



Newhaven Port
Masterplan 2012



Foreword

Patrick Jeanne, Chairman of NPP Board of Directors

The port of Newhaven dates back nearly 400 years as a commercial trading port. Its first ferry operation linking Newhaven with Dieppe started nearly 200 years ago. Throughout this long history it has provided an important trade and passenger link between England and France, and has made a major contribution to the local economies on both sides of the Channel – through direct and indirect employment from port activities and through hosting local and global businesses.

The Conseil Général de Seine-Maritime (CGSM) first became involved in the port through its association with the Société d'Economie Mixte Locale (SEML), which acquired the port in 2001. Its first objective was to safeguard the longstanding ferry route between Newhaven and Dieppe, which it has successfully achieved over the past 10 years in the midst of fierce competition for cross-channel traffic, not only from other ports and ferry operators, but also from other modes of transport, principally the Channel Tunnel and low cost airlines.

The port had suffered from a lack of investment over many decades under previous owners. As a result its infrastructure was in poor repair and there were navigational safety issues due to a lack of dredging and maintenance of navigational aids. The CGSM started a programme of remedial work through Newhaven Port and Properties (NPP) and in 2007 a new management team was appointed to develop this programme further. Since then NPP, which manages the port of Newhaven and is owned by SEML, has continued to implement a progressive programme of maintenance and improvement of the port's facilities and services. Over the last 10 years, NPP has invested in the port and its waterways and is currently in the midst of a further programme of developments including improvements to marine leisure boating facilities, investment in new fishing stages and pontoons, and maintenance and improvement of waterways.

The majority of the funding for these, and previous improvements, has come from the income received from operating the ferry service. The ferry route itself is currently heavily subsidised by the French taxpayer through the CGSM. The port, therefore, benefits indirectly from this subsidy. In its present state the port is not viable without the dues received from the ferry service, and NPP and CGSM have recognised the need for a long term vision and plan for the port to diversify its income streams so

that it can achieve sustainable growth, and become a major contributor to local jobs and the broader regeneration of Newhaven and the local community and environment.

Ports are economic hubs and play a valuable role in a nation's infrastructure. As well as providing the gateway for the transport of freight and passengers, NPP owns substantial land holdings and buildings which are used to attract and support manufacturing and service businesses. NPP also provides facilities for leisure boating and for the fishing industry. The types of secondary port industries are changing and this provides an opportunity to attract clusters of companies involved in 21st century industry which will provide high quality, long-term, skilled jobs. Ports have statutory duties to protect the local marine environment and are a visible and integral part of the local community.

Starting from these premises, NPP decided to develop a masterplan which not only articulates its vision for the port in supporting new industries and creating jobs for local people, but is underpinned by a detailed business plan to ensure that this vision is realistic and deliverable. The process started more than three years ago and NPP has undertaken a large number of studies to support the development of the Masterplan (please refer to Appendix D for further information).

The port has a large number of important stakeholders and a significant component of the masterplanning process has been to consult with these and port employees to ensure that their perspectives are fed into the Masterplan's recommendations. Given the number of stakeholders, the Masterplan serves a number of purposes. Not only is it intended to clarify the port's own strategic planning for the medium and long term, but it is also intended to assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies; as well as informing port users, employees and local communities as to how they can expect to see the port develop over the coming years.

The port of Newhaven is now preparing for the future by developing its potential today. My wish is that this pathway to growth will lead to a sustainable future for the port and for the economy and people of Newhaven and the surrounding areas.

Patrick Jeanne



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Executive Summary

Renaissance:

A vision for the port of Newhaven

NPP and its partners have developed the Port Masterplan (PMP) for the port of Newhaven to form a strategic framework from which the port will develop over the next 20 to 30 years. Its starting point was a recognition that Newhaven needs a higher level of economic activity, leading to long term job creation, in order for both the town and the port to have a sustainable future. A team of consultants was appointed in September 2009 to assist NPP in the masterplanning process and the PMP was prepared with close reference to the Department of Transport's guidance on the preparation of port masterplans (December 2008).

As part of the masterplanning process, dialogue has been established and maintained with a number of key stakeholders who have important roles including local communities, port users, Sussex Enterprise, Lewes District Council, the Crown Estate, East Sussex County Council, Newhaven Town Council and local planning authorities.

The PMP is supported by the European Union through the Ports Adapting to Change (PATCH) Project. NPP intends the PMP to be seen as complementary to the aspirations of the town in seeking the regeneration of Newhaven and the wider area.

