually to identify meaningful data on aggregate sales used for concrete, uncoated roadstone (MOT type 1 and 2), screened and graded construction aggregate and bulk fill. But issues relating to confidentiality propose problems with this level of monitoring so it may be difficult to pursue

Table 5 Reserves of Crushed Rock for Aggregate Use and Landbank

Year	Crushed Rock	
	Reserve (Mt)	Landbank (yrs)
2007	60.8	18.2
2008	58.8	17.6
2009	63.4	27.5 ³
2010	62.4 ⁴	24.6
2011	61.2	26.7
2012	60.0	28.9
2013	59.5	31.3
2014	57.6	32.5
2015	56.6	32.5
2016	52.1	30.1

24. Table 5 above shows landbank levels over the last 10 years. Data for the years up to 2008 is taken from YHRAWP reports and is based on the agreed sub-regional apportionments in the Regional Spatial Strategy (RSS). The 2009 data was taken from the YHRAWP Annual Aggregates Monitoring Report 2009. Landbanks from 2009 onward are calculated by using average sales over the preceding ten years
25. The reserve data is calculated directly from owner operator monitoring. The landbank is calculated based on the average of the previous ten years sales (at 1.7Mt) and equates

² Figure derived from the collation of the results of the 2014 Aggregates Mineral Survey for England and Wales

³ Figure based on 7 year average sales as agreed at the Y&HAWP meeting 2011

⁴ Figure derived from 2009 reserve minus 2010 crushed rock aggregate sales

to 30.1 years. Three year average sales equate to 2.4Mt, which may suggest a general trend toward an increase in demand.. Further monitoring over the next few years will help determine if it may be appropriate to increase supply.

26. The NPPF requires that a landbank of at least 10 years for crushed rock should be maintained. The reserve is decreasing year on year, but is still well above the ten year required landbank, which currently stands at around 30 years.

New Permissions for Quarrying Crushed Rock Aggregate Granted in 2014 / 2015

27. No new crushed rock permissions were granted in the monitoring period 2016. Harrycroft quarry was refused planning permission by Rotherham MBC. Tarmac is appealing the decision.

Wharves and Rail Ports

28. No change from 2016 LAA. Cadeby quarry wharf located in Doncaster is currently inactive. There are a number of canal side and river wharfs located in Doncaster including Long Sandal wharf and an oil wharf at Barnby Dun but these are not suitable for aggregate minerals loading or off-loading. There are no suitable crushed rock aggregate sites in Doncaster with rail depot potential. The mineral line at the former Hatfield colliery needs further investigation to identify its suitability for aggregate minerals. A 'rail connected aggregates depot' with coated roadstone plant is now operational at Tinsley Depot, Sheffield which is just on the border with Rotherham. The mineral comes from Leicestershire county council area.
29. Rotherham's Publication Sites and Policies document (2015) identifies minerals infrastructure sites to be safeguarded and includes the following wharves and rail sidings:

*AMA wharf (Rawmarsh Road),
Stevenson's wharf and adjacent land (Northfield Road),
Tata steelworks wharf (Aldwarke),
Waddingtons Dockyard,
SHS Freight Services Wharf (Chesterton Road),
Masbrough rail sidings and
former Maltby Colliery rail sidings*

These sites are all allocated for industrial and business use in the Sites and Policies document, with the exception of the former Maltby Colliery which is identified as a special policy area suitable for general industrial, waste and energy, and aggregate depot uses. Please note, no capacity information is currently available for the above sites.

30. The marine aggregates study contains a regional map of the navigable waterways and shows the barge capacity along each length of waterway (Figure 67015.MA.005). The map illustrates commercial barges can travel extensively around the region with the Trent and the Ouse linking to Doncaster and Rotherham (see map below).

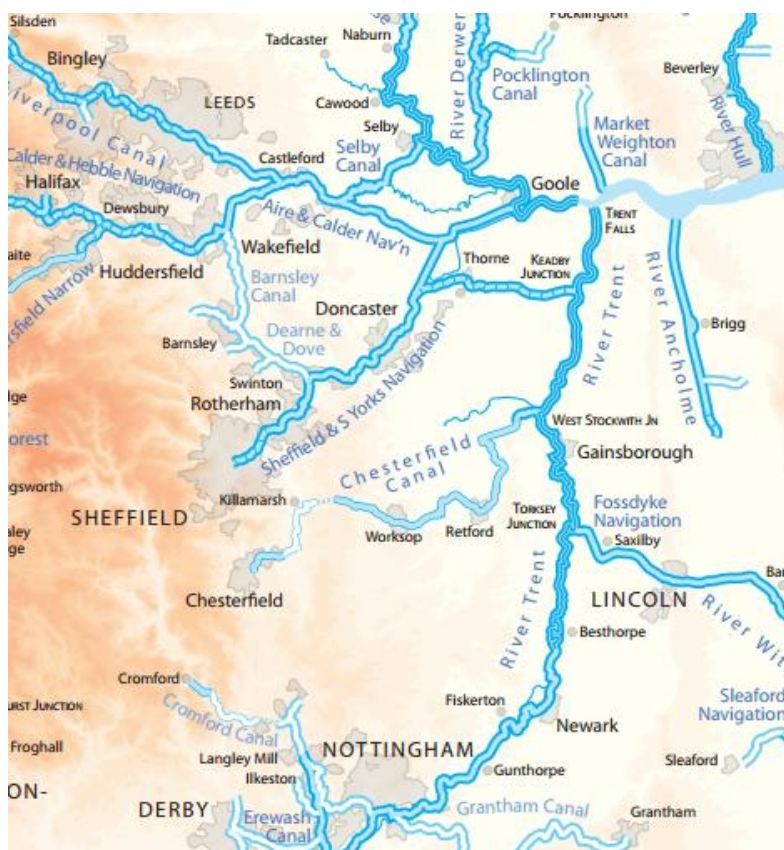


Table 6 Crushed Rock (Limestone Aggregate) Quarries Doncaster and Rotherham 2016

Quarry Name	Owner / Operator	Status (2016)
Glen Quarry (Stainton)	Marshalls Natural Stone	Active
Holme Hall Quarry (Stainton)	Hope Construction	Active
Barnsdale Bar	Darrington Quarries	Active until 2028 (North Yorkshire)
Sutton Field Quarry	Darrington Quarries	Awaiting restoration
Harry Croft Quarry (Rotherham)	Tarmac	(permission refused 2017)
Cadeby Quarry	Owner - Tarmac Leaseholder / Operator (as of 2012) Grants Precast Ltd	Inactive (aggregate) Active (non-aggregate)
Hazel Lane Quarry	Cat Plant Ltd	Active
Warmsworth Quarry	Sibelco	Active (Industrial mineral and Aggregate)

Imports and Exports

31. The Planning Officers Society and the Minerals Products Association have produced a guidance note on '[The Production and use of Local Aggregate Assessments](#)'. Paragraph 4.4 of the document identifies that the only source of information on imports and exports at present is the four year Government's Aggregate Monitoring Surveys. The guidance note goes on to state, Local Authorities should consider conducting their own surveys as individual operators will be able to provide more detailed import-export information. Time and resource constraints will make this difficult, so we are currently dependent on the four yearly survey. The 2014 Aggregate Minerals Survey data on imports and exports is covered in paragraphs 13, 14, 20, 21 and the 2016 LAA.

