

ISLE OF WIGHT COUNCIL



Isle of Wight Local Aggregate Assessment 2014



October 2014

Executive Summary

The requirement to produce an annual Local Aggregate Assessment (LAA) was introduced through the publication of the National Planning Policy Framework (NPPF) in March 2012. Following publication of the NPPF, the Government issued further guidance on the Managed Aggregate Supply System (MASS) in October 2012. This report is the second LAA that aims to meet the requirements set out in both of these documents.

Recent sales (i.e. when considering the last three years¹) of aggregates have seen a continued, albeit gradual, decline. This is reflected in a landbank of permitted reserves in excess of the required seven years. A significant quantity of permitted reserves has been identified through the monitoring process, which has enabled it to be included in the consideration of the Island's sand and gravel landbank.

The council has allocated six mineral sites through the adopted core strategy. This has provided sufficient potential reserves through the plan period through to the year 2027. While one allocated site has been permitted and is understood to currently be being worked, due to the lengthening permitted reserves as stated above and the proportion of reserves (2% of potential yield from allocated sites and 5% of permitted reserves) this permission made up, it is possible to conclude that this is not significant. Furthermore, the council would expect the allocated mineral sites to gain consent over the lifetime of the adopted (March 2012) local plan (Island Plan Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document).

Perhaps most significantly for the Island is the continued trend in the reliance on imported aggregates of both sand and gravel and crushed rock. This accounts for 42% and 16% of all sales respectively. This highlights the ongoing reliance on the Island's three aggregate wharves and their continued importance to both the mineral industry and the wider development and regeneration of the Isle of Wight. The ongoing use of the aggregate wharves also provides wider benefits to the Island, both in terms of environmental (i.e. a lower carbon footprint) and securing ongoing infrastructure of strategic importance to the Island.

Summary of main conclusions of this LAA

	Performance in 2013	In comparison to previous year
Land won sand and gravel sales (tonnes)	62,407	↓ 4,193
Permitted reserves of sand & gravel (tonnes)	1,709,900	↑ 902,900
Landbank (years)	21.3	↑ 11.3
Marine imported sand & gravel (tonnes)	83,000	↓ 7,000
Marine imported crushed rock (tonnes)	31,079	↓ 305
Marine reserves (million tonnes)	50.14*	50.14*
Allocated sites/potential yield (tonnes)	5/1,730,000	6/1,770,000

*Current licensed production areas, Marine Aggregates Capability & Portfolio 2013, The Crown Estate

¹ A 10 and 3 year period of review has been used in this report in line with the approaches detailed in both the NPPF and the MASS guidance. For further detail on this please see 'Isle of Wight Sales' under the 'Land-won Sand and Gravel' section.

Contents

1. Introduction	1
Background to the Island’s Local Aggregate Assessment	1
The requirement to produce an annual LAA	1
How the LAA has been developed	3
Consultation	4
Data limitations	5
2. Aggregate Supply and Demand	6
Geology	6
Mineral Resources on the Island	6
Land-won Sand and Gravel	9
Hard Rock	13
Marine-won Sand and Gravel	15
Recycled and Secondary Aggregate	19
3. Total Aggregate Supply	21
4. Future Aggregate Supply and Demand	23
5. Implications of Local Approach	28
Appendix 1: Isle of Wight Local Aggregate Assessment, Consultation Draft February 2013 – Summary of Consultation Responses	29

List of Figures

Figure 1:	BGS Mineral Resource Areas	7
Figure 2:	Comparison of land-won sand and gravel sales and the apportionment on the Isle of Wight	10
Figure 3:	Active (permitted) sand and gravel sites and aggregate wharves on the Isle of Wight	11
Figure 4:	Crushed rock sales on the Isle of Wight	14
Figure 5:	Marine-won sand & gravel sales on the Isle of Wight	17
Figure 6:	Proportion of Total Aggregate Supply	21
Figure 7:	A comparison of housing completions and sand & gravel sales	25

List of Tables

Table 1:	Superficial Deposits across the Island	6
Table 2:	Summary of minerals existing on the Island	7
Table 3:	Land-won sand and gravel sales in the Isle of Wight, 2004 – 2013 (tonnes)	9
Table 4:	Permitted sand and gravel quarries on the Isle of Wight	10
Table 5:	Isle of Wight Reserves at 31 December 2013 (tonnes)	11
Table 6:	Isle of Wight landbanks (years)	12
Table 7:	Import details of crushed rock and associated aggregates	13
Table 8:	Marine imported crushed rock (tonnes)	13
Table 9:	Current reserves and permitted offtake for the South Coast region	15
Table 10:	Current dredge licences of local marine aggregates, as determined by the MMO	16
Table 11:	Future dredge licences of local marine aggregates, as determined by the MMO	16
Table 12:	Marine-won sand & gravel sales on the Isle of Wight (thousand tonnes)	16
Table 13:	Recycled & secondary aggregate production on the Isle of Wight 2004 – 2013 (tonnes)	20
Table 14:	Total Aggregate Sales on the Isle of Wight, 2004 – 2013	21
Table 15:	Comparison of average aggregate sales against identified capacity on the Isle of Wight	22
Table 16:	Land-won provision on the Isle of Wight to 2027	26
Table 17:	Indigenous land-won vs marine-won sand and gravel sales	27

1. Introduction

Background to the Island's Local Aggregate Assessment

Development on the Island is dependent on a supply of minerals, such as sand and gravel. Whilst the Island is fortunate to have deposits that could be extracted, there are other considerations that will limit the available supply, for example existing or planned development, nature conservation or landscape concerns.

Thus, some of the Island's mineral requirement does come from imports, including all hard stone and over half the sand and gravel used on the Island is marine won. This, in turn, places an increasing importance on the Island's aggregate wharfs, the use of recycled materials and efficient use of materials reliant on minerals.

Ensuring a managed system of supply for aggregates is of strategic importance to the long-term economy of the Island. Government has recognised the vital role a sustainable supply of aggregates plays through specific policy in the National Planning Policy Framework and the Guidance on the Managed Aggregate Supply System.

The social and economic importance of marine won aggregates is highlighted in the national Marine Policy Statement. This is significant as the Island is becoming increasingly dependent upon both the use of its aggregate wharves and marine-won aggregates. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the UK Marine Policy Statement unless relevant considerations indicate otherwise. The Marine Policy Statement will also guide the development of Marine Plans across the UK. The next Marine Plans to be developed (the Southern Marine Plans) will entirely cover the marine environment around the Isle of Wight, as well as the 'local' areas licenced for aggregate dredging.

This second Local Aggregate Assessment for the Isle of Wight Council as a Mineral Planning Authority has been prepared to meet the requirements of both these documents and provides a long term strategic overview of the supply and demand for aggregates on the Isle of Wight.

The requirement to produce an annual LAA

In order to further support the Isle of Wight Council's approach to aggregate supply, as detailed in Policies SP9 and DM20 of the adopted (March 2012) Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document (subsequently referred to in this document as the core strategy), a Local Aggregate Assessment (LAA) has been prepared.

The requirement to produce an annual LAA was introduced through the publication of the National Planning Policy Framework (NPPF) in March 2012. This stated that "Minerals planning authorities should plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment, either individually or jointly by agreement with another or other mineral planning authorities, based on a rolling average of 10 years sales data".

Following publication of the NPPF, the Government issued further guidance on the Managed Aggregate Supply System (MASS) in October 2012. This sets out that the LAA should cover an assessment of:

- Recycled aggregate
- Secondary aggregate
- Marine aggregate
- Imported aggregate
- Land-won aggregate

The guidance also stated that the LAA should cover the issues below, which the Isle of Wight considers to have been included within this LAA:

1. A forecast of the demand for aggregates based on the average of 10-years sales data and other relevant local information. **This is considered in sections 3. 'Total Aggregate Supply' and 5 (5. 'Isle of Wight's Local Approach') of this LAA;**
2. An analysis of all aggregate supply options, as indicated by landbanks, mineral plan allocations and capacity data -e.g. marine licences for marine aggregate extraction and the potential throughputs from wharves. This analysis should be informed by planning information, the aggregate industry and other bodies such as local enterprise partnerships. **This is considered in section 4 (4. 'Future Aggregate Supply, Demand, Opportunities and Constraints') of this LAA;** and
3. An assessment of the balance between demand and supply, and the economic and environmental opportunities and constraints that might influence the situation. It should conclude if there is a shortage or a surplus of supply and, if the former, how this is being addressed. **This is considered in sections 4 (4. 'Future Aggregate Supply, Demand, Opportunities and Constraints') and 6 (6. 'Conclusions and review of the Local Aggregate Assessment') of this LAA.**

The LAA analyses relevant data on aggregates and concludes what this shows about the picture of supply and demand on the Isle of Wight. It is important to note that this data predominantly comes from the annual monitoring of aggregate sales on the Island, on behalf of the South East England Aggregate Working Party (SEEAWP). The Aggregates Monitoring (AM) survey collects annual sales data from active mineral sites, mineral wharves and recycled aggregate processing sites. The most recent survey of this nature is the AM2013 survey, the results of which have been used in the preparation of this LAA.

Every four years the AM survey is expanded into a more comprehensive national survey referred to as the Aggregate Minerals Survey (AMS) that also collects data on the movement of minerals, including mineral imports and exports between authorities. The information collected allows for an estimate to be made for the 'consumption' of aggregates by areas. This survey, undertaken jointly between the Department for Communities and Local Government (DCLG) and the British Geological Survey (BGS), provides broad land-won sand and gravel import and export figures for both regional areas and MPAs. The last survey of this nature was the AMS2009 and as such the AMS2009 is still relied upon for some aspects of this LAA. The next AMS is anticipated in 2015 and will report on the reserves, sales and movements of aggregates for 2014.

Other information on the use and need for aggregates was prepared in the evidence base documents produced as part of the Island Plan Core Strategy preparation. These evidence base documents provide more detailed aggregate information and analysis and are referenced within this LAA. This includes the following documents;

[Assessment of the Potential for Mineral Sites on the Island, Site Options Report](#) (October 2010); Entec for the Isle of Wight Council

[Assessment of the Potential for Mineral Sites on the Island, Site Options Report – Appendices C-F](#) (October 2010); Entec for the Isle of Wight Council

This LAA 2014 supercedes the previous LAA 2012 (published March 2013). It should be noted that there is inevitably a delay between the date of the information the assessment is based upon and publication (currently this appears to be around a year). While the LAA is published separately to the council's Monitoring Report, there are clear links between the two, as demonstrated in the mineral section of the council's Monitoring Report and the use of housing figures to inform the demand analysis of this LAA. It is anticipated that the Monitoring Report and the finalised LAA will be published at the end of each calendar year hereafter.

How the LAA has been developed

Given the strategic nature of minerals, both in terms of their importance to supporting virtually all forms of development and their geographical distribution leading to the movement of materials from source to point of demand, it is important that the LAA is developed collaboratively.

The council has sought to work collaboratively with other bodies in the preparation of this LAA, in order to satisfy Section 110 of the Localism Act. This has involved a two stage process of firstly consulting on a draft version of this LAA, before then consulting on the final version, prior to final amendments, adoption and publication.

It should be noted that this LAA looks to build on the previous assessment (LAA2012) and as such it was felt there was little need to repeat all of the detailed data collection, surveying and consultation that had already been carried out as part of the previous LAA, as with such a short space of time it is unlikely that there would be any significant change. However where such change has been identified either by the authority itself (for example clarification on significant sand and gravel permitted reserves) or through the first phase of consultation, then appropriate amendments has been made to the established baseline.

Evidence the council has supports the minerals targets set out in this assessment, informed by apportionment established through the regional plan process, to be an appropriate set of targets for the Island. This is further supported by the aspirations the council has for the Island, through the core strategy, including an annual housing target of 520 units per annum.

