

**East Sussex, South Downs and Brighton & Hove  
Waste and Minerals Development Framework**

**Information Paper 8  
Transportation of Waste and Minerals**

October 2011



# DRAFT Information Paper 8 - Transportation of Waste and Minerals

## 1 Introduction

**1.1** This Information Paper on 'Transportation of Waste and Minerals', is one in a series that has been produced to support the preparation of the Waste and Minerals Development Framework (WMDF). The WMDF will contain planning documents that will guide how and where waste should be managed and minerals produced in East Sussex, Brighton & Hove and the South Downs National Park in the future (up to 2026). More information about them can be found at:

- [www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste](http://www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste)
- [www.brighton-hove.gov.uk/index.cfm?request=b1148434](http://www.brighton-hove.gov.uk/index.cfm?request=b1148434)

**1.2** The Information Papers are being used provide evidence for the development of the WMDF and to support consultation and discussion with members of the public and key stakeholders who are concerned with waste and minerals in East Sussex and Brighton & Hove.

**1.3** The Papers are 'living drafts' which present the evidence as it stands at this stage and they will be periodically updated with any new information that comes to light. This will ensure the Councils' knowledge and understanding of waste and minerals remains robust and the evidence base for the WMDF is 'sound'.

**1.4** The Information Papers were first published and consulted upon in July 2007, and were then revised in February 2008 and October 2009. This fourth version (October 2011) brings them up to date with new information and recent changes in legislation and policy.

**1.5** Details of the other Information Papers that have been produced are included in Appendix 1.

**1.6** If you would like to comment on or add to the WMDF evidence base that is presented in this Information Paper, please visit the consultation website <http://consult.eastsussex.gov.uk> and follow the instructions for the Information Papers. Alternatively you can e-mail [wasteandmineralsdf@eastsussex.gov.uk](mailto:wasteandmineralsdf@eastsussex.gov.uk) or write to:  
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**1.7** Please make sure that you refer to the section and paragraph numbers that your comments relate to.

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### 2 Transportation of Waste and Minerals

**2.1** Transport of waste and minerals makes up a small proportion of traffic flow in the Plan Area however there is still potential for environmental, amenity and health impacts so it can be a significant concern.

**2.2** At present the majority of transport of waste and minerals is by road, but there is also movement by rail (Gypsum) and by sea (aggregates/crushed rock and some secondary & recycled material). In 2009 the national average for transport of aggregates was 9.6% by rail and 14% by water. Average distances aggregates are transport was 41.9km in 2009<sup>(1)</sup>

**2.3** Some degree of transportation of waste and minerals road is always going to be inevitable due to the need to transport aggregates onto construction sites and to local builders merchants, and to collect waste from households and businesses.

**2.4** Further information about the movement of waste and minerals by rail and water within the Plan Area can be found in the background study 'Waste & Minerals Sustainable Transport Feasibility Study'.

#### Road transport in the Plan Area

##### Overview of the existing road network

**2.5** Road is the predominant mode of transporting freight. The Plan Area has an extensive highway network comprising over 3,400 km of road. There is a 'road hierarchy' in place with emphasis given to distributing traffic in the most efficient way throughout the network, with long distance traffic being encouraged to use the trunk road 'box' surrounding East Sussex <sup>(2)</sup>. See Figure 1 - Trunk road box.

**2.6** The Highways Agency has responsibilities for motorways and trunk roads. There are no motorways in the Plan Area and the trunk roads are the A23, A27/A259, A26 (south of Beddingham), and the A21. The A23/M23 links Brighton with Gatwick Airport, Crawley and south London, and functions as the western link to the M25 (See map in Appendix 2). The South Coast Trunk Road within Brighton & Hove covers just over 5 miles of dual carriageway and there is only 7 miles of dual carriage way from the Brighton boundary to Bexhill/Hastings in East Sussex.

**2.7** Transport of freight by road within the Plan Area is not ideal due to the existing road network. Several sections of the trunk roads within East Sussex are of sub-standard design (i.e. single carriageway of variable width and poor alignment) resulting in a reduction of capacity when coping with traffic at peak times although it is of note that transport to/from waste facilities tends to be during the day rather than at peak times. For further information see Road Transport Implications of Strategic Locations for Waste Facilities (draft report, JMP 2009).

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1 Mineral Products Association

2 East Sussex Road Hierarchy Review 2004 and 2006

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**2.8** Some waste handling and disposal sites in the plan area, for example in Newhaven, Pebsham and Hastings, are restricted by the use of the A259 which is of sub-standard design.

