

# CONCERNS OVER PROPOSED CODDINGTON GRAVEL PIT PA10

*The Nottinghamshire Minerals Local Plan Background Paper (May 2014) produced for the Nottinghamshire County Council proposes a 300 acre quarry for sand and gravel at Coddington on the north side of the A17 operational by 2023 and excavating for twenty years. It notes that "surrounding settlements could be negatively affected by noise, dust and traffic".*

*Coddington Parish Council's detailed submission of October 2013 requests that this proposal be deleted.*

*Newark and Sherwood District Council at the beginning of July 2014 also opposed this quarry because of the impact it would have on the local community.*

## **(A) THE HAZARDS OF DUST FROM A GRAVEL PIT/QUARRY OPERATION**

"Dust or airborne *particulate matter* (PM) varies in size. Total Suspended Particulate (TSP) refers to dust less than 100 microns in diameter. Large particles tend to settle quickly, smaller more harmful particles can be carried great distances. Dust is produced from blasting, crushing, screening and stacking operations as well as conveyor belts and loader and truck transport on site and trucks offsite. Dust is also produced during overburden removal and construction of berms and from wind blowing over stock piles and across barren pit floors. ... Dust increases corrosion and is harmful to vegetation.

"Fine particulate matter, 10 microns or less in diameter (PM 10) can be inhaled and is considered toxic. Smaller respirable particulate matter, (PM 2.5) with a diameter of 2.5 microns or less, is even more dangerous, lodging deep within the lungs and tissue. There is no biological mechanism for clearing it from the body.

"There is incontrovertible evidence that increased PM 10 is related to increases in cardiopulmonary disease, asthma, bronchitis, emphysema, pneumoconiosis and premature death in those with pre-existing conditions. The elderly and the young are most affected. Crystalline silica dust is common from processing sand and gravel and is a known carcinogen."

*These paragraphs are extracted from a report by Ontario Gravel Watch. There is no evidence that English gravel is any less dangerous than that from Canadian gravel pits and so this is very relevant to our concern.*

In the light of these known hazards from gravel dust it is essential that evidence is available (perhaps from existing gravel quarries) of the extent to which PM 10 and PM 2.5 particles of crystalline silica dust can be expected to be found (say over the course of a year) at distances of say one, two and four kilometres from quarry workings,

coupled with medical opinion on the hazards that will be likely

## **(B) THE NUISANCE OF NOISE FROM A GRAVEL PIT/QUARRY OPERATION**

"At almost every single part of the extractive and downstream processing stages of a quarry operation some level of noise may be generated. The extractive sequences of overburden removal and storage, drilling and blasting, loading and transportation (by dump trucks or conveyor belts) of the quarried minerals to the processing plant will all generate both mobile and static noise sources. The normally static processing plant consisting of the primary crushing and secondary processing of the mineral products will also present a source of noise. Large scale extractive and processing operations can only be economical with the use of high powered diesel earth moving machinery (such as drills, bulldozers, dumpers, shovels etc) and explosives, which will create a potentially high level noise that may be transmitted to the immediate surroundings causing nuisance to near residents. ... It has recently been reported that the noise levels encountered from many quarries or surface coal mines are second only to that encountered near to jet engines at airports."

*This is extracted from an informative report prepared in 2008 for the UK Mineral Industry Research Organisation by academics at the Universities of Nottingham and Leeds commenting on noises and dust from quarrying: Reducing the Environmental Effect of Aggregate Quarrying*

In the light of this statement it is essential that evidence is available (perhaps from existing gravel quarries) of the noise level that can be expected at different times of the day and night at distances of say one, two and four kilometres from quarry workings.

## **[C] THE DANGERS OF INCREASED TRAFFIC TRANSPORTING GRAVEL**

The County Council Plan reckons that the proposed quarry at Coddington will have an output of 500,000 tonnes per year. Suppose the quarry operates 5 days per week for 50 weeks in the year: this would mean 2,000 tonnes of gravel or sand leaving the site on each of these days. The standard dumper truck capacity is around 20 tonnes. It follows that there would be 100 loaded lorries per day leaving the site and 100 empty ones returning: 200 extra lorry movements on the A17 each working day.

*Coddington Parish Council's submission of October 2013 says*

"Whilst [the quarry] would have access to the A17 and thence to the A46 and A1, the junctions between these roads are already overloaded and under-designed, leading to numerous accidents and subsequent congestion in Coddington and Newark. The A17's difficulties are further exacerbated by the newer mini-roundabout giving access to the Currys' warehouse complex. ... Moreover, the current design of the A17 east of the A1 and A46 is not satisfactory. This modern, fast, single carriageway trunk road already has a poor accident record. Its junctions with Drove Lane are recognised as staggered, dangerous crossroads in need of improvement, even before the potential advent of nearby 180 HGV movements on and off it per day. The A17 is also a busy tourist route every year."

With these traffic dangers in terms of present roads it would seem essential that substantial road improvements will be needed before there is any consideration of establishing a quarry on this site.

*Michael Basseby 20Jul14*