London

Aggregates Monitoring 2009

London Aggregates Working Party

LAWP 11/01 February 2011

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Executive Summary

This AM2009 report for London has been prepared from returns made to the national Aggregates Minerals survey undertaken by BGS on behalf of DCLG. The national four yearly survey includes data on the supply of primary aggregates between regions and sub-regions and the mode of transport used, and provides data on consumption as well as sales and reserves. Additional survey data has been gathered by LAWP on sales from rail depots. Data has also been gathered at both the national and London level on the determination of applications 2006-2009. This AM2009 report puts the findings in the context of the London Plan.

Land-won Sand and Gravel

- Sales in 2009 were some 580,000 tonnes, the lowest level in the last ten years, and 30% less than for 2008.

- Reserves of sand and gravel have declined over 70% in the ten years from 2000 to 2009, and now stand at 2Mt. No planning permissions were granted in 5 of those years. Nearly 10Mt was extracted but less than 4Mt replaced in new permissions. There were no undetermined applications at the end of 2009.

- Reserves are now so low, neither west London nor east London are likely to meet the 0.5Mt apportionment in the London Plan for a number of years unless further applications are made and permissions granted.

- In the short term London, or sectors of London, will rely to a greater extent on imports. Without further applications and permissions London would soon become wholly dependent on imports.

- A regional landbank of over 7Mt to meet the MPS1 requirement is unobtainable without substantial applications and permissions.

Landings of Marine Dredged Sand and Gravel

- Sales of marine dredged sand and gravel at 3.5Mt, some 0.8Mt less than in 2008, were the lowest in the last ten years.

- London continues to be heavily dependent on marine aggregate supplies to meet its aggregate requirements, and this dependence is likely to increase at least in the short term as London land-won sand and gravel production has declined.

Imports of Crushed Rock

- Sales of crushed rock from rail depots and wharves in London in 2009 amounted to some 2.7Mt, a fall of 1Mt compared with the 2008 figure.

- As in previous years, nearly 90% of all the crushed rock to rail depots was imported from the South West and East Midlands regions.

- London continues to be heavily dependent on crushed rock supplies to meet its aggregate requirements, and this dependence is likely to increase at least in the short term as London land-won sand and gravel production declines

Aggregate Recycling

- It is estimated that perhaps up to 5Mt of CDEW was recycled as aggregate in 2009, providing some 1/3rd of London's aggregate supply.

Environment

- All the sand and gravel quarries in London, hence all the 0.6Mt sand and gravel sales and the 2Mt of reserves, are in the Metropolitan Green Belt

- In contrast, all the R Thames wharves and rail depots are in the built up area, ie none are in the Metropolitan Green Belt

- No quarry, wharf or rail depot is situated in a site covered by a national environmental designation, such as an SSSI or NNR.

Aggregate Consumption

- London consumed over 14Mt of aggregate in 2009, some 9.4Mt of primary aggregate, 96% of which was imported, and up to 5Mt of CDEW.

The London Plan and Land-won Aggregates

- The London Plan accepted the LAWP recommendation in 2004 for the regional apportionment for land-won sand and gravel to be set at 1mtpa, apportioned equally between west and east London sectors at 0.5mtpa.

- The Draft Replacement London Plan published in October 2009 retained this policy, but the Mayor has published Minor Alterations to the plan in September 2010 which propose to reduce the apportionment to 700,000tpa and apportion this with specific figures to four boroughs. The EIP into the proposed alterations took place in December 2010 and the EIP Panel's report is awaited.

Local Development Documents

- The delay in submitting Development Documents with provision for aggregates is a contributory factor in the landbank falling so well below the MPS1 requirement and London Plan figure. It has contributed to caution exercised by industry to submit planning applications.

1. London Aggregates Working Party

1.1 The London Aggregates Working Party (LAWP) was formed in 2003, completing the coverage of Regional Aggregate Working Parties (RAWPs) for all English regions. The Working Party is drawn from officers of the mineral planning authorities (MPAs) in London (the London Boroughs), the Greater London Authority (GLA), the minerals industry through the Mineral Products Association (mpa) and the British Aggregates Association (BAA), and government representatives from the Department of Communities and Local Government (DCLG). The

Port of London Authority (PLA) is also represented, together with representative from adjoining RAWPs in eastern and south east England.

1.2 The working party is a technical group with the task of monitoring the supply and demand for aggregates at the regional scale. LAWP advises both the GLA, which is responsible for the London Plan including minerals policies for London, and government through DCLG. Its advice also has significance for local policies and practice of London Boroughs.