**2.9** Congestion on the strategic trunk road network in East Sussex and Brighton & Hove may lead to some freight traffic finding alternative routes. These routes tend to be minor or even unclassified roads which may be unsuitable for heavy vehicles. The use of 'satnav' in vehicles is also an area for concern, as these systems do not consider the suitability of the route. Ordnance Survey is developing satnav systems to make them more intelligent and to ensure that vehicles are encouraged to use the strategic trunk road network.

**2.10** The following table gives details of road traffic growth for all vehicle types in East Sussex for the period 2004 to 2009. Eastbourne has increased road traffic growth to 2007/08 with the other areas all showing a decrease. All areas apart from Lewes Town should a decrease form 07/08 to 08/09. This may have implications for congestion on local roads and ultimately may influence the locations of future waste and minerals developments.

**Table 1 East Sussex Road Traffic Growth between 2004 & 2009**

Year <sup>(1)</sup>	2004/05	2005/06	2006/07	2007/08	2008/09
Eastbourne	693,900	706,090	712,515	739,320	738,170
Bexhill & Hastings	554,000	566,800	565,430	572,240	539,290
Lewes town	362,900	349,210	341,650	339,390	340,980
Southern Coastal Towns <sup>(2)</sup>	119,800	120,000	117,920	114,770	111,120

1. Source: East Sussex in Figures - traffic growth data. Figures are given in number of vehicle trips expressed as vehicle kilometres (number of vehicles times kilometres travelled).
2. covers the settlements from Seaford to Telscombe

**2.11** Brighton and Hastings are identified as Regional Hubs in the South East Plan. With the proposed abolition of the South East Plan both areas are still expected to accommodate significant growth in employment, housing, retail and leisure uses, which are likely to affect current traffic volumes (for all traffic types) in those areas.

**2.12** Air quality is linked to road congestion. There are three Air Quality Management Areas (AQMA) in the Plan area. Within East Sussex there are AQMAs in Hastings Borough at Glyne Gap on the A259 and in Lewes District in Lewes town centre. There is a possibility of a further AQMA being declared in Newhaven subject to further monitoring. In Brighton & Hove, air quality is expected to meet air quality objectives with the exception of Nitrogen Dioxide. In 2008 an expanded AQMA was declared for this pollutant. One consolidated AQMA includes central Brighton & Hove, Portslade and Shoreham Harbour. The major polluting source in the City is road traffic. There

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are two further AQMAs just outside the plan area in Adur District, one at Southwick and one in the town centre at Shoreham-by-Sea, which maybe of significance because there may be cross-border movements of waste and minerals.

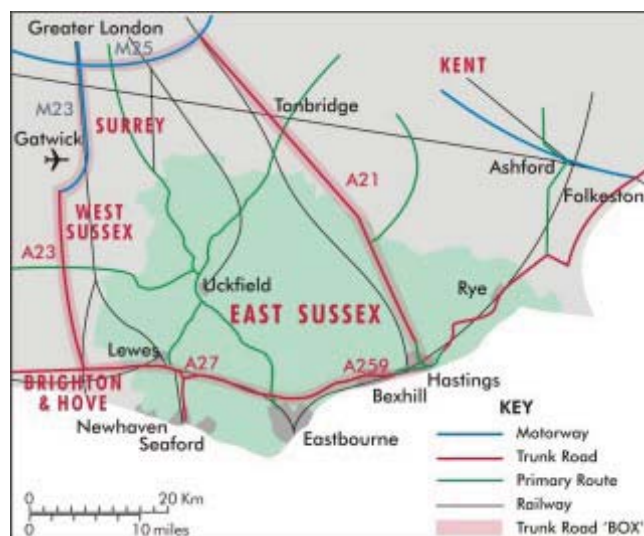
### Planning Policy for roads

**2.13** Current National Planning policy with regard to transport within the plan area follows Planning Policy Guidance 13 – Transport (PPG13), Regional Planning Policy set down in the South East Plan, and local planning policy in the East Sussex and Brighton & Hove Waste Local Plan (2006), East Sussex and Brighton & Hove Minerals Local Plan (1999) and Brighton & Hove City Council’s Local Plan (2005), alongside Local Transport Plans (LTPs) for both East Sussex County Council and Brighton & Hove City Council as well as Local Plans/Local Development Frameworks produced by the District and Boroughs in East Sussex. The Coalition Government has announced its intention to abolish regional plans including the South East Plan and replace the various PPGs with the National Planning Policy Framework . A draft of the NPPF is currently (October 2011) out for consultation. The draft NPPF states that the objectives of transport policy are to

- Facilitate economic growth by taking a positive approach to planning for development; and
- Support reductions in green house gas emissions and congestion, and promote accessibility through planning for the location and mix of development.