In line with the Department of Transport's (DfT) guidance on the preparation of port masterplans, NPP have consulted with key stakeholders and local planning authorities in order to provide clarity regarding the port's strategic planning in the medium to long term. There are a number of local and regional planning policies and objectives that have been considered when compiling the PMP. It is important to recognise that whilst the planning framework is in a state of evolution, NPP propose to continue working closely with stakeholders to ensure effective alignment with relevant planning considerations and to optimise opportunities for NPP and the town of Newhaven. Further information on specific planning considerations is included in section 7 of the PMP.



The port & its operations

The port of Newhaven is divided into five main areas in terms of land use and availability. These are listed below:

- East Quay
- Railway Quay
- North Quay
- West Quay and
- West Pier, the Narrows and the Western Bight.

The port area is a secure site and is permanently manned. This enables access by sea or land 24 hours a day. The port operates two "Roll On, Roll Off" (RoRo) berths although at present there is only one cross channel ferry operating from Newhaven.

The table opposite presents key facts and figures regarding the port's operations during 2010:

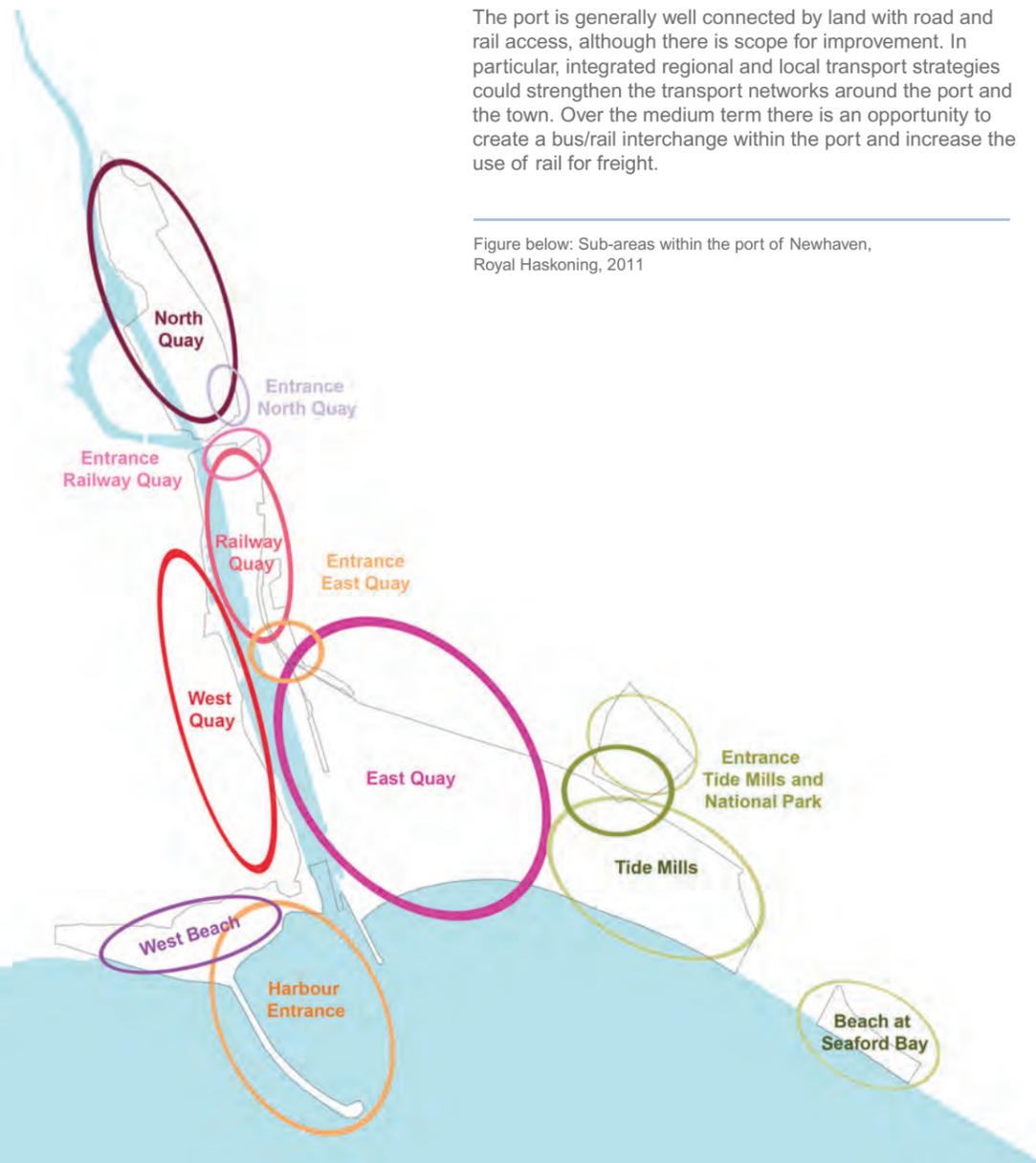
Number of businesses and organisations operating from the port Around 40

