

DERBYSHIRE AND DERBY MINERALS LOCAL PLAN

**Towards a Minerals Local Plan:
Spring 2018 Consultation**

Background Paper
**Safeguarding of Minerals Related
Infrastructure**

December 2017

CONTENTS

	Page
1. Introduction & Background	2
2. National Policy	2
3. Descriptions of the Relevant Types of Minerals Infrastructure	3
4. Transport Infrastructure	4
5. Minerals Ancillary Infrastructure	5
 Appendices	
A. Railheads and Rail Links in the Plan Area	8
B. Other Minerals Related Infrastructure in the Plan Area	9

1 Introduction and Background

- 1.1 Mineral safeguarding is a planning term used to describe the process of ensuring that both natural mineral resources (e.g. the surface coal resource) and built development associated with their extraction and use (e.g. a concrete batching plant or a rail freight line) are not sterilised unnecessarily or prevented from operating by other types of development. It ensures that the minerals which are produced are supplied to the market in the format required (such as concrete or coated road stone), and that the potential is maintained to transport them in sustainable ways, including by rail or water.
- 1.2 In terms of the natural mineral resource, mineral safeguarding is carried out through the identification of Mineral Safeguarded Areas (MSAs) and Mineral Consultation Areas (MCAs). This is the subject of the Mineral Safeguarding Paper. This paper will concentrate on how the minerals related infrastructure might be safeguarded.
- 1.3 Safeguarding these types of infrastructure would ensure that the minerals planning authority is able to comment on, and resist any future developments which may be considered to have a negative impact on the existing operations.

2 National Planning Policy

- 2.1 National guidance for the extraction of minerals is set out in the National Planning Policy Framework, (published in March 2012).
- 2.2 As set out in Paragraph 142 of the NPPF, the Government believes that, "Minerals are essential to support sustainable economic growth and our quality of life. It is important, therefore, that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation."
- 2.3 In Paragraph 143, the NPPF sets out that, "...local planning authorities should...safeguard:

- existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, including recycled, secondary and marine-dredged materials; and
- existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material.”

2.4 As such, the safeguarding of minerals infrastructure is something that must be addressed in the Minerals Local Plan.

2.5 The NPPF also states, in Paragraph 22 that, “planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”

2.6 In terms of transport infrastructure, the NPPF, in paragraph 41 states that, “local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.”

3 National Planning Policy Guidance (NPPG)

3.1 This states that Mineral Planning Authorities should safeguard existing, planned and potential storage, handling and transport sites to:

- ensure that sites for these purposes are available should they be needed; and
- prevent sensitive or inappropriate development that would conflict with the use of sites identified for these purposes.

3.2 In areas where there are county and district authorities, responsibility for safeguarding facilities and sites for the storage, handling and transport of

minerals in local plans will rest largely with the district planning authority. Exceptions will be where such facilities and sites are located at quarries or aggregate wharves or rail terminals.

- 3.3 Planning authorities should consider the possibility of combining safeguarded sites for storage, handling and transport of minerals with those for processing and distribution of recycled and secondary aggregate. This will require close co-operation between planning authorities.

4 Description of Relevant Infrastructure Types

Railheads

- 4.1 A railhead is a structure at the end of a rail line at which freight can be loaded and unloaded.

Rail links to quarries

- 4.2 This refers to the portion of the rail line that is devoted specifically to mineral freight traffic for the use of one or more quarries.

Wharfages

- 4.3 A wharf (or quay) is a structure on the bank of a river or canal where river vessels may dock to load and unload freight.ⁱ

Concrete Batching Plants

- 4.4 A concrete plant, also known as a batching plant, is a facility that combines various ingredients to form concrete, and then delivered to where it is required. Some of these inputs include sand, water, aggregate (rocks, gravel, etc.), fly ash, potash and cement. There are two types of concrete plants: ready mix plants and central mix plants. A typical tower type concrete batching plant consists of a feed hopper and conveyor, which is used to transport aggregates to a series of storage hoppers which are normally a free standing separate item, but at some plants are located at the main structure. The main tower will usually consist of a cement silo with small aggregate hoppers located below. The batch weigher, with the delivery chute leading from it, is mounted beneath the aggregate hoppers and silo. The mixer vehicle will normally take up position beneath the

plant for loading with the required quantity of concrete mix. At many plants, additional cement silos have been added alongside the batching tower.ⁱⁱ

