

Technical Secretary: Richard Read BA. MRTPI

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Minutes of the meeting of LAWP held on 21 November 2017 at Greater London Authority

Present

Tony Cook	Acting Chairman – South East England Aggregates Working Party (SEEAWP)		
Richard Read	Secretary		
Tom Campbell (TC)	Hillingdon	Peter Unthank (PU)	Ingrebourne Valley Ltd
Ewan Coke (EW)	Redbridge	Rob Anderson (RA)	Royal Haskoning DHV for Crown Estate
John Luckhurst (JL)	Bexley	Simon Treacy (ST)	Tarmac
Chris Hemmingsley (CH)	Brett Group	Peter Heath (PH)	GLA

1 Welcome & Apologies

The Acting Chairman welcomed everyone.

Apologies were received from Richard Linton (GLA); Janet Laban (City of London); Mike Carless (Barnet); James Gleave (Hillingdon) – represented by Tom Campbell; Andrew Scott (Cemex); Andy Clark (Ingrebourne Valley – represented by Peter Unthank; Nick Everington (Crown Estate); Janes Trimmer (Port of London Authority); David Payne (MPA); Phil Aust (Day Group) and; Sue Marsh (EEAWP)

2 Minutes and Matters Arising from the meeting of 27 June 2017

- Minutes: Agreed
- Matters Arising not dealt with under other agenda items: The Secretary reported that a letter (attached to Minutes) was sent to Somerset CC with regard to the discussion under AoB.

3 Aggregates Monitoring (AM) 2016 Report

- The Secretary reported the updated AM Report and outlined the revised Section 12- 'Findings and Conclusions'.
- The Secretary also reported new estimates for recycled aggregate production in London calculated by the Secretariat on the basis of the methodology in LAWP 16/04 These are: -
 - 2014: 1.4 – 2.1 million tonnes (mt);
 - 2015: 1.7 – 2.6 mt;
 - 2016: 2.0 – 3.1 mt;

The estimates represent a growth of 44% over the four year period. However, the Secretary cautioned against reliance on the figures because of the limitations of the Waste Data Interrogator and the assumptions used in the interpretation of the information.

- There was a general discussion on future growth assumptions and the difficulty in quantifying the impact of future infrastructure projects and housing on aggregate demand and supply.
- It was noted that some sales at sites that are multi-functional e.g. Murphy's Wharf (wharf and rail depot) may have been reported incorrectly. It was requested that this issue be addressed by the relevant operators for the next survey, AM 2017.
- The Chairman advised that the 'conclusions' be revised to address the nuances in interpreting whether London makes 'a full contribution' to national and local supply of aggregates given the circumstances of the Capital
- **It was agreed the AM Report be changed accordingly and submitted to DCLG. NB. Report revised and submitted to DCLG - 5/12/2017**

4 London Aggregate Assessment (LAA) 2017

- PH reported that the GLA had been unable to prepare an updated LAA because of pressing other priorities. He added that he was awaiting Crown Estate information on licences and reserves in the North Sea. RA advised that the Marine Aggregates – Capability and Portfolio 2017 would be available shortly.
- PH advised that an up to date LAA will be available for the London Plan EiP *NB. London Plan reported below.*
- There was general agreement that there should be a LAWP meeting in July 2018 to scrutinise the LAA and provide appropriate advice in time for the London Plan EiP.
- TC announced that Hillingdon had prepared its own LAA to support the Borough's Local Plan Development Plan Document (DPD) which would be submitted to the Secretary of State in the Spring 2018. The Hillingdon LAA would not be published until then. The Chairman stressed the role of AWP's in scrutinising LAAs. TC said that an indication had been given by 'critical friend' assessment that the LAA was likely to be acceptable.
- **It was agreed that the Secretary would circulate the Hillingdon LAA to LAWP members when it was published, in order that a LAWP view could be agreed that could be presented to the Inspector for the Hillingdon DPD**

5 The London Plan/London Transport Strategy

- The Secretary advised that he had sent a letter – Appendix 1 – to the GLA about the draft Transport Strategy for London on behalf of the LAWP requesting that the Strategy should make it clear that London bound rail freight is supported, particularly in connection with the supply of aggregates. *NB. The letter in Appendix 1 was sent with the wrong letterhead although the text is clear as to the origin of the letter.*
- PH stated that the London Plan consultation would be from 1 December 2017 to 2 March 2018. The EiP would be in the Autumn 2018.
- PU queried how mineral proposals that are not on allocated land should be addressed. PH responded that the London Plan allows such proposals to be considered in the light of local plan policy.
- **It was agreed that the letter to the GLA be noted.**

