

Executive Summary

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The first East Sussex, South Downs and Brighton & Hove Local Aggregate Assessment (LAA) was published in December 2013. The LAA has been updated annually and is based on the Plan Area for the East Sussex, South Downs and Brighton & Hove Waste & Minerals Plan which was adopted in February 2013. This document represents the third LAA for the mineral planning authorities of East Sussex County Council, Brighton & Hove City Council and South Downs National Park Authority and examines updates to the position on aggregates supply and demand since the time of last reporting in 2014.

This LAA comprises only minor variations from the previous LAAs as the general situation has not greatly altered.

The first LAA concluded that a significant proportion of local consumption was derived from either marine dredged material, crushed rock or land won aggregates extracted from outside the Plan Area. The Plan Area, especially the western end, was found to be very dependent on marine landings. With regard to imports, the LAA reported that the land-won contribution previously received from Kent had ceased, and that East Sussex was now supplying parts of Kent. The small contribution from West Sussex railheads, and marine landings, including crushed rock, as well as recycled and secondary aggregates, were also supplying East Sussex and Brighton & Hove and this is expected to continue.

With regards to land-won aggregates the first LAA concluded that the past 10 years sales data could not be used as it was too volatile; there were a very small number of production sites and therefore there had been major variations in sales figures from nothing to more substantial output. Given these circumstances, the Authorities were continuing to use the provision figure in the Adopted WMP - in actual terms the 10 years sales equates to around this figure, but this utilised confidential information.

The Government's four yearly aggregate monitoring survey has been delayed and as a result preparation of the 2015 LAA has been hampered to some extent by lack of new data. However, the use of currently known figures does not indicate any significant alterations to overall trends in the components of aggregate supply and consumption. Whilst a decrease of marine imports was experienced at Newhaven, new rail imports of crushed rock and a small amount of recycled aggregate were established during 2014 at the Port.

With regards to land-won supply there has been some increased production over the last 3 years at Lydd Quarry. This is largely attributed to the construction of the Bexhill Hastings Link Road (BHLR). The Authorities will continue to monitor closely the situation on aggregate supply.

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The lack of a comprehensive land won resource in the County means that there is still an expectation that imports, particularly marine-borne, will continue to be a major source for construction use in the Plan Area. It is for this reason that the Authorities place great emphasis on safeguarding wharves and railheads for mineral imports through their Waste and Minerals Local Plan documents.