2. Scope of this report

2.1 As with previous AM surveys, this AM2009 report is primarily a monitor at the London wide scale, with some data provided at a sub regional scale. Data on primary aggregates sales from land-won sand and gravel sites, wharves and rail depots for 2009 has been provided by operators via the RAWP technical secretary who collated the individual site returns. The PLA and BMAPA have also assisted with data on wharves. An inventory of quarries, wharves and rail depots is provided in Appendix A.

2.2 The planning context for this report is the Minerals Policy Statement 1: Planning and Minerals* at the national level, and the London Plan** as the overall strategic plan for the capital. The Mayor published a Draft Replacement London Plan in October 2009*** which was subject of an Examination in Public in 2010.

**Minerals Policy Statement 1: Planning and Minerals, CLG November 2006*

***The London Plan (Consolidated with Alterations since 2004), February 2008*

**** Draft Replacement London Plan, Mayor of London, October 2010.*

A session on proposed minor alterations to the land-won aggregates policy* was held in December 2010. The EIP Panel's report is awaited. Accordingly, the assessments of extraction and reserves in this AM2009 report and its tables relate to the current London Plan

3. Quarries

Land-won Sand and Gravel

3.1 There were 7 active sand and gravel quarries in London in 2009 (see Figure 1 and Appendix A). South Hall Farm and Spring Farm are paired to take advantage of using the same plant site. In addition, there was one inactive site, Harlington that has been worked in the past and contains reserves.

3.2 Sales, permissions and reserves data for sand and gravel for the ten years 2000-2009 are shown in Tables 1 & 2 and Figures 2, 3 & 4. Sales were some 580,000 tonnes in 2009, 30% less than last year, and the lowest for any of the ten year survey period.

3.3 Table 1 and Figure 2 also show that planning permissions for sand and gravel have fallen well behind sales. No planning permissions were granted in five of the ten years 2000-2009. In the last 10 years reserves have declined by over 70% to 2Mt at the end of 2009 – see Table 3 and Figure 4. Nearly 10Mt has been extracted over the decade, but less than 4Mt has been replaced.

3.4 In 2009 the one 600,000 tonnes permission replaced the sand and gravel extracted that year. But at 2Mt the reserves at the end of 2009 provide a landbank for no more than two years at the current apportionment rate – see Appendix B and Table 3. This falls well short of a landbank of ''at least 7 years'' as required in MPS1 and the London Plan. Unless further applications are submitted and granted, neither west London nor east London sectors will be able to fulfil the 0.5Mt apportionment beyond 2011– see Figure 4.

3.5 If the apportionment requirement is to be met, then London Boroughs need to identify sites/areas in which applications for extraction would/might be acceptable, and the industry needs to make a number of applications. Without substantial applications and permissions a regional landbank of over 7Mt is unobtainable, and at the end of 2009 there were no undetermined applications in the pipeline.

** Minor alterations to the consultation draft replacement London Plan: Gypsies and Travellers (including travelling show people) and Aggregates, Mayor of London, September 2010.*

4. Wharves

Landings of Marine Dredged Sand and Gravel

4.1 There were 15 active wharves on the R Thames receiving aggregate in London in 2009 – see Appendix A. Ten of these landed some 3.5Mt of marine dredged sand and gravel – see Table 4 and Figure 6. This is a decrease of some 0.9Mt from last year. Three wharves together handled over 2.8Mt, over 80% of the total landings.

4.2 In addition some 0.4Mt of marine aggregate is transhipped upstream from downstream wharves in Kent and Medway to London.

4.3 It has been established in previous years that the origin of the marine dredged sand and gravel landed at R Thames wharves is principally from the North Sea and Thames Estuary.

Crushed Rock Imports

4.4 Crushed rock was landed at 5 wharves in London in 2009. Sales at some 360,000 tonnes was the same as for last year - see Table 4 and Figure 5.

4.5 100% of sales were recorded as sold for roadstone, railway ballast, concreting aggregate, armourstone or other screened and graded aggregate. Sources included Scotland and Norway.

Land-won Sand and Gravel

4.6 Although most wharves primarily handle marine dredged sand and gravel or crushed rock, some 150,000 tonnes of land-won sand and gravel was handled at three of the R Thames wharves, together with the canal side wharf at West Drayton.

