



# NEWHAVEN PORT DEVELOPMENT

## BRETT AGGREGATES

### **There is a need for a new supply of aggregates into East Sussex**

The East Sussex building and infrastructure construction industry consumes over 1 million tonnes of aggregates each year and relies on imports from outside the County for over 80% of them.

Sand and gravel are essential components for all construction projects, however they need to be sourced, processed and delivered locally to keep costs and environmental impacts low.

The lack of land won reserves of sand and gravel is well documented and there is now only one remaining aggregate quarry in the County and even that one is nearing exhaustion.

### **Aggregates delivered sustainably to the heart of the County**

Newhaven Port is the only rail-connected deep water port on the south coast east of Southampton. The deep-berth facilities mean that some of the largest dredgers operating in UK waters can land aggregates at the heart of the County market providing a more sustainable delivery to point of use by rail and road.

### **The Newhaven Port development would greatly reduce HGV movements across the County**

The planning authority has published that the average haulage distance for aggregates currently transported by road across the County is 32 miles. This equates to over 2.5 million HGV miles through the County every year. Average haulage distances from Newhaven would be 16 miles. This would greatly reduce the number of lorry road miles driven across the County.

### **Brett Aggregates' proposed development would support the region's economic vision**

Development of an aggregates importation facility would generate vital revenue and employment for the port, helping to secure its prosperity and supporting East Sussex's vision for Newhaven as a region in which to do business.

### **Who are Brett Aggregates?**

Brett Aggregates is an independent business with a legacy of over 100 years' operating experience and a reputation for acting responsibly. We operate aggregates sites across Southern England including seven wharves and have established close working relationships over the years with many local organisations and communities.

Long-term partnerships are fundamental to the way we do business and we believe that by building trust with stakeholders, key partners, businesses and residents, we can work collaboratively and strike a balance to meet the needs of the construction industry and local communities.



# NEWHAVEN PORT DEVELOPMENT THE FACTS

## THE REQUIREMENT

- There is a clearly defined need for over 1m tonnes of construction aggregates per year in the County. Over 80% of the material is imported by road from sources outside the County.
- East Sussex has one aggregates-producing quarry left and that is nearing exhaustion.
- At Newhaven Port marine dredged sand and gravel can be landed and processed within the existing port confines and is the only rail-connected deep water harbour east of Southampton.
- The development would generate vital revenue for the port every year, helping to secure the port's future prosperity.



## FOR MORE INFORMATION

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## THE IMPACT OF A MARINE AGGREGATES

### IMPORTATION FACILITY AT NEWHAVEN PORT

#### Fewer HGVs in the County

HGV movements would be greatly reduced across the County. Average construction aggregate HGV haulage distance is currently 32 miles in the County, equating to over 2.5 million road miles. Road deliveries from Newhaven would average 16 miles.

#### Only 1.5% more traffic on Beach Road, Clifton Road and Railway Road

Traffic modelling has demonstrated that the development does not have a significant impact, adding less than 1.5% in additional traffic on Beach Road, Clifton Road and Railway Road. This route would cease to be used when the new port access road is finally approved and opened.

#### All Brett vehicles are low emission

All Brett HGVs would have the latest Euro 6 low emissions engines and be equipped with vehicle tracking software to monitor and record speed. Speed would be restricted to 15 mph along Beach Road, Clifton Road and Railway Road. These standards are more stringent than those set for the incoming London ULEZ (Ultra Low Emissions Zone).

#### Investment and extension of existing railway

Brett would invest to extend the existing railway line so that it can be brought back in to use, further reducing HGV movements.

#### Dust and waste control

Marine dredged sand and gravel is landed and processed wet. Everything that is landed is processed into a product and sold.

#### Noise controlled

Noise from operations would be controlled to within levels set by the government guidance.

#### Zero impact on archaeological and ecological areas

The archaeological interest of Tide Mills and the ecological interest of adjoining land would not be affected by the proposed development.

#### No development of East Beach

The development would lie entirely within the industrialised area of the port. No development would be carried out on the East Beach.