

NOTTINGHAMSHIRE MINERALS LOCAL PLAN

CALL FOR SITES

**Land at Redhill
Ratcliffe on Soar
Nottinghamshire**

*on behalf of
Mr. Morley
Redhill Marine Ltd*

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PLANS:

0523/L/1 v1	- Location plan
0523/S/1 v1	- Site plan
0523/BH/1 v1	- Borehole locations

NOTTINGHAMSHIRE MINERALS LOCAL PLAN

CALL FOR SITES

Land at Redhill Ratcliffe on Soar Nottinghamshire

1. LOCATION

1.1 The location of the proposed site is shown on plan 0523/L/1 attached. Please note that the OS base plan does not show the revised road layout as a result of the Parkway Station development. This development provides a very good HGV access via the new roundabouts onto the A453.

1.2 The proposed boundaries of the 'mineral site' are shown edged red on plan reference 0523/S/1. Also shown is the proposed limit of extraction (shaded grey).

1.3 As referred to above access to the site is directly onto the A453 via the Parkway Station junction. Onward delivery to the market will distribute via the A453 and associated main road network.

1.4 A potential area for a low profile modular plant and ancillary activities is shown in the south of the site close to the access.

1.5 The general direction of working will be from south to north.

1.6 The plans provided are on an OS base.

1.7 The traffic generated will average 50 movements per day (25 out, 25 in) for the removal of minerals.

2. RESERVE DATA

2.1 The site has been subject to a series of field investigations which include 7 boreholes in 1973 and 12 trial pits in 2001 and more recently 9 further boreholes in 2007 (see plan 0523/BH/1 attached). After making allowance for an area of archaeological interest and appropriate margins to the river Soar the recoverable reserve is c. 0.700 million tonnes. The quality is good comprising approximately 50 / 50 sand to gravel, the gravel being predominantly quartzite based with a low silt / clay content.

2.2 Annual output will be approximately 0.100 - 0.120 million tonnes.

2.3 Based on the above the life of the working will be c. 6 - 7 years which allows 6 months for start up and a further 6 months to complete the restoration.

2.4 Subject to gaining a suitable permission the site could be worked immediately.

3. ROLE AND MARKET

3.1 The site is a new greenfield site.

3.2 The site is being promoted to maintain an adequate and steady supply of construction aggregates as the existing reserves in the county run down.

3.3 The principal market area will be Nottingham and environs.

3.4 The site is very well located to serve the main market.

4. AVAILABILITY

4.1 The site is promoted by the land and mineral owner who enjoys full rights of access to the public highway. Interest in developing the minerals has been expressed by several companies.

5. LANDOWNER CONSENT

5.1 The land is owned by Mr. R. Morley of Redhill Marine Ltd.

5.2 The landowner is not a mineral operator.

5.3 As referred to above several companies have expressed interest in developing the minerals on the site but no firm agreement has been entered into.

6. AGRICULTURAL LAND QUALITY

6.1 Owing to the low lying nature of the site the land quality is poor and is not classed as 'best and most versatile', generally being low Grade 3 / 4.

