

Jeremy Patterson

From: Bates Guy [REDACTED]
Sent: 27 March 2018 14:41
To: Jeremy Patterson
Subject: Newhaven Marine - Brett railhead development

Dear Jeremy,

Ref: Brett railhead development at Newhaven Marine

Further to our brief conversation earlier today, please see below for your information some of the key points of note relating to the proposed rail served concrete and aggregates facility at Newhaven Marine:

- I have led on discussions NR have had with Newhaven Ports & Properties (NPP) over a period of some 5+ years with a view to securing the future rail connectivity of Newhaven Port to our network at Newhaven Marine. This in the context of NR's plans for rationalising certain of the redundant infrastructure at Newhaven Marine under our area re-signalling scheme and burgeoning interest in bulk rail facilities across the SE.
- These discussions have led to the retention of the connecting infrastructure into the Port in a way that provides for the operation of full length bulk freight trains to / from the Ports rail facilities.
- Latterly the Port have engaged with Brett (a notable positive proponent and user of rail in the bulk rail sector across the South East, with railheads at Ipswich, Cliffe and Lydd) who intend to undertake the refurbishment and enhancement of the rail freight facilities at Newhaven Marine.
- NR, NPP and Brett have finalised a rail works design that compliments NR's wider re-signalling scheme and will see Brett take tenure of part of the redundant NR freehold freight sidings area at Marine.
- To this end Brett and NR have developed HOT's describing the lease structure and associated sidings works and we anticipate final signature in June 2018.
- Under cover of a comprehensive siding works design and coordinated with NR's wider area re-signalling project; NR will be undertaking the siding refurbishment works where they relate to tracks on our freehold area & Brett are engaging contractors for the complimentary sidings works on the Ports land.
- Said rail works would be undertaken from autumn 2018, with completion of all elements ahead of the first trains running from April 2019 following final commissioning of our area re-signalling works.
- Notably, colleagues in our level crossings team have been sighted on potential road traffic volume implications associated with the Brett concrete facility planning application.

In summary then and in line with DfT policy on encouraging modal shift, NR welcome the investment by Brett in the reactivation of long moribund rail freight infrastructure at Newhaven Marine scheme - each train will displace some 50+ HGV movements.

We see this railhead as adding an operationally attractive further material supply point to the rail network serving the multitude of railheads that support economic development in London and across the SE – over 40% of London's construction materials (sand, gravel, blocks, cement) arrive by rail.

Should you have any further rail freight related queries, please do not hesitate to contact me.

Best regards,

Guy

Guy Bates

Head of Freight Development



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