More informal collaboration has occurred between the council and Hampshire County Council (HCC) due to HCC being the nearest 'neighbouring' Mineral Planning Authority (MPA) and the one most likely to be affected by strategic mineral supply decisions taken on the Island. Furthermore, it also provides links to the mainland both in terms of aggregate wharves, but also as the MPA whose area contains all the vehicular ferry ports to the Island. The geographic proximity also results in a similar geology and consistency in approach between the MPAs on evolving issues such as hydraulic fracturing², is more likely to provide certainty to the mineral industry. The council would also like to acknowledge the co-operation HCC has provided in the sharing of the format of this LAA, having developed it and tested it's acceptability with the South East England Aggregate Working Party (SEEAWP) that both MPAs are members of.

² Hydraulic fracturing or 'fracking' involves the injection of water, sand and chemicals at high pressure into boreholes.

Consultation

Baseline Consultation

The council previously carried out targeted consultation on the information requirements of the LAA for the 2012 assessment. This was deliberate and not due to any restrictions, but specifically focused on certain identified groups or individuals deemed critical to establishing a sound evidence base. As the council has been in contact with all of the Island's mineral operators as part of the survey requirements for AM2013 and no significant issues or changes have been raised, the council has determined that this is adequate for the subsequent LAA (2014) which aims to provide an update on the previous LAA (whereas the previous LAA 2012 required a new report and therefore specific consultation was deemed justified in relation to establishing a sound evidence base).

Consultation on the draft LAA – July 2014

The following bodies were consulted in July 2014 on the draft LAA 2014:

- All Island mineral operators (including quarries and aggregate wharves)
- South East England Aggregate Working Party (Technical Secretary)
- South West Aggregates Working Party (Technical Secretary)
- Hampshire County Council
- Marine Management Organisation
- Environment Agency
- British Geological Survey
- Solent Local Economic Partnership
- Isle of Wight Council (Waste & Highways PFI Teams)

Following consultation the LAA has been amended, as set out in Appendix 1, with the key points identified by the council from the consultation responses being summarised below.

Consultation Responses to Draft Assessment - Summary Key Points;

- Overall support for both the assessment and approach taken (no objections were raised);
- Level of provision proposed is supported;
- The increasing reliance on marine-won sand & gravel;
- The significance of the Island's aggregate wharves and the importance of safeguarding their use;
- Potential change in how future marine aggregate is won may have implications for the Island's aggregate wharves;
- There is a need in future assessments to understand the implications of the recently consented³ asphalt recycling plant with ancillary facilities.

The South East England Aggregate Working Party was consulted in October 2014 on the final draft LAA 2013. Following this consultation formal correspondence (dated 5th November 2014) was received from the Aggregate Working Party confirming that, "SEAWP approved the Isle of Wight Local Aggregate Assessment".

³ Application reference: TCP/00424/T, P/01262/13, Approved 19/12/2013

Data limitations

The Isle of Wight suffers in mineral reporting from its relatively small size, both in comparison to some of its neighbouring MPAs and with regards to the low numbers of quarries, wharves and operators.

This has had consequences in terms of how mineral information on the Isle of Wight is reported. The first is that due to the limited number of quarries, wharves and operators, often figures reported through annual monitoring have not been able to be published due to commercial confidentiality. The second is that where mineral reporting has occurred at a higher than MPA level, figures for the Island have often been aggregated into that of Hampshire (or wider) making analysis of such information with regards to the implications for the Island impossible with any degree of certainty.

Both of these data limitations have been recognised independently, through consultation on the previous LAA, by the technical secretary to the AWP of which the Island is a member, and the BGS.

2. Aggregate Supply and Demand

Geology

The geology of the Isle of Wight gives rise to the following mineral deposits (as shown on Figure 1):

- Sand and Gravel;
- Limestone;
- Chalk; and
- Brick Clay

In simplest terms, the geological deposits that occur on the Island can be divided between superficial and solid deposits, as detailed below. The superficial deposits (including sand and gravel) occur across the Island and are categorised in Table 1.

Table 1: Superficial Deposits across the Island

Deposit	Description
River Terrace Deposits	Occur at several levels in most of the major valleys on the Island. These broadly comprise older, raised river terrace sequences (sometimes called 'Plateau Gravels') and younger, flood plain terraces associated with, and underlying, present day alluvium
Angular flint gravel (clay with flints)	Occur on the summits and upper slopes of the Chalk Downs in the central and southern parts of the Island.
Sub-alluvial gravel	Occur beneath the alluvium of the main valleys on the Island and are compositionally similar to river terrace deposits.
Storm beach gravel	Occur from Sconce Point to Bouldnor in the west of the Island. The form of these deposits is dictated by the east-west longshore drift which prevails along this coast and are generally made up of fine to coarse flint gravels, grading seawards into finer sands and silty clays.
Blown sand	The largest area of blown sand is in the south of the Island, on top of a vertical cliff between Atherfield and Chale, at a height of approximately 50m above sea level and consists of disintegrated Lower Greensand Group up to 7m in thickness.

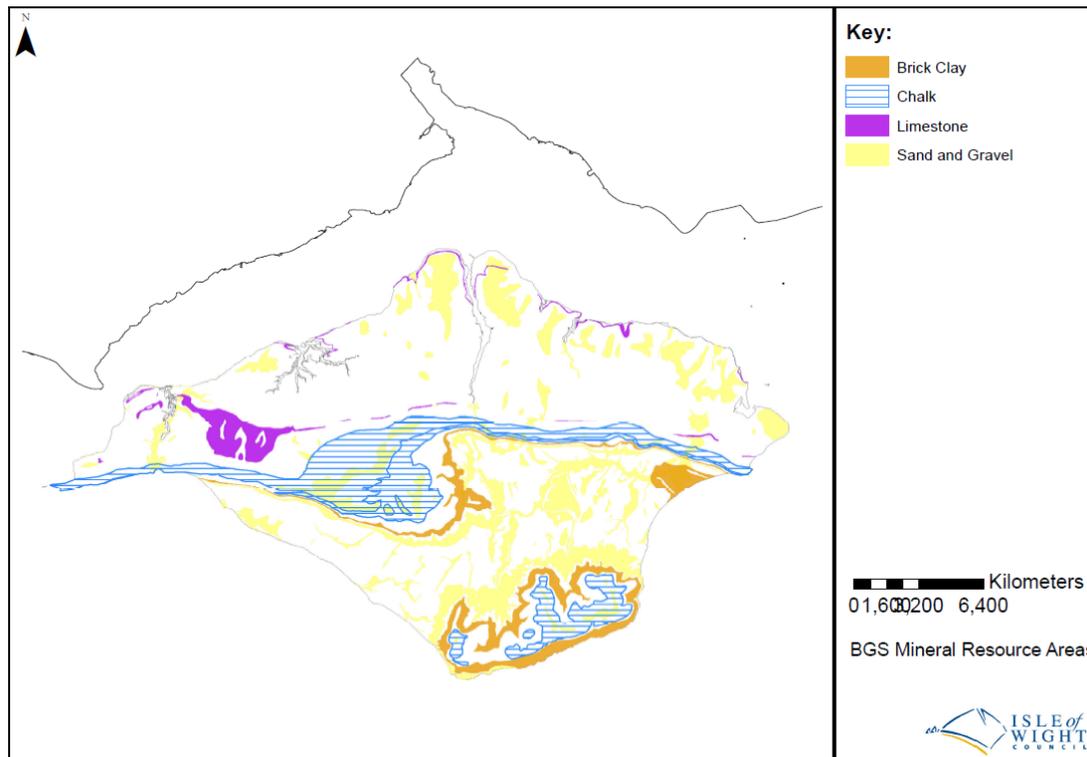
The solid geology (including chalk, and the Sandrock Formation within the Cretaceous Lower Greensand Group) of the Island generally run from east to west along the length of the Island perhaps best demonstrated by the chalk forming Culver Cliff in the east, central Downs in the middle and the Needles to the west of the Island.

Mineral Resources on the Island

In conjunction with the Department for Communities and Local Government (CLG)⁴, the British Geological Survey (BGS) published a technical report CR/02/130N2 in 2002 and has prepared mineral resource mapping to provide information regarding mineral resources on the Isle of Wight for planning purposes (see Figure 1).

⁴ Known as the Office for the Deputy Prime Minister at the time.

Figure 1: BGS Mineral Resource Areas



The “Assessment of the Potential for Mineral Sites on the Island, Site Options Report (October 2010)” identified the minerals that exist on the Island, as summarised in Table 2 below and discussed their previous and current extraction.

Table 2: Summary of minerals existing on the Island

Mineral	Information regarding extraction and need
Sand and gravel (including superficial deposits such as river terrace deposits, sub-alluvial gravel, storm beach gravel and bedrock sands such as the Cretaceous Lower Greensand Group).	Deposits of sand and gravel can be found across the Island. Resources of gravel can be mainly found in the river valleys, whereas construction sand is provided in the bedrock sands which occur east west across the south of the Island. Currently extraction takes place across the Island.
Brick clay – the Weald Clay Formation	This was previously extracted at Sandown; however no brick clay is now produced on the Island.
Chalk – Grey and White Chalk sub groups	The chalk resource runs across the length of the Island with the majority of extraction in the White Chalk sub group. It is understood there are three active sites extracting chalk for constructional fill and agricultural lime.
Limestone – Bembridge Limestone Formation	This resource is located in the west, north and east of the Island. There are substantial permitted reserves of this mineral at Prospect Quarry, Shalcombe. Although permitted only nominal amounts are extracted per annum, due to the relatively poor quality of the limestone.
Hydrocarbons – oils, gas and coal	Much of the Island was explored for oil and gas in the 1970s and while there is limited oil and conventional gas prospectivity, two PEDLs ⁵ exist covering three areas on the Island. There remains the possibility of further interest as new technologies such as hydraulic fracturing

⁵ PEDL – Petroleum Exploration and Development License

	become established.
Building stone	Although local stones have been previously used, the Isle of Wight has no commercially significant building stone resources.

In addition to the BGS report, this assessment drew information regarding existing extraction from the following sources:

- AM2013 survey returns from mineral operators;
- The CLG Aggregate Minerals Survey 2009;
- Consultation carried out for the previous LAA (2012) with the mineral industry on the need for extraction; and
- Landowners and other interested parties were invited by the council to submit sites for potential extraction (March 2009).

Historically, much of the Island’s land-won aggregate production has come from the central and eastern areas of the Island. Certainly this is where the majority of sand and gravel has been won. While there is one small quarry producing high quality sand in the west of the Island (using the River Medina as a natural north-south central divide), for the most part, to date chalk has been the main material won in this area.

As existing sand and gravel deposits have been worked out, new permissions have been sought and granted, again in the central and eastern areas of the Island. No new chalk permissions have been granted for at least the last five years (probably beyond ten years) reflecting an overall decline in demand and sufficient existing reserves.

Other crushed rock reserves (some grades of chalk are used locally as construction fill where this is acceptable, such as agricultural tracks etc) extracted on the Island includes limestone. There are permitted reserves of limestone at one site on the Island, however production is at a very low level (no sales have been recorded for 2012 or 2013 through the AM survey) and currently no interest has been expressed for future expansion.

The demand for other minerals such as those used in building has been considered (as part of the Assessment of the Potential for Mineral Sites on the Island, Site Options Report, October 2010) by the council’s Conservation and Design section. They have concluded that although resources such as flint and brick earth have an important role to play in restoration and maintenance of the Island’s structures and that quarrying these would reduce the pressure upon reclaimed materials from other buildings, it is considered that these are not of strategic importance in terms of demand with quarries of these indigenous resources being redundant and replicas being available.

Land-won Sand and Gravel

Isle of Wight Sales

The sales figures of sand and gravel on the Island for the most recent 10 year period are detailed in Table 3 below. A 10 year period has been adopted in line with the approach detailed in the NPPF⁶. It is argued that this period is sufficiently long enough to incorporate years of both high and low economic activity and therefore provides a realistic average period.