Secondary and Recycled Aggregate

32. The [Barnsley, Doncaster and Rotherham Joint Waste Plan](#) (adopted in early 2012) identifies and safeguards a range of waste facilities across three boroughs to maximise recycling, divert waste from landfill and create a range of 'green' jobs. It deals with all varieties of waste including construction, demolition and excavation waste (CDEW). The plan is due to be reviewed in 2017 and work has commenced between the authorities involved, which now includes Sheffield.
33. The information contained in the plan states Barnsley, Doncaster and Rotherham produce approximately 1.8 million tonnes of construction, demolition and excavation waste annually. This figure is based on estimates from national surveys. The plan forecasts a fairly constant level of growth at less than 0.6% per annum suggesting that the amount of CDEW will remain below 2 million tonnes by 2026.

Table 7 CDEW waste forecasts (1000 tonnes per annum)

	2010	2015	2021	2026
Total	1,829	1,869	1,932	1,983
Recycling / Reuse including on site	1,701	1,738	1,797	1,844
Landfill	128	131	135	139

34. The Key outcomes of the plan are:
- The bulk of CDEW will continue to be used close to the point of origin
 - Developers and contractors will voluntarily provide a waste management plan setting out how the waste generated from the site will be managed during the construction and lifetime of the project (see WCS7)
 - The boroughs have sufficient capacity to deal with any inert CDEW during the life of the plan, and;
 - Colliery spoil and minerals waste will be dealt with through individual core strategies

There is no information available at a Doncaster and Rotherham local authority level relating average past sales and changes to sites and throughputs. This will be reviewed alongside the development of the South Yorkshire joint waste plan in 2017. A memorandum of understanding has yet to be prepared but is being progressed. This document will identify each authority's roles and responsibilities with regard to the delivery of the project and plan.

Secondary and Recycled Aggregate Infrastructure

35. The two identified sites for screening, production, processing and handling recycled material are shown in the table 12 below:

Table 8 Secondary and Recycled Aggregate Infrastructure

Company	Location	Type Of Infrastructure
Network Rail	Ten Pound Walk, Doncaster	Rail aggregate recycling handling and transport
Doncaster Council	Carcroft	CDW / aggregate recycling handling and transport
Yorkshire Aggregates	Holme Wood Lane, Armthorpe	CDW / aggregate recycling handling and transport
Holme Hall Quarry (Landfill and	Stainton	CDW / aggregate recycling

recycling)		handling and transport
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36. The Network Rail ‘railhead’ at Ten Pound Walk is a facility for bringing in primary aggregate for their rail infrastructure projects and recycles the spent rail ballast as secondary aggregate for local road infrastructure projects. The spent railway ballast conforms to MOT type 1 and 2 material requirements. Recycled aggregate arising from temporary construction, demolition and excavation projects is processed and transported from a number of areas in Doncaster and Rotherham. Estimates derived from 2015 monitoring identified 300,000 tonnes of secondary and recycled mineral sales within the Doncaster area, this is by no means an accurate estimate and needs further work to get more returns from operators.

37. Four secondary aggregate sites are identified for safeguarding in the Rotherham Local Plan Sites and Policies document (Pre-submission Publication version; subject to Council approval):

- Kiveton Park Landfill and Recycling Centre, Dog Kennels Lane, Kiveton Park
- Harry Croft Aggregate Recycling
- Lynskey Excavations Ltd, Common Lane, Wath-upon-Deerne
- Roy Hatfield Ltd, Fullerton Road, Rotherham

Ancillary Minerals Infrastructure

38. The quarry industry is supported by a variety of infrastructure. A number of screening, production, processing and handling facilities are located in Doncaster and Rotherham. See tables 9 and 10 below:

Table 9 Asphalt Plants

Name	Owner / Operator	Location	Status	Notes
Express Asphalt	Aggregate Industries	Doncaster	Active	Asphalt sand sourced from Dunsville Quarry
Steelphalt	Harsco	Rotherham	Active	

Table 10 Ancillary Minerals Infrastructure

Company	Location	Type Of Infrastructure
Hanson UK	Auckley	Concrete Production Handling & Processing
	Rossington	Concrete Production
Marshalls plc	Stainton	Concrete Products, Batching & Processing
Tarmac	Kirk Sandall	Concrete Batching
	Finningley	Handling & Processing
	Wath-upon-Deerne Aston	Handling & Processing Cement works (Ready Mix)
Aggregate Industries	Kirk Sandall	Handling & Processing
Network Rail	Ten Pound Walk	Rail aggregate recycling handling and transport
Doncaster Council	Carcroft	CDW / aggregate recycling handling and transport
Hope Construction Materials (Now Breedon)	Canklow	Cement works
	Finningley	Cement works (Ready Mix) ⁵

⁵ The plant has been removed in December 2017

39. The Doncaster sites in table 10 above will be proposed for safeguarding in the Doncaster Local Plan. The Rotherham sites in table 10 above are safeguarded in the Publication Sites and Policies document. There is no information available at a local authority area relating to site capacity.

Road Network

40. The major road network used for the transport of minerals in and around Doncaster and Rotherham consists of:

- A1M and A1 (major north – south route) and the M18 leading to the M180 and the M62 (the east – west route)
- A614 – Bawtry to Thorne (located in the vicinity of Doncaster’s sand and gravel extraction area links to the A638, and M180 via the A18)
- A638 – Wakefield to Bawtry through Doncaster centre (north –south)
- A19 – Doncaster to Selby
- A630 – Sheffield, Rotherham, Doncaster, to the M18
- A57 – Sheffield to Worksop (through Rotherham)
- A631 – Sheffield to Bawtry
- A629 – Chapletown
- A633 – Barnsley; and
- A6195 – Dearne Valley Parkway.

