Doncaster and Rotherham

2018 Local Aggregates Assessment

Incorporating 2017 Aggregates Monitoring Data

AWP approved 10/01/19

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2018 LAA - 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

2017 sales of sand and gravel increased again on the previous year reaching 0.6Mt. The sand and gravel reserve has been revised down to 5.6Mt with the landbank for this year of 18[1] years. This is a decrease on the 2016 reserve and landbank figure and is due to reviewed reserve estimates.

Crushed Rock

2017 crushed rock sales have decreased to 2Mt, lower than the previous three year's figures. The crushed rock reserve however still stands at 51.5Mt with a reserve of 30 years[2]. Three year average sales figures stand at 2.33Mt. The crushed rock reserve is steadily declining.

	Performance in 2017 (Mt)	In comparison to previous year (Mt)
Land won sand and gravel sales (tonnes) (mostly soft sand)	0.6 Mt	▲
Permitted reserves of sand & gravel (tonnes) (mostly soft sand)	5.6Mt	▼
Sand and gravel landbank (years)	18 years	▼
Land won crushed rock sales (tonnes)	2.0 Mt	▼
Permitted reserves of crushed rock (tonnes)	51.7 Mt	▼
Crushed rock landbank (years)	30.2 years	▼

Development Proposals

The appeal decision was recently granted for Harry Croft crushed rock site in Rotherham which extends mineral extraction to 31 December 2031, with restoration to be completed by 31 December 2033. 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

The 2017 monitoring identifies 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. However without new permissions the reserve toward the end of the plan period may fall below 7 years. 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, locally and regionally, with marine resources being considered as an option for consideration. The Magnesian Limestone Crushed rock landbank is also likely to be sustained beyond the proposed plan periods without the need for new permissions.

[1] 2017 - 10 year average sales for sand and gravel equate to 0.31Mt

[2] 2017 - 10 year average sales for crushed rock equate to 1.7Mt

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..." (paragraph145).

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)

7. 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.

2017 Monitoring Information

8. In 2017 the extraction of sand and gravel was taking place at Austerfield, Finningley, Dunsville quarries, Dale Pit Lakes, Partridge Hill, 58s Road and Wroot Road quarry has consent to extract sand for agricultural use.

9. Limestone is being extracted at Cadeby, Holme Hall / Glen (Stainton) and Hazel Lane 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.

10. The permission for Harry Croft (an inactive crushed rock quarry located in Rotherham) expired in December 2016. Following refusal of the application by RMBC, the appeal decision was recently granted for Harry Croft crushed rock site in Rotherham which extends mineral extraction to 31 December 2031, with restoration to be completed by 31 December 2033.

2017 Annual Monitoring Report for Doncaster and Rotherham Mineral Planning Authorities

11. This section presents statistical monitoring information on aggregate minerals supply for the year 2017. 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.

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

12. 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 2008 to 2017 (Mt)

Year	2008	2009	2010	2011	2012	2013	2014[3]	2015	2016	2017
Doncaster	0.4	0.5	0.16	0.14	0.14	0.15	0.14	0.4	0.5	0.6

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

[3] Figure comes directly from the '2014 Aggregates Mineral Survey for England and Wales'

13. Table 1 (previous page) shows current extraction has increased again on the previous year. The ten year average sales (2008 to 2017) equate to 0.31Mt, with the three year average equating to 0.5Mt, which shows a consistent short term increase in sales.

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.

16. There is currently no proposal for a 2018 national monitoring; this will make it difficult if not impossible to identify the flow of material between regions and sub-regions.

Reserves of Sand and Gravel for Aggregate Use

17. Table 2 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.

Table 2: Reserves of Sand and Gravel for Aggregate Use

	Sand and Gravel	
	Reserve (Mt)	**Landbank (yrs)**
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
2017	5.6	18.1

18. National policy requires that a landbank of at least 7 years for sand and gravel should be maintained. The landbank has been calculated based on the average of the previous ten years sales (at 0.31Mt). With the revised monitoring information received from operators the 2017 reserve figure has also been revised and the sand and gravel landbank for 2017 equates to 18 years. The landbank for 2017 is well over the 7 year requirement. Please note the historic returns and the Y&HAWP annual monitoring reports confirm that only a small proportion of the remaining permitted reserve in Doncaster is sharp sand suitable for use as concreting aggregate.

New Permissions for Sand and Gravel Extraction 2017

19. No new permissions for sand and gravel extraction in 2017. Misson Sand and Gravel have been granted permission to import clean top soil for blending with quarried sand (17/02451/MIN). Armthorpe Quarry permission expired December 2015; application 15/03012/MINA granted 29/03/2018 with a new end date 29/03/2025

Wharves and Rail Ports

20. 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 (2017)
Austerfield Quarry	Hanson Quarry Products Europe Ltd	Active
Armthorpe Quarry	(Yorkshire Aggregates) - 15/03012/MINA	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	Active
Dale Pit Lakes		Active[4]
Wroot Road Quarry	Yorkshire Horticultural Ltd	Active (Part time) producing sand for agriculture Status to confirm

Crushed Rock (Limestone Aggregate)

21. 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 2008 and 2017. Sales for 2017 have decreased in comparison to the preceding three years. Average sales over the last ten years equate to 1.7Mt (no change on the 2016 average), with the three year average sales data equating to 2.3Mt.

Table 4 Crushed Rock Aggregate and Non-Aggregate Sales 2008 to 2017 (Mt)

	2008	2009	2010	2011	2012	2013	2014[5]	2015	2016	2017
Doncaster and Rotherham	2.2	1.4	1.0	1.0	1.1	1.2	2.1	2.4	2.6	2.0

22. The collation of the results of the 2014 Aggregates Mineral Survey for England and Wales identifies 2.1 million tonnes of crushed rock sales came from Doncaster and at a Yorkshire and Humber regional level 28.5% of the crushed rock aggregate produced is used for concreting products.