However, as can be seen from Table 3, for the years 2004 – 2005 there are no reported figures, due to commercial confidentiality⁷, which in turn reflects the returns to the annual monitoring survey being received from such a small number of operators that it would be possible to identify output to individual quarry/operator. In addition such limited returns would be likely to skew any averaging of figures. Furthermore, while Government guidance on the Managed Aggregate Supply System⁸ states that a MPA's LAA should cover “a forecast of demand for aggregates based on the average of 10-years sales data...” this is footnoted with the additional guidance, “Mineral Planning Authorities should also look at the average 3 year sales in particular to identify the general trend of demand...” and this can be fulfilled with the figures provided.

The council, as a MPA, now has in place a robust mechanism for the collection of annual mineral returns from all operators (including wharves), as is evidenced by the figures from 2006 onwards and the response rates of operators, being at or near 100% in recent years.

Table 3: Land-won sand and gravel sales in the Isle of Wight, 2004 – 2013 (tonnes)

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Ave.
Sales	c	c	117,486	87,997	88,486	62,713	90,163	67,303	66600	62407	80,394
								67,303	66,600	62,407	65,437

Figure 2 provides a comparison of the Island's land-won sales figures over the period 2006 – 2013 against the council's apportionments during this period. It can be seen that throughout this period, total sand and gravel sales move from exceeding the apportionment figure to not meeting the level of apportionment given to the Island from 2007 through to the most recent reporting year (2013). It should be noted that this period of time (from 2007 through to 2013/present) is significant in terms of the apportionment target figure for land-won sales of sand and gravel from the Island, as this changed from 50,000 tonnes per annum (tpa) as set out in the Regional Spatial Strategy (May 2009) to the revised regional policy M3 figure of 100,000tpa⁹. While this change in apportionment figure can be considered insignificant when compared to the Island's partner MPAs that make up the SEEAWP, clearly a doubling of the target figure is significant to Island land-won sand and gravel.

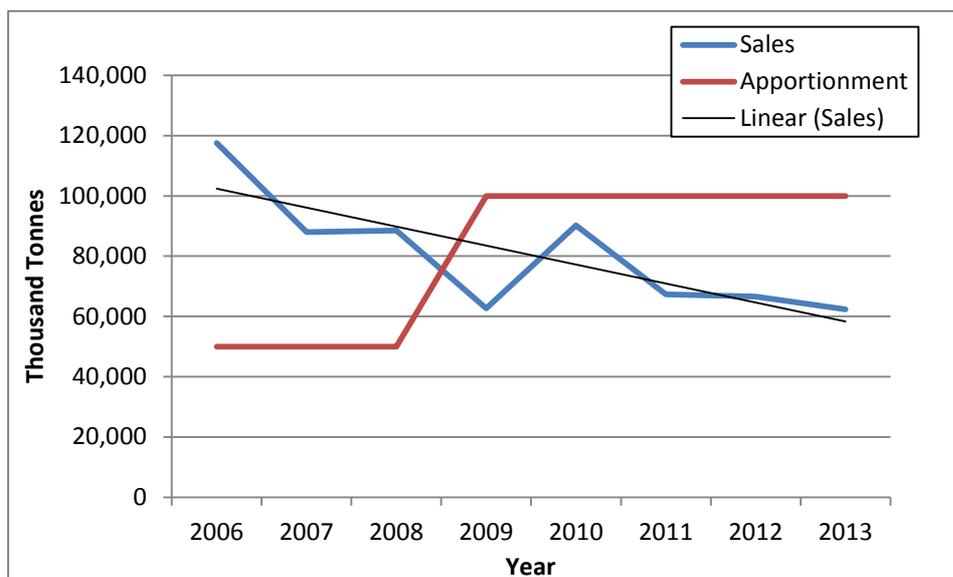
⁶ Paragraph 145, National Planning Policy Framework; “Minerals planning authorities should plan for a steady and adequate supply of aggregates by: - preparing an annual Local Aggregate Assessment... ..based on a rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources);”

⁷ Note to AWP and RAWP Secretaries, Aggregate Survey Returns, Mineral Products Association, March 2014

⁸ Department for Communities and Local Government, October 2012, Guidance on the Managed Aggregate Supply System

⁹ Partial Review of the Regional Spatial Strategy for the South East, Review of Policy M3 Primary Land-won aggregates and sub-regional apportionment, Examination in Public October 2009, Report of the Panel November 2009

Figure 2: Comparison of land-won sand and gravel sales and the apportionment on the Isle of Wight



The pattern of declining land-won aggregate sales on the Isle of Wight mirrors that of both its nearest neighbouring MPA HCC, and the South East region as a whole, which have experienced similar declines of 62% and 56% respectively, between 1995 and 2011. Sales on the Island for the period 2006 to 2013 fell from 117,486 tonnes to 66,600 tonnes representing a 57% decline (albeit over a significantly shorter reporting period).

This does raise a question of the appropriateness of the apportionment figure, which has been seemingly out of step (both under and now over actual sales). However, the growth policies for the Island remain, the principle one being the target 520 housing units per annum and therefore Section 4 of this assessment looks at how the Island Plan Core Strategy is performing in relation to delivering development and how this correlates to land-won sand and gravel sales.

Current supply

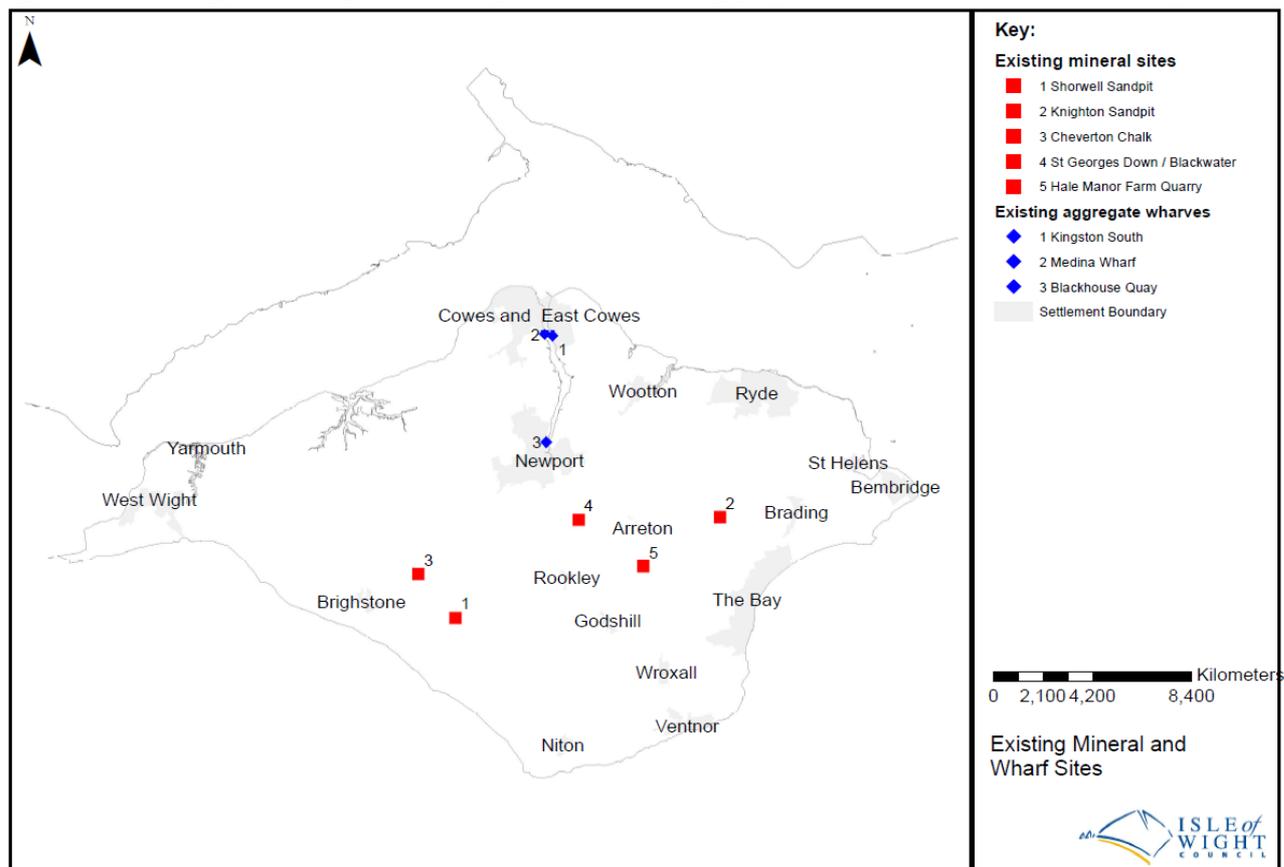
The current supply of land-won aggregate on the Isle of Wight is provided from five permitted sand and gravel extraction sites, the details of which are presented in Table 4 and Figure 3.

Table 4: Permitted sand and gravel quarries on the Isle of Wight

Site	Operator	Aggregate
Shorwell Sandpit	Haslett Farm/Draper	Soft sand
Knighton Sandpit	Knighton Sandpit Ltd	Sharp & soft sand
Cheverton Chalk & Gravel Pits	Cheverton Aggregates	Gravel
St Georges Down/Blackwater	Wight Building Materials Ltd*	Sharp sand & gravel
Hale Manor Farm Quarry	Wight Building Materials Ltd	Sharp sand & gravel

*Formerly Bardon Vectis (Aggregate Industries)

Figure 3: Active (permitted) sand and gravel sites and aggregate wharves on the Isle of Wight



Taking into account all reserves for aggregate use (as reported through the council’s annual mineral monitoring to SEEAWP in 2013), these five sites represent a total sand and gravel reserve of approximately just over 1.7 million tonnes. There were no new permissions for sand and gravel extraction on the Island during 2013.

While this does appear to be significantly different from the reserves reported in the previous LAA, which were 807,000 tonnes, a further 799,902 tonnes was not included in the last LAA as this was of an unspecified nature and a precautionary approach was adopted. If this amount was included it would bring the previous LAA sand and gravel reserve (of just under 1.7 million tonnes) much closer to the amount recorded for this LAA. The difference (i.e. the material that was previously recorded as unspecified) for the most part can now be attributed to sand & gravel or hoggin for construction fill, following the responses to the latest mineral survey (AM2013).

Table 5: Isle of Wight Reserves at 31 December 2013 (tonnes)

Mineral	Soft sand (building sand)	Sharp sand & gravel	Sand & gravel or hoggin for construction fill	Total for aggregate use
Sand & gravel	180,000	480,000	1,049,900	1,709,900

SEEAWP AM2013

Isle of Wight Imports

The 'severance' factor of being an island MPA does have a significant and unique influence on the movement of aggregates across the MPA boundary.

The Island currently does not export any aggregates. However, as well as being a producer of sand and gravel the Isle of Wight supplements this production with imports. With regards to sand and gravel these imports are exclusively marine-won, with some being landed directly on the Island from point of extraction, while an amount comes via aggregate wharves in neighbouring Hampshire. There is no other movement of sand and gravel into the Island from any other Mineral Planning Authority Area. Marine-won imports are discussed further under Marine-won sand and gravel and in Section 4.

One quarry operator did confirm in the previous LAA that they imported minerals to the Island, but this was crushed rock (in this instance Type 1 limestone) and is discussed further under Hard Rock.