4.7 The land-won sand and gravel comes from quarries in the South East and East of England regions, more particularly Kent, Essex and Buckinghamshire. A number of the R Thames wharves are well upstream in the heart of the capital and handle this land-won, but river or canal borne material.

5. Rail Depots

Crushed Rock

5.1 There were 16 active rail depots in London in 2009 – see Appendix A. Twelve of these imported crushed rock, with sales amounting to some 2.4Mt, a decrease of 1Mt from the 2008 figure of 3.4Mt – see Table 5 and Figure 6. Four of the rail depots handled over half the rock imports, each handling over 250,000 tonnes.

5.2 Some 2.1Mt of crushed rock, 87% of the total, was imported from the South West (1.5Mt) and East Midlands (0.6Mt), with the remaining 13% from Wales, and Scotland (via Kent).

Land-won Sand and Gravel

5.3 Four of the 16 active rail depots together handled some 200,000 Tonnes of land-won sand and gravel in 2009. The majority of the material was from the East of England and South East regions, but some was from the South West.

Marine Dredged Sand and Gravel

5.4 In 2009, London rail depots handled some 950,000 tonnes of marine dredged aggregate, some 200,000 tonnes less than in 2008. Five depots in central London handle nearly 80% of this total, each handling over 100,000 tonnes. Most of the marine aggregate was received from wharves on R Thames in London, but over 300,000 tonnes was from wharves in Kent.

(NB. The 950,000 tonnes is already accounted for in the wharves figure of 3.5Mt in paragraph 4.1 above, and double counting needs to be avoided)

6. Aggregates Recycling

6.1 Recycled aggregates and secondary materials were not included in the AM2009 survey. However, a report on Construction, demolition and excavation waste (CDEW) arisings, use and disposal in England 2008* was undertaken by

**Survey on Construction, Demolition and Excavation Waste (CDEW) Arisings, Use and Disposal in England 2008. WRAP for DCLG, 2009.*

wrap for DCLG and published in April 2010. This identified that the inert fraction of CDEW fell by over 7% in the three year period 2005-2008, from over 89Mt nationally in 2005 to some 83Mt in 2008. However, the production of recycled aggregate from hard inert CDEW had increased by 3% from some 42Mt to 43.5Mt. About 85% of all CDEW is either recovered or beneficially re-used without further processing.

6.2 There are no breakdown of figures to a London scale in this report The outcome is that the estimated tonnage of material recycled as aggregate is likely to be little different from the 2005 figure* of up to 5Mt.

7. Environment

7.1 The 2009 returns show that all active and inactive sand and gravel quarries in London, and hence all the 0.6Mt sand and gravel sales and 2Mt reserves, are sites in the Metropolitan Green Belt. No national environmental designations such as SSSIs or NNRs were affected.

7.2 None of the active aggregate wharves on R Thames or the rail depots are located in any national environmental designation or are in the MGB.

8. Aggregate Consumption

8.1 The AM2009 survey of primary aggregates shows that London consumed 9.4Mt of primary aggregates in 2009, 1.5Mt of land-won sand and gravel, 3.8Mt of marine dredged sand and gravel and 4.1Mt of crushed rock – see Figure 7. London consumed:

- 0.4Mt of the 0.6Mt of land-won sand and gravel that it produced, and imported 1.1Mt, including 0.5Mt from both the east and south east regions of England.
- 3.4Mt of the 3.6Mt of the marine dredged aggregates landed at London wharves, and 0.4Mt imported from wharves in the south east, and
- 4.1Mt of crushed rock, 1.9Mt from the south west, 1.2Mt from the east midlands, 0.3Mt from Wales and 0.7 Mt from outside England and Wales.

London imports 96% of the primary aggregates that it consumes.

**Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005, Construction Demolition and Excavation Waste, Capita Symonds for CLG, November 2006, Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005, Other Materials, Capita Symonds for CLG, February 2007.*

8.2 It appears from the sub regional data in the national survey that west London consumes twice as much aggregate as east London. The preponderance of landings of marine aggregate take place at wharves in east London where there is deeper water. As the figures in 5 above show, a substantial tonnage of marine aggregate, perhaps some 0.5Mt is taken by rail for sale at rail depots in west London.

8.3 In addition London is likely to have consumed up to 5Mt of recycled aggregates, primarily from recycled CDEW, providing a third of London’s aggregate supplies.

