

# **Material Assets & Economic Growth of Minerals**

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## 1.1 Material Assets & Economic Growth of Minerals

### Policy context

#### Luton Local Plan (Second Deposit Draft)

The Local Plan is to guide development and the use of land. It contains policies and proposals for land use and transportation.

#### Objectives, Targets and Indicators

(Review Policies on Transportation (T1-T13) regarding transport interchanges, road proposals etc.).  
(Review Policies on Utilities (U1-U5) regarding telecommunications, infrastructure provision in new developments and renewable energy).

#### Community Plan for the Borough of Bedford 2004-2010

The production of this, the second Community Plan for the Borough of Bedford, has been co-ordinated by the Bedford Partnership Board, the Local Strategic Partnership for the Borough. The over-arching aim is “*Working Together to Improve Health and Well-Being*” and our objective is to lay the foundation stone for an improved quality of life for everyone who lives, works or visits the Borough.

#### Objectives, Targets and Indicators

Rectify incomplete or poor transport networks for car, LGV, bus, rail, cycle & walking modes.  
Provision of park & ride system.  
Improve poor transport interchanges & access to Bedford Town Centre.

#### Regional Spatial Strategy (RSS14) of the East of England (Draft Revision)

Bedford now lies within the East of England region for planning purposes. RSS14 is based on the principles of the UK’s Strategy for Sustainable Development and sets out a strategy to guide planning and development in the East of England to the year 2021. It aims to improve the quality of life and sets out proposals which will influence where people choose to work and live and how to move about the region. The final RSS14 is due to be published in late 2006.

#### Objectives, Targets and Indicators

To ensure that infrastructure programmes for transport, utilities or social infrastructure will meet current deficiencies and development requirements and that the responsible agencies commit the resources required to implement these programmes and co-ordinate delivery with development.  
To protect and enhance the built environment by encouraging good quality design and the use of sustainable construction methods for all new developments.  
To meet the regions housing needs, in particular providing sufficient affordable housing.  
Policy NSR5 relates to transport infrastructure and aims to:  
Safeguard sites for rail depots;  
Promote East –West Rail Link;  
Improve rail services from the sub-region to London, Cambridge and Peterborough; and  
Safeguard access to the waterside for freight, public transport and recreation.

Existing well located wharves and facilities for rail and water freight interchange should be safeguarded and improved provision made in locations with good road and rail access to end users.

Encourage infrastructure for cleaner transport fuels such as liquefied petroleum gas (LPG) and compressed natural gas (CNG).

Reduce the use of primary aggregates in building products.

### Milton Keynes and South Midlands Sub-Regional Strategy

The Strategy provides a sub-regional strategy for the period 2001 to 2021 and a long-term vision for the sub-region towards the year 2031. It provides guidance regarding the scale, location and timing of development and transport, employment and social infrastructure needed to achieve sustainable communities. It seeks to identify key growth areas to accommodate the economic success of London and the South East. The special framework policies relate to housing, transport and employment and areas for regeneration.

### Objectives, Targets and Indicators

Meet infrastructure needs and provide for requirements generated by new development.

Invest in new and improved infrastructure.

Modernisation of the West Coast mainline.

Enhancements to the Midlands mainline including the Thamelink 2000.

## Baseline Review

### Material Assets

Luton and Bedfordshire's material assets include:

- Buildings and associated Infrastructure
- Roads & associated infrastructure

- 1.1.1 Bedfordshire and the Unitary Authority of Luton manage the maintenance of all of the road systems in Bedfordshire excluding the motorways and designated trunk routes identified in the Transport topic maintained by the Highways Agency.

### Airports

- 1.1.2 In a public-private partnership deal signed in August 1998, London Luton Airport remains publicly owned by Luton Borough Council but has been operated managed and developed by a private consortium, London Luton Airport Operations Ltd, for a period of 30 years.

## Economic Growth of Minerals

### Luton

- 1.1.3 Luton is a mostly urban area, and as such is a consumer of primary mineral resources rather than a provider. However, Luton like all urban areas can contribute recycled mineral resources from demolition and recovery of demolished structures. Luton airport may be expanded in the future with a longer runway to accept a wider range of aircraft and more airport facilities. With associated road and rail infrastructure improvements this development could add a significant demand on local mineral resources if the development takes place.

## Bedfordshire

1.1.4 Bedfordshire comprises of several urban areas including:

- Bedford;
- Dunstable;
- Leighton Buzzard;
- Biggleswade;
- Sandy;
- Kempston;
- Flitwick.

1.1.5 All these areas will have to achieve a higher level of housing growth in the future to meet the recommendations of the Barker report into future housing need.