Long-term capacity

As at 31st December 2013, the council had permitted sand and gravel reserves of 1,709,900 tonnes as reported in the 2013 (mineral) monitoring report. Table 6 presents various landbank lengths for the Island for both the most recent reporting period (2013) and the previous year. The three levels of apportionment used are;

- 100,000tpa as agreed through the proposed changes guidelines;
- 80,394tpa based on average sales for the last 10 years; and,
- 66,600tpa based on the sales for the latest reporting period (AM2013)

Table 6: Isle of Wight landbanks (years)

Permitted Reserve (tonnes)	Date	Proposed Changes Guidelines (0.1mtpa)	2004-13 average sales (80,394 tpa)	2013 sales (66,600tpa)
807,000	31.12.12	8.1	10	12.1
1,709,900	31.12.13	17.1	21.3	25.7

Table 6 highlights the influence the sand and gravel not included in the last LAA due to being unspecified, but that has now been included, with a doubling in landbank, regardless of the level of apportionment.

Additional capacity for land-won aggregate is discussed in Section 4.

Hard Rock

While the range in deposits occurring on the Island does provide an indigenous hard rock resource in the form of limestone, as discussed above, there has been no recorded sales for the last two years, and only a nominal amount on the Island for 2011 (0.3% of total sales of crushed rock¹⁰) was extracted from the existing single limestone quarry. Crushed rock sales are primarily from imports via the Island's three aggregate wharves (all located on the River Medina). Table 7 taken from the previous LAA, details the nature, source and destination of crushed rock imports.

Table 7: Import details of crushed rock and associated aggregates

Body type	What is the mineral imported?	Where was it imported from (please include route ie via aggregate wharf or road/ferry?)
Aggregate Wharf	Ballast, Graded Stone, Washed Grit, Type 1	Via Marchwood, Southampton
Aggregate Wharf	Type 1 Limestone	Direct by ship from Raynes Quarry, North Wales
Aggregate Wharf	Ballast as dredged	Imported direct from source, dredged area's Area A 137 and Selsey 395
Quarry	Type 1 Limestone	Road/ferry

Consultation November 2012 as part of the Local Aggregate Assessment 2012

While there has been some fluctuation in the sales of crushed rock on the Island, this variation has been slight (in comparison to overall downward trend in sales of sand and gravel), with the 3 and 10 year average sales figures relatively close, see Table 8 below.

Table 8: Marine imported crushed rock (tonnes)

2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Ave.*
c	c	n/a	25,952	22,080	18,546	38,574	31,156	31,384	31,079	28,396
							31,156	31,384	31,079	31,207

*Averages of 10 and 3 year sales

c = confidential, or if identified will release another confidential figure.

n/a = figures not available; 2006 total uses 2005 figures for these imports

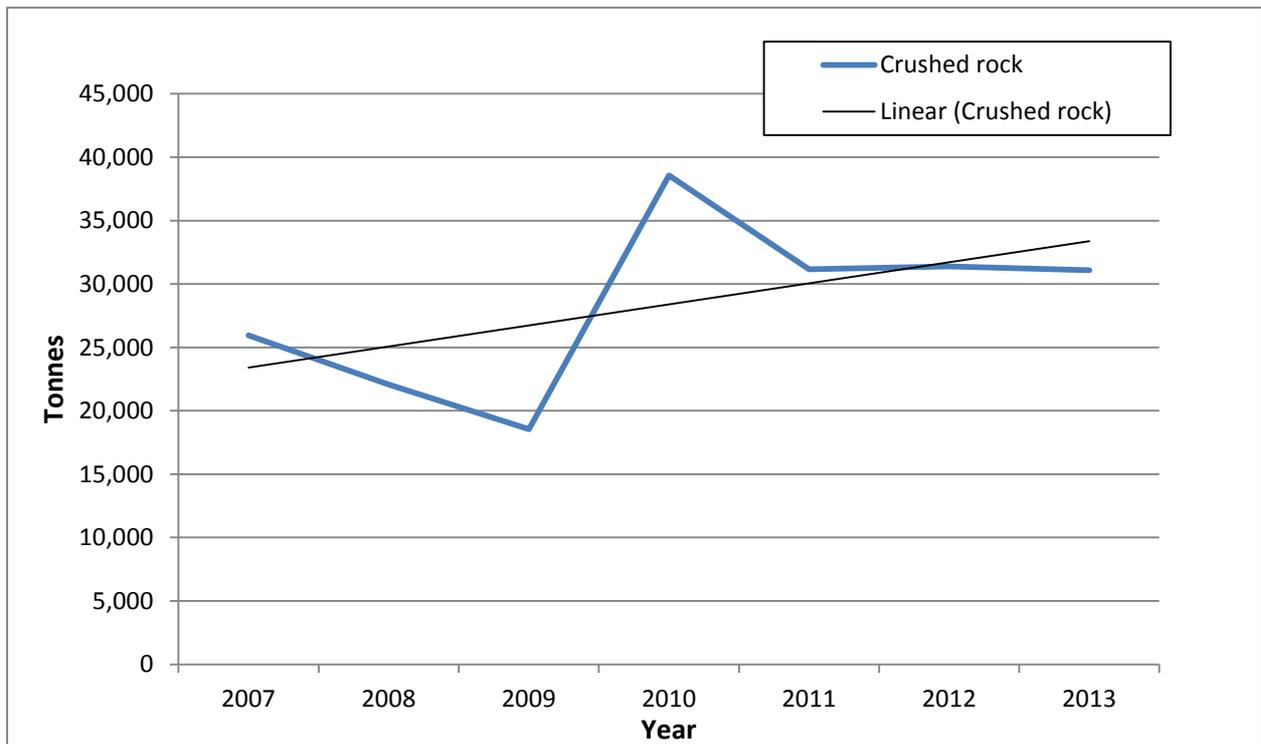
The trend for the last three years has been a relatively stable level of sales of crushed rock, at around 31,000tpa. This is in contrast to the erratic pattern of sales from the years before, which saw a low of 18,546t in 2009 to 38,574.5t the following year. Figure 4, overleaf demonstrates this erratic period of sale, followed by the current stable levels.

It has been confirmed to the Council by the operators that hard stone imports are primarily from quarries in Cornwall, north Wales and Ireland, with a small amount identified as having come via a Southampton based wharf. In response to consultation (July 2014) on the draft of this report, the South West Aggregate Working Party stated in relation to supply from Cornwall, that they have "...no concerns about such supplies from the region being maintained as they are currently only a very small amount and regional and MPA areas that are close to the island/have facilities for export by sea." The MPA will seek to determine the predicted permitted reserves associated with the other source areas in the following (2015) LAA.

¹⁰ This excludes chalk.

In the previous LAA, one quarry operator did confirm that they imported crushed rock (in this instance Type 1 limestone) to the Island, as having come via road/vehicular ferry (as opposed to landed at one of the Islands aggregate wharves). This does raise questions over both the reasoning for the nature of the import, and it's source, which the operator did not state (other than mode of transport). However, proportionately, when compared to crushed rock imports via the aggregate wharves, this import is not significant (i.e. <0.5% of total crushed rock imported to the Island during 2011).

Figure 4: Crushed rock sales on the Isle of Wight



The previous LAA estimated permitted reserves of land-won crushed rock on the Island at providing a landbank equivalent in excess of 90 years based on the average of the last 10 years sales figures and estimated reserve. As there have been no recorded sales of this resource for 2013 and the reported permitted reserve is the same as it was for LAA 2012, it is possible to conclude that there is no significant change. It should be noted that this particular crushed rock resource has been identified as having limited use, borne out by the dominance of crushed rock imports over land-won sales, as detailed above.

What the above does highlight is the particular significance of the Island's wharves to the import of hard rock. With virtually all hard stone used on the Island being imported through the three Island wharves, the council as the MPA is aware both of the benefits of importing aggregates to the Island in this manner and potential vulnerabilities to continuity of supply. Existing use and potential capacity of aggregate wharves is discussed in more detail in Section 4.

Marine-won Sand and Gravel

Marine-won sand and gravel is a major source of primary aggregate on the Island, and is also the principal alternative source to land-won sand and gravel. The marine-won sand and gravel that is landed on the Isle of Wight is dredged primarily from the English Channel and landed at wharves located on the Medina Estuary (see Figure 3).

The mineral rights for marine sand and gravel are owned by the Crown Estate, up to the edge of the continental shelf. It is understood that the Island receives the vast majority of its marine aggregates from the 'South Coast' region.

The Crown Estate report, '[Marine Aggregates Capability & Portfolio 2013](#)' states with regards to supply;

"For the three regions that mainly supply London and the south east, the current reserves are 128.94 million tonnes and the combined 10-year average extraction rate is 9.42 million tonnes per year. This means the current reserve life for the London and south east markets is up to 13.7 years."

The Crown Estate report provides an analysis by region and the following key points summarise the report's commentary on the South Coast region;

- The South Coast represents the third largest dredging region in terms of permitted tonnage, with licences allowing the extraction of 8.7 million tonnes of material per year;
- During the last decade just under half of the permitted tonnage has been taken and there is currently an opportunity to supply approximately 5.6 million tonnes of extra material per year;
- Last year 2.3 million tonnes of dredged material were landed at five regional locations, including Cowes;
- Five further dredging applications in this area could also deliver permits for an extra 2.25 million tonnes per year, if approved.

Table 9: Current reserves and permitted offtake for the South Coast region (million tonnes)

Region	Total current primary reserves*	10 year average annual offtake	3 year average annual offtake	Peak average offtake during 10 year period	Annual permitted offtake (as at 31/12/2012)
		Primary (construction aggregate)	Primary (construction aggregate)	Primary (construction aggregate)	
South Coast	50.14	4.23	3.66	5.13	8.70

Extract from Marine Aggregates Capability & Portfolio 2013, The Crown Estate

*Current licensed production areas

The Crown Estate stated in response to consultation on the previous LAA (2012) that *"existing licences within viable steaming time to Cowes will be able to provide as much sand and gravel as the current wharves can process and more than meet the whole demand for construction aggregate in the Isle of Wight."* Based upon the above figures it can be assumed that this remains the case.

Similarly, the Marine Management Organisation (MMO) confirmed both existing (remaining) yield and future yield of marine aggregates for the previous LAA, from both existing (see Table 9) and future (see Table 10) licences. The MMO licences are 15 years with potential for renewal. The Crown

Estate Production Agreements are also for 15 years with a possible 15 year extension. While the remaining yields might give cause for concern, with regards to certainty of supply, particularly taking into account Hampshire’s annual marine-won sand and gravel sales, the agreed future yields provide reassurance through the estimated tonnages quoted.

Table 10: Current dredge licences of local marine aggregates, as determined by the MMO

Area	Licence	Licence Duration	**Remaining Yield (tonnes)	Renewal (Y/N)	Agreed yield (future)
127	Marine licence	2012 - 2014	595,000	Y	9,750,000 tonnes over 15 yrs
137	Marine licence	2012 - 2014	45,000	Y	15,000,000 tonnes over 15 yrs
340	Marine licence	2012 - 2014	250,000	Y	15,000,000 tonnes over 15 yrs
351	Marine licence	2012 - 2014	555,000	Y	22,500,000 tonnes over 15 yr
372/1	GV*	2007 – 2018	2,500,000	N	NA
395	Marine licence	2013 – 2028	18,750,000	N	NA
407	Marine licence	2013 – 2028	15,000,000	N	NA
451	Marine licence	2013 - 2028	15,000,000	N	NA

*GV refers to the previous Government View licences

**Remaining yields are based on pro-rata approximations

Table 11: Future dredge licences of local marine aggregates, as determined by the MMO

Area	Licence Type	Licence Duration	Agreed yield (future)
434, 437, 465, 500	Marine Licence (15 yr)	Unknown	Unknown as yet

The council will seek to work collaboratively with the MMO as it develops the South Inshore and South Offshore plan areas, to ensure the future marine-won aggregate needs of the Island are taken into account and that a better understanding is developed of the relationship between land-won and marine-won aggregates, taking into account the availability of resources and the context of constraints. The council will also work collaboratively to better understand any significant implications of the combined demand from the Island and Hampshire MPA areas on the ‘local’ marine aggregates resource and the role Hampshire aggregate wharves play in the supply of aggregates to the Isle of Wight.