9. The London Plan and Land-won Aggregates

9.1 The London Plan section on Planning for Minerals sets out three policies: to make better use of aggregates, spatial policies to support that objective, and a policy for land won aggregates. This latter Policy 5.20 follows the advice given by LAWP in 2004. It establishes the London-wide apportionment for land-won sand and gravel at 1mtpa, apportioned equally between west London and east London sectors* at 0.5mtpa – see Figure 1. Boroughs with reserves outside the apportioned areas should consider proposals for extraction in line with policies in the Plan. The policy also requires the mineral planning authorities jointly to maintain a minimum landbank equivalent to at least seven years production at the 1mtpa rate.

9.2 The Draft Replacement London Plan (DRLP) published for consultation in October 2009 proposed to retain Policy 5.20 for land-won aggregates as set out above. However, the AM2008 report highlighting the paucity of land-won reserves in London, the delay in bringing forward DPDs identifying additional sites or areas of search, and no current undetermined applications, indicated that sales were likely to fall well below 1Mt for a number of years. LAWP therefore arranged a workshop in February 2010 to consider what the prospects were for making provision for land-won aggregates in Borough DPDs.

9.3 For East London the workshop identified that the prospects in LB Redbridge were limited such that the provision it could realistically make would be likely to be used up well before the end of the plan period if extracted at 250,000tpa. In that event if the apportionment of 0.5mtpa in east London was to be maintained, LB Havering would need to supply all 500,000tpa before the end

** the sectors comprise: LB Hillingdon, Hounslow, Richmond upon Thames and Ealing in west London; LB Redbridge and Havering in east London*

of the plan period. LB Havering considered this excessive, necessitating at least three quarries being operational at the same time to supply such a figure. Industry considered that resources were available in LB Havering to make up for any shortfall in LB Redbridge.

9.4 For West London the prospects were less clear. LB Hillingdon could make provision for 0.25mtpa for the plan period from three identified sites, but was prevented from doing so due to proposals for Heathrow 3rd runway that affected all three sites. LB Hounslow was undertaking an assessment of the prospects in its area but completion of this exercise was awaited. Any further provision in the boroughs of Ealing and Richmond was considered unlikely. Policy 5.20 should no longer apply to them (although the text referring to considering opportunities for extraction in line with policies in the plan would continue to apply).

9.5 It was suggested at the workshop that the London Plan apportionment figures would not be realised and that a reduced apportionment of perhaps 700,000-800,000tpa would be more appropriate and realistic. However, industry said that no review of the London Plan figures should take place until more evidence was available and tested in the LDF/DPDs.

9.6 In July 2010 the DCLG Chief Planner sent a letter* to all local planning authorities setting out some questions and answers that emerged from the Coalition Government's decision to revoke regional spatial strategies (but not the London Plan which remains). In the section dealing with aggregates the letter states that mineral planning authorities (in this case the London Boroughs) should continue to follow technical advice within the DCLG Guidelines for 2005-2020. However, planning authorities can choose to use alternative figures if they have new or different information and a robust evidence base.

9.7 In the light of this change in approach to planning by the new Government to one with a greater emphasis on localism, and with regard to the workshop discussions, the Mayor issued a statement in July 2010 in which he stated that he intended to bring forward a minor alteration to the Plan with a revised London target for land-won aggregates of 500,000tpa.

9.8 Since that statement GLA officers held further discussions with relevant boroughs on deliverability, and with LAWP. It was suggested by GLA officers that Policy 5.20 was altered to include specific apportionments to four London boroughs, with a reduced London-wide total of 700,000tpa. The boroughs supported such an alteration as they considered it more realistic as to the likely levels of provision they could make for the plan period. The industry maintained that any change in policy should await testing in LDF/DPDs.

** Letter on revocations on regional strategies, Secretary of State, DCLG July 2010*

9.9 The Mayor issued a consultation draft on Minor Alterations to the Draft Replacement London Plan in September 2010*. For aggregates it is proposed that Policy 5.20 is altered to a requirement of 700,000tpa of land-won aggregates to 2031, with an apportionment to four boroughs of 250,000tpa for LB Havering, 00,000tpa for LB Redbridge, 250,000tpa for LB Hillingdon, and 100,000tpa for LB Hounslow. Responses to this consultation were required by October 2010 and the EIP session on the proposed aggregates alterations was held on 8 December. The Panel report was published on 3 May** and accepts the above apportionments for the four boroughs, translated into minimum landbank terms.