**2.14** The “trunk road box” (A23/M23, M25, A21, A27/A259) shown in figure 1. The A22, A26 and A272 (west of Maresfield) are primary routes, providing important connections between the geographical centre of the Plan area and the surrounding trunk roads and primary roads.

**Figure 1 Trunk Road Box**



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**2.15** The A26 (from Newhaven to Crowborough) has two roles. South of Lewes to Newhaven, the A26 is designated as a trunk road forming part of the 'strategic trunk road freight network'. The primary route part of the A26 (North of Lewes) is part of the 'strategic county freight network' with the other primary roads. The other roads make up the 'local freight network'.

**2.16** East Sussex County Council's third Local Transport Plan (LTP) 2011-2026, a statutory plan setting out the Council's proposal for traffic and transport investment, identifies the potential for the transfer of freight by rail from Newhaven Port and the Energy Recovery Facility.

**2.17** Brighton & Hove City Council's second Local Transport Plan (LTP) 2006/07 – 2010/11 identifies that the city has no major freight destinations (although, Brighton & Hove is a regional commercial centre attracting large amounts of freight movement serving shops). However, the Council will be developing a freight strategy that will seek to address the issues of HGV's in the city, particularly movements to and from Shoreham Port.

**2.18** East Sussex County Council's Road Hierarchy Review (update 2006) is a daughter document of East Sussex County Council's second Local Transport Plan (LTP2) (March 2006) and details approaches to improving the management of freight movements to/from and within the plan area. ESCC's Freight Strategy (2004) is also a daughter document of LTP2 and recognises the strategic role of freight distribution in the local and regional economy to support local growth and regeneration. It takes account of the dominant role of road freight and considers the potential for a shift to rail. The strategy identifies a number of policies and components which form an implementation and action plan, promotes the concept of Freight Quality Partnerships, and partnership working between the County Council and the freight industry. The Road Hierarchy and Freight Strategy should be read in conjunction with one another.

**2.19** The District and Borough Councils of East Sussex and Brighton & Hove City Council all have transport strategies in their local plans and emerging Local Development Frameworks (LDFs). These strategies should be in line with the relevant LTP.

### **Recent and Future Developments of the road network in the Plan Area**

**2.20** A scheme to improve the A27 between Southerham and Beddingham, has now been completed. A road bridge has been built over the Beddingham railway crossing along with capacity improvements at the Beddingham and Southerham Roundabout Junctions and extension of the westbound climbing lane up to the Southerham Roundabout. It will improve traffic safety and ease traffic flow. Eight trains an hour pass through the crossing and the bridge will facilitate the ease of lorry movements to and from the Port of Newhaven which includes the transportation of aggregates from North Quay in Newhaven and waste lorries to the Energy Recovery Facility.

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**2.21** A planning application was submitted by East Sussex County Council in May 2007 for a 5km long roadway from the junction with the A259 in Bexhill to the junction with the B2092 Queensway in Hastings. The scheme known as the Bexhill Hastings Link Road is expected to alleviate congestion on the A259 between Bexhill and Hastings. The road was granted planning permission in 2009 but funding was put on hold for at least a year by the Coalition Government in 2010. The County Council will continue to promote and deliver the Bexhill-Hastings link road as the scheme is regarded as essential to the continuing regeneration of the area. The scheme is the top priority for the County as highlighted in the Local Enterprise Partnership submission with Greater Essex, Medway and Kent. A decision is expected from the Department of Transport by December 2011.

**2.22** In addition to the Bexhill to Hastings Link Road, the County Council's priorities for strategic road improvements are several schemes on the A21:- the Baldslow Link north of Hastings, Flimwell to Robertsbridge, Kippings Cross to Lamberhurst and Tonbridge to Pembury dualling, as well as the A23 Handcross-Warninglid improvements scheme. Some of these schemes are outside of the plan area. Some schemes were cancelled as part of the 2010 comprehensive spending review but they remain County Council aspirations

**2.23** The Newhaven Port Access Road would provide a new link from the A26 to Newhaven Port to improve the prospects of port regeneration and provide access to deliver a major business land allocation and housing development. The East Sussex LTP3 has the aim of promoting development to fund the construction of the Newhaven Port Access Road as appropriate to enable expansion of the port area and development of the Eastside facilitating growth in the town.