Coated Material Plants

- 4.5 This type of plant is used for the manufacture of asphalt, macadam and other forms of coated roadstone.
- 4.6 The manufacture of coated roadstone demands the combination of a number of aggregates, sand and a filler (such as stone dust), in the correct proportions, heated and finally coated with a binder.ⁱⁱⁱ
- 4.7 The temperature of the finished product must be sufficient to be workable after transport to the final destination. A temperature in the range of 100 - 200 degrees Celsius is normal.
- 4.8 Increasingly, recycled asphalt pavement (RAP) is used as part of the mix. The binder used is flammable, and the heaters are large liquid or gas fired burners. RAP is introduced after the heating process and must be accounted for in the overall mix temperature calculations.
- 4.9 There are three main classes of plant: batch heater, semi-continuous and continuous (or "drum mix"). The batch heater has the lowest throughput, the continuous plant the highest at up to around 500 tonnes per hour.

Other Concrete Product Facilities

- 4.10 This category of development would include any other facility manufacturing a product made from concrete (e.g. pre-cast concrete and paving slabs).

Substitute, Secondary and Recycled Aggregate Plants

- 4.11 For more information on these facilities, please see the Secondary and Recycled Aggregates Supporting Paper.

5 Infrastructure Located within the Plan Area which could be Safeguarded

Transport Infrastructure

- 5.1 There are currently three known operational railheads, three known non-operational railheads, four rail links to quarries and no wharves in Derbyshire and Derby (see Appendix A for a list of the sites and a map of their locations). These already benefit from the safeguarding of the host quarry.
- 5.2 The authorities are not aware of any current proposals for any more of the above infrastructure types.

Concrete Batching Plants

- 5.3 We undertook research to determine the location of concrete batching plants in the Plan area. We contacted mineral operators and met with district/borough council representatives to find this information. This research found 35 concrete batching plants in the Plan area. (see Appendix B for a list of the sites). We sent letters to the operators of each of these facilities asking for information to inform the preparation of the paper. Response to this was very low. We sent a follow up letter in September 2015, to which only a small number of responses have been received.
- 5.4 As can be seen from the list, some are located on existing mineral workings whilst others are standalone facilities on industrial estates in urban areas. The numbers and distribution of the sites involved do not suggest that any individual plant is critical in its own right; each would appear to serve its own relatively limited local area.
- 5.5 It can be beneficial where the batching plant is located within a quarry as the host operation often supplies a large proportion of the raw materials for the manufacture of concrete or asphalt. Other concrete plants are situated within industrial estates. Large development sites build their own temporary concrete plants to supply the contract.

Coated Stone Plant (Asphalt)

- 5.6 Asphalt is a vital product as it is used in many different applications. These include road construction and maintenance, pavements, airport runways, school playgrounds, car parks, footpaths and cycleways, and the roofing of buildings.
- 5.7 Our research so far has determined that there are four coated stone plants in the Plan area. These are listed in Appendix B. Two are within quarries and two are in industrial estates. Letters were sent to the operators of these facilities in 2013 to gather information on the facilities. Response was very low and a follow up letter was sent in September 2015 to gather further information to enable us to assess whether the sites should be safeguarded, in particular in this respect to determine the size and output of the facility and the geographical area which it serves.

Appendix A: Railheads and Rail Links in the Plan Area

Please note, the list of developments in this category is at an early stage of collation and requires input from a number of different organisations.

Infrastructure Type	Location	Operational?	Comment
Railhead	Tunstead Quarry	Yes	
Railhead	Dowlow Quarry	Yes	
Railhead	Doveholes Quarry	Yes	
Railhead	Hillhead Quarry	No	
Railhead	Whitwell Quarry	No	
Railhead	Hindlow Quarry	No	Active for imports from Tunstead Quarry only
Rail Link	To Former Oxcroft Disposal Point	No	Rail lines removed. Future reopening depends on viability
Rail Link	Whitwell Quarry	No	
Rail Link	Buxton to Dowlow Quarry	Yes	
Rail Link	Buxton to Chapel-en-le-Frith via Tunstead and Dove Holes Quarries	Yes	

