

Local Aggregate Assessment

(Doncaster and Rotherham)
2015 (Post Consultation Version)

(Incorporating 2013 Aggregate Monitoring Data)



Prepared by:

Doncaster Metropolitan Borough Council

Planning Services, Regeneration and Environment

Doncaster Metropolitan Borough Council, Floor 4, Civic Office,
Waterdale, Doncaster, DN1 3BU

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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. There is a requirement that every MPA, whether they have aggregate extraction in their area or not, should produce an LAA
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.

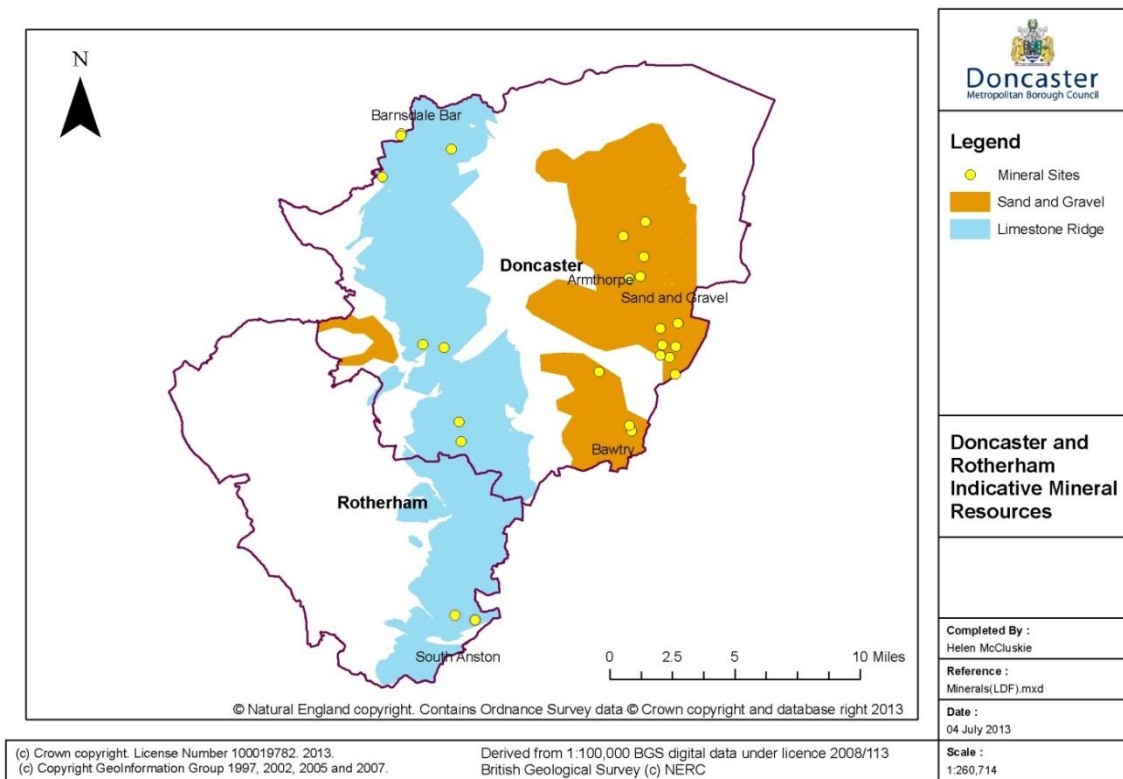
Production of the Doncaster and Rotherham Local Aggregate Assessment

5. 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’ Aggregates area, due to minerals being found within the authority boundaries. The Authorities have worked together for a long time 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. 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'

- The map below shows the indicative aggregate mineral resources (and where they are or have been worked) for both Doncaster and Rotherham. It identifies the crushed rock (Magnesian Limestone) resources as a band running roughly north to south from Barnsdale Bar in Doncaster to South Anston, in Rotherham. Sand and gravel is commercially sourced within Doncaster, with resources located to the east around the small towns of Bawtry and Armthorpe. Sand and gravel is also extracted over the administrative border in North Nottinghamshire (East Midlands AWP). Detailed information on Doncaster's geological resources is available here at <http://www.doncaster.gov.uk/services/planning/doncaster-geodiversity-assessment>

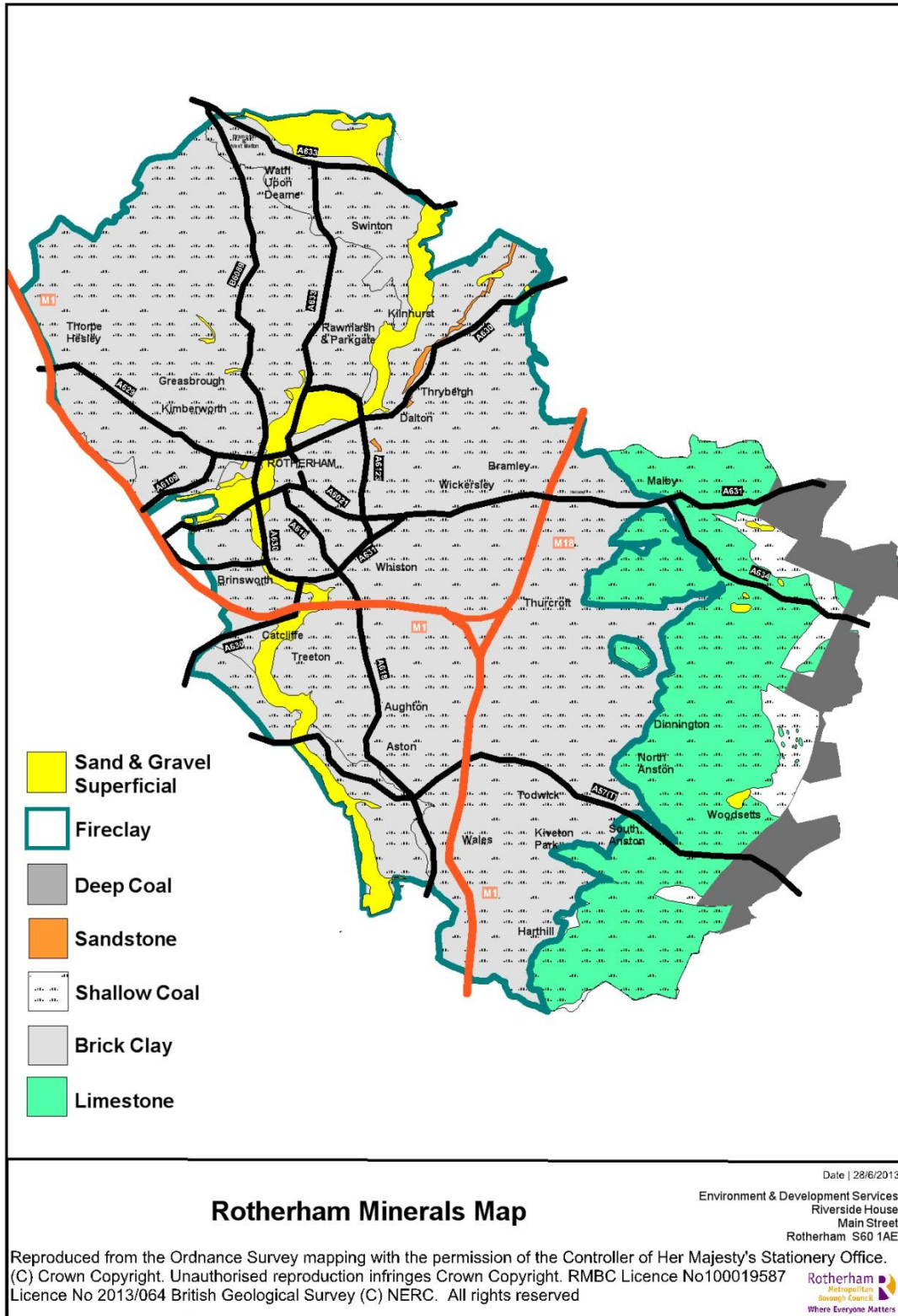
Indicative map showing Doncaster and Rotherham mineral sites and aggregate resources