[4] return received via Tarmac (mineral owners) and forward to Doncaster Council for years 2016 and 2017

[5] Figure derived from the collation of the results of the 2014 Aggregates Mineral Survey for England and Wales

23. 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.

24. Quarry operators 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. It was also reported at recent AWP meeting (4th July 2018) that there are currently no government proposals to produce the next national aggregate survey. This will be to the detriment of the managed aggregates supply system and the production of local aggregates assessments.

Table 5 Reserves of Crushed Rock for Aggregate Use and Landbank

	Crushed Rock	
Year	**Reserve (Mt)**	**Landbank (yrs)**
2008	58.8	17.6
2009	63.4	27.5[6]
2010	62.4[7]	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
2017	51.7	30.2

25. 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

26. 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 to 30.2 years. Three year average sales equate to 2.3Mt, down 0.1Mt on the previous three year average.

27. 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 30.2 years.

New Permissions for Quarrying Crushed Rock Aggregate 2017

28. No new crushed rock permissions were granted in the monitoring period 2017. Permission expired at Rotherham's only (inactive) crushed rock site in December 2016.

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

[7] Figure derived from 2009 reserve minus 2010 crushed rock aggregate sales

A planning application to extend the period of working was refused by the Council in June 2017 and an appeal against this decision is currently in progress. Holme Hall Quarry ROMP was issued on 23/05/2018

Wharves and Rail Ports

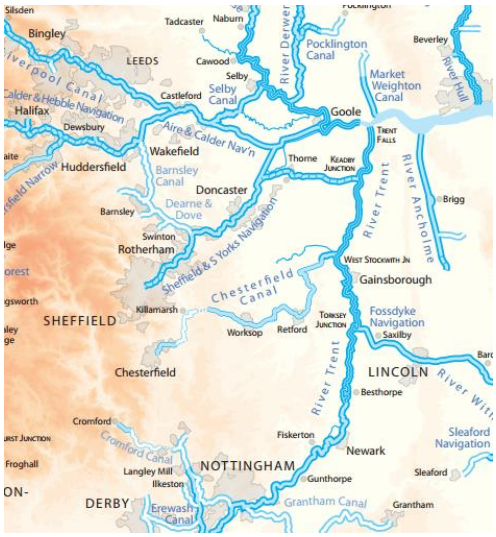
29. No change from 2016 / 2017 LAAs. Cadeby quarry wharf located in Doncaster is currently inactive. There are a number of canal side and river wharfs located in Doncaster including Long Sandal wharf and an oil wharf at Barnby Dun but these are not suitable for aggregate minerals loading or off-loading. 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.

30. Rotherham's adopted[8] Sites and Policies document 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

31. 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.

32. The 2014 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 extract below).



[8] Adopted by Rotherham council 27th June 2018

Table 6 Crushed Rock (Limestone Aggregate) Quarries Doncaster and Rotherham 2017

Quarry Name	Owner / Operator	Status (2017)
Glen Quarry (Stainton)	Marshalls Natural Stone	Active
Holme Hall Quarry (Stainton)	Breedon Aggregates	Active
Barnsdale Bar	Darrington Quarries	Active until 2028 (North Yorkshire)
Sutton Field Quarry	Darrington Quarries	Awaiting restoration
Harry Croft Quarry (Rotherham)	Tarmac	inactive (Permission granted until 31 December 2031)
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

33. 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 say*, '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 the sand, gravel and crushed rock monitoring section earlier in this document.

Secondary and Recycled Aggregate

34. Recycled Aggregate, which includes inert materials such as concrete, stone, brick and other similar materials, are reprocessed materials previously used for construction purposes and which are often taken from the Construction, Demolition and Excavation (CD&E) waste stream. Secondary aggregates are usually by-products of industrial processes and can include materials such as clay, ash and slag.

35. The use of secondary and recycled materials not only reduces the requirement for new production of primary aggregate, but also reduces the need for disposal to landfill of CD&E waste materials. The National Planning Policy Framework (para 163) recognises this and strongly promotes the use of secondary and recycled materials as an alternative to primary aggregate.

36. Data on secondary and recycled aggregate production and use is variable and incomplete. This is because, while some sites operate under license and can be monitored, much recycling and re-use occurs on individual construction sites, is temporary in nature and does not produce data. Insufficient data was obtained from the 2015 survey to report the returns received but it is hoped that this can be reported on in a future report. The Environment Agencies Waste Data Interrogator has been used to identify the amount of CD&E waste produced and handled within each Waste Authority and is presented in appendix two at the end of the document.

37. The 2016 Waste Data Interrogator is the most up-to-date information available from the Environment Agency.

38. 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.

39. The information contained in the 2012 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 Waste Data Interrogator identifies Doncaster and Rotherham produce approximately 0.6Mt of CDEW and handled 1.5Mt in 2016. Caution should be used when considering these figures (see paragraph 36 above)

40. The 2012 Waste 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

41. 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

42. 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.

Secondary and Recycled Aggregate Infrastructure

43. 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 recycling)	Stainton	CDW / aggregate recycling handling and transport

44. 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.

45. Four secondary aggregate sites are identified for safeguarding in the adopted Rotherham Local Plan Sites and Policies document

- 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

Ancillary Minerals Infrastructure

46. 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 Rossington	Concrete Production Handling & Processing Concrete Production
Marshalls plc	Stainton	Concrete Products, Batching & Processing
Tarmac	Kirk Sandall Finningley Wath-upon-Dearne Aston	Concrete Batching Handling & Processing 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 Finningley	Cement works Cement works (Ready Mix)[9]
Cemex	Parkgate	Cement works

47. 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 adopted Sites and Policies document. There is no information available at a local authority area relating to site capacity.