41. Doncaster’s Core Strategy 2011-2028 (adopted May 2012) states all proposals including minerals will be required to provide a technical assessment of the transport impacts using the most up-to date guidance, policy and best practice. Transport plans will continue to be required and the plans will deal with detailed routing, off-site parking, hours of movement, considerate driving and complaints procedure and will be incorporated into pre-application discussions and/or planning agreements. (See Policy 9-Providing Travel Choice paragraph 4.4). This requirement is to be retained in the new Local Plan

42. Rotherham’s Core Strategy 2013-2028 (adopted September 2014) and Sites and Policies document (Pre-submission Publication version; September 2015) require proposals to make adequate arrangements for sustainable transport infrastructure, and take into account good practice guidance including that relating to transport assessments. They also promote improvements to the freight network and the transfer of freight from road to canal.

Traffic Issues

43. Nationally road transport equates for 90% of aggregate mineral movement, with rail representing 9% and waterways only 1%. Quarries on the whole result in heavy goods vehicle (HGV) traffic. Exceptions include quarries located near to navigable waterways or rail depots. Nearly all of this sub region’s minerals are however, transported by road. HGV traffic can have adverse environmental impacts such as noise, air pollution, vibration, dust and road safety hazards for pedestrians, cyclists and other vehicles. Lorries also produce carbon emissions, which contribute toward global warming. To minimise the impacts associated with HGV traffic the use of rail and water for the transportation of minerals is encouraged in the Core Strategy. It should be noted from

the outset that currently the potential for increasing the sustainable transportation of minerals is locally very limited.

Marine Aggregates⁶

44. Marine aggregates are not currently a consideration for Doncaster and Rotherham local authority areas, the port of Hull however has a fairly direct rail route, but there are no plans to source or distribute marine aggregates in the short, medium or long term. Dredging takes place off the Humber Estuary, with licences containing substantial reserves. Industry is reviewing aggregate supply into South and West Yorkshire and adjacent areas via the Humber River, but this will require wharves. On a positive note, Doncaster and Rotherham is well connected in terms of navigable waterways. See paragraph 29.

Assessment of Future Supply

Housing

45. The Housing Need Assessment 2015 (HNA2015) published in summer 2015 contains detailed analysis of the housing market area, area profile, population & household projections, and future housing need of the general population and specific groups. The housing need calculations included in the report is the overall objectively assessed housing need (OAHN), the affordable housing need (AHN) and the gypsy/traveller accommodation need (GTAN). The HNA2015 update published March 2016 identifies housing proposals of 920 per year, equating to 15,640 new homes over the 17 year plan period. *Please note a Planning Inspector recently considered a planning appeal against the Council's refusal of a proposal for housing at Westminster Drive, Dunsville and [concluded that Doncaster's housing need is much higher and that consequently the Council is unable to demonstrate the required 5 years' supply](#). The Council does not agree with the Inspector's decision and has submitted a High Court challenge. In the meantime the Council will continue to determine planning applications as normal on the basis that it can demonstrate a sufficient supply - as shown in its latest published [5 Years Housing Land Supply Statement in August 2017](#).*
46. Policy CS6 'Meeting the Housing Requirement' of Rotherham's adopted Core Strategy identifies a total requirement of 14,371 homes between 2013 and 2028. This includes the provision to address shortfall in delivery between 2008 and 2013 and equates to an annual requirement of 958 homes. This is equivalent to 1878 homes per year for both plans. Sites to meet this requirement will be allocated through the Sites and Policies document.
47. Further detail will emerge as Rotherham and Doncaster's Local Plans evolve. An initial draft version of the Doncaster Local Plan will be available over winter 2017 and will contain detail on housing and employment requirements. This information will be included in either subsequent LAA.

Infrastructure Proposals

48. Full details of the infrastructure development proposals for Doncaster can be found in the [Doncaster Infrastructure Strategy \(July 2016\)](#). Details of Rotherham's infrastructure requirements are set out in Appendix A of the adopted Core Strategy 2014 and the

⁶ A brief summary of the conclusions of the 2014 Marine Aggregates study can be found in paragraph 14 of the 2015 LAA. For reserves and resources see paragraph 50 of the 2016 LAA

Community Infrastructure Levy Background Paper February 2016. In December 2014 the chancellor identified a number of specific road improvement schemes to be funded around the country. These include upgrading of the A1 between Darrington (Wakefield MDC) and Redhouse (Doncaster MBC). Within the table, the High Speed 2 project is the only project that may significantly increase the pressure on demand. This is however, a long term project currently with an expected opening date of 2033 for phase 2b.

49. In 2017 Rotherham Council introduced a Community Infrastructure Levy (CIL). The Regulation 123 list sets out the type of infrastructure items that will be funded via CIL proceeds in the future. This includes primary and secondary school places, named highway junction improvements, improvements to public transport infrastructure, doctors surgeries, improvements to existing green infrastructure, recreation and open space, public Library extension, refurbishment and redevelopment, named police station expansions and the Rotherham Renaissance Flood Defence Scheme.

Table 11 Infrastructure Proposals

Doncaster MBC Infrastructure Proposals		
Major Infrastructure Scheme	Proposal	Start Date
Great Yorkshire Way (formally known as Finningley and Rossington Regeneration Route Scheme)	2km dual carriageway running from A638 (Parrot's Corner) to Hurst Lane/airport access road.	Construction of phase two in progress. Completion by 2018
Hatfield Link Road / M18 improvements	The new road will link Hatfield-Stainforth to junction 5 of the M18 motorway/junction 1 of the M180 motorway	Spring 2017
A630 West Moor Link	Dualling of the A630 (West Moor Link) between junction 4 of the M18 motorway to A18 (Thorne Road) and between the A18 and A630 (Wheatley Hall Road),	Business case 2016 Funding to be secured but construction is scheduled to start in 2019/2020
A1/A19 Link Road (part of the Pan-Northern link (Barnsley to Doncaster)	The proposal links A638 at Redhouse close to junction 38 of the A1m to the A19 at Bentley Moor Road, north of Toll Bar and Hickleton / Marr Bypass	Funding yet to be secured but scheme forms part of the Sheffield City Region Infrastructure Plan 2016.
Capacity improvements to the rail network	electrification of routes upgrades to freight lines signalling and loading gauge improvements	Network Rail will be implementing a number of improvements to the rail freight network during its next control period (2019-2024). The schemes are identified among Network Rail's key investment priorities.
Unity DN7 –	Four phases. housing, employment, marina development (phases 1 to 3) Bus and rail transport interchange – Hatfield and Stainforth (phase 4)	2016 to beyond 2029
Doncaster Sheffield Airport - rail station	FARRRS/Great Yorkshire Way required first. No guidance to say at what point a rail service is commercially viable?	No start date
Priority bus routes improvements.	<ul style="list-style-type: none"> • Barnsley - Doncaster North (from A635 Barnsley to 	2016 onward