**2.24** Past plans for a new Shoreham Port access road have been reviewed as part of wider regeneration plans for the area. A number of studies have been commissioned to provide evidence for the nature and scale of development potential and a much reduced level of development now seems feasible. Transport plans are still under-consideration but a major new port access road providing a link to the wider highway network seems unlikely.

**2.25** The plan area is severely constrained in its scope for major improvements to the strategic transport links within the plan area, as a significant area is covered by various environmental designations and the South Downs National Park. Significant new Government funding for infrastructure is also likely to be limited.

### Rail Transport in East Sussex and Brighton & Hove

#### Overview of existing rail infrastructure

**2.26** There is an extensive network of railways in the Plan Area. Although the existing railway infrastructure is adequate, there is scope to make significant improvements to improve connectivity to other parts of the network. There are no rail depots to handle freight and carry aggregates in the Plan Area. However, there are facilities for aggregates at Ardingly in West Sussex just outside the Plan Area.

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There are sidings at North Quay (or Town Yard) in Newhaven and Network Rail plan for the restoration of the mainline connection to be completed during 2012. There are seven major freight train operating companies in the UK. Within the plan area, GB Railfreight, has the contract to deliver rail freight to the British Gypsum site. DB Schenker, Britain's largest rail freight company, has a lease on the North Quay rail siding at Newhaven (see below).

**2.27** Rail transport of waste is generally only considered as a viable option with reliable, large quantities of consistent waste arisings. Minerals are generally more suited to transport by rail, particularly the supply of minerals to and from the Plan Area, but this is dependent on the location of quarries and rail infrastructure. Transport of minerals within the Plan Area by rail is not likely to be economic. Diverse delivery destinations often preclude the use of rail for transporting. Bricks, for example are normally delivered direct to building sites, transport by rail would require unloading and final transport by road to site. Bulk deliveries are often not acceptable as building sites may not be able to cope with large volumes at any one time.

**2.28** The only current use of rail for minerals in the plan area is the import of natural gypsum from mainland Europe by a dedicated rail link at Mountfield (the Robertsbridge Works) by British Gypsum where it is used in plasterboard manufacture. The previous transport by rail of desulphogypsum (as an alternative to mined gypsum), a byproduct of flue gas desulphurisation at coal fired power stations in the north of England, has now ended with the closure of many of these power stations.

**2.29** Further information about current freight rail movements in the Plan Area can be found in the Waste & Minerals Sustainable Transport Feasibility Study.

### Planning Policy for rail

**2.30** National Policy on rail and the planning system is contained within PPG13 (Transport) - which seeks to integrate planning and transport at national, regional, county and local level. One of the key objectives of the PPG is to promote more sustainable transport choices for both people and for moving freight.

**2.31** Regional Policy, The South East Plan, superseded the East Sussex & Brighton and Hove Structure Plan (1991-2011). Policy T12 covers freight and site safeguarding and requires that when considering proposals on sites, certain characteristics of the materials source, route and destinations would have to be taken into account.

**2.32** Local Policy in the Minerals Local Plan (Policy 28) notes the retention of the rail line at Mountfield to encourage rail use.

**2.33** The draft update East Sussex Freight Strategy refers to the potential for more transport of freight by rail that might arise through, for example, electrification and dual-tracking of the Ashford-Hastings line, the reinstatement of the Willingdon Cord, north of Eastbourne and the reinstatement of the Lewes-Uckfield railway line. The freight benefits, should the Lewes-Uckfield railway line be reinstated, is set out in the Sustainable Transport Feasibility study.

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**2.34** East Sussex County Council through the Sussex Route Utilisation Strategy (RUS) is seeking reinstatement of the Willingdon Chord, a through track at Eastbourne alleviating trains pulling into and out of Eastbourne unnecessarily, citing the benefits the scheme would have for freight on the rail.

### **Recent and Future developments of rail infrastructure**

**2.35** Freight movements between London and Newhaven may be improved should the former railway lines between Lewes and Uckfield and Eridge and Tunbridge Wells be reinstated; known as the “Central Rail Corridor” (CRC). Network Rail carried out a study to identify the technical feasibility and economic viability of reinstating the Lewes-Uckfield railway line, which was published in July 2008. The Study concluded that, although technically feasible, there is currently no economic case for rebuilding the Lewes-Uckfield rail line. In October 2008 the CRC Board met to consider the comments from the report, no further work was proposed unless there were significant changes in Government policy, the Board has now disbanded. The re-instatement of the Lewes to Uckfield line remains an aspiration of the County Council. Development that would prejudice the reinstatement of the Lewes-Uckfield railway line is also addressed in Lewes and Wealden Local Plans.