Road Network

48. 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.

49. 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

50. Rotherham's Core Strategy 2013-2028 (adopted September 2014) and Sites and Policies document (adopted June 2018) 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

51. 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 the South Yorkshire 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.

[9] The plant has been removed in December 2017

It should be noted from the outset that currently the potential for increasing the sustainable transportation of minerals is locally very limited.

Marine Aggregates[10]

52. 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

53. Doncaster has identified a housing requirement of 920 dwellings per annum (dpa) over the plan period 2015 – 2032, equating to 15,640 dwellings over the seventeen year period. This figure was originally calculated in the 2015 Doncaster Housing Needs Assessment, and was proposed along with settlement specific housing requirements in the 2016 Homes and Settlements Paper. The 2018 Economic Forecasts and Housing Needs Assessment (Peter Brett Associates) calculated Doncaster's housing requirement to be 912.

54. On balance, given that this number only differed from the original housing requirement by 8 dwellings per annum (or 136 additional homes across the plan period 2015 - 2032), it was decided that it would be prudent to continue to plan positively for the slightly higher figure of 920 homes a year.

55. Further detail will emerge as Doncaster's Local Plan evolves. Following summer 2017 informal consultation the Doncaster Local Plan publication version will be made available over winter 2018 containing detail on mineral, housing and employment requirements.

56. Rotherham's adopted Core Strategy Policy CS6 'Meeting the Housing Requirement' 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. Sites to meet this requirement are now allocated in the recently adopted Sites and Policies document.

57. The combined Doncaster and Rotherham housing requirement is currently identified as 1878 homes per year for both plans.

Infrastructure Proposals

58. 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 Community Infrastructure Levy Background Paper February 2016. In December 2014

[10] 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

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.

59. 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[11]

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	Winter 2017/2018
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 developed 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.
Hatfield and Stainforth new transport interchange	The scheme aims to create a brand new bus and rail interchange through the redevelopment of the existing railway station	4 phases… Phase 1 (2016-2020): Housing and some employment close to MOTO service station Phase 2 (2021-2024): More housing along link road corridor, marina development and business park expansion Phase 3 (2025-2028) Expansion of phase 2 Phase 4 (from 2029 onwards): New retail centre/interchange and further expansion of housing and employment sites
Capacity improvements to the	electrification of routes	Network Rail will be

[11] Source: Doncaster Infrastructure Strategy - Meeting our Long Term Investment Needs (Draft 2018)

rail network	upgrades to freight lines signalling and loading gauge improvements	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.	• Barnsley - Doncaster North (from A635 Barnsley to Doncaster north via Thurnscoe). • 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.	2016 onward
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
Link from ECML directly to Doncaster Sheffield airport	DMBC along with the Sheffield City Region in association with the Airport owners Peel have investigated the possibility and potential benefits of a rail connection directly from the ECML into a new Station at the Airport	Featured in the Network Rail East Coast Main Line Route Study 'Railway Investment Choices' consultation document (2018)
National Institute for Infrastructure	The new institute may be located adjacent the National College for High Speed Rail or within the town centre and aims to provide high quality teaching and training across a range of specialist subjects (e.g. engineering, aviation, energy and digital media) to provide the skills needed to deliver the UK's future infrastructure projects.	Subject to securing planning consent, the new institute could be ready to open to students for the start of the 2019 academic year
Thorpe Marsh Power Station		Planning consent secured 2011. Subject to financing. Investor to be secured
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
Other projects include: New schools and colleges (6th form college, XP East, Unity Town School) Health and emergency facilities (new ambulance station, DRI redevelopment and improvements). Flood Risk programme - Environment Agency repair and improve existing flood defences and develop new ones at various locations across the borough 2015 - 2019		
Rotherham MBC Infrastructure Proposals		
Infrastructure Scheme		**Start Date**
Bassingthorpe Farm access road	To be developed as part of bringing forward the Bassingthorpe Farm Strategic Allocation.	2021
Parkgate Retail Park access	Remains a scheme	2022
Improvements to various roundabouts / junctions	Some improvements have been delivered and funding options for a number of other schemes are being explored.	2018 - 2022
3 cycle routes	• The Dearne Valley to Swinton Cycle Route has been completed. • The Lower Don Valley and Rawmarsh to Rotherham Town Cycle Routes have been partially delivered	Commenced
1 new primary school and nursery (Bassingthorpe Farm)	To be developed as part of bringing forward development on the Bassingthorpe Farm Strategic Allocation.	2025
Various school extensions	Extensions to various primary and secondary schools across the borough. Some schemes have commenced, with the following now complete: • Wath Comprehensive • Wales High School • Wath CE Primary • 60 new places for children with special educational needs and disabilities	2018 – 2023
4 new / redeveloped health centres	1. Bassingthorpe Farm - new surgery 2. redevelopment of Dalton surgery 3. Dinnington, Anston &	2018 - 2025

	Laughton Common - new health centre 4. Catcliffe, Orgreave & Treeton - redevelopment of Treeton	
Rotherham Renaissance Flood Defence Scheme	Part of the scheme has been delivered, with further work ongoing to secure further funding for design and implementation; part of the scheme is expected to be developer-led implementation.	2018 - 2028
High Speed 2	The route of phase 2 has been confirmed to pass through Rotherham. Not identified in current infrastructure delivery study; route safeguarded in Sites and Policies document.	Construction is unlikely to start until towards the end of the plan period (circa 2025). Full completion expected by 2033.
Expansion of 2 police stations	It is understood that expansions of Wath and Dinnington police stations are now no longer required by the Police Service (to be confirmed).	-
New fire station	It is understood that this is no longer identified as a requirement by the Fire and Rescue Service (to be confirmed)	-

Are Adequate Resources Available to Meet Development Proposals

60. Based on ten year average sales of 0.31Mt the land bank for sand and gravel stands at 18.1 years for 2017, although this is down from the year before due to revised monitoring it is well above the NPPF advised 7 year landbank. Historic returns have confirmed that only a small proportion of the remaining permitted reserve in Doncaster is however suitable for use as concreting aggregate. We have received very few sand and gravel submissions for the Local Plan; these have been assessed and will be subject to informal consultation of draft policies and proposed sites 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' will also 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 66 onward).