	<p>Doncaster north via Thurnscoe).</p> <ul style="list-style-type: none"> • Doncaster North - park and ride wind turbine. • Doncaster – Thorne Road - key bus route. • Doncaster Balby Road (A630) - key bus route. • Doncaster to Doncaster Sheffield Airport. 	
Strategic rail interchange (iPort)	multi-purpose rail freight interchange near to junction 4 of the M18 motorway 570,000 square metres of grade A warehousing space	Commenced November 2014. First units completed in 2016 with occupancy expected in 2017
High Speed Rail college / infrastructure institute	Institute scheme has not yet been programmed.	Construction work started in March 2016. Completed August 2017. Opened October 2017
Don Valley Power Project	December 2014 'Sargas Power' acquired the Don Valley Power and CCS Project from 2Co Energy. Proposal is currently for a gas fired power station.	Planning consent secured 2009. Start date unknown
Thorpe Marsh Power Station		Planning consent secured 2011. Subject to financing, the plant is likely to become operational in 2018/2019.
Flood risk programme	Repair and improve existing flood defences and develop new ones at various locations across the borough, including surface flood water alleviation, pumping station improvements, bank/sluice/reservoir / tidal door refurbishments and flood wall replacements	2015-2019
Civic & Cultural Quarter (CCQ)	major mixed-use regeneration scheme Later phase new leisure uses, new cinema, new library / resource centre, and further office and residential schemes	Phase 1 complete
High Speed 2	Planned high-speed railway link between London, Birmingham, East Midlands, Sheffield and Manchester.	First phase scheduled to begin in 2017 reaching Birmingham by 2026. Full completion expected by 2033. The preferred route (phase 2b) has been confirmed to pass through the Western edge of Doncaster near Mexborough. The phase 2b Bill will be submitted to government in 2019, with 2033 as a target for opening the route
Rotherham MBC Infrastructure Proposals		
Essential Infrastructure Scheme		Start Date
Bassingthorpe Farm access		2020

road		
Parkgate Retail Park access		2022
Improvements to 14 roundabouts / junctions		2014 / 2018 (some improvements commenced)
Bus Rapid Transit northern route		Commenced
3 cycle routes		Commenced
1 new primary school and nursery (Bassingthorpe Farm)		2023
17 school extensions		2013 – 2023
4 new / redeveloped health centres		2018 - 2025
Expansion of 2 police stations		2018
New fire station		2018
Rotherham Renaissance Flood Defence Scheme		2018
High Speed 2	Not identified in current infrastructure delivery study; route safeguarded Sites and Policies document. Construction is unlikely to start until towards the end of the plan period (circa 2025).	First phase scheduled to begin in 2017 reaching Birmingham by 2026. The route of phase 2 has been confirmed to pass through Rotherham. Full completion expected by 2033.

Are Adequate Resources Available to Meet Development Proposals?

Sand and Gravel

50. Based on ten year average sales of 0.3 million tonnes the land bank for sand and gravel stands at 29 years for 2016, and is well above the NPPF advised 7 year landbank. This landbank has increased significantly due to improved response rates from owner / operators. Historic returns have confirmed that only a small proportion of the remaining permitted reserve in Doncaster is however suitable for use as concreting aggregate with about 2Mt (approximately 23%) of the landbank being sharp sand and gravel. With the improved returns identifying additional reserves, the current permissions we have may provide enough sand and gravel within Doncaster to meet development proposals, but there is still an issue with the need for sharp sand and gravel. We have also only received a few sand and gravel submissions for the Local Plan and these have been assessed, but the assessment report will be published with the Local Plan in 2018. It is also essential that we also identify the best remaining resource options in Doncaster as 'Areas of Search' within the Local Plan. These 'Areas of Search' 'allocations' however will be identified in the Doncaster Local Plan for consideration and take up by industry. Please note, sand and gravel is also imported into 'South Yorkshire' from other areas such as Nottinghamshire, Lincolnshire and the East Riding as identified paragraphs 14 and 15 earlier in the document and discussed further in the section on 'Neighbouring Mineral Planning Authorities - Resources' (paragraph 56 onward).
51. New Local Plan proposals for housing, employment and infrastructure **will** impact on sand and gravel resources. Based on the 10 year average sales of 0.3Mt Doncaster will be able to provide approximately 4.8Mt of sand and gravel during the remaining Local Plan Period 2016 to 2032. Approximately 40 to 50% of this material remains in the Yorkshire and Humber region. South Yorkshire is also dependent on sand and gravel imports predominantly from Nottinghamshire, Lincolnshire and East Riding. The 2014 Annual Monitoring Survey identified the total imports into the South Yorkshire sub region of 0.76Mt, which is significantly greater than Doncaster's production. South Yorkshire will therefore continue to be dependent on these sources to deliver Local Plan proposals.

Site Proposals (Sand and Gravel and Limestone)

52. Proposals are currently being assessed for the Doncaster Local Plan. Information will be available on site proposals early 2018. There are no mineral site allocations in the Rotherham Local Plan.

Sand and Gravel Areas of Search

53. Proposals have been assessed for the Doncaster Local Plan and will be published with the Publication version of the Local Plan in 2018. There are no mineral allocations in the Rotherham Local Plan

Secondary and Recycled Aggregate

54. There is limited information available at a Doncaster and Rotherham level in relation to secondary and recycled aggregate. The 'Barnsley, Doncaster and Rotherham Joint Waste Plan' states that approximately 1.8 million tonnes of construction, demolition and excavation waste is produced annually, with 1.7 million tonnes (94%) being recycled or reused.

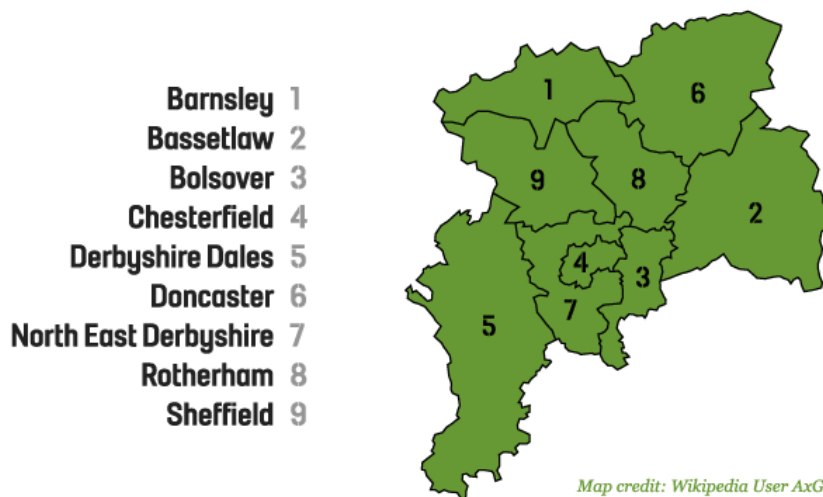
Crushed Rock

55. The Magnesian Limestone crushed rock landbank currently stands at thirty years, with between 70 to 90% of the material produced in Doncaster staying within South Yorkshire and West Yorkshire. Neighbouring authorities have no concerns regarding the supply of crushed rock in the short, medium or long term. Three year average sales (2.4Mt) are currently showing a trend for increased demand. Previous monitoring reports have also identified crushed rock replacing sand and gravel for concreting manufacturing.