- Rotherham is dominated by coal measures, with shallow coal in the west and central areas. There are no sand and gravel workings. The area is not a major producer of aggregate minerals and this has subsequently reduced to one mothballed limestone quarry at Harry Croft / Lindrick Dale South Anston. Harry Croft has been identified as a historic source of building material for prestige buildings and is therefore a likely source of architectural and dimension stone for heritage restoration projects. Doncaster provides the bulk of the production of aggregates (due to the nature of the geology) and this pattern will more than

likely continue although Harry Croft still has permitted reserves of 2.55 Million tonnes of Limestone

Rotherham's Mineral Resources



Aggregate Resources and Principal Uses

Deposit	Use
Sand and Gravels are sub-divided into:	
Blown sand	Not worked in Doncaster / Rotherham
River terrace and sub-alluvial deposits	A small amount of river gravel is being worked and Dunsville (Lings Farm) along with the Sherwood Sandstone and current consented (but un-worked) areas of river gravels exist at Low Grounds Farm (as a new site) and at Armthorpe Quarry as a small extension. River gravels were historically the focus at Blaxton, Wroot Road, and Austerfield Quarries but these are now depleted and the sites such as Austerfield are now worked purely for Sherwood Sandstone.
Glaciofluvial deposits	Glacial deposits have been worked around Finningley Park, Rossington (Stripe Road) High Common (near Tickhill), and Hurst Plantation. BGS data also identifies historical workings that coincide with glaciolacustrine deposits at Beech Tree Farm (Cantley).
Glaciolacustrine deposits	
Sherwood Sandstone (Soft Sand)	Sherwood Sandstone is worked at Austerfield quarry, Lings farm (Dunsville) and Wroot Road. The soft sand is mainly used for asphalt and mortar sand, but Wroot Road also uses the material for agricultural and horticultural purposes.
Crushed Rock (Magnesian Limestone / Limestone Dolomite)	<p>Dolomite is the only significant source of crushed rock in Doncaster and Rotherham and depending on its physical properties it can be used for a variety of purposes, such as construction fill, drainage media, sub bases for roads and for buildings. Dolomite is worked at Cadeby, Stainton, Warmsworth, Hazel Lane and at Barnsdale Bar just outside the borough. Harry Croft Quarry (mothballed).</p> <p>The pale coloured dolostones have historically been quarried for local building stone, which can be seen around Brodsworth, Hampole and Conisbrough, and also in prestige buildings such as Brodsworth Hall and Cusworth Hall. Building stone such as at Cadeby quarry and Hazel Lane quarry is largely produced as a by-product of aggregates and dolostone production, but good quality stone extracted by traditional quarry methods is intermittently available with extant (but currently un-used) planning permission at Parknook quarry (Local Geological Site no. 6.18) for 'hand-worked quality building stone for restoration projects'.</p> <p>Dolostone is also important in certain industrial applications where its chemical properties are important. Dolostones with sufficiently low levels of impurities to be used in steelmaking and glassmaking are relatively scarce in Britain. The Permian, Cadeby Formation in the Cadeby, Sprotborough and Warmsworth area is, however, of higher purity. Dolostone for industrial purposes is required to be of high chemical purity accounts for a relatively small and decreasing proportion of total dolostone output in Britain.</p>

	Industrial Dolostone is sourced at Warmsworth quarry and Cadeby quarry. The quality of the stone is variable and selective quarrying of specific horizons and subsequent blending is required to ensure that the stone meets the low iron requirements for glassmaking and filler applications.
Sandstone (Upper Carboniferous)	The sandstones of Pennine Coal Measures Group have (regionally and historically) been a prolific source of building stone. Upper Carboniferous sandstone is not now worked in Doncaster
Recycled Aggregate	Generally produced in association with construction and demolition projects and therefore varied and intermittent. The material is used for low grade fill, but the minerals industry is researching additional higher grade uses
Colliery Spoil	Hatfield colliery active in 2013 (but closed 2015). Colliery Spoil uses include bulk fill for land raising and road construction projects, such as Unity (formerly known as DN7 project) and the Finningley

Quarries and Operators in Doncaster and Rotherham

Quarry Name	Owner / Operator	Status (2013)	Resource	Location
Austerfield Quarry	Hanson Quarry Products Europe Ltd	Active	Sand	Doncaster
Finningley Quarry	Tarmac	Inactive	Sand	Doncaster
Dunsville Quarry	Breedon Aggregates	Active	Sand	Doncaster
Blaxton Quarry	Tarmac	Inactive	Sand	Doncaster
Partridge Hill	Tarmac	Inactive	Sand	Doncaster
The Lings	Tarmac	Inactive	Sand	Doncaster
Stainton Quarry	Marshalls Natural Stone	Active	Crushed Rock	Doncaster
			Crushed Rock	Doncaster
Holme Hall Quarry (Stainton)	Hope Construction Materials	Active	Crushed Rock	Doncaster
			Crushed Rock	Doncaster
Barnsdale Bar	Darrington Quarries	Active (North Yorkshire)	Crushed Rock	Doncaster
			Crushed Rock	Doncaster
Sutton Field Quarry	Darrington Quarries	Inactive	Crushed Rock	Doncaster
Harrycroft Quarry	Lafarge Aggregates Ltd	Inactive	Crushed Rock	Rotherham
Cadeby Quarry	Operator and lease holder (as of 2012) Grants Precast Ltd	Active (non-aggregate)	Dimension Stone	Doncaster
Hazel Lane Quarry	Cat Plant Ltd	Active	Crushed Rock	Doncaster
Warmsworth Quarry	Sibelco	Active (Industrial mineral)	Industrial Limestone	Doncaster

2013 Monitoring Information

Mineral Sites

9. In 2013 the production of sand and gravel was taking place at Austerfield, and Dunsville quarries. Wroot Road quarry primarily produces sand for agriculture, but also provides an inconsequential amount of aggregate. Finningley (58's Road), Blaxton quarry, Partridge Hill, and The Lings are currently inactive. Extraction at Finningley Quarry regularly moves across the borough boundary between Doncaster and North Nottinghamshire.
10. Limestone is being extracted at Holme Hall and Barnsdale Bar quarries (outside the Doncaster area). Cadeby quarry is active for non-aggregate use, and Stainton 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. No monitoring information was received in 2013 regarding the status of Hazel Lane quarry, although it has since been confirmed that material is being extracted.
11. Sutton Field quarry, and Harry Croft quarry (Rotherham) are inactive. Sutton Field is worked out under the current planning consent and requires restoration. Harry Croft has planning permission for extraction until 2016 (which has historically been extracted at a rate of approximately 300,000 tonnes per annum).