61. Proposals for housing, employment and additional infrastructure in Doncaster and Rotherham will impact on sand and gravel resources. Based on the 10 year average sales of 0.31Mt, Doncaster will be able to provide approximately 4.3Mt[12] of sand and gravel during the remaining Plan Periods up to 2032 for Doncaster and 2028 for Rotherham. National monitoring[13] identifies that approximately 40 to 50% of the material extracted in Doncaster remains in the Yorkshire and Humber region, detail by town is not available. It should be noted that South Yorkshire is also dependent on sand and gravel imports predominantly from Nottinghamshire, Lincolnshire and East Riding.

[12] 14 years (remaining plan period) X 0.31Mt (annual average extraction) = 4.3Mt for the next 14 years

[13] Source: 2014 Aggregate Minerals Survey (AMS)

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)

62. All representations for Doncaster have now been assessed using a standard methodologies for the Doncaster Local Plan and informal consultation (summer 2018) on draft policies and proposed sites will provide an opportunity to comment on all proposals, not just minerals. Following consultation a Publication Local Plan will be produced over winter 2018 /2019. There are no mineral site allocations in the Rotherham Local Plan.

Sand and Gravel Areas of Search

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

Secondary and Recycled Aggregate

64. There is limited information available at a Doncaster and Rotherham level in relation to secondary and recycled aggregates. The 2016 waste data interrogator identifies approximately 600,000 tonnes of CD&E arisings were produced and 1.5Mt handled for Doncaster and Rotherham. This is however only a partial picture as individual construction sites are not required to monitor on-site recycling and re-use. The 2012 '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. The recycling and re-use of CD&E will be reviewed when the waste plan is updated.

Crushed Rock

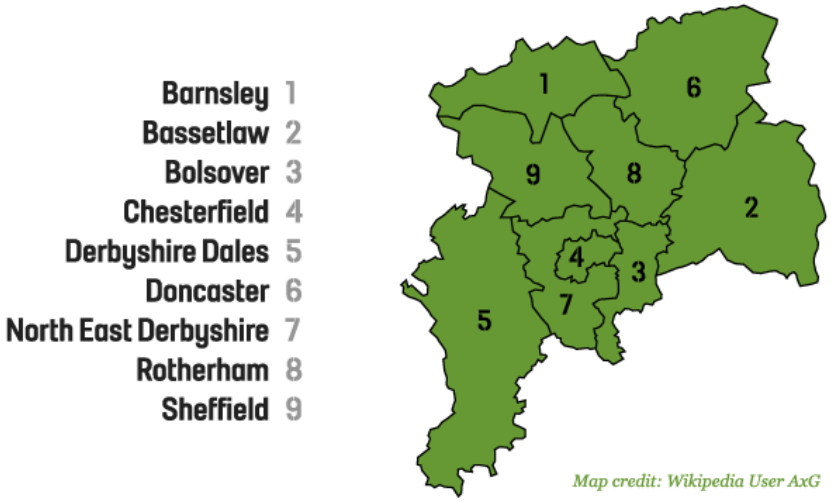
65. The Magnesian Limestone crushed rock reserve stands at nearly 52Mt; ten year average sales of 1.7Mt give a landbank of 30.2 years. Monitoring shows that between 70 to 90% of the material produced in Doncaster stays within South Yorkshire and West Yorkshire. Neighbouring authorities have no concerns regarding the supply of crushed rock in the short, medium or long term. The three year average sales value (2.3Mt) is a very small decrease (0.1Mt) on the previous two years. Previous monitoring reports have also identified crushed rock replacing sand and gravel for concreting manufacturing. But no recent monitoring is available.

Neighbouring Mineral Planning Authorities - Resources

Sheffield City Region (and Sheffield City)

66. 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. Aggregate monitoring information is limited to a sub-region level and further detail is unavailable.



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

67. The 2014 Aggregate Mineral Survey spreadsheet provided by the BGS (see appendix 3 of the 2016 LAA) 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.

68. 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 (Winterton) 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.

69. 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 2016 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)	Active
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 July 2018 (2016 Data)

Derby, Derbyshire and the Peak District National Park

70. 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 region[14]. The Derbyshire County Council, Derby City Council and The Peak District National Park LAA (2017) goes on to say it is 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. The area is, and is likely to continue to be, an important supplier of aggregate grade crushed rock at a wide geographical scale.

Nottinghamshire County Council

71. 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 and Rotherham. 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

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

halved. Public consultation on the Draft Nottinghamshire Minerals Local Plan is currently taking place from Friday the 27th July 2018 until Friday 28th September 2018. The document sets out the draft list of site allocations required to meet expected demand over the plan period. A number of which are in the North Nottinghamshire area and will be capable of supplying South Yorkshire. A planning permission at Sturton Le Steeple with an estimated output of 500,000 tonnes per annum has been implemented and 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)

72. Doncaster, Rotherham, Derby, Derbyshire and Nottinghamshire have a 'Joint Position Statement' identifying and addressing the issues associated with the supply and movement of minerals between areas. It states provision will be maintained in the short term, but long term the reserves are less certain for Nottinghamshire in the long term. Further agreement and discussion will be required in the future.