Volume of cargo shipped (tonnes)	Over 2,000,000
Volume of ferry freight shipped (units)	39,401
Number of passengers carried	252,334
Number of cars / trailers	78,617
Number of freight vehicles	38,344

These figures illustrate a busy port, operating across a range of sectors.

The port is generally well connected by land with road and rail access, although there is scope for improvement. In particular, integrated regional and local transport strategies could strengthen the transport networks around the port and the town. Over the medium term there is an opportunity to create a bus/rail interchange within the port and increase the use of rail for freight.

Figure below: Sub-areas within the port of Newhaven, Royal Haskoning, 2011



Our five key strategic objectives

The PMP identifies five key strategic objectives:

01. Maintain the Newhaven-Dieppe ferry route and increase utilisation whilst improving the customer experience through a sensitive re-development of the Railway Quay area, making it an extension of, and complementary to, Newhaven town centre;



02. Invest in infrastructure to establish a clean technology and renewable energy business cluster, building on the success of existing local businesses and the current opportunities in offshore wind;



03. Increase the volume of international trade through the port with a focus on renewable energy supplies such as biomass;



04. Invest in infrastructure for the continued development of the fishing and leisure marine sectors; and



05. Enhance the natural marine environment by establishing a public access conservation area on port land.



NPP is currently one of the town's major employers, accounting for more than 500 direct and indirect jobs, or approximately 10% of the local working population. NPP believes that implementing its five key strategic objectives has the potential to attract up to 300 new jobs to the area over the next 5 to 10 years.

NPP has invested in the port and its waterways and is currently in the midst of a further £3 million programme of improvements. This comprises:

- Marine leisure boating facilities - circa £0.4 million
- Fishing industry - circa £1.3 million
- Maintenance and improvement of waterways - circa £1 million

The ferry

The Newhaven-Dieppe ferry route is critical to the future of the port as it establishes Newhaven as a gateway to Continental Europe, and it is the major contributor to the port's revenues. For the medium term the port will use the existing ferry terminal with a long term aspiration of moving the ferry terminal to the southern end of the East Quay. Whilst the ferry remains popular, it has considerable unused capacity and a key priority for the port is increasing demand for the ferry in order to reduce the subsidy it requires from the CGSM.

The ferry generates a significant volume of customers and providing onshore services for them represents a significant opportunity. The Railway Quay area through which ferry customers pass is currently under-utilised. NPP will work with its partners in the Railway Quay on a redevelopment plan that provides dining, shopping and leisure facilities for ferry passengers and other Newhaven visitors and residents, which are complementary to the facilities in Newhaven town centre, and which significantly improve the visual aspects of this site.

Clean technology & renewable energy

NPP and the neighbouring business areas are already home to a number of businesses in the clean technology and renewable energy sector. The north end of the port also hosts a major new Energy Recovery Facility (ERF) which provides the region with low carbon energy. NPP believes that it can build on this by providing the buildings, land and support infrastructure to attract other manufacturing, trading and service companies.

In addition, Newhaven is ideally located to support the offshore wind farms that will be constructed off the UK's southern coast and France's northern coast: E.ON's Rampion scheme, which is only 9 miles from Newhaven, and Eneco's Navitus Bay scheme, near the Isle of Wight 67 miles from Newhaven will have a total construction cost of more than £5 billion and lifetime Operation and Maintenance (O&M) costs of more than £1 billion. Now that five of the world's leading turbine manufacturers have announced plans to set up in the UK, it is expected that more than 50% of this total spend will be in the UK supply chain and 1% to 2% is expected to be spent in local ports and port related activities.

NPP is drawing up plans to invest in a new heavy load berth at the southern end of the port to accommodate offshore wind construction and supply vessels. The berth could be converted over the longer term to become the new ferry berth. It is proposed that the space required for either construction or O&M activities would be made available within the port's core East Quay area.