Austerfield Sand Pit



2013 Annual Monitoring Report for Doncaster and Rotherham Mineral Planning Authorities

12. This section presents statistical monitoring information on aggregate minerals supply for the year 2013, but also includes 2009 distribution monitoring data. The purpose of the survey is to collect sales, distribution and permitted reserves of aggregates in the Doncaster and Rotherham Sub Region. 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 2003 to 2013 (Mt)

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Doncaster	0.6	0.5	0.5	0.4	0.4	0.5	0.16	0.14	0.14	--

Note: figures up to 2009 are aggregated with West Yorkshire for confidentiality reasons

13. Table 1 above shows the sales of sand and gravel prior to the economic downturn at around half a million tonnes per annum, the figures, however are amalgamated with West Yorkshire. The figures from 2010 onward are for Doncaster only. Sand and gravel is not extracted in Rotherham. Please note, given the number of operating quarries in the Doncaster area, Breedon Aggregates do not want their data publishing as it will breach confidentiality requirements. The 2013 data is therefore blank. Assumptions will be made using 2012 monitoring information. Average sales over the last three years equate to 0.14 Mt (assuming that the 2013 data would be similar to 2012 data). Also previous returns (see 2014 LAA) have identified that mostly soft sand is now extracted locally and sold in Doncaster in the wider region.

Destination of Sales of Land Won Sand and Gravel Aggregate 2009

14. The [Aggregate Minerals Survey](#) (AMS) has been carried out at four yearly intervals since 1973 and was due to be undertaken in 2014 collecting 2013 data. The 2014 AMS was delayed will now be carried out at a five year interval collecting 2014 data. The AMS provides an in-depth analysis of the following:

- National and regional sales
- Inter-regional sales flows
- Transportation methods of minerals
- Consumption
- Permitted reserves

15. The British Geological Survey is conducting the national monitoring survey. This information will be available next year (2016).

16. The 2009 survey collected regional distribution figures as part of the four yearly survey. The limited information means that meaningful figures can only be given at an inter-regional level. However, Table 2 below shows that 91% of material produced in South and West Yorkshire remains in the Yorkshire and Humber region.

Table 2 Destination of Sales of Land Won Sand and Gravel Aggregate 2009

Destination→ Producer ↓	Yorkshire and Humber Region	North East Region	East Midlands Region	Other	Total sold by producers (1000 tonnes)
South and West Yorkshire¹	91%	0	7.8%	0.76%	523

17. The 2009 survey also provided information on the subdivision of permitted reserves of sand and gravel into sand suitable for concreting, other sand and total gravel. The returns confirm that only a small proportion of the permitted reserve in Doncaster is suitable for use as concreting aggregate. See table 3 below.

Table 3 Permitted Reserves of Sand and Gravel for Aggregate Use at 31/12/09 (thousand tonnes)

	Sand Suitable for Concreting	Other Sand	Total Sand	Total Gravel	Undifferentiated Sand and Gravel	Total Sand and Gravel Reserves
Doncaster (South Yorkshire)	725	4082	4807	225	-	5032

Reserves of Sand and Gravel for Aggregate Use

18. Table 4 below 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. *For the purposes of monitoring this LAA has based the reserve and landbank of permissions for 2013 on the previous ten year sales 2004 to 2013 which equates to 0.35 million tonnes*

¹ Please note any monitoring referenced in previous aggregate assessments prior to 2010 is identified as 'South Yorkshire' but refers to Doncaster and Rotherham MPAs only

Table 4 Reserves of Sand and Gravel for Aggregate Use

	Sand and Gravel	
	Reserve (Mt)	Landbank (yrs)
2004	14.3	17.7
2005	10.5	13.0
2006	10.3	12.7
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	4.01 ²	11.5

Note: Different methodologies were used to calculate the landbanks, please bare this in mind when considering trends.

19. The NPPF advises that a landbank of at least 7 years for sand and gravel should be maintained. The overall sand and gravel landbank is currently at 11.5 years based on average sales data of 0.35 million tonnes (Mt) for the previous 10 years.

New Permissions for Sand and Gravel Extraction 2013

20. No new permissions were granted

Wharves and Rail Ports

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

Table 5 Sand and Gravel Quarries (Doncaster only)

Quarry Name	Owner / Operator	Status (2013)
Austerfield Quarry	Hanson Quarry Products Europe Ltd	Active
Finningley Quarry	Tarmac	Inactive

² The Lings permission expired

Dunsville Quarry	Breedon Aggregates)	Active
Blaxton Quarry	Tarmac	Inactive
Partridge Hill	Tarmac	Inactive
The Lings	Tarmac	Inactive
58's Road	Rotherham Sand and Gravel	Inactive
Wroot Road Quarry	Yorkshire Horticultural Ltd	Active (Part time) and predominantly sand for agriculture (estimated figures)

Crushed Rock (Limestone Aggregate)

22. Magnesian Limestone (Dolomite) is the only aggregate rock worked in the Doncaster and Rotherham area. Table 6 below, sets out the crushed rock aggregate and non-aggregate sales between 2004 and 2013. Sales have steadily declined since 2006, until 2009 where they fell significantly. Average sales over the last three years equate to 1.1 Mt

Table 6 Crushed Rock Aggregate and Non-Aggregate Sales 2004 to 2013 (Mt)

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Doncaster and Rotherham	3.1	3.0	2.6	2.3	2.2	1.4	1.0	1.0	1.1	1.2

Table 7 Crushed Rock Sales (%)

CRUSHED ROCK SALES (%)	
Igneous rock	N/A
HSA Igneous rock	N/A
Limestone (including carboniferous, magnesian and jurassic)	100%
Sandstone (including greywacke, gritstone and quartzite)	N/A
HSA Sandstone (including greywacke, gritstone and quartzite)	N/A

Total crushed rock	100%
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23. Table 7 above shows the monitoring information requested through the Yorkshire and Humber Aggregate Working Party. Further information should be requested in the next monitoring round to identify meaningful data identifying aggregate used for concrete, uncoated roadstone (MOT type 1 and 2), screened and graded construction aggregate and bulk fill. The 2010 monitoring identified nearly 50% sales for concreting aggregate, 10% screened and graded construction aggregate, 26% uncoated roadstone (MOT type 1 and 2) and 13% construction fill.

Table 8 Destination of Sales of Crushed Rock Aggregate in 2009

Destination→ Producer ↓	Yorkshire and Humber Region	North East Region	East Midlands Region	Other	Total sold by producers (1000 tonnes)
South Yorkshire	85%		13%	2%	1282

24. The 2009 survey (see table 8 above) collected distribution data which is shown above for the South Yorkshire region. It shows that 85% of the material produced in South Yorkshire stays within the Yorkshire and Humber region. The information is only available at a regional level.

Table 9 Reserves of Crushed Rock for Aggregate Use and Landbank

	Crushed Rock	
Year	Reserve (Mt)	Landbank (yrs)
2004	93.7	28
2005	65.1	19.5
2006	62.8	18.8
2007	60.8	18.2
2008	58.8	17.6
2009	63.4	27.5 ³
2010	62.4 ⁴	24.6

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

2011	61.2	26.7
2012	60.0	28.9
2013	59.5	31.3

25. Table 9 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 10 years.

For the purposes of monitoring this LAA has based the reserve and landbank of permissions for 2013 on the previous ten year average sales 2004 to 2013 which equates to 1.9 million tonnes.

26. The NPPF advises that a landbank of at least 10 years for crushed rock should be maintained. The crushed rock landbank currently stands at over 30 years. The fall in reserves between 2004 and 2005 is due to the reapportionment of approximately 25 million tonnes limestone aggregate (required to contribute toward the landbank) to industrial mineral (which is not monitored), rather than a physical reduction in the amount of material available. The marginal increase in the reserve in 2009 is due to the granting of an extension to Holme Hall Quarry.