Neighbouring Mineral Planning Authorities - Resources

Sheffield City Region (and Sheffield City)

56. The Sheffield City Region (SCR) is the administrative boundary for the Sheffield City Region Combined Authority, with responsibility for delivering the 'Strategic Economic Plan' and the 'SCR Infrastructure Investment Programme' over the next ten years. The SCR geography straddles both the Yorkshire and Humber Aggregate Working Party boundary and the East Midlands Aggregate Working Party boundary. It is comprised of the nine Local Authority areas of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield. Further consideration of adjacent areas is given below. Sheffield city, Barnsley and Rotherham are consumers of aggregate relying on provision from Yorkshire and Humber region and East Midlands. With aggregate monitoring information limited to a sub-region level with further detail is unavailable.



North Lincolnshire and East Riding's (Humber LAA Area)

57. The 2014 Aggregate Mineral Survey spreadsheet provided by the BGS (see appendix 3) shows no exports of sand and gravel from quarries in North Lincolnshire. However the 2014 Aggregate Mineral Survey and the consultation response from East Riding county Council shows that 10% to 20% of Yorkshire and Humber's consumption not attributed to any sub-regional area is from East Riding. 20% to 30% of South Yorkshire's sand and gravel consumption comes from the East Riding, and 25% of Yorkshire and Humber's consumption is from the East Riding and North Lincolnshire.

58. Cove Farm (Haxey) is situated on the border of Doncaster in North Lincolnshire. The site produces mainly silica sand and does not contribute toward the aggregate landbank. The sites at Messingham and Manton also produce mainly silica sand. Eastfield Farm (Winteringham) produces silica sand and gravel, being located approximately 23 miles from north east Doncaster (Thorne, Hatfield, Stainforth) material could potentially be used in this area.

59. North Cave (East Riding) produces sand and gravel, and is located approximately 24 miles (along the M62) north east of Doncaster. This material therefore could potentially be used in the Thorne, Hatfield, Stainforth areas of Doncaster. These potential sources are not a practical solution for Rotherham's sand and gravel requirement, but supply is however market driven. The extract from the draft 2017 Humber Area LAA incorporating 2015 data (below) shows permitted and operational sites within the Humber area.

Permitted Sand & Gravel Extraction Sites in the Humber Area			
Quarry	Mineral Planning Authority	Operator	Status
Brandesburton	East Riding of Yorkshire	Sandsfield Gravel	Active
Garton		Clifford Watts	Active
Gransmoor		Clifford Watts	Inactive
Little Catwick		Yarrows Aggregates	Active
Brigham		Clifford Watts	Dormant
North Cave		Humberside Aggregates	Active
Park House Farm, Gransmoor		Clifford Watts	Active
Turtle Hill, Gransmoor		Clifford Watts	Active
Everthorpe		Clifford Watts (silica sand)	Inactive
Cove Farm, Haxey		North Lincolnshire	North Lincs Aggregates (sand)
Eastfield Farm, Winterton	A & F Dowson (silica sand and gravel)		Active
Kettleby Parks, Barnetby	Breedon Aggregates (sand and gravel)		Active
Messingham	Sibelco UK (silica sand)		Active

Source: Humber Area Local Aggregate Assessment 2017

Derby, Derbyshire and the Peak District National Park

60. Just 1% of the sand and gravel produced in Derbyshire is exported to the Yorkshire and Humber region. 12% of the crushed rock produced in Derbyshire (872,845 tonnes) and 15% of the Peak District National Park (266,164 tonnes) is exported into the Yorkshire and Humber region⁷. The Derbyshire County Council, Derby City Council and The Peak District National Park LAA goes on to say it clear from the size of Derbyshire and the PDNP's landbank of aggregate grade crushed rock that it will be able to continue to supply markets as required at least over the timescales covered by the authorities Development Plans .

Leicester County Council

61. The 2014 Annual Mineral Survey returns identify around 530,000 tonnes of crushed rock exported from Leicestershire to the south Yorkshire sub region. 85% (about 450,000 tonnes) is transported by rail with virtually all of the rock coming from two quarries, Bardon Hill and Mountsorrel. AM2009 returns identified just over 300,000 tonnes was exported to south Yorkshire from Leicestershire, mainly from Mountsorrel Quarry. Aggregate Industries operate Bardon Hill Quarry, and have rail connected depot in Sheffield at Brinsworth. The company has a road surfacing contract with Sheffield City Council; therefore the significant increase between 2009 and 2014 may be largely due to this. Paragraphs 5.12/13 of the latest Leicestershire LAA show that both Bardon Hill and Mountsorrel Quarries have received permissions in recent years which have extended the life of their operations. It is not possible to identify where the remaining 15% (80,000 tonnes) of aggregate is distributed to.

Nottinghamshire County Council

62. Nottinghamshire is an important producer of sand and gravel and has a large export market, which includes South Yorkshire. 30% of Nottinghamshire's sand and gravel production is exported into the Yorkshire and Humber region. The material is sourced from the Idle Valley (near Bawtry) immediately adjacent the southern Doncaster borough boundary. Given the proximity of the material it is assumed the ideal market source is Doncaster. Material has been extracted from this area for a number of years, and the draft 2017 Nottinghamshire LAA identifies the main export markets as Rotherham and Doncaster and neighbouring authorities in the East Midlands. It goes on to identify that resource depletion is now starting to limit output, and over the last 10 years the number of active quarries has fallen from 9 to 6 and output halved. Nottinghamshire County Council has withdrawn its Minerals Local Plan in May 2017 and officers will be reviewing the allocations methodology and preparing a revised Minerals Local Plan. As such it is not possible at this time to determine how this will affect the supply of minerals into South Yorkshire, but suffice it to say existing provision will remain unaffected in the short term. A planning permission at Sturton Le Steeple with an estimated output of 500,000 tonnes per annum has been implemented and is likely to be partially worked in 2017 before being mothballed. If this quarry was fully operational it would provide a valuable long term source of sand and gravel to supply North Nottinghamshire and the Rotherham and Doncaster markets for approximately 20 years (source draft 2017 Nottinghamshire LAA)

63. Doncaster, Rotherham, Derby(shire) and Nottinghamshire have a 'Joint Position Statement' identifying and addressing the issues above. It states provision will be maintained in the short term, but long term the reserves are less certain. Further agreement and discussion will be required in the future.