The sales figures of marine-won sand and gravel sales on the Isle of Wight for the most recent 10-year period, 2004 – 2013 are detailed in Table 12, below.

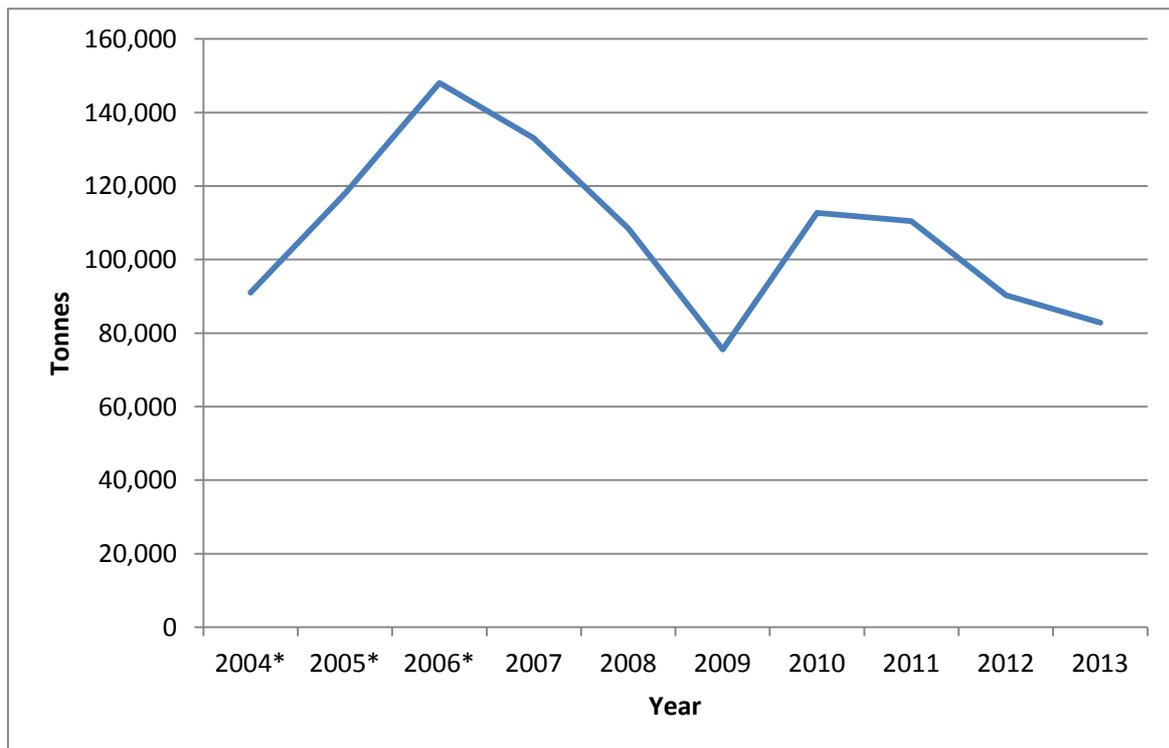
Table 12: Marine-won sand & gravel sales on the Isle of Wight (thousand tonnes)

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Ave.
Sales	91	118	148	133	108	75	112	110	90	83	107
								110	90	83	94

*Source: The Crown Estate, port statistics for marine dredged aggregates

It is difficult to identify any clear trend (in contrast to land-won sand and gravel sales), although there does seem to be a pattern of rise and fall over a number of years (crushed rock sales appear more erratic with sharper changes year on year). The last 3 years appear to continue a downward trend. If the last ten year sales are taken as an indicator of forecast then this decrease is likely to reverse in the next couple of years to provide another sales peak, although this is almost entirely dependent upon regional and local economic performance. Figure 5 below illustrates this oscillating pattern of sales.

Figure 5: Marine-won sand & gravel sales on the Isle of Wight (thousand tonnes)



*Source: The Crown Estate, port statistics for marine dredged aggregates

All of the Island's aggregate wharves are located on the Medina Estuary. This results in the landings not only occurring within the main area of the Island in terms of employment and business development (and associated demand for raw materials), but also being centrally located for onward distribution throughout the Island. The Island's aggregate wharves are (from north to south running up the Estuary):

1. Medina Wharf
2. Kingston South
3. Blackhouse Quay

Island Aggregate wharf capacity

From the previous LAA consultation with operators, it was possible to conclude that there is an estimated existing capacity of some 350,000 tonnes per annum.

Based on total aggregate wharf imports for 2013 (113,918.32 tonnes) this provides a spare capacity of over 60%, while the most recently recorded peak year for imports (i.e. 2003 at 208,000 tonnes, as

reported by the Crown Estate, port statistics for marine dredged aggregates) provides a 40% headroom capacity. However, it should be noted that this is absolute total capacity in terms of handling all minerals and not specific to a mineral type. This may become significant in future years, should the balance between marine-won and land-won sand and gravel move increasingly to the former, requiring additional wharf capacity, particularly given the current significance of the aggregate wharves to the supply of hard rock to the Island.

Due to the limited number of wharves and the confidentiality issues this raises, it is not possible to discuss any further detail on capacity and limitations, and the generalisations made here about Island aggregate wharves should not be applied at the individual site level. See Section 1 for further information on the data limitations of the LAA.

Recycled and Secondary Aggregate

Recycled aggregates are those derived from construction, demolition and excavation work, which have been reprocessed to provide materials or a product suitable for use within the construction industry. It includes source materials such as stone, concrete, brick or asphalt for re-use (rather than disposing of it). They can also comprise other secondary aggregate which are slightly different to the sources noted above and are usually by-products of other construction or industrial processes. For example, the production of Bottom Ash from the Island's Gasification plant, a by-product of the incineration process, could be used as a secondary aggregate for road construction (and is currently used as daily top-cover for the Island's primary landfill site). Additional secondary aggregate includes spent railway ballast, and recycled glass.

Secondary and recycled aggregate is processed from a number of sources, including the use of mobile equipment, allowing the processing of materials on development and construction sites. Conversely, an amount of waste is processed at free standing sites or sites located within existing minerals and waste activities such as quarries, waste transfer, materials recovery and landfills. There are long-standing issues with the collection of accurate data on the production of secondary and recycled aggregate due both to how materials are processed and used, and how this information is recorded. The council will work with relevant operators and the Environment Agency in order to gain a better understanding of both the current production and the future capacities.

Consultation with operators on the previous LAA confirmed that there are 2 quarries and 2 wharves that are importing waste materials to process for recycled and/or secondary aggregates. Materials imported for recycling include recycled Type 1 (sourced from the continent), road planings, secondary aggregate (granite) and china clay waste.

Through the AWP annual monitoring reporting process, two quarries and one wharf provided returns on the production of recycled and secondary aggregates for 2013. This totalled just over 20,000 tonnes, with a combined potential capacity at these three facilities of 175,000 tonnes. So while production remains well below the (Core Strategy) adopted target for the annual production of secondary and recycled aggregate, at 100,000 tonnes, the capacity exists to achieve this.

Since the last LAA there has been one permission for activities associated with the production of recycled and secondary aggregates, being the continued use of land as a waste recycling centre together with the installation and use of a mobile cold asphalt recycling plant. This permission is associated with Wight Building Materials Ltd, a joint venture company between Eurovia Group Ltd and Aggregate Industries UK Ltd, formed to produce building and construction materials for use across the Island, but with a particular focus on delivering the materials required by the council's PFI Highway contract.

At present the existing inert waste recycling operation has a throughput of 20 to 25,000 tonnes of waste per annum. As this quantity currently includes road planings, which will continue to be processed at the site but not within the inert waste recycling area, it is anticipated that the annual throughput passing through the inert recycling area will fall slightly, to around 20,000 tonnes per annum. Resulting processed materials listed included crushed hardcore of varying sizes (Type 1 and Type 2). When considered against the latest sales figures for land-won sand and gravel this is potentially significant, with the possibility of road planings and waste for aggregate recycling percentage equivalent tonnage of 8 and 32% respectively.

The council will work with the operator, through the AM process, to establish more precisely the recycled aggregates produced. It is also anticipated that the quantities of primary

aggregates used in the operation of the mobile cold recycling plant, can be reported through this process, including sources, so as to better understand the implications of the Highway PFI as a major construction project, on the Islands mineral resources.

The sales figures of recycled and secondary aggregates on the Isle of Wight for the most recent 10-year period, 2004-2013, are detailed in the following table.

Table 13: Recycled & secondary aggregate production on the Isle of Wight 2004 – 2013 (tonnes)

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Ave.
Sales	c	c	c	22,776	29,811	13,287	26,082	17,179	28,051	20,703	22,556

3. Total Aggregate Supply

As discussed in Section 2, the supply of aggregates on the Isle of Wight is based on a balanced supply arising from different sources; land and marine-won sand and gravel, recycled and secondary aggregate, and imported crushed rock. This supply ensures that reliance is not placed on any one source. Table 14 presents the ten-year average sales of each aggregate source to the Island and Figure 6 shows the proportion of the total supply that each of those sources represents.

Table 14: Total Aggregate Sales on the Isle of Wight, 2004 – 2013 (Thousand tonnes)

Aggregate	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Average 2004-13
Land-won sand & gravel	c	c	117	87	88	62	90	67	67	62	80
Marine-won sand & gravel	91	118	148	133	108	75	112	110	90	83	107
Imports crushed rock	c	c	n/a	25	22	18	38	31	31	31	28
Recycled & Secondary	c	c	c	22	29	13	26	17	28	21	22
Total				269	248	169	266	225	216	197	227

Figure 6: Proportion of Total Aggregate Supply

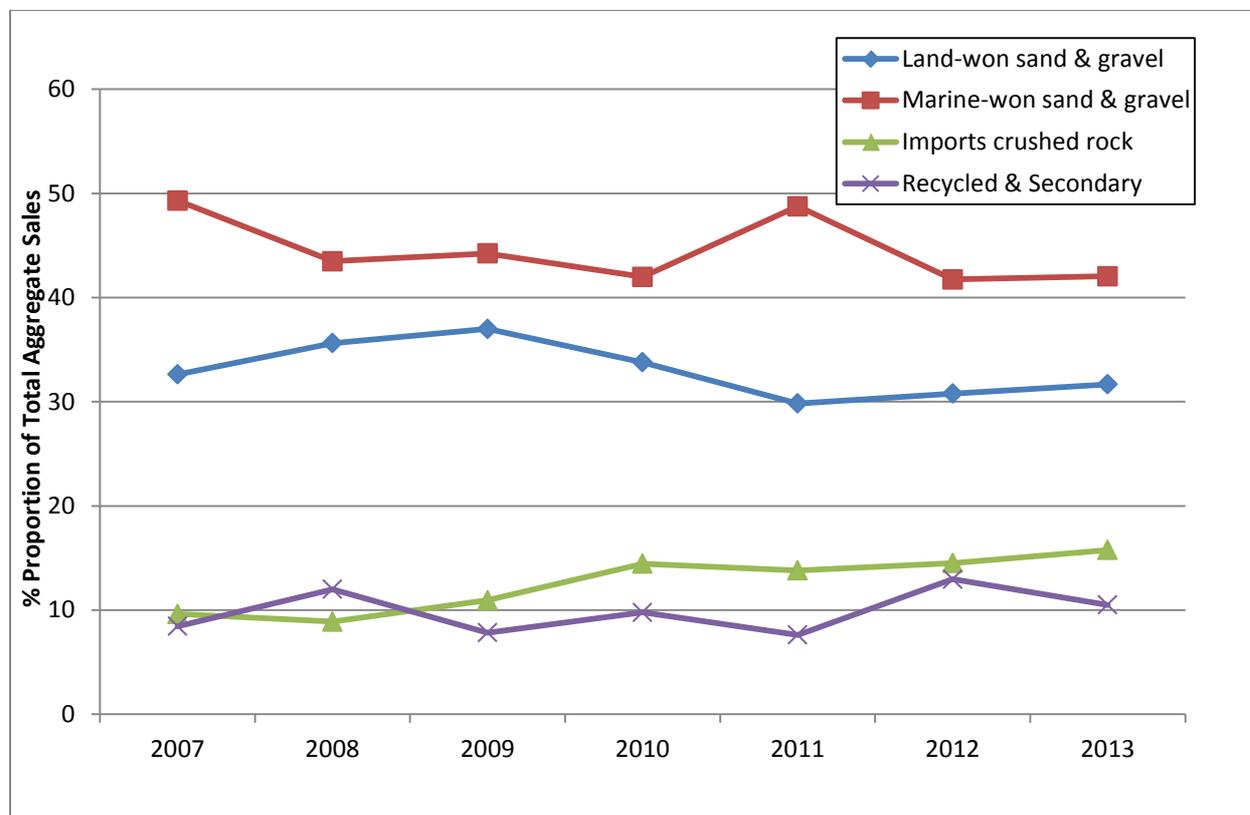


Table 15 provides a comparison of the average sales total for each aggregate source against the identified capacity for that source to identify where additional provision may be required, or contrastingly where contingency capacity is available.