New Permissions for Quarrying Crushed Rock Aggregate Granted in 2013

27. No new permissions were granted in 2013.

Wharves and Rail Ports

28. The wharf at Cadeby quarry sits at the side of the river Don which runs west to north east through the borough and is navigable from Sheffield to Fishlake. It then joins up to a larger network of navigable waterways including the New Junction Canal, the Stainforth and Keadby Canal, the Aire and Calder Navigation, the River Trent and beyond. Cadeby quarry wharf is currently inactive. There are no suitable aggregate sites in Doncaster with rail depot potential. A 'rail connected aggregates depot' with coated roadstone plant has recently been (conditionally) granted permission at Brinsworth, Sheffield which is just on the border with Rotherham.

29. The marine aggregates study contains a map regional of the navigable waterways and the barge capacity along each length of waterway and was prepared in consultation with stakeholders (Figure 67015.MA.005). The map illustrates commercial barges can travel extensively around the region including Doncaster and Rotherham

30. Rotherham has 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 rail sidings at the former Maltby Colliery identified and proposed for safeguarding in the Local Plan Sites and Policies document (Pre-submission Publication version; subject to Council approval). No capacity information is currently available for the above sites.

Table 10 Crushed Rock (Limestone Aggregate) Quarries Doncaster and Rotherham

Quarry Name	Owner / Operator	Status
Glen Quarry (Stainton)	Marshalls Natural Stone	Active
Holme Hall Quarry (Stainton)	Tarmac	Active
Barnsdale Bar	Darrington Quarries	Active (North Yorkshire)
Sutton Field Quarry	Darrington Quarries	Inactive
Harrycroft Quarry (Rotherham)	Tarmac	Inactive
Cadeby Quarry	Owner - Tarmac Operator (as of 2012) Grants Precast Ltd	Inactive (aggregate) Active (non-aggregate)
Hazel Lane Quarry	Cat Plant Ltd	Active

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. This poses a problem for Doncaster and Rotherham due to the size of the area and the number of operators. Revealing information at this level could impact on commercial sensitivity and competition. The 2009 data has been included in the previous sand and gravel, limestone monitoring sections.

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).

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 11 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 currently no localised information available at a Doncaster and Rotherham local authority areas relating to annual sales, average past sales and changes to sites and throughputs.

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 12 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

36. There is Network Rail ‘railhead’ at Ten Pound Walk which brings 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. Colliery spoil is produced at Hatfield colliery and is identified for use in the ‘Unity’ (formerly DN7) development proposal. Production at Hatfield colliery will cease in August 2015. Spoil Recycled aggregate tends to come from construction, demolition and excavation projects which are temporary in nature. *As such recycled material production data is not currently available at a local level for Doncaster and Rotherham.*

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-Dearne
- Roy Hatfield Ltd, Fullerton Road, Rotherham
- J White & Co (TDE) Ltd, Meadowbank Road, Rotherham



Hatfield Colliery – Spoil Tip

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:

Table 13 Asphalt Plants

Express Asphalt	Aggregate Industries	Doncaster	Active	Asphalt sand sourced from Dunsville Quarry
Steelphalt	Harsco	Rotherham	Active	

Table 14 Ancillary Minerals Infrastructure

Company		Location		Type Of Infrastructure
Hanson UK		Auckley Rossington		Concrete Production Concrete Production
Marshalls plc		Stainton		Concrete Products, Batching & Processing

Tarmac		Kirk Sandall Finningley Finningley Wath-upon- Dearne Aston		Concrete Batching Handling & Processing Handling & Processing Cement works Cement works
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
Breedon Aggregates Ltd				None
Hope Construction Materials		Canklow		Cement works
Cemex		Parkgate		Cement works

39. Cadeby quarry is located adjacent to the river Don and has a wharf which it can be used to transport material. The sites will be proposed for safeguarding in the new Local Plan. There is currently no information available at a Doncaster and Rotherham 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);
- 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)
42. Rotherham's Publication Core Strategy 2013-2028 (adopted September 2014) and Sites and Policies document (Pre-submission Publication version; subject to Council approval) 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 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 Aggregates Study (2014)

44. A marine aggregates study has recently been produced (funded by contributions from various Yorkshire and Humber authorities). The study will look at the deliverability of a larger supply of marine dredged aggregate into the Yorkshire and Humber region substituting for a proportion of current land-won sand and gravel resources.
45. The study concluded that;
- marine aggregates can and are readily substituted for land won aggregates,
 - the resource is considered to be many tens of millions of tonnes,
 - there is sufficient un-utilised licensed dredging tonnage,
 - there is sufficient spare capacity in the dredger fleet to increase the amount being dredged from the Humber licensing area to 2 million tonnes per annum,
 - there are no competing offshore interests constraining future dredging,
 - the one operating marine aggregate wharf in the region (Hull) is operating at half capacity,
 - the Hull facility is the likely location for an increase in landings,
 - distribution in the future could be by road, rail, or canal and waterway,

- smaller vessels could access up to eight other ports and river wharves,
- the land required for a marine wharf will vary from 1 ha to 5 ha in size depending on whether processing is required
- existing ports and wharves have limited spare land available
- stakeholders stated no immediate need for a shift to marine aggregates but this will change in the medium term
- additional grant funding to support new marine aggregate infrastructure would help
- stakeholders stated the lack of a regional planning strategy is hindering cross boundary planning
- it is very unlikely that the 2 million tonne uplift in marine aggregate will be realised by the existing infrastructure (and infrastructure operators) in the short term
- industry expects to see a significant increase in marine aggregate over the medium to longer term
- joint venture organisation of aggregate dredging, marine wharf operation and/or wider distribution will more than likely be required

46. Marine Management Plans will also be consideration when evaluating the viability of further marine aggregate provision as the Marine and Coastal Access Act 2009 divides the UK marine areas into marine planning regions with an associated planning authority are required to prepare a marine plan for the area. *Marine won sand and gravel is not produced within the Doncaster and Rotherham local authority areas.*

Assessment of Future Supply

47. Chapter 5 of the Doncaster Core Strategy deals with homes and communities and sets out an ambitious target of 1,230 each year between 2011 and 2028 equating to 20,910 new homes in total. The Inspector's 'main modifications' to Policy CS6 'Meeting the Housing Requirement' of Rotherham's Publication adopted Core Strategy now 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 2188 homes per year for both plan periods. 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 2016 and will contain detail on housing and employment requirements. This information will be included in the 2016 LAA.

Infrastructure Proposals

48. Full details of the infrastructure development proposals for Doncaster and Rotherham can be found in the respective Core Strategies. See page 106 of the Doncaster Core Strategy 2011-2028 (Adopted May 2012) and Table 20 (page 175) of Rotherham's Publication Core Strategy 2012. Table 14 overleaf gives a summary of the proposals. Within the table, the High Speed 2 project is the only project that may increase the pressure on demand. This is however, a long term

project currently in its infancy. It is not currently shown on the Rotherham Infrastructure Delivery Plan as no route has been set and construction is unlikely to start until near the end of the Rotherham plan period.