**2.36** In June 2006 full planning permission was granted for a Materials Recovery Facility and Waste Transfer Station at Hollingdean Depot in Brighton which is adjacent to an existing railway line. The use of the rail to transport waste to the site was ruled out on the grounds of the overall cost implications and land access issues.

**2.37** 2012 will see the return of railfreight to Newhaven with regular movements of incinerator ash from the reconnected Town Yard sidings, with scope for a wider range of traffic types in the future.

### **Ports and transport by water in the Plan Area**

#### **Overview of water infrastructure**

**2.38** There are three ports in East Sussex and Brighton & Hove, none are within the South Downs National Park area. They are at:

- Rye
- Newhaven; and
- Shoreham

#### **Rye Harbour**

**2.39** There are two wharves at Rye Harbour. Rastrum’s wharf is active and Rye Wharf is dormant but capable of being brought back into use. The Council will work with business, hauliers and rail freight operators to identify which flows could be considered realistically for transfer to rail.

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**2.40** Rye has a station in the town centre and the railway runs east and west along the coast but with no link to Rye Harbour. The Minerals Local Plan states that “The existing facilities at Rye [port] make a valuable contribution to meeting the aggregates needs of the eastern part of the Plan area... any further development of aggregate importing...is likely to raise significant environmental and traffic issues”<sup>(3)</sup>.

**2.41** The cost and feasibility of putting in a rail extension to provide access from Rye railway station to the Port through environmentally sensitive areas means a rail link is currently understood to mean be unrealistic<sup>(4)</sup>.

### **Newhaven Port**

**2.42** Newhaven Port covering 122ha is owned by Newhaven Port & Properties Ltd (NPP). There are currently ongoing discussions on the possibility of using Newhaven Port land for the construction of the Rampion off-shore wind farm situated off the coast between Brighton and Worthing. There would be a need for around 20-25ha of Port land for this. NPP are keen to keep a working Port at Newhaven.

**2.43** . A 20 year vision concluded in November 2010 for the future of the town of Newhaven has been developed by the Newhaven Strategic Network. The NSN Masterplan identifies that “one of the Port’s assets is that the infrastructure is still in place to transport freight by rail...”.As to the feasibility of opening up a rail freight link at Newhaven, the County Council stated within its Rail Development Strategy that in conjunction with rail freight companies, Railtrack and haulers, the Council will evaluate the need for freight links<sup>(5)</sup>. In parallel with the NSN Masterplan the Port has been developing its own Port Masterplan. Final stakeholder consultations were held in June 2011 and the final version is expected soon. The Masterplan is expected to say that NPP is in negotiations with Network Rail with a view to restoring rail freight to the Port.

**2.44** There are four aggregate wharves at Newhaven, which are used for importing sand and gravel and crushed rock and a small amount of recycled materials, a fifth wharf exports scrap metal. Transport from wharves to processing sites is required as bulk deliveries are often not accepted at building sites. Short sea shipping is most feasible where facilities are located close to the waterside.

**2.45** Newhaven Port has a railway line and connection that has the potential to be restored for freight to access the London and Ashford lines. However, the cost of associated infrastructure could affect the feasibility of this restoration. Further information can be found in the background study Waste and Minerals Sustainable Transport Feasibility Study.

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3 Minerals Local Plan, paragraph 3.51

4 See Waste & Minerals Sustainable Transport Feasibility Study

5 East Sussex County Council Rail Development Strategy, 2004

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### Shoreham Port

**2.46** Approximately one third of Shoreham port lies within Brighton & Hove City and the other two thirds is within West Sussex. The Port is a Trust Port managed by Shoreham Port Authority, an independent statutory body controlled by a board and governed by its own unique legislation. There are no shareholders and all financial surpluses are re-invested back into the Port.

**2.47** There are three wharves at Shoreham which fall within Brighton and Hove's boundary, Halls Aggregate Wharf, Britannia Wharf and Halls Ferry Wharf. At present Halls Aggregate Wharf (partly in Brighton & Hove) run by CEMEX is the only active wharf.<sup>(6)</sup>

**2.48** A rail link to the Port has long since ceased to exist. In the past a new access road had been considered to take road traffic from the Port more easily to join the A27. However, a new road does not form part of any of the regeneration proposals currently under consideration. A Joint Area Action Plan is proposed to will set out policies to guide development in the Harbour area over the next 15-20 years (see [www.shorehamharbour.com](http://www.shorehamharbour.com)).