7. SENSITIVE BUILDINGS

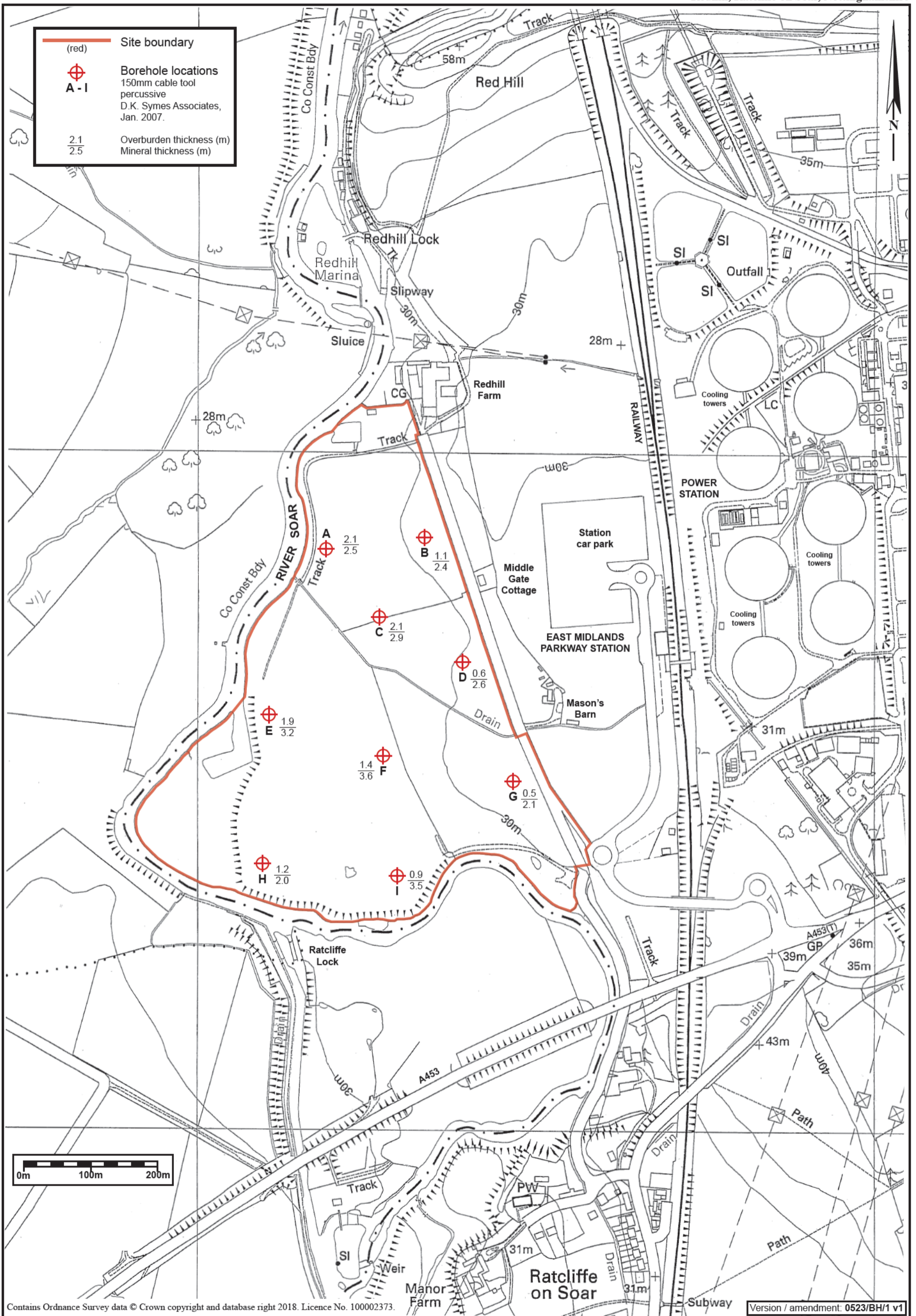
7.1 There are a group of old farm buildings together with a farmhouse to the north and a house along the internal road between the farm buildings and the roundabout. The majority of these buildings are owned by Mr. Morley. There are also a number of moorings along the bank of the river Soar.