⁷ Source - Derbyshire County Council, Derby City Council and the Peak District National Park Authority LAA 2016 (and based on 2009 data)

North Yorkshire County Council and the Yorkshire Dales National Park

64. The 2014 national monitoring data shows that between 1 and 10% (up to 76,000 tonnes) of the sand and gravel produced in North Yorkshire and between 1 and 10% (up to 212,000 tonnes) of the crushed rock from North Yorkshire is consumed in South Yorkshire. It also shows less than 1% of the crushed rock for the Yorkshire Dales National Park is destined for south Yorkshire. The monitoring data also shows that Doncaster exported (in 2014) between 28,000 and 280,000 of crushed rock to North Yorkshire. The North Yorkshire LAA identifies a potential for a small increase in demand for sand and gravel as a result of supply constraints in South Yorkshire and has been considered in there Forecasting Demand for Aggregates Minerals Discussion Paper July 2014 and incorporated in the forecasting methodology outlined in Appendix 3 of the 2016 Doncaster and Rotherham LAA. It should be noted that only very small amounts of sand and gravel are imported into the North Yorkshire sub-region from sources including Doncaster.

West Yorkshire Sub Region

65. The West Yorkshire sub region covers the City of Bradford MDC, Leeds City Council, Wakefield MDC, Kirklees and Calderdale Councils. West Yorkshire imports and consumes sand and gravel and crushed rock aggregate, rather than exporting it to other areas. The 2014 West Yorkshire sub region Annual Monitoring shows one operational sand and gravel extraction site within West Yorkshire. West Yorkshires sand and gravel sales and reserves figures are combined with South Yorkshire's for confidentiality reasons. The West Yorkshire 2015 Local Aggregate Assessment identifies that in 2009 around 73,000 tonnes of sand and gravel and 141,000 tonne of crushed rock are imported into West Yorkshire from South Yorkshire⁸. In 2014 this changes significantly with just over 3,800 tonnes of sand and gravel and 630,000 tonnes of crushed rock exported to West Yorkshire from South Yorkshire. For these monitoring years there is a huge decrease in sand and gravel exports, but a huge increase in crushed rock exports. With only two monitoring periods however, it is difficult to ascertain with any degree of certainty what his could mean long term. West Yorkshire is also heavily reliant on North Yorkshire and Derbyshire for their aggregate resources. Further monitoring is essential to establishing any pattern of imports and exports.

Conclusion

66. The NPPF requires that all planning authorities calculate their own landbanks and apportionments (local need) and ensure full use is made of recycled materials where appropriate. It goes on to say the Local Aggregates Assessment is to be based on 10 year average sales and other relevant information. Doncaster and Rotherham will continue to do this as part of the requirement to undertake an annual review and produce a Local Aggregate Assessment. The document will provide a snapshot of annual aggregates monitoring for 2016 and contribute toward the respective Core Strategy and Local Plan evidence base documents.

67. The NPPF requires that a landbank of at least 7 years for sand and gravel should be maintained. The sand and gravel reserve for 2016 is 8.8Mt following updated and improved monitoring responses. The overall sand and gravel landbank is currently at

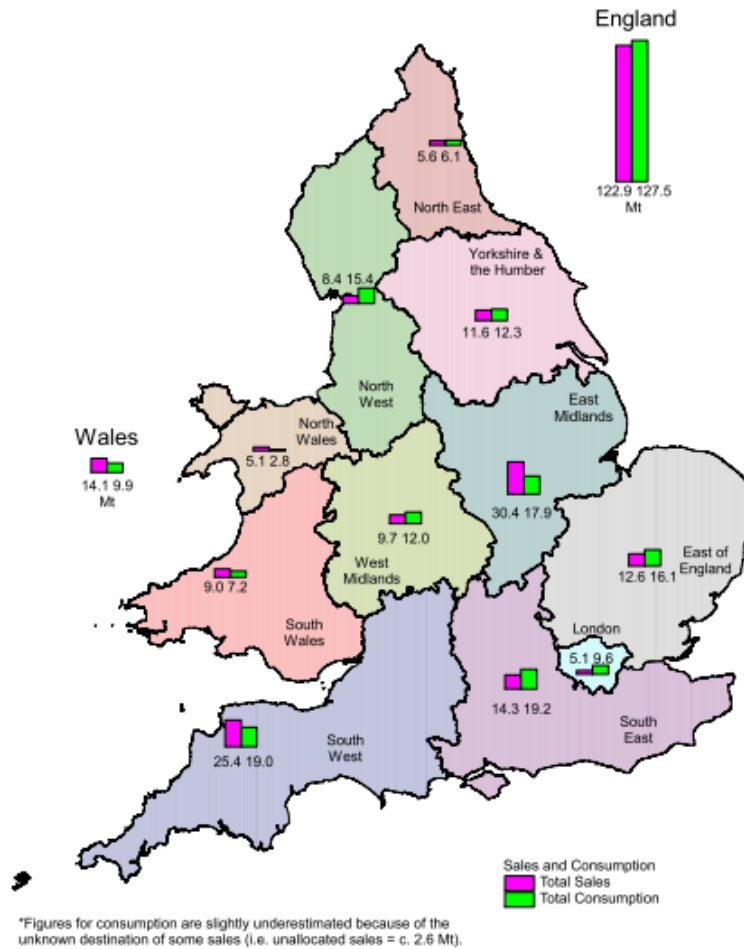
⁸ Source Local Aggregate Assessment for West Yorkshire 2015 (2014 Data) (figure based on adjusted 2009 BGS data)

nearly 30 years based on average sales data of 0.3 million tonnes (Mt)⁹. Previous monitoring shows that the sand and gravel resource available is currently 99% soft sand, however improved response rates from owner operators now show that about 23% of the landbank is currently made up of sharp sand and gravel. The improved monitoring information shows the sand and gravel landbank may now be sustained beyond the proposed 17 year plan period for Doncaster or 15 year plan period for Rotherham. The assumption is based on 10 year sales data, however if sales continue to increase annually (which is the current trend) a revised view may be required. The level of sharp sand and gravel resource, which is used for concreting products, still remains as a local concern and dependence on imports is likely to remain.