**2.49** The Port has also recently (July 2010) adopted its Port Masterplan<sup>(7)</sup>. The main components of the Masterplan are:

- The Port will be an integral part of the wider regeneration and local authority development plans for the area;
- Providing capacity for a 25% growth in trade by 2026; and
- Vehicular access in the Port (new internal access roads are proposed) will be improved particularly for commercial traffic.

### Planning Policy for water transport and ports

**2.50** Policy M5 in the South East Plan sets out regional policy for safeguarding wharves for the handling and distribution of imported minerals. Capacity and suitability of transport infrastructure must be taken into account.

**2.51** The South East England Partnership Board (previously the South East England Regional Assembly) commissioned MDS Transmodal to undertake a regional survey of rail depots and wharves in the South East. This report was published in February 2009, entitled 'Aggregate Wharves and Rail Depots in South East England'. East Sussex and Brighton & Hove Waste and Minerals Sustainable Transport Feasibility Study supplements the information in this report with more detailed for the Plan Area.

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6 See Information Paper 2 – The Future Need for Minerals Production & Management

7 <http://www.shoreham-port.co.uk/Masterplan>

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**2.52** East Sussex County Council's Annual Monitoring Report (AMR) 2010/11 shows in the calendar year 2009, 174,000 tonnes of marine dredged sand and gravel and 93,000 tonnes of crushed rock were landed in East Sussex (excluding wharves at Shoreham within Brighton & Hove). Both of these figures show a decline from previous years but nonetheless still an important contribution to the local supply of aggregates for construction.

**Table 2 Aggregate Imports and Marine Dredged Material 2000-2007 (thousand tonnes)**

County <sup>(1)</sup>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
East Sussex	346	430	350	323	302	229	202	217	205	174
West Sussex <sup>(2)</sup>	743	801	774	747	720	815	768	*	*	*

1. SEERA AM2007 table 8 and East Sussex County Councils' Annual Monitoring Report 2007/08
2. These figures include the B&H wharves that fall within Shoreham Port

**Table 3 Marine imports of Crushed Rock 1998-2007 (thousand tonnes)**

County <sup>(1)</sup>	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
East Sussex	164	37	176	176	176	93	93 <sup>(0)</sup>	181	145	145
West Sussex	365	236	264	223	43	47	n/a	n/a	n/a	N/a

1. SEERA AM2007 table 9 and East Sussex County Councils' Annual Monitoring Report 2007/08

**Note:** Figures for Shoreham Harbour as a whole are collated by West Sussex County Council due to the majority of the port falling within West Sussex. Further information on Aggregates landings is covered in background paper 'Aggregate Resource Study'.

### Recent and Future Developments affecting transport by water

**2.53** A number of permissions for minerals extraction off the coast of Eastbourne in the 'East Channel' region have been granted by Government in recent years. However, these materials are being landed at Kent and London and occasionally Shoreham. The majority of these aggregates are heading for developments in London

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and are therefore being shipped directly around the Kent coast and up the River Thames. The purpose of the East Channel region dredging licences is so the London market does not deplete local reserves on the South coast <sup>(8)</sup>.

**2.54** A new dredging area called 'Greenwich' off shore at Newhaven is about to be licenced by the Crown Estate. Newhaven Port will be the closest port to land the aggregate and therefore could see an increase in landings of marine aggregates.

**2.55** Adur District Council, Brighton and Hove City Council and West Sussex County Council will be producing a Joint Area Action Plan for Shoreham Port. The South East Plan has allocated 10,000 homes at Shoreham Harbour. Further meetings between the Councils and the Port are ongoing to determine future plans and any implications for the minerals wharves and processing that currently happens at the Port.

**2.56** Further information on marine dredged aggregate landings can be found in the background study called Aggregates Resources.

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## Appendix 1 List of other Information Papers

1. The Future Need for Waste Management
2. The Future Need for Minerals Production and Management
3. Sustainable Waste Management
4. Waste Management Methods and Technologies
5. Land Disposal
6. Spatial Portrait of East Sussex, Brighton & Hove and the South Downs
7. Hazardous and Radioactive Waste
8. Transportation of Waste and Minerals
9. Climate Change and Waste and Minerals
10. Waste Water and Sewage Sludge

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Appendix 2 Map of transportation network across East Sussex and Brighton & Hove



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