Appendix B: Other Minerals Related Infrastructure in the Plan Area

Infrastructure Type	Location	Currently Operational?	Part of Existing Mineral Site?	Comment
HIGH PEAK				
Ready Mixed Concrete	Peak Works, Eldon Lane, Peak Forest, Buxton, SK17 8EW	YES	NO	
Ready Mixed Concrete	Northern Concrete, 200 Hadfield Rd, Glossop, SK13 2EP	YES	NO	
Ready Mixed Concrete	RBS Concrete, The Old Goods Yard, Off Midland Road, High Peak, Chapel-en-le-Frith, SK23 9RE	YES	NO	
Ready Mixed Concrete	1, Harpur Hill Business Park, 34A Cedar Ave, Buxton, SK17 9JL	YES	NO	
Ready Mixed Concrete	46, Elnor Lane, High Peak, Derbyshire, SK23 7EU	YES	NO	
Ready Mixed Concrete + Coated stone	Cemex, Dove Holes Quarry, Dale Rd, Buxton, SK17 8BH	YES	YES	Strategic
Ready Mixed Concrete	Ernest Hinchliffe, Dowlow Works, Buxton, SK17 9QF	YES	YES	Strategic
CHESTERFIELD				
Ready Mixed Concrete	Brimington Road, Chesterfield S41 9BE	YES	NO	
Ready Mixed Concrete	Sheepbridge Industrial Estate, Broombank, Chesterfield Road, Chesterfield, S41 9QJ	YES	NO	
Ready Mixed Concrete	Unit 11, Armytage Industrial Estate, Chesterfield, S41 9ET	YES	NO	

Coated Stone	Chesterfield Macadam, 49 Brimington Road, Chesterfield, S41 9BE	YES	NO	
Ready Mixed Concrete	Cemex, Chesterfield Plant, Storforth Lane, Chesterfield, S40 2TU	YES	NO	
DERBYSHIRE DALES				
Ready Mixed Concrete	Chestnut House, 183 The Hill, Cromford , DE4 3QU	YES	NO	
Ready Mixed Concrete	Ryder Point Rd, Matlock, Derbyshire, DE4 4HE	YES	NO	
Ready Mixed Concrete	Unit 1, Wellington Place, Blenheim Rd, Ashbourne, Derbyshire, DE6 1HA	YES	NO	
NORTH EAST DERBYSHIRE				
Ready Mixed Concrete	Holmewood Industrial Park, Park Road, Chesterfield, S42 5UY	YES	NO	
DERBY CITY				
Ready Mixed Concrete	John St, Derby, DE1 2LU	YES	NO	
Ready Mixed Concrete	Aggregate Industries Megaloughton Lane, Derby, DE21 7BR	YES	NO	
Ready Mixed Concrete	Chaddesden Quarry, Chequers Road, Derby, DE21 6EP	YES	NO	20,000 cubic metres annual output
Ready Mixed Concrete	Warren Lane, Derby, DE74 2RG	YES	NO	
AMBER VALLEY				
Ready Mixed Concrete	Midland Industrial Estate, Belper, DE56 2HX	YES	NO	
Ready Mixed Concrete	Pye Bridge Industrial Estate, Alfreton, DE55 4NX	YES	NO	

SOUTH DERBYSHIRE				
Ready Mixed Concrete	90, Donisthorpe Lane, Swadlincote, DE12 6BB	YES	NO	
Ready Mixed Concrete	Swarkestone Quarry, Twyford Road, Swarkestone, DE73 7HA	YES	YES	Strategic
Ready Mixed Concrete	Shardlow Quarry, Aston Lane, Weston on Trent, DE72 2SP	NO	YES	Strategic
Ready Mixed Concrete	Elvaston Quarry			
Ready Mixed Concrete	Bridge St, Swadlincote, DE11 8EL	YES	NO	
EREWASH				
Ready Mixed Concrete	Cemex, Slack Lane, Heanor, DE75 7GX	YES	NO	

ⁱ <http://en.wikipedia.org/wiki/Wharf>, accessed 08/09/17

ⁱⁱ <http://www.voa.gov.uk/corporate/Publications/Manuals/RatingManual/RatingManualVolume5/sect285/b-rat-man-vol5-s285.html>, accessed 08/09/17

ⁱⁱⁱ http://en.wikipedia.org/wiki/Asphalt_plant, accessed 08/09/17