Leicester County Council

73. 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. Aggregate Industries operate Bardon Hill Quarry, and have rail-connected depot in Tinsley, Sheffield. The material is used for a road-surfacing contract[15] with Sheffield City Council; therefore, the significant increase between 2009 and 2014 may be largely due to this. The 2016 Leicestershire LAA show states Bardon Hill and Mountsorrel Quarries have received permissions in recent years, which have significantly extended the life of their operations[16]. It is not possible to identify where the remaining 15% (80,000 tonnes) of aggregate is distributed.

North Yorkshire Sub Region

74. The North Yorkshire sub region comprises North Yorkshire County Council area, the

City of York, Yorkshire Dales and the North York Moors National parks. The 2014 national monitoring data shows that between 1 and 10% (up to 76,000 tonnes) of the

[15] Contract with Amey

[16] https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/27/Leicestershire_Local_Aggregate_Assessment_December_2016.pdf (Table 7 production capacity of crushed rock sites)

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 in 2014 Doncaster exported between 28,000 and 280,000 of crushed rock to North Yorkshire. The 2018 North Yorkshire LAA identifies the strategic significance of aggregate supply from the sub-region. It goes on to state that in response to economic conditions the need for concreting sand and gravel will remain high and may even increase. The LAA goes on to note that only very small amounts of sand and gravel are imported into the North Yorkshire sub-region from sources including Doncaster. With regard to crushed rock the extract below (from the 2018 NY LAA) relates to specific sites and facilities within their Local Plan and LAA. Although the application area for Barnsdale Bar quarry comes under the remit of North Yorkshire County Council the site is on the Doncaster boundary with the crushed rock being available to serve the surrounding area. FCC Environment have also confirmed (as part of the LAA consultation process) they intend to submit a planning application for an extension to the north west of the existing Barnsdale Bar site (in the Selby area) adjacent to the Doncaster boundary.

Barnsdale Bar	Selby District	Active	Located near to southern boundary of Selby District adjacent to A1(M). Part of the site now falls within the adjoining Doncaster Metropolitan Council area. Permitted for extraction until 2025, Estimated remaining reserve of 8 years	Extension of time and/or extension to permitted working area may be needed to maintain supply capability beyond mid term Permission granted in 2016 for a further 0.7mt of reserves to be extracted by June 2020.

West Yorkshire Sub Region

75. The West Yorkshire sub region covers the City of Bradford MDC, Leeds City Council, Wakefield MDC, Kirklees and Calderdale Councils. The 2017 West Yorkshire LAA (WYLAA) identifies one operational sand and gravel extraction site and as such their sand gravel sales and reserves figures are combined with South Yorkshire's for confidentiality reasons. The WYLAA states that West Yorkshire provides an insignificant (2%) proportion of the regional sand and gravel reserve. The screenshot below[17] indicates the extent of Local Plan sand and gravel allocations within West Yorkshire. It identifies a rough estimate of the overall reserve of around 7.5Mt, but this figure is based on (unstated) broad assumptions. The Leeds Natural Resources and Waste Local Plan (through Policy MINERALS 5), adopted on 16th January 2013, also allocates an extensive Area of Search for Sand & Gravel in the area south of Leeds, around Methley, and allocates land at Midgley Farm in Otley for Sand & Gravel extraction.

[17] Source: West Yorkshire combined Authority Local Aggregates Assessment 2017 (2016 data)

TAB3 – West Yorkshire Sand & Gravel Allocations

Site	Type of Allocation
Leeds	
Midgley Farm, Otley	Allocated Site
Methley, Leeds	Extensive Area of Search
Kirklees	
Bradley Island (Bradley)	Area of Search
Wakefield	
Foxholes North of Altofts	Allocated Site
Penbank, Castleford	Allocated Site
The Wyke, Horbury	Allocated Site
Stanley Ferry, Wakefield	Allocated Site
The Strands, Horbury	Allocated Site
Potential Total Reserve	C. 7.5 Million tonnes

76. The 2017 LAA goes on to state West Yorkshire has historically been and remains reliant on aggregates (sand, gravel and crushed rock) imported from other areas; namely Yorkshire Dales National Park, North Yorkshire, South Yorkshire and Derbyshire. Doncaster's flows of concreting sand and gravel to West Yorkshire are however unlikely to be sustained into the future as South Yorkshire is also reliant on imports from other areas. BGS monitoring data in 2009 identified over 73,000 tonnes of sand and gravel was exported from Doncaster to West Yorkshire; however in 2014 the exports fell to between 702 to 7,020 tonnes. 2014 national monitoring data also identified 20 to 30% of the crushed rock aggregate consumed in West Yorkshire was extracted from South Yorkshire (Doncaster). Magnesian Limestone may however, play a role in fulfilling concreting and non-concreting demand and it also remains to be seen what role the allocated sites in the Wakefield Local Plan will deliver.

Conclusion

77. 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. This document will provide a snapshot of annual aggregates monitoring for 2017 and contribute toward the respective Local Plan evidence base documents for both authorities.

78. National policy requires that a landbank of at least 7 years for sand and gravel should be maintained. The landbank has been calculated based on the average of the previous ten years sales (at 0.31Mt). With the revised monitoring information received from operators the 2017 reserve figure has also been revised and the sand and gravel landbank for 2017 equates to 18 years. The landbank for 2017 is well over the 7 year requirement. Without new mineral permissions the sand and gravel landbank may not be sustained toward the end of the proposed 17 year plan period for Doncaster or 15 year plan period for Rotherham. This assumption is also based on 10 year sales data, however if sales continue to increase annually (which is the current trend) the impact on the landbank may become an acute issue toward the latter end of the plan periods. The level of sharp sand and gravel resource, which is used for concreting products also

remains as an issue of local concern and dependence on imports is likely to remain and may increase if new sites are not forthcoming.