Table 15: Comparison of average aggregate sales against identified capacity on the Isle of Wight

Type/source of aggregate	Average annual sales (2004-13)	Identified annual capacity	Balance
Land-won sand and gravel	80,394	100,000	19,606
Marine-won sand and gravel	107,000	350,000	214,603.9
Imported crushed rock	28,396.1		
Recycled/secondary aggregate	22,556	175,000	152,444
Total	238,346.1	625,000	386,653.9

All figures in tonnes

The identified annual capacity for marine-won sand and gravel and imported crushed rock has been merged, reflecting use of the same wharf resources to land the mineral, regardless of its type or source.

In respect to land-won sand and gravel, while the identified capacity is currently more than sufficient to meet the average sales, it does not exceed the figure confirmed at a local level through the testing and adoption of Core Strategy mineral policy SP9. Should future sales exceed 100,000 tonnes then consideration will need to be given to the implications, although it will be important to ensure this continues to include both the ten and three year sales trend. This 'capacity' has increased since the previous LAA, reflecting the recent (last three years) year on year decline in sales and confirmation of previously unidentified permitted reserves (see Section 2).

As Table 15 demonstrates, there is a significant amount of available alternative infrastructure capacity for aggregate on the Isle of Wight, considered to be more than sufficient to meet the Island's needs to 2027. This is discussed in section 4.

4. Future Aggregate Supply and Demand

The supply of land-won aggregate in England is based on the Managed Aggregate Supply System (MASS) which assists MPAs in planning for a steady and balanced supply of aggregates. Hitherto MASS is based on aggregate 'guidelines' published from time to time, from which Aggregate Working Parties – comprising industry, MPAs and Government representatives provide advice to MPAs. Current advice on the amount of land-won aggregate supply, or 'apportionment' for the Isle of Wight is 0.1 mtpa (or 100,000 tpa) subject to testing in the preparation of local mineral plans.

The MASS system has been subject to a recent review following the publication of the NPPF. This has resulted in the publication of guidance on the Managed Aggregate Supply System which recognises the principles of the MASS but alongside the need to determine aggregate apportionments locally. The guidance sets out the LAA should cover an assessment of total aggregate supply (recycled and secondary aggregate, marine-won aggregate, imported aggregate and land-won aggregate) as well as the following issues which have all been covered in this LAA:

- a forecast of the demand for aggregates based on the average of 10-years sales data and other relevant local information;
- an analysis of all aggregate supply options, as indicated by landbanks, mineral plan allocations and capacity data e.g. marine licences for marine aggregate extraction and the potential throughputs from wharves. This analysis should be informed by planning information, the aggregate industry and other bodies such as local enterprise partnerships; and
- an assessment of the balance between demand and supply, and the economic and environmental opportunities and constraints that might influence the situation. It should conclude if there is a shortage or a surplus of supply and, if the former, how this is being addressed.

With the partial revocation of the South East Plan (25th March 2013) the Secretary of State gave notice on the implications of revocation, as far as sub-regional mineral apportionment is concerned, making it clear that:

- a) the Proposed Changes to RSS Policy M3 (March 2010) should be regarded as the applicable apportionment to each MPA; and
- b) authorities should only use alternative figures if they have new or different information and a robust evidence base.

The MPA's approach to applying the 0.1mtpa figure results in a compliant approach with the direction from the Secretary of State (i.e. point a above) and conformity with the revisions to RSS policy M3.

Policy SP9 (Minerals) of the core strategy sets a figure of 0.1 million tonnes per annum of land-won sand and gravel. Monitoring returns for the period 2004 – 2009 show on average the Island had been producing 100,022.05 tonnes of sand and gravel per year (although the trend over the years has been of yearly reductions in production). So the target of 0.1 million tonnes per annum over the plan period reflects almost exactly the historical average delivery rates (since 2004).

There has been considerable work undertaken to establish what an appropriate level of primary aggregate extraction for the Island is. This has been informed by the apportionment figure set out in the revoked South East Plan, estimated reserves, past sales and consultation with the mineral industry and key stakeholders. While past sales show an overall decline in recent years, both the level of development planned and the mineral industry, indicate that as a minimum the Island should set an apportionment figure of 0.1mtpa for indigenous land-won sand and gravel.

While the average of ten years sales data has been discussed in Section 2, other relevant local information included in the consideration of future demand for aggregates are the investment in the maintenance of the Island's highway network through the Highways PFI contract (also discussed in Section 2) and the provision of new housing on the Island, considered below.

Sand and gravel is used in the construction industry for purposes such as the making of concrete and mortar or for roadstone or drainage material. The level of construction, including house building and infrastructure, therefore largely drives the demand for sand and gravel and are key local factors to consider when determining a provision figure for the Isle of Wight.

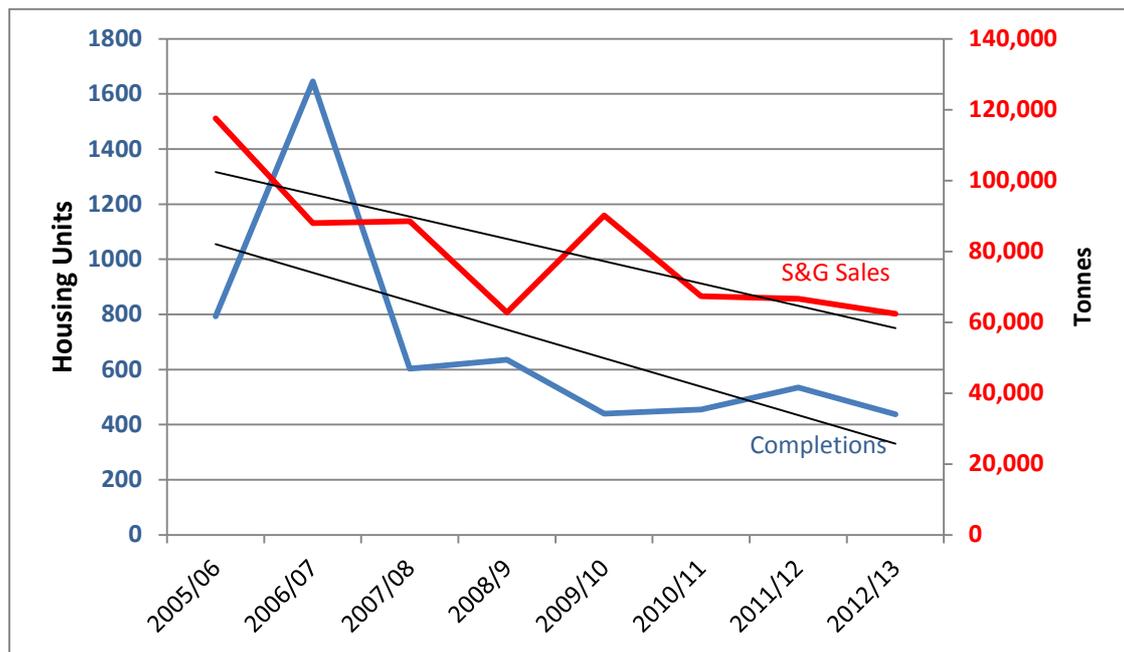
Ongoing discussions with the construction sector have identified that changes to the delivery models of developers and construction companies, brought about by toughening economic conditions, have resulted in a reduction in the number of construction companies on the Island. This is significant as delivery of housing on the Isle of Wight was historically based on a relatively large number of small and medium-scale local builders, delivering small and medium-scale sites.

Over the last five years delivery of large housing sites for the Island market has been primarily supplied by Barratt David Wilson. The Island has found it difficult to attract new national and regional house builders due to the perceived distance from the mainland and the set up costs associated with developing new sites away from core business areas.

As can be seen from Figure 7, housing completions on the Island for the period 2005/06 to 2012/13 have overall been in decline (it should be noted that the housing completion figures for 2006/07 are an anomaly due to the inclusion of accumulated missed data from previous years and therefore do not truly reflect the actual completions for that reporting year).

This declining trend in housing completions is relatively closely mirrored by a similar decline in sales of sand and gravel. Unfortunately the time period covered by both sets of data is too short to be able to determine any more intimate relationship between these two potential indicators, including any potential time-lag element enabling the reporting of one (e.g. sand and gravel sales) to provide some insight into the other (housing completions). The council will continue to consider the usefulness or otherwise of such comparison.

Figure 7: A comparison of housing completions and sand & gravel sales



Contingency planning

Section 9.6 of the core strategy sets out that the plan has a built-in contingency, should housing delivery and supply fall below the cumulative and annual (520 dwellings) target by more than 20 per cent over a three year period. If this were to occur, the council will identify and allocate (through a review of the appropriate DPDs) contingency areas for growth.

To contribute to the delivery of the mineral target (i.e. 100,000tpa sales of sand and gravel) and following technical work and assessments of sites promoted to the council, the council has allocated six sites. The assessment of the potential for mineral sites on the Island was undertaken between February 2009 and October 2010 and full details of this assessment work can be viewed in the 'Assessment of the Potential for Mineral Sites on the Island – Site Options Report' (Entec UK Ltd, October 2010). The assessment has been used to inform the selection of sites for allocation, as listed in Table 16.

Table 16: Land-won provision on the Isle of Wight to 2027

	Total sand & gravel (tonnes)
Annual Apportionment	100,000
Total Plan Requirement: Annual apportionment x plan period (16yrs)	1,600,000
Permitted Reserves	
Sub-total	773,607
Allocated sites	
MA1: Crockers Farm	
MA2: Lavender Farm	
MA3: Cheverton Farm	
MA4: Blackwater Quarry (western extension)	
MA5: Cheverton Gravel Pit	
MA6: Blackwater Quarry	
Sub-Total	1,770,000*
Total	
Permitted reserves + Plan sites	2,543,607
Contingency	
Total	943,607
Annual	58,975

*Estimated tonnage of aggregate in areas allocated in policy SP9 of the Adopted Core Strategy, but not yet subject of a planning application at 31st December 2011

Since allocation through the adoption of the core strategy, site MA4: Blackwater Quarry (western extension) has been granted permission¹¹, with an estimated yield of 40,000 tonnes, to be extracted over a period expiring in 2021. This in effect has little change to overall tonnes as detailed in Table 16, other than the technicality of 40,000 tonnes moving from Allocated sites to Permitted Reserves.

Based on permitted reserves and allocated sites, the council has a sufficient provision of land-won sand and gravel to meet the apportionment figure adopted by the (core strategy) plan, over its lifetime. There is a significant over provision, primarily as a result of lower than anticipated (i.e. below the annual apportionment figure) sales in recent years.