10. Local Development Documents

10.1 All London Boroughs have an adopted Unitary Development Plan (UDP), and a number have an adopted LDF Core Strategy. Some of these plans include policies for aggregates; but the four key Boroughs with both allocated sites and potential for extraction, LB Havering and LB Redbridge in east London, and LB Hillingdon and LB Hounslow in west London, do not have adopted minerals DPDs to guide industry. Moreover, the programmes for minerals DPDs in these Boroughs have continued to slip, with only one intended to be submitted to government in early 2011 – see Appendix C.

10.2 The years taken in plan preparation and submission is a contributory factor to the landbank falling so well below the MPS1 requirement and London Plan figure. The lack of provision in DPDs with specific sites, preferred areas or areas of search has contributed to caution exercised by industry to submit planning applications.

** Minor alterations to the consultation draft replacement London Plan Gypsies and Travelers and Aggregates, Mayor of London, September 2010.*
***Draft Replacement London Plan. Report of Panel, May 2011.*

Appendix A

Active and *Inactive* Aggregate Quarries, Wharves and Rail Depots at end 2009

Sand and Gravel Quarries

LB Barking & Dagenham			
Marks Warren	Brett Lafarge Ltd	Sharp sand & gravel	51 487 897
LB Bromley			
Bourne Wood	Bournewood S&G Ltd	Soft sand	51 503 682
LB Havering			
South Hall Farm & Spring Farm	Havering Aggregates Ltd	Sharp sand & gravel	51 534 818
LB Hillingdon			
Sipson (including Wall Garden Farm)	Henry Streeter Ltd	Sharp sand & gravel	51 075 784
Harlington	*Henry Streeter Ltd*	*Sharp sand & gravel*	*51 091 783*
LB Hounslow			
Bedfont Road	Frank Lyons Group	Sharp sand & gravel	51 088 727
LB Redbridge			
Fairlop Quarry	Brett Lafarge Ltd	Sharp sand & gravel	51 470 902

Aggregate Wharves

LB Barking & Dagenham			
Dagenham Dock	Hanson Aggregates	Marine	51 491 816
Dagenham Dock	CEMEX	Crushed rock, land won sand & gravel	51 481 821
Ringway (No1 Western Extension)	Ringway Roadstone Ltd	Crushed rock	51 488 818
Rippleway/Debden Wharf	McGrath	Marine*	51 454 818
LB Bexley			
Pioneer Wharf	Tarmac Ltd (Erith)	Marine	51 508 797
LB Greenwich			
Charlton (Murphy's Wharf)	Day Aggregates	Crushed rock, land won sand & gravel	51 404 790
Brewery Wharf	JJ Prior	Sand and Gravel	51 378 776
Murphy's Wharf, Charlton	Tarmac Ltd Greenwich	Marine	51 404 790
Victoria Deep	Hanson Aggregates and Stema Shipping	Marine* and Crushed rock	51 389 794
Angerstein Wharf	CEMEX	Marine	51 403 791
Riverside Wharf	Tarmac Ltd	Crushed Rock*	51 793 413
LB Hammersmith & Fulham			
Comley's Wharf, Fulham	CEMEX	Marine*	51 260 758

LB Hillingdon			
W Drayton (canal wharf)	Hanson Aggregates	Land-won sand & gravel	51 078 799
LB Newham			
Mohawk Wharf	Euromix	Land-won sand & gravel	51 422 798
LB Wandsworth			
Battersea (MetroGreenham)	CEMEX	Marine*	51 292 776
Pier Wharf	Hanson Aggregates	Marine*	51 260 754

* trans shipped from downstream wharf

Aggregate Rail Depots

LB Barking & Dagenham			
Dagenham	Hanson Aggregates	Crushed rock	51 811 491
LB Brent			
Park Royal	Tarmac Ltd	Marine	51 195 826
Wembley	Bardon Aggregates	Crushed rock	51 207 857
LB Camden			
Kings Cross	Tarmac Ltd	Marine	51 300 838
Kings Cross	Hanson Aggregates	Marine* and cr rock	51 300 839

LB Croydon			
Purley	Day Aggregates	Cr rock and marine*	51 315 615
LB Ealing			
Acton	Yeoman Aggregates	Sand & gravel and crushed rock	51 197 811
LB Greenwich			
Angerstein	Bardon Aggregates	Crushed rock	51 404 790
LB Hillingdon			
West Drayton	Network Rail	Crushed rock	51 078 799
West Ruislip	Yeoman Aggregates	Crushed rock	51 089 865
Hayes	Tarmac Ltd	Crushed rock	51 106 795
LB Hounslow			
Brentford	Day Aggregates	Crushed rock and sand & gravel	51 163 782
LB Kingston upon Thames			
Tolworth	Day Aggregates	Crushed rock and marine	51 198 655
LB Tower Hamlets			
Bow	Bardon Aggregates	Crushed rock and marine	51 375 835
LB Wandsworth			