79. Public consultation on the draft Nottinghamshire Minerals Local Plan has taken place from Friday the 27th July 2018 until Friday 28th September 2018. The document sets out the draft list of site allocations required to meet expected demand over the plan period See extract below. It identifies a number of sites in North Nottinghamshire that can provide for sand and gravel in the South Yorkshire area. The plan proposals show that in the short to medium term sand and gravel will probably continue to be imported from North Nottinghamshire and maybe other areas in lesser quantities.

Policy MP2: Sand and Gravel Provision

1. An adequate supply of sand and gravel will be identified to meet expected demand over the plan period from:

   a) The extraction of remaining reserves at the following permitted quarries:

		(Million tonnes)
MP2a	Misson West	0.03mt
MP2b	Newington South	0.39mt
MP2c	Finningley	0.45mt
MP2d	Sturton Le Steeple	7.50mt
MP2e	Bawtry Road	0.60mt
MP2f	Cromwell	2.40mt
MP2g	Besthorpe	0.50mt
MP2h	Girton	3.56mt
MP2i	Langford Lowfields	1.35mt
MP2j	East Leake	2.34mt
MP2k	Scrooby	0.62mt

   b) The following extensions to existing permitted quarries:

MP2l Bawtry Road west	0.18mt
MP2m Scrooby Thompson Land	0.40mt
MP2n Scrooby North	0.39mt* (0.62mt)
MP2o Langford Lowfields south and west	3.60mt
MP2p Langford Lowfields North	4.70mt* (8.00mt)
MP2q East Leake North	0.75mt

   c) New sand and gravel quarries:

MP2r Botany Bay	2.44mt
MP2s Mill Hill nr Barton in Fabis	3.0mt**

Note: The above sites are shown on the Policies Map

Proposals to extract specialist grey sand reserves will be supported where a need can be demonstrated.

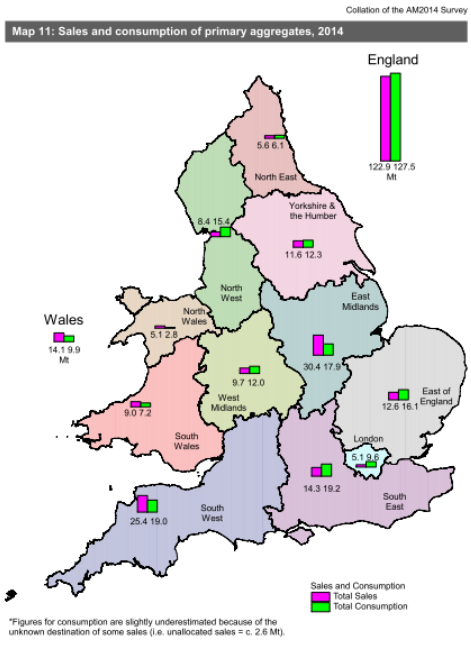
Planning applications for site allocations should be made in accordance with the site development briefs set out in Appendix 3

* Available within the plan period (total estimated reserves in brackets).
**Excludes potential reserves within the Nottingham City administrative area.

80. 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 national 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. Ideally this situation should continue to be monitored to identify if there is any additional impact on available crushed rock reserve in the future. 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 a very slight downward trend on crushed rock sales with the three year average sales figures for crushed rock equate to 2.3Mt; down by 0.1Mt on the previous three year average

81. The 2014 Collation of Aggregates Minerals Survey for England and Wales provides the most 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.



82. 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. The 2016 waste data interrogator identifies approximately 600,000 tonnes of CD&E arisings were produced and 1.5Mt handled for Doncaster and Rotherham. The 2016 EA waste data provides

only a partial picture as individual construction sites are not required to monitor on-site recycling and re-use.

83. The development proposals and infrastructure requirements are identified in the respective 'Infrastructure Development Plans' and based on Doncaster's adopted Core Strategy and Rotherham's adopted Local Plan (Core Strategy and Sites and Policies document). Paragraphs 58, 59 and table 11 summarises the proposals. The Great Yorkshire Way is nearing completion, but there are still numerous link road projects to commence in Doncaster as well as bus and rail improvements and continuation of the mixed use regeneration around the Doncaster Cultural and Civic quarter. Rotherham's recently adopted Local Plan recognises that the Government's final High Speed 2 rail route will pass through Rotherham, running to the west of and broadly following the line of the M1 motorway. It also identifies a range of highways, education and community infrastructure schemes, a number of which have been completed or, are underway. Local Planning Authorities are now required to review Local Plans at least every 5 years. As such the Council is required to review the Core Strategy (adopted in 2014) by September 2019.

84. 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 winter 2019 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.

85. For further information please contact either:

Authority	**Contact Name**	**Telephone No.**
Doncaster Council	Helen McCluskie	01302 734874
Rotherham Council	Ryan Shepherd	01709 823888

Appendices

Appendix One: Mineral Sites Applications check 2017 – 2018

App No.	Location	Proposal	Applicant	Status (at July 2018)	Case Officer	End Consent
18/01656/MIN	Dale Pit Lakes	Extraction of sand and gravel, processing of mineral will be undertaken on adjoining dale pit lakes facility under the planning permission 15/01261/MIN.	John Holt And Sons	app received	Nicola Elliott	
18/01613/MIN	Dale Pit Lakes	Extraction, processing and export of mineral over a 3 year period. (Being variation of condition 3 of planning application 15/01261/MIN - to extend the life of mineral processing).	John Holt And Sons	app received	Nicola Elliott	
18/01476/MIN	Bank End Quarry	Extension to existing sand gravel quarry DRAFT	D G Brownbridge	app invalid	Gareth Stent	
17/02451/MIN	Tipping Site High Common Lane	Without compliance with condition 8 of planning application 97/0674/P granted on 7/6/2005 - to permit the import of clean top soil for blending with quarried sand.	Misson Sand And Gravel Co	app granted 13.12.2017	Roy Sykes	The development permitted by planning permission DC10, granted 14th May 1954, shall expire on 22/02/2042