Any other Business

- The Secretary drew attention to the joint LAWP/SEEAWP letter – Appendix 2 appended to the Minutes - on the Leicestershire LAA, which suggested Leicestershire should be planning for higher sales of crushed rock. The Leicestershire LAA will also be circulated for information.
- The Chairman reported on the recent NCG meeting which concluded with the following agreed points:
 - AWP's should provide a focal point to guide MASS, providing consistency and a historical context which should not be lost. This would require a renewal of the AWP Secretariat Contracts.
 - A sound evidence base is needed for each area. The AM Surveys and AMRI contribute to this.
 - Guidance is needed on future demand for minerals. The shape of future direction needs definition at AWP area level.
 - Strong central leadership is required to ensure that future demand is achieved.
 - Co-operation between AWP areas needs to be encouraged, and DCLG's input at AWP meetings is fundamental.
 - NCG provides a valuable function in bringing together Central Government, Local Government and industry to address issues related to the minerals contribution to the growth of the country. Early indication of a commitment to the AWP's is essential.
- The Secretary reported that DCLG's Head of Head of Plan-Making Policy, Planning Directorate, DCLG had requested some information about the following points:
 - regional issues with supply of sand and gravel, due to failures to replenish permitted reserves;
 - 'aggregates miles' increasing i.e. supplies are having to come from further afield to meet local need, and;
 - investors / developer confidence being hit by increasing uncertainty around permissions and levels of demand for aggregates.
 - a trend towards less ambitious minerals plans;

- with fewer permissions granted and lower levels of aggregates extraction;
- that the strength of local opposition to aggregates extraction is making it difficult for Councils to agree plans.
- The Secretary had responded with a short report that included information from the BGS National Collations and LAWP/SEEAWP AM 2016 reports. Some discussion took place about some of the issues. It was remarked by the Chairman and Secretary that all this work related to justifying the renewal of the AWP contracts from April 2018 and there was some discussion that a joint letter from the English AWP Chairs should be sent to the DCLG. *NB. A letter is being drafted and final version will be circulated in due course.*
- The Secretary advised that Mike Carless (Barnet) had advised a planning application – Appendix 3 - had been received from DB Cargo (UK) for an aggregate /CDE waste depot at Cricklewood Sidings.
- PH announced that Richard Linton intended to retire shortly and there would be a review of the GLA's planning service. The view of Members of LAWP was that the GLA should continue to Chair the LAWP and that this function should be considered as part of the service review by the Authority.
- PU referred to the permission on appeal for the new quarry in Havering and remarked that his company were surprised that the GLA had not called in the application.
- EC referred to the current application – Appendix 4 - for a quarry at Fairlop.
- RA reported that two exploratory marine aggregate dredging options were under consideration

7 **Date of Next Meeting**

- 6 July 11.00 – 13.00 Committee Room 3, GLA Committee Room
- November tba

SEEAWP

South East England Aggregates Working Party

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Tel: 07786977547 **Email:** readplanning@btinternet.com

Mayor of London

Via Email to

consultations@tfl.gov.uk,

4 September 2017

Dear Mayor

Transport Strategy Consultation

I am writing on behalf of the London Aggregate Working Party (LAWP) to make some observations on the Transport Strategy for London.

The LAWP comprises representatives from Government (DCLG), London Boroughs, the GLA and companies producing and distributing construction minerals (aggregates).

The LAWP's role, as set out in the National Planning Policy Framework, is to monitor the supply of aggregates to ensure a 'steady and adequate' supply. It further advises Government and mineral planning authorities (mpas) on appropriate action to maintain the supply. It is in connection with the supply of aggregates to London the following observations on the Mayor's Transport Strategy are made.

Aggregates are a critical element in development of housing and infrastructure. This is particularly relevant to London if it is to accommodate 10.5 million people by 2041 and sustain its world economic role. However, London is dependent on a supply of marine aggregates via the Thameside wharves and imports of crushed rock through the Capital's rail depots. Of the 9.5 million tonnes of aggregates that London consumes each year, four million tonnes - about 40% - is crushed rock delivered by rail. This movement by rail is the equivalent of removing 1100 lorry movements daily - almost 400,000 a year - from London's streets. This is a meaningful contribution to the well-being of Londoners that is consistent with the Mayor's policy on lorries.

It is noted that the Transport Strategy is supportive of using the rail network (and the Thames) for freight through Proposal 16

'The Mayor, through TfL, will work with Network Rail and the Port of London Authority to move, where practicable, freight off London's streets and on to the rail network and the river Thames.'

However, I am concerned elsewhere in the Strategy reference is made to 'slow-moving long trains limit the full potential of the network for passenger services.' There is also further text that can be construed as 'anti-rail freight' It is appreciated this refers more to through London rail traffic and LAWP supports this being diverted around the Capital. However, these remarks could be taken out of context and jeopardise London's own rail freight services.

In view of this it would be appreciated if the Mayor could look at these and other related references again. I suggest the Strategy should make it clear that London bound rail freight is supported, particularly in connection with the supply of aggregates. Moreover, the Strategy could go further by linking Proposal 15 (d)

'Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.'

with the protection and development of rail depots (and wharves)

I hope consideration can be given to the above points.

A handwritten signature in blue ink that reads "Richard Read". The signature is written in a cursive, slightly slanted style. A large, light grey watermark of the word "DRAFT" is visible diagonally across the page, partially obscuring the signature.