International trade

Newhaven Port currently trades in a number of cargos, with a principal focus on recycled metals and aggregates. Recent trends in international trade indicate that there is a developing market in the import and export of Refuse Derived Fuels (RDF) and biomass to support the development of biomass power stations. This represents a significant opportunity for the port and can be accommodated on the East Quay within the existing infrastructure.

Fishing & leisure marine

The fishing and leisure marine activities in the port provide an essential counterpoint to the commercial and trade activities and are also an attractive feature of the waterfront.

NPP is committed to continuing its current £1.7 million investment in new fishing stages and pontoons to support the growth of these activities. In particular, it is seeking permission to install new leisure marine pontoon berths alongside a newly refurbished Railway Quay.

The marine & natural environment

NPP is committed to principles of sustainability and will adopt Key Performance Indicators (KPIs) in a number of areas relating to effective use of resources, reduction in waste outputs, and reducing the carbon footprint of its activity.

The port also recognises that a number of its buildings are ageing. As the opportunity to do so arises, the port will seek to replace older buildings with modern buildings built to the highest standards of efficiency and sustainability. During the PMP studies commissioned by NPP, a number of marine habitats were identified along the East Beach. The port intends to invest in renovation and protection of the marine habitats and would like over the longer term to establish an ecology and conservation zone with public access and facilities.



Summary

The key proposals in the PMP are as follows:

East Quay	Proposal
Offshore wind	Develop infrastructure to support construction and O&M on the East Quay.
Advanced manufacturing	Attract a cluster of new businesses in the clean technology and renewable energy sectors.
Storage and trade	Develop and increase warehouses and storage areas, with a focus on biomass materials.
Rail	Potential to develop railhead.
Harbour Authority Facilities	New Harbour Authority building and workshop built to sustainable standards.
Railway Quay	Proposal
Ferry	Improving the ferry service and experience in order to increase utilisation rates. Investment in a new ferry terminal is currently uneconomic but remains a long term aspiration.
Transport	The development of an effective transport interchange, allowing local public transport, the railway and the ferry to interlink effectively whilst creating spaces that are human in scale and friendly towards pedestrians and cyclists.
Transition Area	Mixed use centred around retail and maritime related activities. There is significant retail potential in this area. The retail offering should be distinctive and complementary to what is on offer in Newhaven town centre and there should be a preference for mixed use rather than single use, in order to create an attractive environment.
Recreation	Waterfront renovation and access for the public.
Leisure Marine	Renovation of quays and creation of new pontoon berths.

North Quay	Proposal
Ship access	Maintain access and encourage shipping to North Quay and Veolia ERF.
New businesses	Development of cluster focusing on materials recycling and environmental sectors.
Recreation	Development of a tourism gateway to the River Ouse and the National Park, and improvement of cycle routes, the connection of the islands with their surroundings and access links to the Railway Quay.
Other Areas	Proposal
Tide Mills	Improve the access to the site including parking possibilities and provide some amenity facilities. Habitat restoration and habitat reserve.
West Beach	Tidy up the entire area including the old sheds, improving parking facilities and signage and providing minor facilities for leisure and recreation including a small kiosk during the summer period.

NPP is a committed partner of Newhaven Town and Lewes District and an important port on the South Coast of the UK. NPP has worked closely with representatives of the the 'Coast to Capital' Local Enterprise Partnership (LEP), reflecting the strategic importance of the port of Newhaven to the geographic regions of the Gatwick Diamond, Brighton and Hove and the Sussex Coastline.

The vision for the Port of Newhaven is to create a thriving commercial and ferry port and tourism gateway, providing infrastructure for job-creating businesses in the new low carbon, leisure marine and fishing industries. Accessed via an attractive multi-use gateway area, the port will offer renovated waterside access for residents and visitors. Achieving this vision will be a long-term process: a journey that NPP has already begun.

01.

Introduction

“We encourage ports of any size to produce a master plan where they see that it would be beneficial for them to do so. So, it is important to remember that every Master plan will be different depending on the size of a port and the extent of plans for future development. We encourage ports to vary the scale and scope of their master plan in accordance with these factors.”

“Master planning is not just for the benefit of regional and local planning bodies and local stakeholders; we believe that the process of producing a master plan will benefit the port itself in a number of ways...”

Department for Transport (DfT):
Guidance on the preparation of port master plans, December 2008



1.1

Purpose and approach of the Masterplan

NPP and its partners have developed a PMP for the port of Newhaven to form a strategic framework from which the port will develop over the next 20 to 30 years. It starts from the principle of building upon existing port assets and capabilities to secure emerging opportunities in order to deliver long term economic growth and jobs required to secure a sustainable future for Newhaven.

