



Mineral Products in London

Safeguarding London's Wharves and Rail Depots
for future Prosperity and Sustainability

Mineral Products in London



Did you know?

- London's housing, building and infrastructure are built, maintained and improved with mineral products such as aggregates (crushed rock, sand and gravel, and recycled materials), asphalt, lime, cement and concrete, dimension stone and mortar. Construction in London could not take place without effective supply chains for these key materials and mineral products
- London needs 10 million tonnes of primary aggregates every year to supply construction, equal to 30,000 tonnes every single day
- The vast majority - 97% - of this material is imported from elsewhere in the UK, especially rock by rail from Somerset and the Midlands, and marine sand and gravel dredged from the sea bed
- This material is brought into rail depots and wharves in London for onward distribution
- Transport by rail and water has enormous benefits in terms of reducing the distance material is moved by lorry and associated benefits in air quality, congestion and road safety

What is the problem?

- Wharves and rail depots are threatened by other development pressures
- Once lost these strategic sites won't be replaced, with consequences for mineral supply and distribution, and in turn the economy of London
- Encroaching residential development adjacent to wharves and rail depots is particularly sensitive to noise which can lead to retrospective constraints on operation of these sites, which need flexibility to operate 24/7

What is the solution?

- National and London Plan policy safeguards wharves and rail depots from other development but is not always effectively applied, particularly where housing is proposed adjacent to these sites
- Greater awareness is required of the need to ensure a steady and adequate supply of minerals and mineral products for construction and the economy, and the importance of wharves and rail depots in the supply chain
- Safeguarding needs to be applied rigorously, especially by London Boroughs when producing plans and considering applications that may affect wharves and rail depots

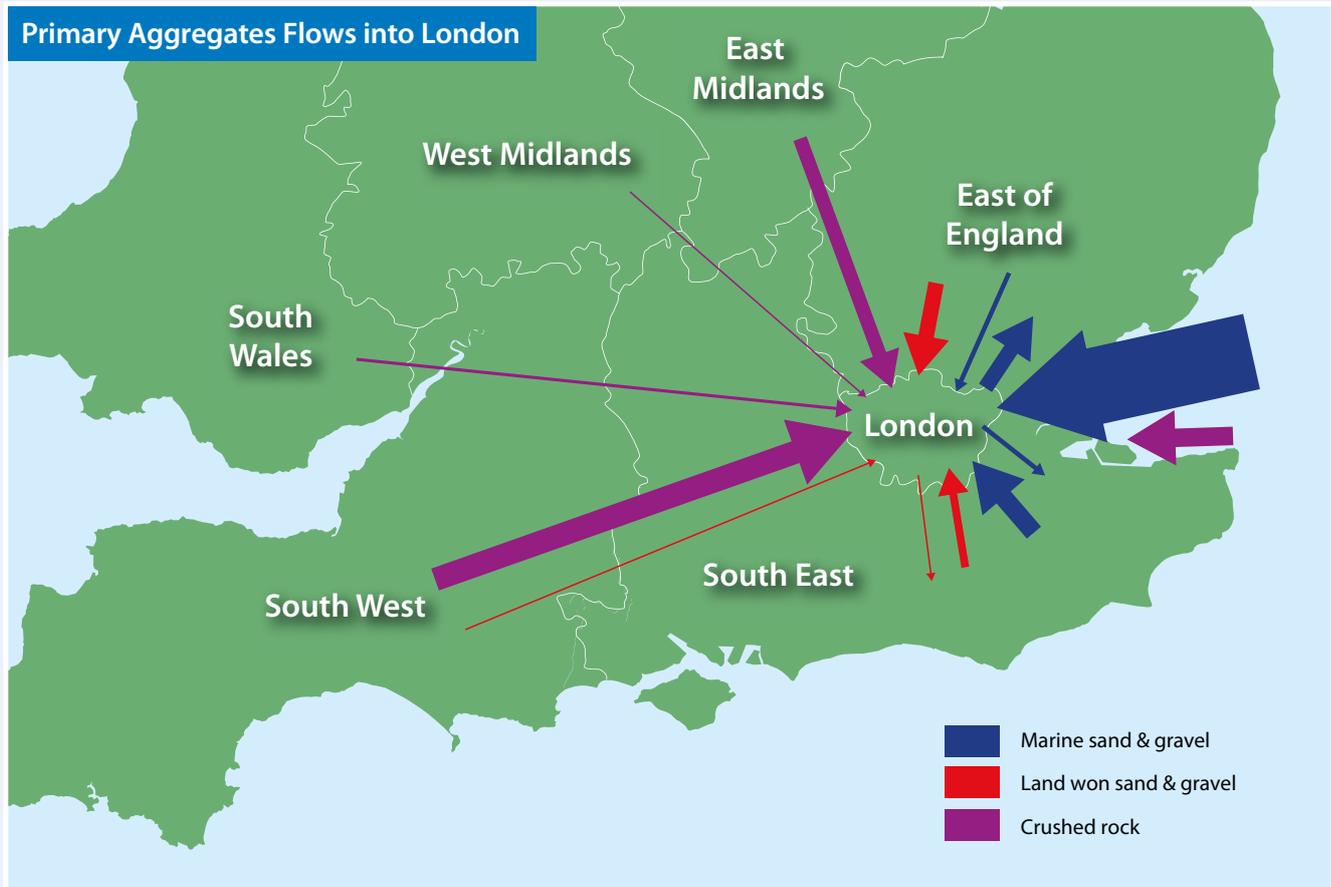
For London's housing, building and infrastructure to improve and grow it needs 10 million tonnes of primary aggregates every year. That means:

**820,000 tonnes
every month**

**192,000 tonnes
every week**

**27,000 tonnes
every day**



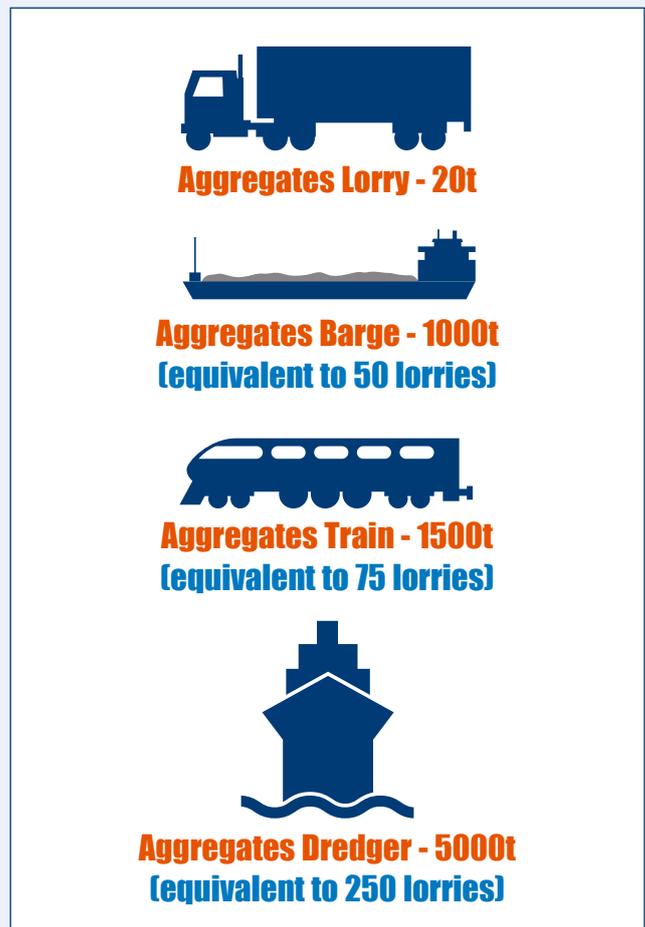


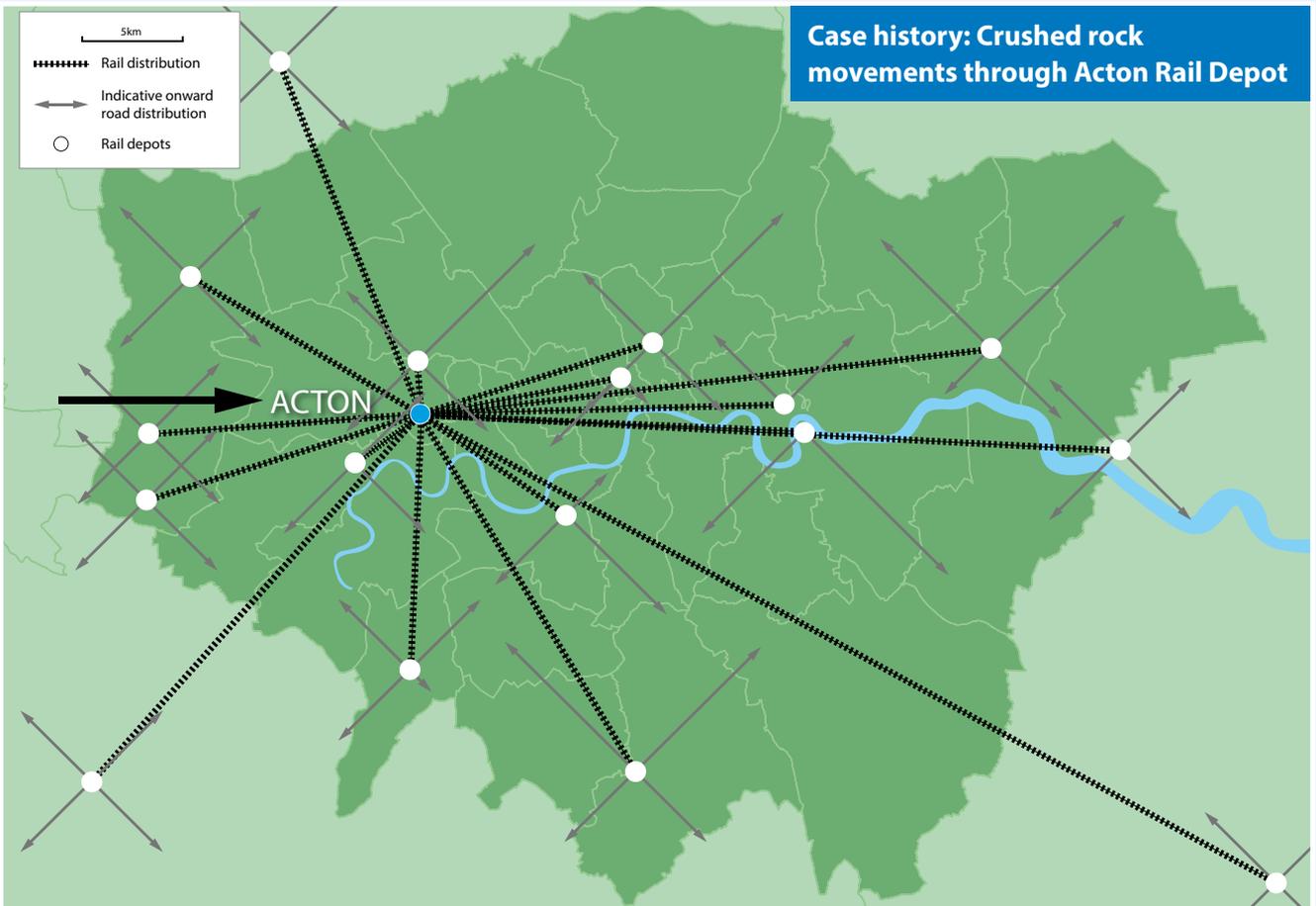
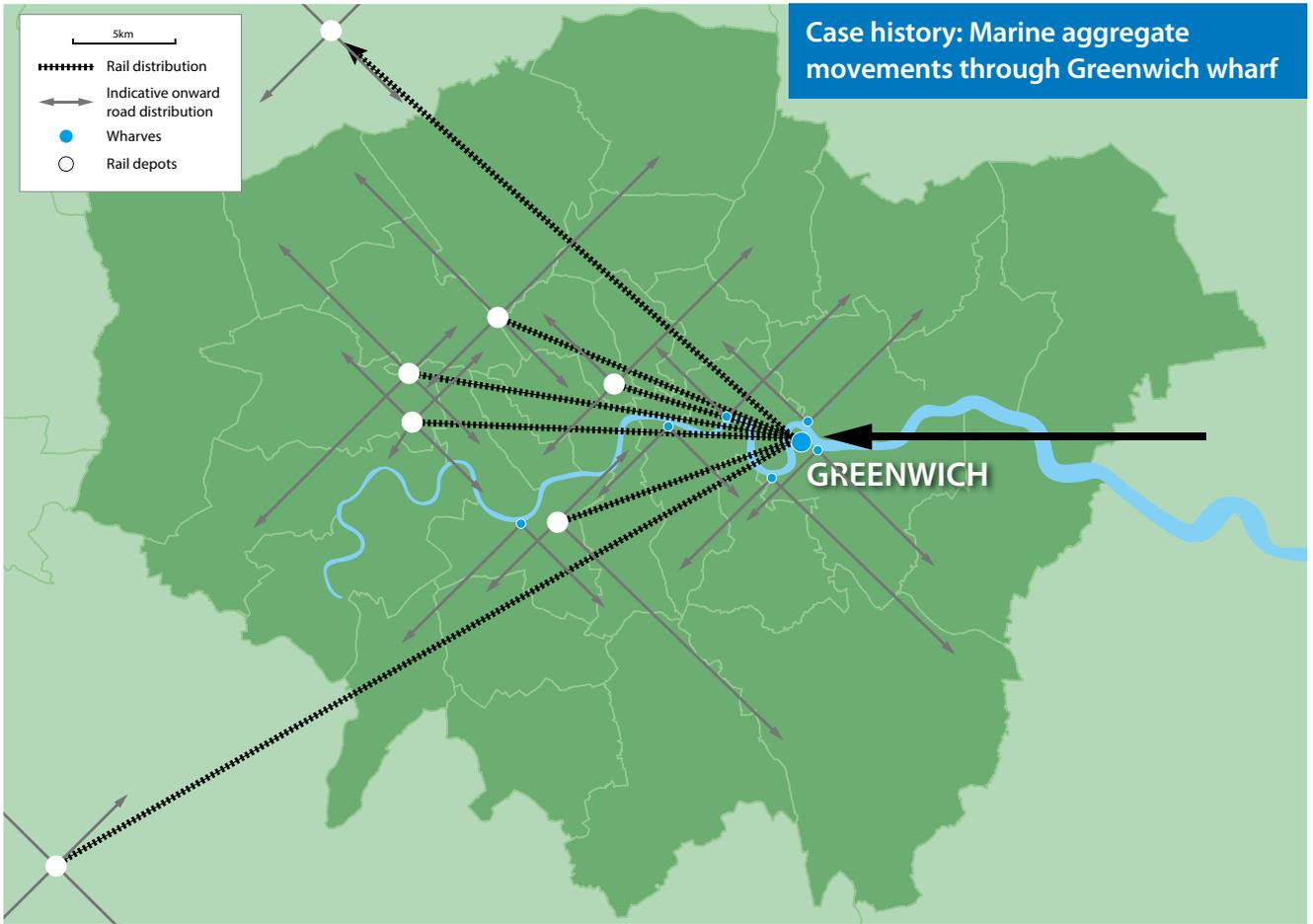
How the Supply Chain works

Mineral products are essential in all types of construction. They provide the foundations and structures of our buildings, including homes, schools and hospitals, infrastructure such as railways, roads and pavements and materials which improve the quality and resilience of our built environment, ranging from the concrete tunnel linings of Crossrail and Thames Tideway to our garden patios.