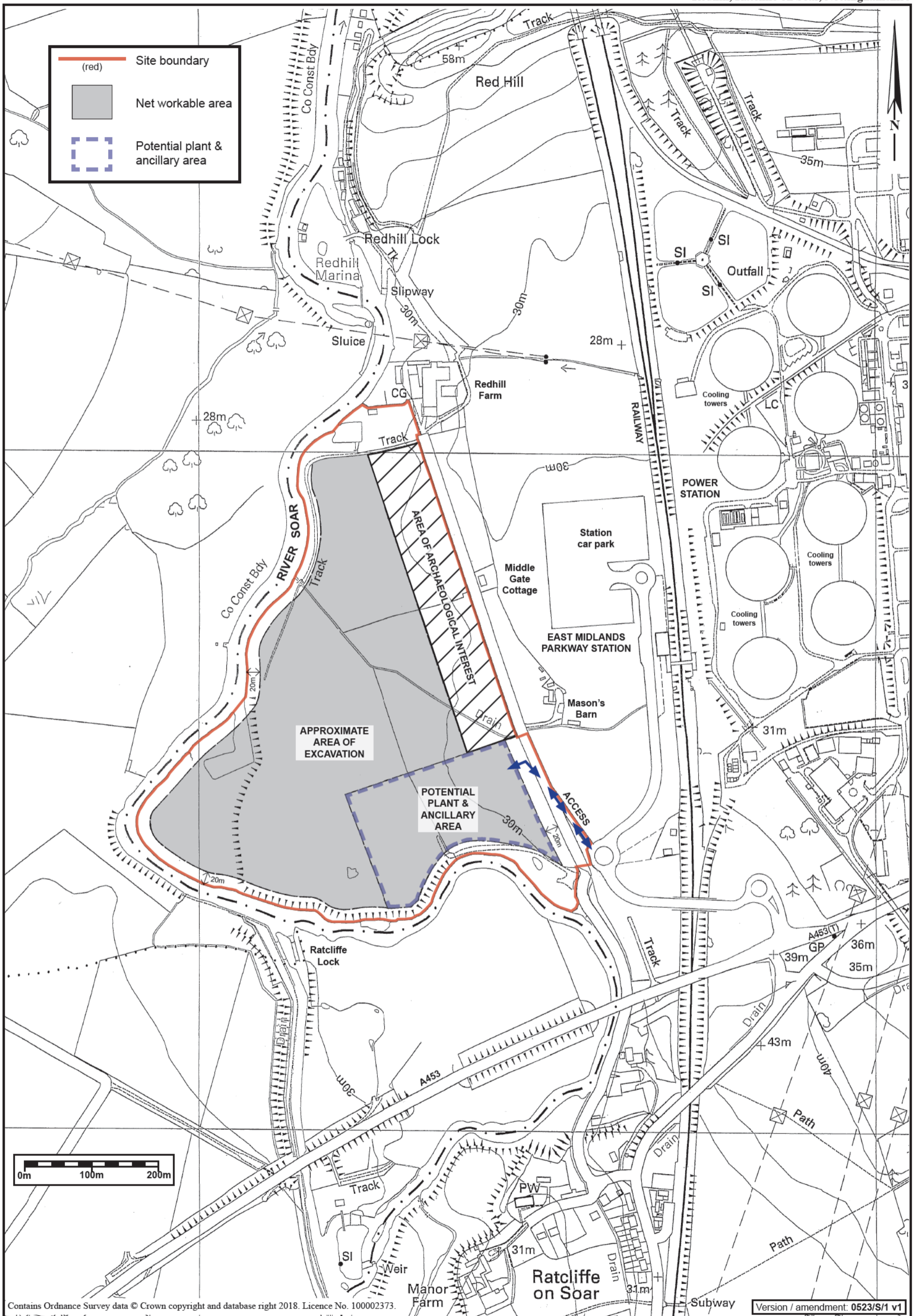
8. RECLAMATION

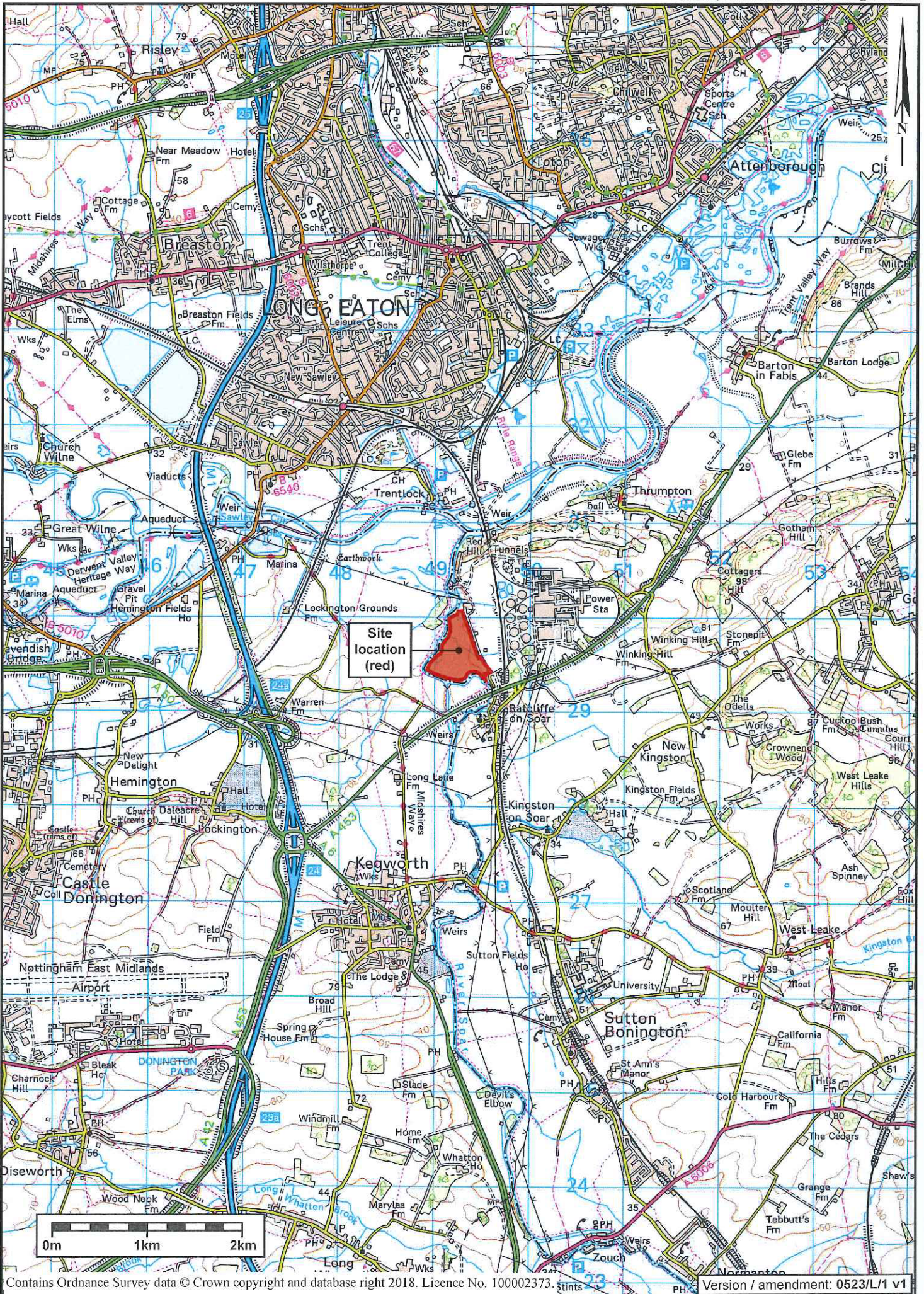
8.1 The proposed restoration is to create a body of open water that can be linked to the river Soar to enable the site to be used as a marina. This will enable the moorings along the river Soar to be brought into the marina which will noticeably improve the ecological / environmental status of a considerable length of the riverbank. In addition, the restoration / marina design will include internal bankside habitats to enhance the biodiversity locally (e.g. shallows, reed edges, grassland, etc.).

8.2 The reclamation does not require the importation of any fill, other than if needed for engineering works (roads, platforms, strengthening, etc.).

DKS/yw/0523
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