Table 14 Infrastructure Proposals

Doncaster MBC Infrastructure Proposals	
Major Infrastructure Scheme	Start Date
Finningley and Rossington Regeneration Route Scheme – FARRRS. Plus FARRRS extension	2014 - Phase 1 completion 2016 Phase 2 (extension) to start 2017
M18 Junction 5 – New link road to Hatfield – Stainforth, with junction improvements	Planning permission for phase two of the Hatfield Power Park was approved January 2009. Phase two permission requires that the link road and junction improvements are complete before any development can be occupied. Link road to start spring 17
Rail Station at Robin Hood Airport	Delivery dependent on passenger growth - anticipated 2020
Flood Defences	Commenced
Civic and Cultural Quarter - Redevelopment	Commenced
A630 Westmoor link Road upgrade to dual carriageway	Start 2019
Potential for A to A19 link road	Aspirational start 2020
Rotherham MBC Infrastructure Proposals	
Essential Infrastructure Scheme	Start Date
Bassingthorpe Farm access road	2018
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
10 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 of line yet to be agreed. If development comes forward then construction is unlikely to start until towards the end of the plan period (circa 2025).	2025

Are Adequate Resources Available to Meet Development Proposals?

Sand and Gravel

49. There are limited and declining sand and gravel resources. It is proposed to identify new resource options as 'Areas of Search'; however these must be taken up by industry. The larger mineral companies have stated previously that they believe there are now very limited sharp sand and gravel resources available in Doncaster; this is reflected in the large soft sand landbank. Please see 2013 and 2014 LAAs for information

Site Proposals (Sand and Gravel and Limestone)

50. Proposals are currently being assessed for the Doncaster Local Plan. Information will be available on site proposals toward the end of 2015

Sand and Gravel Areas of Search

51. Proposals are currently being assessed for the Doncaster Local Plan. Information will be available on site proposals toward the end of 2015

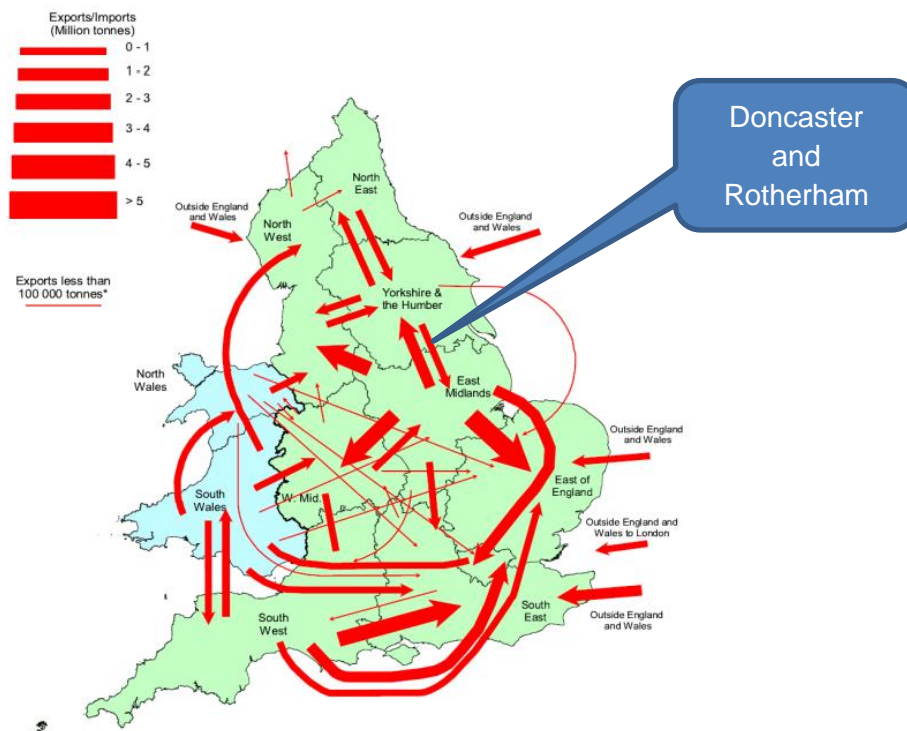
Secondary and Recycled Aggregate

52. 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

53. The Magnesian Limestone crushed rock landbank stands at over thirty years, with 85% of the material staying within the Yorkshire and Humber region. 2010 monitoring identified nearly 50% sales for concreting aggregate, 10% screened and graded construction aggregate, 26% uncoated roadstone (MOT type 1 and 2) and 13% construction fill. The Authorities have no concerns regarding the supply of crushed rock in the short, medium or long term. The plan below shows fairly balanced inter-regional flow of crushed rock from the Yorkshire and Humber region to other regions.

Crushed Rock inter-regional flows (AM2009)



Adjacent Neighbours - Resources

54. Table 15 below shows aggregate mineral exports into the Yorkshire and Humber region. Detail is mostly only available at a regional level. Some Authorities are starting to consider additional monitoring at a more local level to provide more detailed information.

Table 15 Aggregate Mineral Exports (Other Areas)

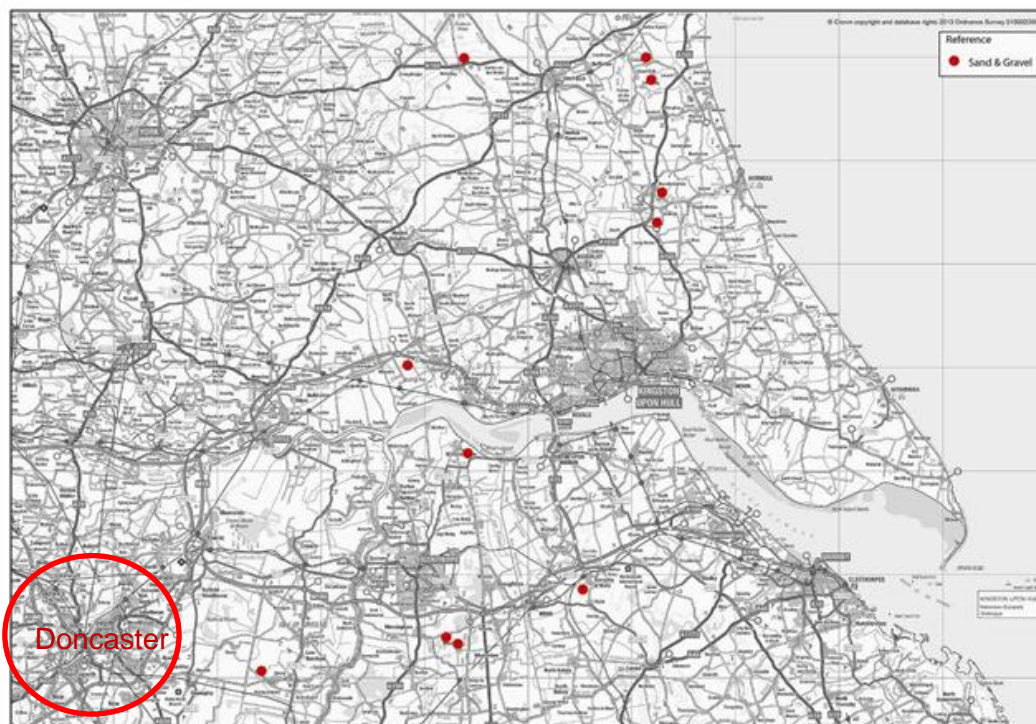
Material	From	To	Amount (%)	Original dataset	Source
Sand & Gravel	Derbyshire	Yorkshire and Humber	1%	AM2009	2013 LAA
Crushed Rock	Derbyshire	Yorkshire and Humber	12%	AM2009	2013 LAA
Crushed Rock	Derbyshire (Peak District)	Yorkshire and Humber	15%	AM2009	2013 LAA
Sand & Gravel	Nottinghamshire	Yorkshire and Humber	30%	AM2009	2015 LAA
Sand & Gravel	Lincolnshire	Yorkshire and Humber	7.7%	AM2009	2013 LAA
Sand & Gravel	East Riding	Yorkshire and Humber	52%	AM2009	2014 LAA
Sand & Gravel	North Yorkshire	Yorkshire and Humber	17%	AM2009	2013 LAA
Sand & Gravel	North Yorkshire	South Yorkshire	5 to 10%	AM2009	2013 LAA

North Lincolnshire and East Riding's Role in Aggregates Mineral Supply for Doncaster and Rotherham

55. Quarries in North Lincolnshire export a nominal amount of sand and gravel (7.7%) into the Yorkshire and Humber region, whereas East Riding exports 52%.
56. 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 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.
57. North Cave (East Riding) produces sand and gravel, being located approximately 24 miles (along the M62) from north east Doncaster (Thorne, Hatfield, Stainforth) material could potentially be used in this area.
58. These potential sources are not a practical solution for Rotherham's sand and gravel requirement, supply is however market driven. The extract overleaf shows other permitted and operational sites within the Humber area.