Battersea	Day Aggregates and Tarmac Ltd	Crushed rock and marine*	51 289 773
LB Westminster			
Paddington	Tarmac Ltd	Marine	51 260 816

* transported from wharf

Appendix B

Aggregate Applications: Permitted, Refused, Undetermined or Withdrawn in 2009

Quarries	**Mineral**	**NGR**	**Applicant**	**Site type**	**Reserves (tonnes)**	**Permitted, Refused, Undetermined or Withdrawn**	**SSSI/ NNR**	**SPA/ SAC**	**Green Belt**
LB Hillingdon, Sipson Farm (extension to Wall Garden Farm), Sipson Road, Sipson	Sharp sand & gravel	TQ 078 774	Henry Streeter Ltd	Lateral extension	600,000	Permitted			GB
TOTAL: Sand & Gravel permitted					**600,000**				
Wharves	-				**Capacity**				
none									
Rail Depots	-								
none									

Appendix C

Key Milestones for Minerals in London DPDs

MPA	DPD or SPD title	Stakeholder & Community Engagement	Consultation on Issues & Options	Consultation on Preferred Options & Proposals or Reg 25 Doc	Publication (Reg 27)	Submission to GOL (Reg 30)	Estimated date for independent examination	Estimated date for Adoption (Reg 36)
Western Sector								
LB Hillingdon (figures in italics are latest officer estimates)	**Core Strategy** **Site Allocations** **Development Management**		June-July 2010	June-July 2010 ***Sept-Oct 2011*** ***Sept-Oct 2011***	FebMar2011 ***Mar 2012*** ***Mar 2012***	*Sept 2011* ***Sept 2012*** ***Sept 2012***	***Dec 2011*** ***Dec 2012*** ***Dec 20121***	***Mar 2012*** ***June 2013*** ***June 2013***
LB Hounslow	**Core Strategy (includes minerals)**	April 2006	May-July 2007	Autumn 2010*	**March 2011**	**March 2011**	**June 2011**	**Dec 2011**
LB Ealing **(Revised Scheme)**	**Core Strategy** **Site Allocations** **Development Management DPD**		Sept 2007 Sept/Oct 2007 Sept/Oct 2007	Sept 2009 Sept/Oct 2010 Sept/Oct 2010	Oct 2010 **Mar/Apr 2012** **Mar/Apr 2012**	**Jan 2011** **July 2012** **July 2012**	**June 2011** **Nov/Dec 2012** **Nov/Dec 2012**	**Dec 2011** **July 2013** **July 2013**
LB Richmond upon Thames	**Core Strategy** **Development Control Policies** **Site allocations**		Nov 2005	Jan/Feb 2007 June 2009 June 2009	N/A Feb 2010 Feb 2010	March 2008 Sept 2010 **Nov 2011**	Nov/Dec 2008 **April 2011** **March 2012**	Adopted Apr 2009 **June 2011** **March 2012**
Eastern Sector								
LB Bexley	**Core Strategy** **Development Standards DPD** **Site Allocations**	June 08 – June 09	Jan 2009	Nov 2009	July 2010 **May 2011** Sept 2010	Dec 2010 **Nov 2011** **March 2011**	**April 2011** **Feb 2012** **May 2011**	**Dec 2011** **July 2012** **Nov 2011**
LB Redbridge	**Core Strategy DPD** **Borough-wide Primary Policies DPD** **Minerals DPD**	Nov 2004-Sept 2005 Nov 04-Sep 05 Nov 2008-May 2009	July 2005 July 2005 June-July 2010	Nov-Dec 2005 Nov-Dec 2005	N/A May 2010 **April-May 2011**	Jan 2007 Aug 2010 **Aug 2011**	Jan 2008 **Dec 2010** **Feb 2012**	June 2008 **May 2011** **July 2012**

LB Havering	**Core Strategy and Site Specific Allocation (not minerals) DPD** **Preferred Areas for Mineral Extraction DPD**	Call for sites Sept-Dec 2008		**Sept-Oct 2011**	**May-June 2012**	**Oct 2012**	**Jan 2013**	Adopted July 2008 **May 2013**

* subsequent dates depend on submitted programme being agreed.