1.1.6 The Highways Agency is proposing to widen approximately 15 miles of the M1 motorway between Junction 10, south of Luton (the closest junction to Luton airport), and Junction 13 where it joins with the A421. This will upgrade the motorway from 3 to 4 lanes. There would also be improvements to junctions 11, 12 and 13. This will demand considerable amounts of materials if this scheme is approved.

## Economic Growth of specific mineral types

### Sand and Gravel (construction)

1.1.7 In 2000 Bedfordshire produced 1.87 million tonnes of sand and gravel. This declined by 2003 to a production of 1.66 million tonnes.

### Silica Sand (industrial sands)

1.1.8 Bedfordshire is a source of silica sand for foundry and horticultural applications, and water filtration. The upper part of the Woburn Sands Formation of the Lower Greensand is in the vicinity of Leighton Buzzard. Suppliers of Silica Sand in Bedfordshire are:

- WBB MINERALS – Bedfordshire; and
- Garside Sands—Aggregate Industries –Bedfordshire.

1.1.9 Estimates of reserves are difficult to make but it is estimated in 2001 that there where 9.6 million tonnes in reserve.

## Chalk

1.1.10 Chalk is extracted for agricultural and cement making purposes. Kensworth Quarry has reserves of 73 million tonnes and supplies 1 million tonnes of chalk in the form of a slurry sent via pipeline to a cement plant in Warwickshire. There is no extraction at present for agricultural purposes though Tottenhoe Quarry has dormant reserves of 1.4 million tonnes.

## Fuller's Earth

- 1.1.11 This has been extracted around Woburn in Bedfordshire since Roman times for cleaning wool and later for other industrial purposes such as casting and papermaking. Steetley Bentonite and Absorbents, had produced fuller's earth near Woburn in Bedfordshire since the 1950s. However, all production ceased in spring 2005 due to the exhaustion of permitted reserves. There is now no Fuller's Earth extraction in Bedfordshire or in any other part of the UK.

## Clay Extraction

- 1.1.12 Clay is extracted for brick making purposes. A Hanson brick manufacturing plant is located at Stewartby manufacturing facing bricks. This takes 250,000 tonnes of Oxford clay from the Quest Works in Marston Vale which has reserves of around 90 million tonnes. There are no current plans to release further brick clay reserves in the current plan. The former brickworks at Kempston Hardwick is now closed but retains some clay reserves which could potentially be used in the future.

## Building Stone

- 1.1.13 There are no known building stone quarries in Bedfordshire though local stone deposits suitable for building stone do exist and have been worked in the past.

## Sources of data

- [www.magic.gov.uk/website/magic/](http://www.magic.gov.uk/website/magic/) (GIS mapping data for Bedford)
- [www.bedfordshire.gov.uk](http://www.bedfordshire.gov.uk)
- [www.luton.gov.uk](http://www.luton.gov.uk)
- [www.bgs.ac.uk/mineralsuk/statistics/uk/ukmy.html](http://www.bgs.ac.uk/mineralsuk/statistics/uk/ukmy.html)
- [www.odpm.gov.uk](http://www.odpm.gov.uk)
- Bedfordshire and Luton Minerals and Waste Local Plan January 2005

## Trends

- 1.1.14 A do minimum scenario is not likely to bring additional environmental or economic benefits to Luton or Bedfordshire. Pressures from major SE construction and infrastructure developments may increase pressure for more minerals extraction. Bedfordshire has two land bank targets. A land bank is the total number of year's reserves up to 2016.
- 7 year landbank requirement for aggregates (1.93 million tonnes per annum)
  - 10 year landbank for Silica Sands (for individual production sites)
- 1.1.15 There will also be pressure to:
- Increase the use of recycled material for road maintenance to reduce costs and transportation of materials.

- Find materials to facilitate the growth of airport and facilities.

### Data Gaps

None identified.

## Implications for minerals planning and SA in Bedfordshire

### Key issues from the policy context:

How the minerals local plan should address material assets

- 1.1.16 The MLDF should seek to integrate with development programmes for the local and regional area to ensure the provision of suitable local building materials

Relevant objectives for the SA

- The MLDF should aim to avoid conflict and seek to support the provision of a more sustainable transport network.
- The MLDF should seek to integrate with development programmes for the local and regional area to ensure the provision of suitable local building materials

### Key issues arising from the baseline review:

- Need to encourage maximum recycling during road maintenance operations.
- Need to encourage maximum recycling during airport maintenance operations.

### Key issues arising from the scoping consultation:

Are these the key sustainability issues under this topic area? or are there others?

- None suggested

What are the main implications of these issues for minerals and waste planning?

- None suggested.

What sustainability objectives do you think should be set for each of these topic areas?

- None suggested.