68. In the short to medium term sand and gravel will also continue to be imported from the Idle Valley in Nottinghamshire and other areas in lesser quantities. Nottinghamshire County Council is currently reviewing its approach to their Minerals Local Plan following its withdrawal early this year. The approach, timescales and way forward is yet to be confirmed.
69. The NPPF requires that a landbank of at least 10 years for crushed rock should be maintained. Based on the previous ten year average sales of 1.7 million tonnes, there is more than a sufficient supply of crushed rock, with the landbank currently standing at over thirty years. The Magnesian Limestone Crushed rock landbank is also likely to be sustained beyond the proposed 17 year plan period without the need for new permissions. 2014 monitoring showed that over half the crushed rock sales within the borough was used for concreting aggregate, identifying a potential transition away from sharp sand and gravel to crushed rock for concreting products. This should continue to be monitored to identify if there is any additional impact on available crushed rock reserve. In line with the NPPF requirement 'to provide for a steady and adequate supply of crushed rock aggregate' the available supply of crushed rock should meet the required demand. It should however be noted that the large landbank is 'tied up' in a small number of sites and the Council will take account of the number of sites when making decisions to ensure completion is maintained. Finally monitoring shows there is an upward trend on crushed rock sales and the three year average sales figures for crushed rock equate to 2.4Mt which is higher than the ten year average.
70. The recently published 2014 Collation of Aggregates Minerals Survey for England and Wales provides an up-to-date understanding of national, sub national sales, inter-regional flows, transportation, consumption and permitted reserves of primary aggregates. The diagram (below) shows the national sales and consumption figures for each region. Within the Yorkshire and Humber region aggregate sales equate to 11.6 million tonnes and aggregate consumption equates to 12.3Mt. The total consumption exceeds sales by a marginal 0.7Mt and is sourced from other regions. The East Midlands region produces 30.4 million tonnes of primary aggregate, consumes 17.9Mt and exports 12.5Mt. The 2014 Aggregates Minerals Survey identifies 50 to 60% (up to 0.5Mt of Nottinghamshire's sand and gravel production is exported into the Yorkshire and Humber region. 20 to 30% (up to 0.23Mt) comes from East riding, and up to 20% (0.15Mt) comes from Lincolnshire. This equates to imports in the region of 0.88Mt in 2014. Given Doncaster produced 0.14Mt in 2014 it could be assumed that the South Yorkshire 'local need' for sand and gravel equates to around 1Mt annually. Given this level of detailed monitoring only takes place every four years it is difficult to identify any trends or future demand from this, but it could be perceived as an indicator or baseline.

⁹ based on previous 10 years sales figures

Map 11: Sales and consumption of primary aggregates, 2014



71. With regard to recycled and reclaimed aggregate the information we have available relates to Doncaster, Rotherham and Barnsley and identifies that approximately 1.8 million tonnes of construction, demolition and excavation waste is produced annually, with 1.7 million tonnes (94%) being recycled or reused.
72. The development proposals and infrastructure requirements are identified in the respective Infrastructure Development Plans and based on Doncaster's and Rotherham's adopted Core Strategies. Rotherham has prepared a 'pre-submission Publication Sites and Policies document' which sets out the detail of how the Core Strategy requirements will be met. With consultation of proposed Main Modifications expected to take place in early 2018. It is anticipated that this document will be adopted in mid-2018.
73. Doncaster Council is working toward the production of a Local Plan updating existing planning policies and replacing the Core Strategy and Unitary Development Plan saved policies. Timescales for the Local Plan publication is spring 2018 and the plan will cover all allocations including housing, employment, infrastructure proposals and the identification of mineral sites, areas of search, safeguarding areas. The High Speed 2 preferred route (phase 2b) has been confirmed to pass through the Western edge of Doncaster near Mexborough and as such has delayed the publication of the Doncaster's Local Plan. The phase 2b Bill will be submitted to government in 2019,

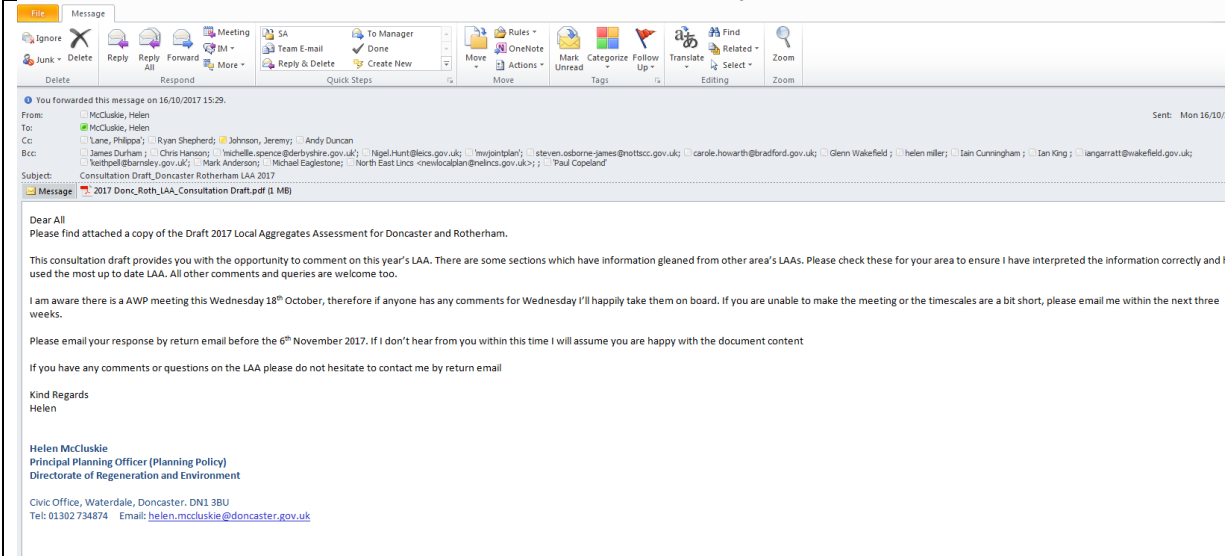
with 2033 as a target for opening the route. Confirmation of detailed development proposals within the Local Plan is therefore not currently possible for Doncaster until the plan is published.

Contacts

Authority	Contact Name	Telephone No.
DMBC	Helen McCluskie	01302 734874
RMBC	Ryan Shepherd	01709 823888

Appendix One consultation comments:

LAA (2017) consultation responses

Name and Company / Organisation	Response	Amendment / Comment
Email sent 16/10/2016 – see below..		
 <p>From: McCluskie, Helen To: McCluskie, Helen Cc: Lane, Philippa; Ryan Shepherd; Johnson, Jeremy; Andy Duncan Bcc: James Durham; Chris Hanson; nichelle.spence@derbyshire.gov.uk; Nigel.Hunt@leics.gov.uk; 'myjointplan'; steven.osborne-james@nottscc.gov.uk; carole.howarth@bradford.gov.uk; Glenn Wakefield; helen.miller; Ian Cunningham; Ian King; iangarratt@wakefield.gov.uk; 'southall@barndale.gov.uk'; Mark Anderson; Michael Eaglesome; North East Lincolnshire Local Plan; Paul Copeland Subject: Consultation Draft_Doncaster Rotherham LAA 2017</p> <p>Message: 2017 Donc_Roth_LAA_Consultation Draft.pdf (1.1 MB)</p> <p>Dear All Please find attached a copy of the Draft 2017 Local Aggregates Assessment for Doncaster and Rotherham.</p> <p>This consultation draft provides you with the opportunity to comment on this year's LAA. There are some sections which have information gleaned from other area's LAAs. Please check these for your area to ensure I have interpreted the information correctly and have used the most up to date LAA. All other comments and queries are welcome too.</p> <p>I am aware there is a AWP meeting this Wednesday 18th October, therefore if anyone has any comments for Wednesday I'll happily take them on board. If you are unable to make the meeting or the timescales are a bit short, please email me within the next three weeks.</p> <p>Please email your response by return email before the 6th November 2017. If I don't hear from you within this time I will assume you are happy with the document content</p> <p>If you have any comments or questions on the LAA please do not hesitate to contact me by return email</p> <p>Kind Regards Helen</p> <p>Helen McCluskie Principal Planning Officer (Planning Policy) Directorate of Regeneration and Environment</p> <p>Civic Office, Waterdale, Doncaster. DN1 3BU Tel: 01302 734874 Email: helen.mccluskie@doncaster.gov.uk</p>		
<p>Comments of W Clifford Watts</p>	<p>Yorkshire & Humber AWP October 2017 meeting Y&H AWP AMR 2017 / Humber LAA / Doncaster-Rotherham LAA / W Yorks Combined LAA</p> <p>Doncaster-Rotherham LAA</p> <ol style="list-style-type: none"> 1. Whilst we recognise the difficulty, particularly Doncaster, is under in continuing to provide for its own sand and gravel needs, and despite the fact that the LAA is very forthcoming about the levels of imports and exports, we believe that the LAA would better serve the interests of the mpas by adding a quantitative forecast of demand. This would not and could not, constitute a forecast of supply, since everyone agrees that South Yorkshire area cannot supply its own sand and gravel needs through resource depletion. The sub region receives substantial imports of sand and gravel and we need more clarity in how trends in demand will affect these imports in the future in order to determine the likely effects on the exporting areas, which must surely be in everyone's interest to know. 2. The method we have outlined for the Humber area will not unfortunately work in South Yorkshire because the linear relationship is not present. 	<p>Paragraph 70 (was para 69) amended to say 'This equates to imports in the region of 0.88Mt in 2014. Given Doncaster produced 0.14Mt in 2014 it could be assumed that South Yorkshire 'local need' for sand and gravel equates to around 1Mt per. Given this level of detailed monitoring only takes place every four years it is difficult to identify any trends or future demand from this, but it could be perceived as an indicator or baseline.'</p>

	<p>However, in the context of an import level of sand and gravel of 0.88 Mt (from para 69) and around 0.10 Mt extracted and sold from Doncaster, it would appear that the demand for sand and gravel in South Yorkshire would currently be around 1.0 Mtpa. As such this could form the basis of a forecast of sand and gravel demand rather than the 10 year average of sales of a declining resource, which is affected by changes depending on which side of the regional border Finningley is working, and the assessment of concreting aggregates in the landbank. In this context, having a 30 year landbank is not very meaningful, and neither is a 10 year average. Consideration should therefore be given to basing future forecasts on the high levels of imports, and whether these can be sustained in the long term. Although this LAA is more realistic than many others, it could still be improved in its predictive capacity, which is after all, what it is supposed to be doing.</p>	
Tarmac	<p>Helen. Regarding Harrycroft Quarry. Appeal against the refusal was submitted to Planning Inspectorate 4th December 2017. At Finningley quarry the ready mix plant was operated since 2013 by Hope (now Breedon) ie not a Tarmac operation. The plant has been removed this month. Regards David</p>	Document amended
Nottinghamshire CC	<p>Hi Helen, One small typo.... Para 63- It should say Nottinghamshire rather than Nottingham. Other than that all fine. Steve</p>	Document Amended
North Yorkshire CC	<p>Dear Helen, Thank you for circulating the Doncaster and Rotherham LAA for comment. North Yorkshire County Council support the information in para 64 relating to North Yorkshire and have no further comments to make. Regards Joan</p>	Noted
East Riding CC	<p>Thank you for consulting the East Riding of Yorkshire Council on your draft LAA. Apologies for not responding to the earlier consult. Information regarding the East Riding appears to be fairly reflected within the document except for para 57. I'm</p>	Amended text in paragraph 57

assuming it is trying to say that based on AM2014:

- 1) 10% to 20% of Yorkshire and Humber's **consumption** not attributed to any sub-regional area is from East Riding.
- 2) 20% to 30% of South Yorkshire's sand and gravel **consumption** comes from the East Riding, and
- 3) 25% of Yorkshire and Humber's **consumption** is from the East Riding and North Lincolnshire.
- 4) If this is the case, could the paragraph possibly be clarified?

The Doncaster/Rotherham landbank figure is inflated by lower 10 year average sales figures over time. This is clearly shown in table 2 where in 2007 there was a land bank of 12.5 years with a reserve of 10.1Mt, but in 2016 there is a much higher land bank of 29.3 years but a lower reserve of 8.8Mt.

This results in there being little imperative to allocate, encourage or permit additional supplies of sand and gravel to come forward within Doncaster/Rotherham by virtue of the area far exceeding a 7 year land bank. This approach to calculating the land bank may therefore perpetuate a less sustainable pattern of supply of importing sand and gravel aggregate from elsewhere, including from the East Riding, into Doncaster/Rotherham.

A way of counteracting this would be to uplift the 10 year sand and gravel sales average and calculate the land bank based on this, rather than on purely the 10 year average. The West Yorkshire, North Yorkshire, and Humber LAAs all do this to some degree already and may provide examples of ways in which a similar approach could be taken forward in the Doncaster/Rotherham.

Regards,
James

We are not proposing (at this time) to uplift figures as it is not currently part of the guidance requirements. The last ten years average annual sales are used to calculate the landbank. (This method will continue to be used until the national guidance changes or other acceptable guidance is made available)

The authority is pro mineral-development subject to applications meeting all the relevant policy requirements. But we have limited applications compared to previous years probably due to sharp sand and gravel resource decline.

YORKSHIRE & THE HUMBER Aggregate Working Party MPA list

Barnsley Metropolitan Borough Council
Bradford Metropolitan Borough Council
Calderdale Metropolitan Borough Council
City of York Council
Doncaster Metropolitan Borough Council
East Riding of Yorkshire Council
Kingston upon Hull City Council
Kirklees Metropolitan Borough Council
Leeds City Council
North East Lincolnshire Council
North Lincolnshire Council
North York Moors National Park
North Yorkshire County Council
Rotherham Metropolitan Borough Council
Sheffield City Council
Wakefield Metropolitan Borough Council
Yorkshire Dales National Park