This over-provision provides the council with a significant contingency from which to deal with any likely demand. The council could consider re-examining the number of allocated sites, with a view to lowering potential yield and subsequently contingency, however, the implications of the council's Highway PFI Project have yet to be properly determined. It is likely that there will be an additional demand above that already planned for. With the amount, timescale and how this is provided (i.e. indigenously, secondary/recycled, imported or more likely a combination of all three) yet to be confirmed, it seems prudent to not explore any downward amendments to the contingency figure until the demands from what is likely to be the largest civil engineering project on the Island for the next twenty years or so are known. The council expects to provide further detail on this in the next LAA (2015).

¹¹ [TCP/08757/Y, P/01144/12](#) St Georges Down Blackwater, Newport, Continued use of land for the extraction of sand and gravel.

There is existing capacity at some of the Island’s aggregate wharves. While the significance of this capacity with regards to the importation of crushed rock is already recognised, there has in recent years been a shift in supply of sand and gravel, from a majority of indigenously sourced land-won, to marine-won (see Table 17 below). As existing and allocated sand and gravel sites are worked out and deposits become increasingly constrained, the shift to marine-won may well increase, in which case the total capacity of the Island wharves will be critical. This is likely to be beyond the existing planned timeline (i.e. post 2027) but underlines the strategic importance of the three aggregate wharves to the Island and highlights a potential vulnerability should any one of these assets be lost.

Table 17: Indigenous land-won vs marine-won sand and gravel sales

Year	Land-won	Marine-won	% split of total provision (land/marine)
2004	144,400	91,000	61/39
2005	C	118,000	n/a
2006	117,000	148,000	44/56
2007	87,997	136,000	39/61
2008	88,000	100,308	47/53
2009	62,713	75,516	45/55
2010	90,163	112,000	45/55
2011	67,303	110,000	38/62
2012	66,600	90,303	42/58
2013	62,407	82,838	43/57

Hampshire County Council’s response to the draft LAA raised a potential wharf capacity issue in relation to bigger (deeper draft) dredges may be required in the long term as the search for resources goes further off-shore. This may mean that IoW wharf infrastructure may need to redevelop in order to allow these larger dredgers to berth. Having subsequently consulted further with the Island’s wharf operators it does appear that this may be a future issue, as maximum draft in the operating environment of all the aggregate wharves is limited by both the tidal regime of the estuary and perhaps more significantly (in terms of restraint) the chain ferry at the mouth of the Medina Estuary. The current mix of sources, i.e. direct from dredge or via a mainland wharf may move to predominately mainland wharf. What would be of greater concern to the MPA would be any modal shift in the transport of minerals across the Solent from marine bulk transfer to road/vehicular ferry.

The NPPF allows for MPAs to consider the contribution that secondary and recycled aggregate can make as substitutes for primary materials. An assessment of capacity for recycled and secondary aggregate has already been provided in this LAA and has shown there to be significant available capacity. It is likely that over the initial investment/construction phase of the Highway PFI upgrading programme (the first seven years of a 25 year period that commenced in April 2013) the use of secondary and or recycled aggregates will play a relatively (in comparison to current land-won sales of sand and gravel) significant role.

In terms of future capacity provision for hard rock imports to the Island, future opportunities do exist, as identified in the current aggregate wharf capacity. As discussed previously, this capacity is shared, primarily with marine-won sand and gravel, so the sum requirements of all resources using the wharves will need to be considered in order to have an understanding of any impacts provision of one material type might have on the supply of another. Certainly more work can be done to better understand the balance of imports and to see if the identified capacity can be attributed in any way to mineral type. This will be reported on in the next LAA.

5. Implications of Local Approach

The previous LAA identified the determined appropriate apportionment target for the Isle of Wight. A decision to carry forward the 'local' (MPA) sub-regional apportionment figure is considered the most appropriate approach for the Isle of Wight to take, due to:

- A recently adopted (March 2012) core strategy that contains policies for growth that are aligned with the apportionment. This gives weight to deliver the necessary identified resources to aid such growth, including the provision of minerals;
- The local testing of the apportionment through the adoption of the strategic mineral policies of the Core Strategy that plan for the apportionment over the plan period (for example through mineral site allocations);
- Despite recent years of depressed sales, there is a high level of certainty that an as yet unplanned for significant aggregate demand (through both the Highways PFI Project and as a result of the development allocations to be made in the Development Plan Documents of the local plan and the change in the national economy to positive growth) will start to draw on Island mineral resources;
- While recent returns have brought down the average sales figure for land-won sand and gravel, at the time of adoption, indigenous sales closely matched the apportionment figure.

The Island apportionment has been tested and verified at the local level by key stakeholders, including significantly the Island's mineral operators. The Isle of Wight is unique in being an MPA with no adjoining MPA area. As such it operates in relative isolation and independence, with comparatively little inter or intra-regional flows of aggregate. This effectively takes away the need to more accurately reflect market areas.

Hampshire have identified in their LAA reasons as to why the decline in land-won sand and gravel sales is long-term, being:

- The development of more efficient construction techniques requiring less aggregate;
- The decline in the construction of big infrastructure programs;
- The increased importance and reliance on alternative sources.

The Council notes that while these are likely to be related to house building, both the relatively small scale (in comparison to other MPA members of SEEAWP) development that does occur on the Island and the positive approach taken in the adopted Core Strategy to deliver the housing targets, may help to insulate the Island to some degree from these factors. However, the fact does remain that when considering the most recent years of sales, this is currently in decline. The Council will need to be sensitive to this should it continue and consider a tolerance from the set apportionment figure, beyond which a re-evaluation of both the approach and target should be considered.

Appendix 1: Isle of Wight Local Aggregate Assessment, Consultation Draft July 2014 – Summary of Consultation Responses

Consultee	Summary of Comment	Response/Action
SEEAWP (Technical Secretary)	<p>Table 14 With 75,000, this appears to contradict Table 3, 6 and 15 which all refer to an average of 80,394 for average sales of land-won s& g between 2004-2013</p> <p>Consultation on the final draft LAA: it is not clear whether you are also consulting the operators of the marine licences. In any event I suggest you ask Mark Russell and Ken Hobden whether BMAPA and MPA would wish to be consulted separately to give an industry wide view.</p> <p>In the second paragraph following Table 15 you refer to capacity for land-won s& g being more than sufficient to meet 'the same apportionment figure'. Is this right? It is more than sufficient to meet the average sales 2004-2013, but not the 0.1mtpa apportionment?</p> <p>In the third paragraph after Table 16 the first sentence</p>	<p>Table 14 amended to 80,000 Tonnes, this was a data error on the supporting spreadsheet.</p> <p>Noted, given the Island's increasing reliance on marine aggregates we will consult both BMAPA and the MPA on the final draft and prior to any sign-off.</p> <p>Noted, this paragraph has now been amended to; <i>"In respect to land-won sand and gravel, while the identified capacity is currently more than sufficient to meet the average sales, it does not exceed the apportionment figure set at a regional level, and then confirmed at a local level through the testing and adoption of Core Strategy mineral policy SP9. These are the same at 100,000 tonnes. Should future sales exceed 100,000 tonnes then consideration will need to be given to the implications, although it will be important to ensure this continues to include both the ten and three year sales trend. This 'capacity' has increased since the previous LAA, reflecting the recent (last three years) year on year decline in sales and confirmation of previously unidentified permitted reserves (see Section 2)."</i></p> <p>This paragraph has been amended as suggested.</p>

Consultee	Summary of Comment	Response/Action
	ends with the words ...unanticipated demand. I suggest that as you go on to refer to anticipated demands (even if the scale is not clear) it would be better to rephrase to, for exampleany likely demand.	
Isle of Wight Aggregates	<ul style="list-style-type: none"> - The information and data used is satisfactory. - Import clarification as Table 7: Marine aggregates imported direct from source, dredged area's Area A 137 and Selsey 395 - Rock, Type I Limestone sub-base import direct from Raynes Quarry, North Wales 	Acknowledgement of the adequacy of the information used is noted. Text paragraph discussing the contents of Table 7 will be amended to reflect the clarification on the source of imports, as will Table 7, column ' <i>Where was it imported from (please include route ie via aggregate wharf or road/ferry?)</i> '.
Principal Waste Contract Officer, Procurement & Contract Management, IW Council	<ul style="list-style-type: none"> - Seems fine (no further comments) 	Noted
Cheverton Aggregates Ltd	<ul style="list-style-type: none"> - Feel the assessment shows the situation well, no other comments. 	Noted
South West Aggregate Working Party	<p>1. Is SWAWP satisfied with the approach? Yes -but see also comments under headings below where relevant.</p> <p>1.1 The level of provision being proposed is supported due to the uncertainty of development proposals on the island including the highways PFI project.</p> <p>1.2. The importance of marine sand and gravel to the island is well illustrated (c50-60% of all S/G sales) as is the island's supply vulnerability if wharves do not continue to operate or if supplies of marine dredged material are sent to the mainland in preference to the island. The latter is unlikely due to the size of licensed</p>	<p>Noted</p> <p>The Council will continue to work with Hampshire County Council when updating future aggregate assessments, particularly with regards to marine-won aggregates and mineral wharf capacity.</p>

Consultee	Summary of Comment	Response/Action
	<p>reserves and the capacity of the dredging industry to supply. The possible loss of wharves would be significant not only for the importation of dredged sand and gravel but also for the importation of crushed rock, potentially from the South West. SWAWP has no concerns about such supplies from the region being maintained as they are currently only a very small amount and regional and MPA reserves are substantial in rock producing MPA areas that are close to the island/have facilities for export by sea. The need to safeguard wharves for importation of aggregates is crucial.</p> <p><u>2. Is SWAWP satisfied with the information used and that this reflects the most up to date sources available?</u> Yes but please see below.</p> <p>2.1. The LAA is a comprehensive assessment of the existing supply situation in the Isle of Wight and the difficulty of calculating a 10 year sales average for land won sand and gravel, imported crushed rock and alternative aggregates (recycled and secondary), because of missing data (due to confidentiality etc; restrictions), is acknowledged. This, however, has resulted in averages for shorter periods being presented under the guise of a 10 year average (2004-2013) in the report and tables thus not conforming to the requirements of the NPPF/MASS guidance. This is the case for land won sand and gravel where the stated average is actually for an eight year period and for marine crushed rock imports and recycled/secondary aggregates (7 year averages for both). Only marine</p>	<p>The Council is grateful for the acknowledgement of certainty of supply of this mineral (crushed rock) from this source (at current volumes of supply).</p> <p>The status of aggregate wharves on the Island will remain safeguarded through adopted Core Strategy strategic policy SP9 Minerals.</p> <p>Ongoing annual monitoring will address NPPF/MASS guidance compliance. Due to the number of operators and how regional/sub-regional data is aggregated there will always be certain data limitations for the Isle of Wight as an MPA.</p>

Consultee	Summary of Comment	Response/Action
	<p>dredged sand and gravel has a full run of 10 years' sales from which a 10 year average has been calculated. This problem will be eased in the next LAA and overcome if annual sales for 2014 and 2015 respectively are obtained and can be used.</p> <p>2.2. Even where averages have been calculated there is some inconsistency in reporting them. For instance, the land won sand and gravel average in Table 3 is 80.4 thousand tonnes but in Table 14 is reported as 75 thousand tonnes. Table 12 gives the marine won average sales as 107 but in Table 14 this is shown as 101 thousand tonnes. These differences affect the total average sales given in Table 14. It is accepted that some element of rounding figures may also have affected the annual total averages also shown in the table.</p> <p>2.3. Table 7 reports information from the previous LAA thus is not 'current'</p> <p>2.4. Page 13 penultimate paragraph. Having recognised the importation of crushed rock, the Council proposes to determine the reserves associated with the rock sources. Unless this is a reference to regional or MPA crushed rock reserves which can be gained from AWP Annual Reports then this may difficult if reserves associated with an individual company or quarry are intended to be sought-this information would have to be sought by the Council from individual companies. In the South West, overall reserves of crushed rock are significant so if the movement from Cornwall is considered on an</p>	<p>Amendments made re Table 14.</p> <p>Having carried out detailed survey and questionnaire work for the first and previous LAA the MPA has decided that such detailed work should not be carried out every year, as this would be an unnecessary burden on operators. This report has been consulted on with all key stakeholders, in particular operators, providing an opportunity for verification and if required, amendment.</p> <p>The approach taken is be to keep the LAA as it is, but refreshed with the standard AM data, and only carry out a more fundamental review if either (a) as a result of consultation on the final draft an operator or other party indicates a change of significance (e.g. material, source or amount); or (b) a consistent and significant deviation is shown through the annual returns as to warrant a review of targets/apportionment figure. The MPA's AWP Technical Secretary has agreed such a proportionate approach (email correspondence dated 24/09/2014). This</p>