Table 2: Permitted Sand & Gravel Extraction Sites in the Humber Area		
Quarry	Operator	Status
Turtle Hill	Clifford Watts	Active
<u>Brandesburton</u>	<u>Sandsfield Gravel</u>	Active
North Cave	Humberside Aggregates	Active
Park Farm, Burton Agnes	Clifford Watts	Active
Little <u>Catwick</u>	Yarrows Aggregates	Active
Cove Farm, <u>Haxey</u>	<u>Sibelco UK (silica sand/sand)</u>	Active
<u>Kettleby Parks</u>	<u>Breedon Aggregates</u>	Active
<u>Messingham</u>	<u>Sibelco UK (silica sand)</u>	Active
<u>Eastfield Farm, Winterringham</u>	A & F Dowson (silica sand and gravel)	Active
South Farm, Manton	A & M <u>Borrill (silica sand)</u>	Inactive

Figure 6: Permitted/Operational Sand and Gravel Sites in the Humber Area



Source: Humber Area Local Aggregate Assessment 2014

Derbyshire's Role in Aggregates Mineral Supply for Doncaster and Rotherham

59. Just 1% of the sand and gravel produced in Derbyshire and 18% of the crushed rock produced in Derbyshire and the Peak District National Park is exported into the Yorkshire and Humber region.

Nottinghamshire's Role in Aggregate Mineral Supply for Doncaster and Rotherham

60. 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 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 2014 Nottinghamshire LAA identifies the area as a 'traditional source of material' supplying Doncaster and South Yorkshire. In the short term the current levels of production will be maintained from permitted reserves. A permitted but unused quarry at Sturton Le Steeple could potentially produce 500,000 tonnes of material annually if the demand was there. The site could possibly operate for 20 years and the operator has indicated to the County council they may wish to start extraction in 2017. In the medium term a number of allocations have been identified in the 2013 Minerals Local Plan Preferred Approach document. The resources in the Idle Valley are likely to fall in the long term as resources are used up. The LAA will monitor the long term impacts, as the next nearest source of material is Newark in the Trent Valley, which is significantly further away.

61. The two authorities (along with Derbyshire and Rotherham) have a memorandum of understanding identifying the issues above. It states provision will be maintained in the short term, but long term the reserves are less certain. The document is regularly discussed and reviewed. (see appendix one)

North Yorkshire's Role in Aggregate Mineral Supply for Doncaster and Rotherham

62. 17% sand and gravel is exported into the Yorkshire and Humber region, with an estimated 5 to 10% destined for South Yorkshire. The North Yorkshire 2015 LAA identifies a potential for a small increase in demand for sand and gravel as a result of supply constraints in South Yorkshire, particularly in respect of sharp sand and gravel

West Yorkshire's Role in Aggregate Mineral Supply for Doncaster and Rotherham

63. West Yorkshire imports and consumes sand and gravel, rather than exports it to other areas. The draft 2014 Local Aggregate Assessment identifies a shortfall of sand and gravel in West Yorkshire and identifies that this could be addressed through marine won sources in the future.

Conclusion

64. The NPPF obligates all planning authorities to calculate their own landbanks and apportionments and ensure full use is made of recycled materials where appropriate. 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 snap shot of annual aggregates monitoring and contribute toward the respective Core Strategy and Local Plan evidence base documents.
65. The NPPF advises that a landbank of at least 7 years for sand and gravel should be maintained. The overall sand and gravel landbank is currently at 11.5 years based on average sales data of 0.35 million tonnes (Mt) for the previous 10

years. This LAA also shows that Doncaster and Rotherham has limited sand and gravel resource availability and the material available is 99% soft sand. The sand and gravel landbank may not therefore be sustained beyond the proposed plan period, which is proposed to be 15 to 20 years at this current point in time. The three year average figure is 0.14 Mt and is significantly lower than the ten year average figure. This figure is based on an estimated 2013 figure. Sales decreased significantly in 2010 from 0.5 Mt to 0.16 Mt, probably due to sand and gravel production moving over into the North Nottinghamshire area and figures not being amalgamated with West Yorkshire.

66. In the short to medium term sand and gravel will continue to be imported from Nottinghamshire to meet demand. However, the resources in the Idle Valley are likely to fall in the long term as permitted reserves are used.
67. The NPPF advises that a landbank of at least 10 years for crushed rock should be maintained. Based on the previous ten year average sales of 1.9 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 will be sustained beyond the proposed 15 to 20 year plan period. Monitoring has shown that over half of the crushed rock sales within the borough are now for concreting aggregate, showing a transition from sharp sand and gravel for concreting products to crushed rock. 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. Three year average sales figures for crushed rock equate to 1.1 Mt, which is 0.8 Mt below the ten year average. There has however, been a 100,000 tonne year on year increase 2011 to 2013.
68. 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.
69. Doncaster council is currently in the process of producing a new 'Local Plan' and at this moment in time the representations received for all development proposals have not been assessed. We are therefore unable to comment on future requirements at this point in time. The 2016 LAA will hopefully contain this information.
70. The development proposals and infrastructure requirements are 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. Subject to Council approval this will be published in September 2015. Submission for examination is programmed for early 2016 and adoption is envisaged in late 2016.
71. It should be noted at this point in time Doncaster council is in the process of producing a new Local Plan. Draft proposals (housing, employment and

others...) will be available during winter 2015 – 2016 for the first stage of initial consultation. Given that housing figures may change. We are unable to comment on long term prospects at this point in time. Once more detail is available and will be included in the next Local Aggregate Assessment

72. Proposed Local Plan timescales are shown below:

- **Call for Sites** - 6 weeks October – December 2014
- **Issues and Options** consultation for 6 weeks - Summer 2015
- MSA / Areas / Sites evidence base for consultation - Winter 2015
- **Draft Local Plan production** consultation for 6 weeks - Winter 2015
- **Publication.** Local Plan published for final consultation - Summer 2016
- **Submission.** Local Plan and representations submitted. Planning Inspector appointed - Winter 2016
- **Public Examination.** - Spring 2017
- **Inspector’s Report...**
 - Doncaster’s Full Council considers the Inspector’s recommendations - Summer 2017
 - Adoption
 - The Local Plan adoption - Autumn 2017

Contacts

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

Appendix One

Memorandum of Understanding



Minerals:

A Joint Position Statement between Rotherham Metropolitan Borough Council,
Doncaster Metropolitan Borough Council

Nottinghamshire County Council and Derbyshire County Council

May 2013

Introduction

The Localism Act and the National Planning Policy Framework (NPPF) places a duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their areas. The duty requires continued constructive and active engagement on the preparation of development plan documents and other activities relating to the sustainable development and use of land, including minerals

Paragraph 181 of the NPPF states that 'Local planning authorities will be expected to demonstrate evidence of having successfully cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination'. This document will help demonstrate the joint working taking place between authorities and will accompany the submission of Local Plan documents.