Aggregates can only be extracted where they occur and there is a limited amount of sand and gravel extraction in outer London, although there is a very active industry in London recycling about 5 million tonnes of materials such as demolition waste and old road surfaces into aggregate uses. We need to transport 5 million tonnes of crushed rock into London annually, mainly from quarries in Somerset and Leicestershire, to a network of rail depots in and around London.

We also deliver 5 million tonnes of sand and gravel dredged from extraction licences in the North Sea and English Channel to wharves along the River Thames inside the M25, with a further 3.7 million tonnes of marine aggregate delivered to wharves along the Outer Thames Estuary especially in Kent. The aggregates delivered to the wharves and depots may be used for the manufacture of concrete and asphalt, and the aggregates and manufactured products are then transported around London to construction customers by a mixture of road, rail and barge transport.





Safeguarding London's Wharves and Rail Depots



The Problem

Wharves and rail depots can generate noise and dust and include areas for material storage and processing. They sometimes need to operate for 24 hours, for example to unload dredgers delivering at high tides, and are likely to have significant road (and sometimes rail) movements from the sites.

In spite of strong national and local planning policies safeguarding wharves and rail depots, these policies are not always implemented effectively. This can lead to incompatible development close to wharf and rail locations which can put pressure on and limit the operation of these facilities.

Proposed new housing development adjacent to wharves and rail depots, if poorly designed, can generate complaints from residents about noise and site activities. This can in turn lead to constraints on the use of the wharves and rail depots. In some cases planning authorities and developers wish to end site safeguarding and build on wharf or rail depot sites.

If wharf and rail depot sites are lost, either through design or ignorance, we will lose our ability to supply London construction markets in the most sustainable manner for ever.

The Solution

National and local authorities must sustain and implement existing wharf and rail depot safeguarding policies. The importance of our wharf and rail infrastructure should be emphasised in the London Plan and Mayor's Transport Strategy, and local planners and councillors must appreciate their responsibilities to implement safeguarding policy requirements when producing local plans and determining planning applications.

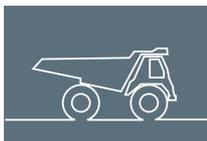
If new developments which could impact on safeguarded wharves and rail depots are proposed, it needs to be demonstrated that potential conflicts have been fully addressed, for example that the design of a new housing development mitigates the effects of noise on residents from existing industry operations nearby.

While appreciating that wharves and rail depots inevitably generate impacts associated with industrial activity, operators need to ensure that external impacts, such as noise and visual intrusion, are mitigated as far as is reasonably possible and that transport operations are managed to ensure, for example, that road safety risks are reduced through adherence to the Construction Logistics and Community Safety initiative (CLOCS).





The mineral products and quarrying industry contribution to the UK:



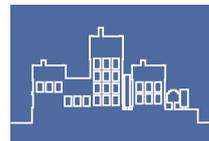
360mt

GB production of aggregates and manufactured mineral products



£6.4bn

Gross value added of our industry



£144bn

Value of construction, our main customer



£20bn

Annual turnover



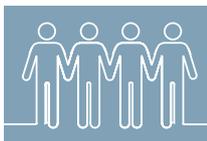
£495bn

Turnover of industries we supply



78,000

People directly employed in our industry



3.4m

Jobs supported through our supply chain

The Mineral Products Association is the trade association for the aggregates, asphalt, cement, concrete, dimension stone, lime, mortar and silica sand industries.

For further MPA information visit www.mineralproducts.org

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