Richard Read

Secretary, London Aggregates Working Party

SEEAWP LAWP

South East England Aggregates Working Party

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Nigel Hunt

Leicestershire County Council

Via Email

6 November 2017

Dear Mr Hunt

Leicestershire Local Aggregate Assessment (LAA) 2017

Thank you for providing an opportunity for the London and South East Aggregate Working Parties to comment on the draft Leicestershire LAA.

Today, the SEEAWP discussed the Leicestershire LAA and previously I had consulted the Chair of LAWP. The following views are the outcome of these discussions.

From both a London and South-East England perspective, Leicestershire is an important supplier of aggregate from its rail linked igneous rock quarries. In 2014, 6 Mt and 5.5 Mt of crushed rock was sent from Leicestershire by rail to London and the South East respectively. This is 15% and 10% of crushed rock imports for these respective regions. The maintenance of supply from Leicestershire is therefore an important issue for the Aggregate Working parties.

It is noted that the LAA states in para 3.23:

'The existing active [crushed rock] sites have the potential to produce around 15.5 million tonnes per annum, based on information contained in recent planning applications. Existing rail-linked quarries have a capacity of around 13.5 million tonnes per annum. This suggests that existing sites would be capable of producing sufficient material to satisfy the average rate of production over the last 10 years, but this would be just below the level of provision identified in the adopted Minerals Core Strategy. Not

all of the sites would however be able to continue contributing to future requirements without the benefit of extensions to their currently permitted operations.'

This does raise some concerns. Earlier in the LAA it is stated that the 10 and 3 year average crushed rock sales are 13.2 and 13.9 Mt respectively and moreover the 2016 sales are 14 Mt. The more recent sales are uncomfortably close to the capacity limits noted above. Indeed a 11% increase in sales above the 3-year average appear to bring sales up to quarry capacity.

Turning to the issue of future provision there is some evidence of some growth in aggregate demand and para 5.24 states:

Whilst there is no evidence that demand for aggregates is likely to decrease, it is not considered there is sufficient robust evidence to support a specific level of production above the 10 year average of sales. The production guidelines identified by this Local Aggregates Assessment therefore reflect the 10 year sales averages, namely 13.24 million tonnes per annum for crushed rock

However, this conclusion is questioned. The LAA notes a number of projects and programmes that appear to require significant supplies of aggregate. There is also a distinct upward sales trend in Leicestershire. While consideration should be given to the anticipated growth in regions like London and the South East England, which Leicestershire supplies. Together, these suggest Leicestershire should be planning for higher sales of crushed rock.

As if to underline this point there is a reference to past conclusions of the East Midlands Aggregates Working Party in para 5.31:

'Whilst the theoretical permitted reserves of igneous rock appear to be adequate technical considerations led the East Midlands Aggregates Working Party (EMAWP) to express concern in 2010 regarding the medium to long term ability of Leicestershire to supply crushed rock, at existing levels, particularly to areas like the South East and London. The EMAWP advocated that action be taken to address concerns over medium to long term future supplies of igneous rock from Leicestershire, bearing in mind the nationally strategic and uncertain nature of the Leicestershire resources beyond the existing permissions.'

I think the London and South East Aggregate Working Parties would agree with this and request that Leicestershire County Council take these points into account when finalising its LAA

Yours sincerely,

Richard Read
LAWP/SEEAWP Technical Secretary

Application (Ref: 17/5761/EIA):

'Use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail including dismantling and removal of lighting tower; levelling of site and provision of landscape bund; 2no. open stockpile areas each containing 10 storage bins and 2no. partially enclosed stockpile areas each containing 10 storage bins; acoustic and perimeter fencing; CCTV, security hut, welfare hut, a weighbridge, 2 no. wheel wash facilities, dust suppression system, drainage, parking for HGVs and cars, traverser road, replacement rail track sidings, continued use of existing building for staff and welfare facilities; and other infrastructure and ancillary works including alterations to the existing access to Edgware Road and provision of new landscaping.'

The Proposed Development will comprise two processing operations; the transfer of aggregate material from rail to road and the transfer of inert construction waste from road to rail. It is anticipated that there will be on average two trains delivering aggregates and one train for construction waste removal each day. Combined annual throughput proposed of circa 1.5m tonnes

Fairlop Quarry, Hainault Road, Little Heath, Romford, Essex, RM6 5SS
Eastings: 546750.1900; Northings: 190846.0700

Summary

Planning application 20189/16 (London Borough of Redbridge) for the extension of mineral workings at Fairlop Quarry, into extension areas E (5 phases) and F (2 phases), with establishment of new lagoon facilities, retention and modification of plant site and ancillary facilities, the establishment of a new conveyor and haul road with restoration to agriculture and nature conservation habitats by importation of inert restoration materials.

The proposal is for the extraction of **1 million tons of sand and gravel** through the working of the extensions at areas E and F, (Aldborough Farm and Hainault Farm respectively). Restoration operations will be managed to follow behind the 7 extraction phases, **no proposal for recycling**, inert material to be used as fill.