The 'duty to cooperate' is set out in Section 110 of the Localism Act. This applies to all Local Planning Authorities, National Park Authorities and County Councils in

England. The new duty relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a County Council; It requires that councils:

- set out planning policies to address such issues;
- 'engage constructively, actively and on an ongoing basis' to develop strategic policies; and
- consider joint approaches to plan making.

Paragraph 17 of the NPPF sets out the strategic issues where cooperation might be appropriate. Paragraph 178 to 181 of the NPPF gives guidance on ‘planning strategically across local boundaries’, and highlights the importance of joint working to meet development requirements that cannot be met within a single local planning area.

Background

Doncaster, Rotherham, Nottinghamshire and Derbyshire councils produce ‘primary aggregate’ such as sand and gravel and crushed rock, energy minerals such as shallow coal. Derbyshire and Doncaster also have quarries which produce industrial minerals. The afore mentioned authorities span two separate Aggregate Working Party areas, and as such additional liaison is required. This paper acknowledges that all the councils are at various stages in preparing their Local Plan documents and that there is a need for a consistent approach in terms of mineral related cross boundary issues and opportunities.

Purpose

The purpose of this statement is to set out how the adjoining Councils will proceed to ensure the development of a consistent and complementary policy approach towards minerals policy, development and proposals, and to undertake joint monitoring and evidence base production as required. The authorities named at the end of this document have agreed to the areas of joint or further work set out below.

Constructive Engagement and Supporting Evidence

The named authorities will be considering and taking account of the following points.

1. The provision and sustainable use of all minerals (including energy and industrial) ensuring the sufficient supply of material to provide the infrastructure, buildings, energy and goods
2. Sharing advice and information (including aggregate monitoring information) to complement the preparation Local Plans and Aggregate Assessments (including landbanks, locations of permitted reserves (relative to the market), and capacity of reserves)
3. Cooperating in the preparation of Local Plan policies and evidence base requirements (including identifying):
 - Mineral Safeguarding Areas and safeguarding associated infrastructure
 - Areas of Search
 - Site Proposals and extensions

4. Agreeing the following approach with Derbyshire and Nottinghamshire County Councils :

- Derbyshire (which has a landbank of aggregate grade crushed rock of over 80 years and which currently exports over 75% of its production to other areas) could if necessary contribute toward supplying aggregate mineral to meet the development requirements identified in the Doncaster and Rotherham Local Plan.
- Nottinghamshire (a net exporter of sand & gravel) contributes (in the short term) toward supplying aggregate mineral to meet the development requirements identified in the Doncaster and Rotherham Local Plan.
- The Councils will pursue a coordinated approach to proposals which involve the prior extraction of coal including preparing policies and mapping shallow coal safeguarding areas.

The Council's will continue to work together in future to prepare joint or individual Local Aggregates Assessments and also co-operate in the production of a wider regional Local Aggregate Assessments within their relevant Aggregate Working Party areas. Scope and timescales are yet to be agreed.

The Councils will share information as soon as available, including draft local plan consultation documents prior to the consultation taking place to allow early engagement.

Where no agreement can be reached on a matter related directly or consequentially arising from seeking to achieve the above objectives, a report will be taken through the Councils' appropriate administrative processes

Formal agreement on outcomes of this memorandum for use in development plan documents or monitoring reports will be ratified via reports to the authorities' individual cabinet member or other reporting route as appropriate.

Status

This statement is not legally binding but has been agreed as an appropriate joint position by the following:

Bronwen Knight

Planning Manager

Rotherham MBC

Steve Butler

Planning Policy Manager (Natural Environment)

Doncaster MBC

Rob Murfin
Head of Planning Services
Derbyshire CC

Lisa Bell
Team Manager, Planning Policy
Nottinghamshire CC

Dated: 31 May 2013

List of Authorities (with relevant contact officer):

Authority	Contact Officer	Contact details
Doncaster	Steve Butler	Stephen.Butler@doncaster.gov.uk
	Helen McCluskie	Helen.mccluskie@doncaster.gov.uk 01302 734874
Rotherham	Bronwen Knight	bronwen.knight@rotherham.gov.uk
	Ryan Shepherd	ryan.shepherd@rotherham.gov.uk 01709 823888
Nottinghamshire	Lisa Bell	Lisa.bell@nottsc.gov.uk
	Steve Osborne-James	steven.osborne-james@nottsc.gov.uk 0115 9772109

Derbyshire

Michelle Spence

michelle.spence@derbyshire.gov.uk

Richard Stansfield

Richard.stansfield@derbyshire.gov.uk

References:

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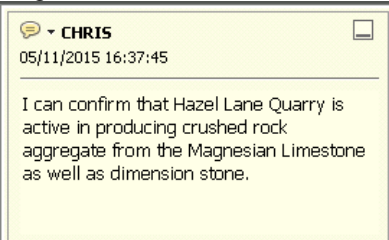
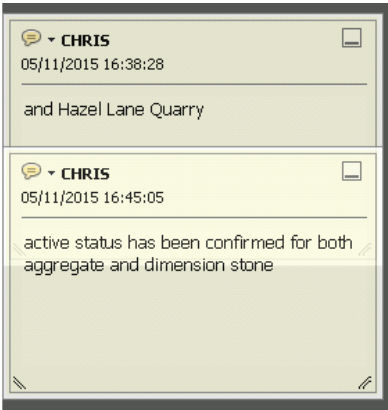
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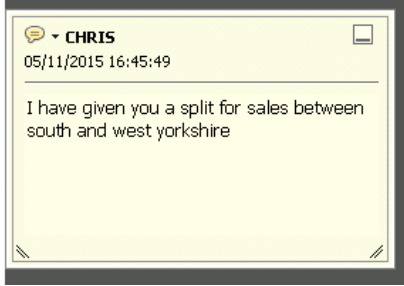
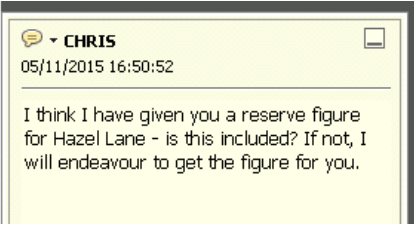
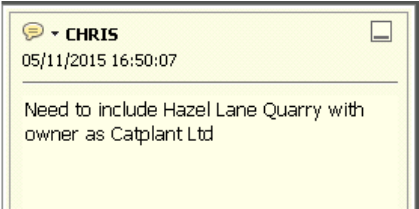
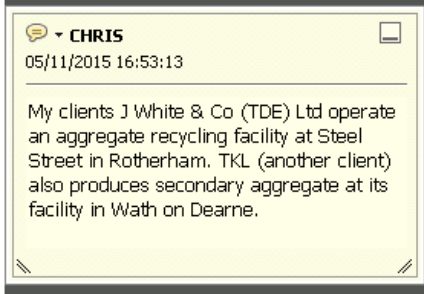
Appendix Two consultation comments:

LAA (2015) consultation responses

Company and Name	Response	Amendment if required
Mike Hurley (Sibelco)	Has no problem with using monitoring return data in the LAA as no breach of confidentiality will be evident (telephone call 18/11/2015)	No amendments required to LAA
Malcom Ratcliffe (MPA)	<p>We have the following comments on the Draft LAA. Items of correction/clarification are as follows,</p> <p>Para 8 – Harrycroft is mothballed not dormant Table ** ref to operator Lafarge Tarmac is now Tarmac Table ** ref to operator of Harrycroft is now Tarmac Table 5 ref to operator Lafarge Tarmac is now Tarmac Table 10 ref to operator of Holme Hall is now Hope Construction Materials Table 10 ref to owner of Cadeby is now Tarmac Table 14 company ref to operator Lafarge Tarmac is now Tarmac</p> <p>We have no other comments up to and including para 46.</p> <p>We are grateful for the discussion on alternative supply scenarios from paras 54 – 63, plus the short discussion of demand factors in paras 47 – 48. However, although this is a step in the right direction, we believe it is not yet an adequate assessment of demand and supply. In particular, it lacks quantitative justification. The description of future expected housing completions would have been better if supported by a comparison of past and future completion rates using the North Yorkshire methodology (also used by the West Yorkshire LAA), to enable an idea of future likely growth to be gauged. We note that Local Plans are not yet finalised. However, even if a definitive growth figure is not available because of this, some indication of when this might be possible would have been useful, along with a provisional estimate of demand.</p> <p>Similarly, the usefulness of infrastructure projects is severely compromised by no indication of aggregate demand for such projects. We also note there is no information of commercial and industrial development likely demand for aggregates based on intended construction rates. Perhaps this is something that could be built in to the revised version of the document.</p> <p>We note the arrangements that the joint authorities have with surrounding mpas for consultation and review, and we note your comments about potential supplying areas. We continue to be of the</p>	<p>Amended</p> <p>All references to ‘Lafarge Tarmac’ now say Tarmac</p> <p>The authority will endeavour to include additional information in future iterations of the LAA</p> <p>With the information we currently have the authority is only able to make general statements in respect of supply and demand</p> <p>Amendment to paragraph 47</p>

	<p>opinion that the LAA should contain a formal acknowledgement of how much the shortfall in supply of sand and gravel for concreting is going to be and when it will be experienced, and by some formal acknowledgement by surrounding mpas whether they could or could not take on the shortfall and whether this will be expressed in policy.</p> <p>For example, if the joint authorities are to rely on Nottinghamshire for supply this needs to be recognised in the LAA and an assessment of the extent to which this can compensate for shortages in local supply. For example, you note the potential output of Sturton le Steeple and when it might be operating. Presumably, this is a replacement for Finningley. Is this capable of meeting all of the shortfall (i.e. what are other operators likely to do?)</p> <p>A fuller picture would in our view meet the requirements of advice by PPG that an LAA should “conclude if there is a shortage or a surplus of supply and, if the former, how this is being addressed.” At present, the LAA only does this in a generalised way.</p> <p>Given that the LAA is an evolving document, we would expect to see the shortcomings we have identified addressed in future versions. In our view, much more work needs to be done on the forecasting of future aggregates demand as required by NPPF and PPG, which should not be confused with a forecast of supply. The availability of AM14 results should give a clearer indication of up to date consumption and supply patterns which could inform a future LAA.</p>	
<p>Joan Jackson NYCC</p>	<p>Thank you for consulting NYCC on the draft LAA. Please note the following comments:</p> <p>1) Table 15 – it is not clear where the 5-10% figure for imports from North Yorkshire has been sourced from. NYCC information (NY LAA 1st review 2015) suggests that, in 2009, 107kt was exported to South Yorks, representing around 6% of total NY sales and around 15% of SY sand and gravel consumption. It should also be caveated that these are figures for a single year and thus only represent a snap-shot and may not be representative of the current position.</p> <p>2) The draft does not appear to set out an estimate of future requirements for aggregates in SY, concentrating more instead on the supply side. It is noted (eg para. 71) that housing figures are not yet finalised and will be taken into account in an updated version of the LAA, which is welcomed. However, it may be possible to explain how it is intended to use such information, when available, to generate a more objective indication of likely future demand in the D&R area alongside</p>	<p>The figure is from the original 2009 aggregates monitoring dataset</p> <p>We are unable to set out future requirements at this point as we do not have the development proposal figures for our new local plan. This will be amended in the next LAA, once the development proposal figures are available</p>

	<p>the identified supply-side constraints on sand and gravel.</p> <p>3) The NY LA (First review 2015) identifies the potential for a small increase in demand for NY sand and gravel arising as a result of supply constraints in SY (ie the growing constraints on the availability of concreting quality sand and gravel in Doncaster) and this is incorporated in to the forecast of demand for sand and gravel in the LAA. It could be helpful if this were referenced in the D&R LAA for consistency and to help demonstrate that a joined-up approach is being followed. Further information on this matter can be supplied if necessary.</p>	<p>Added in para. 62</p>
<p>Chris Ballam On behalf of Catplant (Hazel Lane Quarry)</p>	<p>You have 3 active quarries in Doncaster as Hazel Lane was active in both 2013 and 2014, although I suspect output was much smaller at Hazel Lane than the other two which could still give you confidentiality problems.</p> <p>I have given you the 2014 figure for Hazel Lane. I'll see if I can get you the corresponding figures for 2013.</p> <p>Additional comments received as post it notes within the PDF</p> <p>Page 6</p>  <p>Para 10</p>  <p>Page 11</p>	<p>Hazel Lane quarry has been added to the list of operators</p> <p>Amended</p> <p>Table and paragraph amended to identify material is being extracted</p> <p>No amendments required</p>

	 <p>Page 12 table 9</p>  <p>Table 10</p>  <p>Para 35</p> 	<p>No amendments required</p> <p>Added</p>
<p>Ian Garratt Wakefield MDC</p>	<p>I have read your draft, and it is a very good document, I have no critical comments or observations (minor point: I saw a reference to Hatfield Colliery still being active which you may wish to address</p> <p>(Ian also raises concerns about reporting and maintaining commercial confidentiality and has asked advice from AWP members)</p>	<p>Amended to say 'Hatfield colliery active in 2013 (but closed 2015)'</p>
<p>David Atkinson Tarmac</p>	<p>Helen. Regarding Company names. I'm uncertain whether you are to use Company names as in 2013 or 2015. Lafarge Tarmac was formed January 2013 & sold to CRH August 2015. Our named since the sale is Tarmac A CRH Company). The report has reference to Lafarge ; Tarmac & LT is various sections. naming should be consistent. Since January 2013 Holme Hall Quarry has been</p>	<p>All references to 'Lafarge Tarmac' now say Tarmac</p> <p>Holme Hall Quarry amended</p>

	operated by Hope Construction Materials and the ready mix plant at Finningley Quarry similarly passed to them. David	to Hope Construction Materials
Glyn Guthrie FCC Environment (Darrington Quarries)	Hi Helen, I am happy for the data to be used. Kind regards Glyn Guthrie - General Manager	No amendments required to LAA
Tom Brown Hanson UK	Helen Hanson has no objection to the use of our AWP data being used in the production of the LAA. Regards Tom	No amendments required to LAA
Ian Fanning Network Rail	I have been passed your email below along with confirmation that we are happy for the 2014 monitoring data to be used. If you require any further information please don't hesitate to contact me. Kind regards Ian Fanning Commercial Manager (Sales) - Recycled Aggregates	No amendments required to LAA