18/00710/MINA	Hazel Lane Quarry	Extension of quarry including extraction of limestone and clay, associated ancillary activities and reclamation of quarry by means of waste disposal (without compliance with condition 4 of planning application 01/0817/P, granted on 13/01/2004, - Variation of	Cat Plant (Ronnie Harrod)	pending consideration	Ronnie Harrod	
15/03012/MINA	Armthorpe Quarry	Application for determination of conditions for mineral/mining site in respect of sand and gravel extraction (without compliance with conditions 2 (continuation of operations) and 5 (to regularise the use of site) of planning application 00/0346/P granted on 2/7/2002)	Yorkshire Aggregates Ltd	app granted-29/03/2018	Andrea Suddes	All minerals working and depositing of mineral waste the subject of this permission shall cease on or before 29th March 2025.
16/02685/MIN	Land Off Mosscroft Lane	Proposed extraction of sand and gravel reserves, the infilling of land and the provision of landscaping	SHL Waste Ltd	Pending consideration	Mark Sewell	
15/01094/MINA	Austerfield Quarry	Continuation of mineral extraction operations and a proposed extension (5 Ha) to the existing quarry with retention of existing site access, infrastructure and ancillary development and restoration of the site to nature conservation.	Hanson Quarry Products	app granted-24/11/2015	Roy Sykes	The winning and working of minerals and subsequent restoration shall be completed by 22nd December 2029.

Rotherham

App No.	Location	Proposal	Applicant	Status (at July 2018)	Case Officer	End Consent
RB2016/1539	Harrycroft Quarry, Worksop Road, South Anston	Application to vary conditions 01 (proposed plans), 02 (site restoration), 15 (restoration works), 16 (site opening hours), 17 (loading of stone), 18 (recycling), 23 (deliveries), 26 (field noise level), 28 (blasting operations), 29 (blasting charges), 33 (topsoil & subsoil workings), 34 (controlled skipping), 36 (restoration work), 37 (graded tipped surfaces), 40 (trees, shrubs & hedgerows), 41 (phase plans) imposed by RB2010/1308	Tarmac	REFUSED 30/06/17 Appeal in progress	Andrew West	
RB2017/0805	Land adjacent to Common Road, Harthill, Rotherham	Construction of a well site including the creation of a new access track, mobilisation of drilling, ancillary equipment and contractor welfare facilities to drill and pressure transient test a vertical hydrocarbon exploratory core well and mobilisation of workover rig, listening well operations, and retention of the site and wellhead assembly gear for a temporary period of 5 years	INEOS Upstream Limited	Granted on appeal on 7 June 2018	Anthony Lowe	
RB2017/1577	land adjacent Dinnington Road, Woodsetts	Construction of a well site and creation of a new access track, mobilisation of drilling, ancillary equipment and contractor welfare facilities to drill and pressure transient test a vertical hydrocarbon exploratory core well and mobilisation of workover rig,	INEOS Upstream Limited	REFUSED 09/03/18	Anthony Lowe	

		listening well operations, and retention of the site and wellhead assembly gear for a temporary period of 5 years				
RB2018/0918	**land adjacent Dinnington Road, Woodsetts**	**Construction of a well site and creation of a new access track, mobilisation of drilling, ancillary equipment and contractor welfare facilities to drill and pressure transient test a vertical hydrocarbon exploratory core well and mobilisation of workover rig, listening well operations, and retention of the site and wellhead assembly gear for a temporary period of 5 years**	**INEOS Upstream Limited**	**Undetermined**	**Anthony Lowe**	

Appendix Two: CD&E Arising's Produced and Handled in South Yorkshire and Humber[18]

Minerals Planning Authority	2012		2013		2014		2015		2016	
	Produced	Handled	Produced	Handled	Produced	Handled	Produced	Handled	Produced	Handled
Barnsley WPA	123,132	75,521	150,852	103,529	155,639	89,746	116,949	83,988	81,883	81,443
Doncaster WPA	308,053	760,158	336,965	814,035	331,463	1,047,392	687,812	1,387,346	394,038	1,097,749
Rotherham WPA	148,308	421,211	232,861	684,363	238,573	565,003	266,415	452,648	191,064	380,424
Sheffield WPA	454,390	513,244	757,661	579,818	694,655	659,561	684,841	734,801	757,354	842,838

[18] Source: Yorkshire and Humber AWP Annual Monitoring Report 2018

Appendix Three: Consultation responses

Having read your draft LAA and discuss with Carole Howarth (WY Lead on Minerals and Waste Planning) I would offer the following comments in response to your consultation on the draft 2018 Local Aggregates Assessment for Doncaster and Rotherham. Please note that the comments should be treated as being made on behalf of the West Yorkshire Combined Authority / Leeds City Region. **West Yorkshire Combined Authority / Leeds City Region comments upon draft 2018 Local Aggregates Assessment for Doncaster and Rotherham:** Generally the LAA reads very well and provides clear and useful information on the state of aggregate quarrying in Doncaster and Rotherham in 2017. However we would raise a couple of minor points/ suggestions, including: **1) Para 22:** The collation of the results of the 2014 Aggregates Mineral Survey for England and Wales identifies 124,000 tonnes of crushed rock sales came from Doncaster. The meaning of this sentence is not entirely clear from a first reading – crushed rock sales in Doncaster in 2014 appear to have been 2.1 million tonnes. Suggest sentence is clarified in terms of what the 124,000 tonne figure relates to. **2) Para 23.** We would suggest that it may be worth emphasising within this paragraph that the 2014 AMS data shows that West Yorkshire is heavily reliant on crushed rock aggregates extracted from quarries within Doncaster to meet its construction aggregate needs? **3) Table 5 & para 26 & 27 & 65:** Table 5 and para 26 and 27 and 65 state that the 2017 crushed rock aggregate landbank is 30.0 years whereas the executive summary landbank table shows it at 30.2. We would suggest that the same figure/ degree of rounding should be used through the document for the purposes of clarity. **4) Para 76.** We would suggest that it may be beneficial to note within this paragraph that Leeds have allocated sites: Through Policy MINERALS 5, the Leeds Natural Resources and Waste Local Plan, adopted on 16th January 2013, allocates an extensive Area of Search for Sand & Gravel in the area south of Leeds, around Methley, and also allocates land	Figure amended to 2.1Mt Paragraph 76 states that west Yorkshire is reliant on imported aggregate Amended to 30.2 years for consistency