Consultee	Summary of Comment	Response/Action
	<p>MPA basis there should be no problem in maintaining supplies but, as the actual source in Cornwall is not identified as yet, this may not prove to be the case. AM09 for the South West revealed that limestone was shipped from Plymouth to Hampshire/loW plus a small amount of china clay secondary aggregates. There is nothing to indicate that such movements cannot continue in the future. AM14 should shed some light on movements since the last AM survey.</p> <p>2.5. The last paragraph on Page 13 refers to imports of crushed rock by ferry. Although only a minor occurrence it may be useful for the Council to investigate this and the source of the crushed rock further as it could reveal a trend and also the possibility of sand and gravel being exported on a return load basis.</p> <p><u>3. Are there any additional sources of information that SWAWP thinks are relevant to the LAA that the Council should consider?</u> None at the moment</p> <p><u>4. The following comments are also submitted for your consideration.</u></p> <p>4.1. Generally it would be helpful if paragraphs could be numbered.</p> <p>4.2. Page 2 of the report states that "the next AMS is anticipated in 2014 which will assess aggregates sales and movements in the year 2013". This is incorrect as</p>	<p>is discussed further in the main report, in the section 'How the LAA has been developed'.</p> <p>Noted, please see previous response above to point 2.1.</p> <p>The Council will look to investigate further this import should it continue in the next reporting year.</p> <p>Amendment made.</p>

Consultee	Summary of Comment	Response/Action
	<p>the next AMS (if commissioned by DCLG) will be in 2015 and will report on the reserves, sales and movements of aggregates for 2014.</p> <p>4.3. There are references in the report that suggests previous apportionments were targets e.g the penultimate paragraph on Page 3. Also a reference to a recycled aggregates target in the 4th paragraph on Page 19. The source of this target should be explained. Apportionments are not targets.</p> <p>4.4. On Page 4 the SWAWP is listed as the South West England Working Party-the correct name is the South West Aggregates Working Party.</p> <p>4.5. Also on Page 4 the text is rather confusing as it suggests earlier consultation has occurred and reads as if this draft is the final LAA e.g first line and last sentence under the heading Consultation on full draft LAA and the sentence referring to bodies consulted in September 2014 under the heading Consultation Responses to Draft Assessment-Summary Key Points.</p> <p>4.6. Under the heading Geology on Page 6 Brick Clay is listed as an Aggregate deposit, as is Chalk. The latter may be used for low grade aggregate use but the inclusion of clay is assumed to be a mistake?</p> <p>4.7. Table 2 on Page 7 includes reference to Hydrocarbons which although correct is probably not appropriate in a Local Aggregates Assessment.</p>	<p>Amendment made to clarify that the previous apportionment agreed for the Island has informed, not set any mineral targets within the assessment. This approach is in line with the NPPG which states “...in those areas where apportionment of the land-won element has already taken place, those figures may be used as an indicator to how much should be planned for.” Reference to the source of the recycled target has been inserted.</p> <p>Amendment made.</p> <p>Noted, amendment made to better reflect version consulted on.</p> <p>Noted, ‘aggregate’ amended to ‘mineral’ as in mineral deposits.</p> <p>Noted. The purpose of this section is simply to provide an overall picture of existing minerals on the Island.</p>

Consultee	Summary of Comment	Response/Action
	<p>4.8. In the penultimate paragraph on Page 11 it is stated that the difference in reported reserves " does appear to be significantly different---" This is an understatement as the addition of a previously unreported 799, 902 tonnes is clearly a significant difference as it doubled the permitted reserves.</p> <p>4.9. Table 6 Heading 'Proposed Changes Guidelines' the amount should be 0.1mtpa and 17 should be 17.1.</p> <p>4.10. The penultimate sentence in the first paragraph on Page 17 is pure speculation and could be equally applied to other aggregate sales.</p> <p>4.11. The second sentence in the first paragraph on Page 19 is confusing unless it is intended to refer to recycled aggregates that are produced as a result of processing construction and demolition materials that were initially made from secondary aggregates.</p> <p>4.12. On page 19 the relationship of the Aggregates Industry site to the 2 quarries and 2 wharves reported in the previous LAA is not clear with respect to the combined recycled aggregates capacity on the island. Inclusion of the AI site capacity 20-25000tpa, if this is an additional capacity, would seem to indicate that total capacity is in the order of 195-200,000tpa, in which case the recycled capacity in Table 15 and associated figures should be amended accordingly. Does this also affect the sales in Table 13?</p>	<p>Noted, use of the term 'significantly' is determined sufficient.</p> <p>Table 6 amended.</p> <p>Noted, the speculation is recognised in the final part of the sentence referred to, '...although this is almost entirely dependent upon regional and local economic performance.' The nature of the assessment does to some extent require a level of prediction or informed speculation in order to consider the demand element.</p> <p>Noted, inserted 'source' to clarify.</p> <p>Noted. The figures reported on do not include the Aggregate Industries capacity. This capacity was not reported through the annual monitoring process, but was identified through a review of mineral permissions. As stated in the final paragraph on page 19, the Council will work with the operator through the next reporting period to better understand the implications of this capacity.</p>

Consultee	Summary of Comment	Response/Action
	<p>4.13. The suggestion in the first sentence of paragraph 1 on Page 21 that there is a balanced supply is perhaps misleading as the current supplies are biased towards imported marine S/G and crushed rock especially marine S/G. It is fair to say, however, that there is a mix of supply sources.</p> <p>4.14. Table 15 refers to capacities but it is not clear with respect to sand and gravel where this capacity of 100,000 tonnes has come from. Is this the apportionment amount? If so it is not a capacity as such -other capacities seem to have been identified by industry -are these plant/operational etc; capacities as suspected? Generally it would be useful for the LAA to provide some assessment of the actual capacities of the island's sand and gravel pits and to relate this to their ability to supply whatever LAA amount is accorded to future provision of land won sand and gravel, whether this is the apportionment amount previously identified or an average of historic sales.</p> <p>4.15. On Page 23 and throughout the LAA reference to the application of the apportionment of 0.1mt is now of historic interest as the future supply of aggregates should be based on the 10 year sales averages as may be influenced by any trends identified from the last three years sales. Again the apportionment is not a target. However, the Council has chosen to use the higher annualised apportionment amount in its forward planning for the supply of land won sand and</p>	<p>Noted. If you consider indigenous sources (so both land-won sand and gravel and secondary and recycling) then it does appear a fair assessment to say there is a balanced supply. The Council accepts that crushed rock is the exception to this, and both this and the wharves that are required for the importation of crushed rock are discussed in this context separately in the report (for example see section 4 Future Aggregate Supply and Demand).</p> <p>The 100,000 tonnes sand & gravel was an amount agreed on with all operators on the Island, with the view firmly expressed by industry that it should not be below this. Although originally identified as an apportionment through the regional plan process, it has since been tested and adopted as a target through the plan process associated with the adoption of the Core Strategy. This is the target quantity that industry would ideally be providing for, so in terms of planned capacities it is the figure the council will use until evidence is provided to suggest otherwise.</p>

Consultee	Summary of Comment	Response/Action
	<p>gravel (included in its Core Strategy). This is a better choice than the use of the present average of historic sales because of it's contingency always providing that ongoing monitoring does not indicate that the apportionment amount is too low.</p> <ul style="list-style-type: none"> - 4.16. On page 27 in the penultimate paragraph it is stated that the use of secondary and recycled aggregates will play a relatively significant role in future supplies. But these aggregates have only contributed about 10% of aggregate sales. Even though the industry's capacity is quite large its ability to maintain/increase supplies is limited by the availability of suitable materials on the island for reprocessing, unlike the primary aggregates industry that has access to c2.5mt of reserves including planned sites. 	<p>Noted.</p> <p>The comment on secondary and recycled aggregated playing a relatively significant role needs to be read within the context of the sentence, ie this relates to the Highway PFI project.</p>
Knighton Sandpit Ltd	<ul style="list-style-type: none"> - Happy with the draft. 	Noted
Hampshire County Council	<ul style="list-style-type: none"> - The draft LAA is well laid out with good explanatory text, clear summary of aggregate supply and the implications on future demand and supply. The answers to your specific questions in your letter dated 4th July 2014 are shown below. - - Are you satisfied with the approach? Yes, the approach is reasonable. - Are you satisfied with the information and data used and that this reflects the most up to date sources available? Yes, the information presented is relevant and up-to-date. 	

Consultee	Summary of Comment	Response/Action
	<ul style="list-style-type: none"> - <i>Are there any additional sources of information that you think are relevant to the LAA that the council should consider?</i> We are not aware of any other sources of information that you should consider. - - <i>Given your specific areas of interest we'd particularly like to hear from you with regards to the following points when considering the LAA:</i> - <i>Your understanding of the implications of the combined demand from the Island and Hampshire MPA areas on the 'local' marine aggregates resource and the role Hampshire aggregate wharves play in the supply of aggregates to the Isle of Wight</i> We don't see any demand issue in the foreseeable future but bigger (deeper draft) dredges may be required in the long term as the search for resources goes further off-shore. This may mean that IoW wharf infrastructure may need to be redeveloped in order to allow these larger dredgers to berth. It's unclear at this point in time if wharves in Hampshire would be suitable to accept deeper draft wharves but if so, it may mean that marine aggregate would be landed on the mainland and then transferred to shallower draft vessels for transport to IoW or possibly via vehicle ferry. <p>We do not have any data on the flow of marine aggregate landed at Hampshire wharves that ultimately is delivered to the IoW. Are you able to</p>	<p>Further consultation has been carried out (email correspondence 22/09/2014) with all the Island's aggregate wharf operators to explore future potential capacity issues, particularly in relation to the potential for deeper draft vessels. The results of this are discussed in section 4. Future Aggregate Supply and Demand, Contingency Planning.</p>

Consultee	Summary of Comment	Response/Action
	<p>share this information with us?</p> <ul style="list-style-type: none"> - Minor amendment? - In reference to the '<i>data limitations have been recognised independently</i>' shown on page 10 of the PDF (page 5 of the document), it refers to '.....Hampshire's previous LAA (2012)'. Obviously the current LAA is the 2013 version but in reference to the statement, while we agree with it we cannot locate the point in the Hampshire LAA where this (data limitation) is stated. 	<p>The MPA responded (via email correspondence dated 23/09/2014) to the request for further information on the flow of marine aggregate to the Island via Hampshire wharves.</p> <p>Reference has been removed.</p>
British Geological Survey	<p>The report CR/02/130N2 (2002) describing the mineral resources of the Isle of Wight is the most up-to-date mineral resource overview report and the accompanying pdf map remains the most up-to-date freely available mineral resources map. However, the underlying GIS digital mineral resources data set has been revisited in the interceding years and a new version for England was released in 2013.</p>	<p>The Council can confirm that, as an MPA, it is using the 2013 BGS data layers. The Council think it is reasonable to conclude that although there have been some local level changes; these are not significant to the Island in terms of the area serving a MPA and the obligation with this as set out in the NPPF.</p>