

# Nottinghamshire Minerals Local Plan

Transport Evidence Base Stage 2: Cumulative Impacts

Final

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## Revision History

Revision	Revision date	Details	Name	Position
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## Table of Contents

1.	Introduction.....	1
1.1	Overview .....	1
1.2	Submitted Sites.....	1
2.	Potential Cumulative Impacts.....	2
2.1	Overview .....	2
2.2	Isolated Sites – Bestwood and Mill Hill .....	2
2.3	Besthorpe East and Langford.....	2
2.4	Scrooby Sites & Bawtry.....	2
3.	Summary and Way Forward.....	4

# 1. Introduction

## 1.1 Overview

1.1.1 AECOM has been commissioned by Nottinghamshire County Council (NCC) to examine the proposed locations for minerals extraction within its administrative area.

1.1.2 As part of the development of the Nottinghamshire Minerals Local Plan, a call for potential sites resulted in the submission of sites (including potential extensions of existing sites) by operators. An initial Stage 1 report was prepared which considered this 'long-list' of sites against *transport-related* criteria.

1.1.3 The purpose of this report is to consider the potential cumulative transport impacts of the sites selected for inclusion in the Local Plan. Such cumulative impacts may occur for those sites that are located in close proximity, and use the same highway network in the export of material by HGV.

## 1.2 Submitted Sites

1.2.1 The sites selected by NCC are:

- Bawtry Rd West;
- Scrooby Thompson Land;
- Scrooby North;
- Scrooby Top North;
- Besthorpe East;
- Langford Lowfields North;
- Bestwood 2 north; and
- Mill Hill near Barton in Fabis.

1.2.2 The above sites were identified and selected based on non-transport criteria (since the Stage 1 report did not eliminate any of the longlisted sites on transport grounds).

## 2. Potential Cumulative Impacts

### 2.1 Overview

2.1.1 The purpose of this section is to identify the clustering of the sites identified by NCC for inclusion in the Minerals Local Plan.

### 2.2 Isolated Sites – Bestwood and Mill Hill

2.2.1 Both Bestwood II and Mill Hill (near Barton in Fabis) are located away from all other sites. As such, there are no cumulative impacts between these sites and other sites proposed in the Local Plan. They have therefore not been further considered.

### 2.3 Besthorpe East and Langford

2.3.1 The Besthorpe East and Langford Sites are located to the north and south of Collingham, respectively. HGVs from both sites route onto the A1133. However, routeing agreements (secured via S106) mean that HGVs from both sites are already restricted from travelling through Collingham. HGVs from Besthorpe must travel northwards, and HGVs from Langford must travel southwards. The continuation of such routeing agreements would mean that cumulative impacts would continue to be avoided. As such, these sites have not been considered further.

### 2.4 Scrooby Sites & Bawtry

2.4.1 The Scrooby Sites comprise:

- **Scrooby Top North:** An extension to the existing Scrooby Top Quarry, releasing 4.831m tonnes of mineral, to be worked at a rate of 120,000 tonnes a year over 40 years. This would be exported by HGV and equates to 22 HGV arrivals and 22 HGV departures per average working day (assuming a 275 day working year and 20T average HGV load). The extension would be opened once the existing quarry has been worked out at the end of 2022.
- **Scrooby South:** The existing permitted quarry has an expected life until the end of 2022. Output is 40,000 tonnes per annum which is transported to Scrooby Top Quarry to be processed.
- **Thompson Land:** This would be worked in 2020 and 2021 at 40,000 tonnes and 20,000 tonnes respectively. This would be transported by HGV to Scrooby Top Quarry for processing and equates to 7 HGV arrivals and 7 HGV departures per average working day.
- **Scrooby North:** This would be worked from 2023 once Scrooby South has been worked out. In total 620,000 tonnes of material, would to be worked at a rate of 40,000 tonnes a year over 16 years. This would be transported exported by HGV to Scrooby top quarry for processing and equates to 7 HGV arrivals and 7 HGV departures per average working day.

2.4.2 Scrooby Top North is an extension to an existing operating quarry. No new cumulative impacts should therefore occur with this extension (if it becomes operational following the cessation of works at the existing quarry permissions).

2.4.3 From the information provided, it would appear that the Thompson Land will be worked to provide additional material for Scrooby South (and its successor Scrooby North).

- 2.4.4 The total vehicles from the Thompson land and Scrooby North, however, are very small. Given the above, it is not considered that the Scrooby Sites will generate perceptible additional cumulative highway impacts and no mitigation is required.
- 2.4.5 A site to the north of the Scrooby Sites is the Bawtry site, which is an extension to an existing operation. As such, it would not generate perceptible new cumulative highway impacts and has not been considered further.

### 3. Summary and Way Forward

- 3.1.1 This report has considered the cumulative impacts of the sites identified as those that are preferred for inclusion in the Nottinghamshire Minerals Plan. Given the small number of sites, many of which are extensions, it is not considered that there are any new cumulative impacts which require mitigation (in transport terms).