at Midgley Farm in Otley for Sand & Gravel extraction. Also it may be helpful to better highlight the very significant flows of crushed rock from Doncaster to West Yorkshire were identified through the 2014 AMS data, relevant WYLAA extracts are: Para 2.4.2 The BGS estimate that in 2014 50%-60% of the crushed rock aggregate consumed in South Yorkshire and 20%-30% of the crushed rock aggregate consumed in West Yorkshire was supplied from Doncaster. Para 4.1.11 The Yorkshire Dales National Park and Doncaster are acknowledged to be the most important suppliers of crushed rock aggregates into West Yorkshire, with lesser, but still significant, quantities supplied from the North Yorkshire County Council administrative area and Derbyshire and the Peak District. **Michael Eaglestone** **Major Projects Officer** Wakefield Metropolitan District Council Acting on behalf of: **West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (LEP)**	*'Through Policy MINERALS 5, the Leeds Natural Resources and Waste Local Plan, adopted on 16th January 2013, allocates an extensive Area of Search for Sand & Gravel in the area south of Leeds, around Methley, and also allocates land at Midgley Farm in Otley for Sand & Gravel extraction.'* Added to para 75 This is highlighted in the 2016 LAA and rounded up in paragraph 23 of this LAA which states 'the majority of the material (70 to 90%) produced in South Yorkshire is consumed within South and West Yorkshire'. Also added in minor amendment to para 76 including … '2014 national monitoring data identified 20 to 30% of the crushed rock aggregate consumed in West Yorkshire was extracted from South Yorkshire (Doncaster)'
Thank you for inviting comments on the Draft Doncaster and Rotherham Local Aggregates Assessment 2018. East Riding of Yorkshire Council is working with Hull City Council to produce Joint Minerals and Waste Local Plans covering both Councils' areas. Please take this as a joint response from both Councils. It is noted that paragraph 61 notes that the 2014 National Aggregates Monitoring Survey identified the total imports into the South Yorkshire sub region of 0.76Mt, which is significantly greater than Doncaster's production and that South Yorkshire will therefore continue to be dependent on these sources (including the East Riding) to deliver Local Plan proposals. There remains concern 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 2008 there was a land bank of 12.4 years with a reserve of 10.0Mt, but in 2017 there is a much higher land bank of 18.1 years but a lower reserve of 5.6Mt. 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	Comment noted. Paragraph 61 clearly identifies that South Yorkshire is reliant on imports form Nottinghamshire, Lincolnshire and East Riding. Agree with the issues regarding inflation of the landbank due to the methodology now used, and agree the council needs to consider a separate paper identifying the issues, including uplifting and how this should be considered moving forward with the Local Plan. Rotherham does not have an issue with sand and gravel and there has been limited response for mineral 'call for sites' in Doncaster. Therefore Doncaster policies will encourage mineral operators toward two large 'areas of search' for future consideration.

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 Durham East Riding CC	
I am writing on behalf of FCC Environment who operate the Barnsdale Bar Quarry (see location plan attached) which is located in Selby District. In light of you updating the local aggregates assessment for Doncaster we thought it would be useful to inform you that FCC Environment will be shortly seeking planning approval for an extension to the north west of the existing Barnsdale Bar site. If approved, the extension will comprise approximately 8 million tonnes of limestone which will be extracted over an estimated 20 year period. A scoping report for the proposal is due to be submitted to North Yorkshire County Council later this month, with a planning application due in early 2019. If you require any further information regarding this application please do not hesitate to get in contact. I would welcome confirmation of receipt of this email. Kind regards, Sam Thistlethwaite | Technical Director Wardell Armstrong LLP *It is ok to mention that an extension will be subject to a planning application within the revised LAA. We have already had pre-application discussion with North Yorkshire County Council.* *Please let me know if you need anything further.* *Kind regards,* *Sam*	Noted and following confirmation added into paragraph 74
From: David Atkinson [mailto:david.atkinson@tarmac.com] Sent: 10 January 2019 06:47 To: McCluskie, Helen <Helen.McCluskie@Doncaster.Gov.Uk> Subject: Doncaster & Rotherham LAA Helen. I note this will be discussed at AWP today. Regarding reference to Dale Pit Lakes (Table 3 Page 8). J Holt are the operators and lease the mineral from Tarmac. The operators made output return to Tarmac for calendar year 2016 of 11813 tonnes and for 2017	Hi David I have updated the footer in the document to say return received. I'd estimated 50,000 tonnes based on the planning application information we had on file, so I wasn't far off. As a result it hasn't made a difference to the rounded off figures in the LAA Kind Regards Helen

53508 tonnes respectively. I have figures for 2018 yet. I am content for these tonnages to be used publicly. David	
Helen, The Aggregate Industries rail linked asphalt plant in Sheffield is in Tinsley at Europa Link Unit 3 SIRFT, Sheffield S9 1TQ .The Sheffield road maintenance contract is held by Amey . Regards, Geoff geoff.storey@aggregate.com www.aggregate.com	Comments noted and amended