The Department for Transport's guidance on the preparation of port masterplans (December 2008) defines a PMP as a tool to:

- Provide clarification regarding the port's strategic planning objectives for the medium term;
- Assist local and regional planners together with transport network providers in revising their strategies in relation to planning review; and
- Inform port users, employees and local communities regarding future port development.

A technical study called the "Newhaven Port Strategic Location Study" was carried out in 2008 which investigated new harbour layouts for the provision of a new ferry berth. Royal Haskoning carried out this study including mathematical modelling after collating the environmental parameters affecting the harbour. This analysis included data on waves, tidal and river currents and sediment movements. This study and ship simulation of each option, (four layout options were considered) demonstrated that it would be technically feasible to build new port facilities at the Southern end of Newhaven Port, albeit the economic viability of such a move remained to be tested.

During the course of this work it became clear that the future direction of the port would need to be considered, as a technical feasibility study in isolation would not provide an adequate analysis. In September 2009, NPP's Directors decided to commission a PMP for the port of Newhaven, which began with an extensive baseline review of the port and a stakeholder management plan which was created to support the process.

A team of consultants was appointed in September 2009 to assist NPP in the masterplanning process. This team included Royal Haskoning, providing advice on port engineering and port planning, together with the legal firm DMH Stallard who are providing property, legal and planning advice. In October 2010 the accounting firm and business adviser Grant Thornton joined the team to assist the port in the preparation of the Business Plan. In August 2011, TB Partners, a specialist consultancy in the offshore wind sector, was appointed to project manage the port's planned offshore wind activities.

The PMP was prepared in accordance with DfT guidance and included:

- A baseline assessment of existing infrastructure;
- Analysis and forecasting of cargos and ferry traffic;
- Development and design scenarios for the port;
- Overview of the local environment and the likely impacts of proposed developments;
- Transport links and local, national and international connectivity;
- Maritime spatial planning;
- Assessment of local and national planning policies; and
- Consultation and community engagement.

A staged approach was followed, starting with stakeholder consultations during which the Masterplan process was presented. A vision of the PMP was created which formed the framework for the following stages leading to the production of the final PMP. The diagram opposite provides an overview of the key stages of PMP approach.

A number of community and stakeholder events took place as part of the PMP process, including workshops at which a wide range of scenarios were discussed. The scenarios identified during the stakeholder consultation process were used by the port as the basis for detailed options analysis and provided a vital contribution to the proposed developments identified within the PMP. In addition, the consultant team and NPP regularly engaged with Newhaven Town Council, Lewes District Council's planning department and East Sussex County Council. Above all, the consultation process assisted NPP in gaining a better understanding of the importance of the port to the town of Newhaven.

The PMP is part of an integrated business planning process undertaken by NPP which sits alongside development of a Business Plan for the port of Newhaven. Together, these studies will allow the port to deliver long term sustainable development.

Below: Aerial view of Newhaven Port



1.2

Setting the scene

The PMP has been developed in the context of the planning framework for the region. This has historically been addressed through the Lewes District Local Plan, which sets out what Lewes District Council plans to do with land in the district and how it will control development. The Plan was adopted in March 2003 and is now in the process of being replaced by the Local Development Framework (LDF). The LDF work includes the publication of the Infrastructure Position Statement in September 2011, which is referred to later in this document.

The PMP has also been reviewed in line with the National Policy Statement for Ports which provides the national framework for decisions regarding proposals for new port development. Issued by the DfT in October 2011, the statement applies to associated port development such as road and rail links and makes specific reference to the vital role played by ports regarding the import and export of energy supplies, construction and servicing of offshore energy and supporting local and regional economies.

The Newhaven PMP has been developed in parallel with a detailed report covering the Physical Development Vision (PDV) for Newhaven produced by BBP Regeneration for Newhaven Strategic Network (NSN). The PDV report covers a wide range of issues but for the purposes of the PMP the most important considerations are set out below:

- It identifies the need to provide more jobs in the town of Newhaven;
- The town has an historically high proportion of manufacturing jobs (compared with the national average); and
- The PDV recognises the role of the port of Newhaven in the wider regeneration of the town and identifies offshore wind as the key development opportunity for the port and surrounding areas.

The PMP sets out the framework for future port development. This document presents the key findings of a substantial amount of work and consultation to date but represents the beginning of a journey as the port moves into the implementation of its plan for the future.

Figure: Approach of the Port Masterplan, Royal Haskoning, 2011



1.3

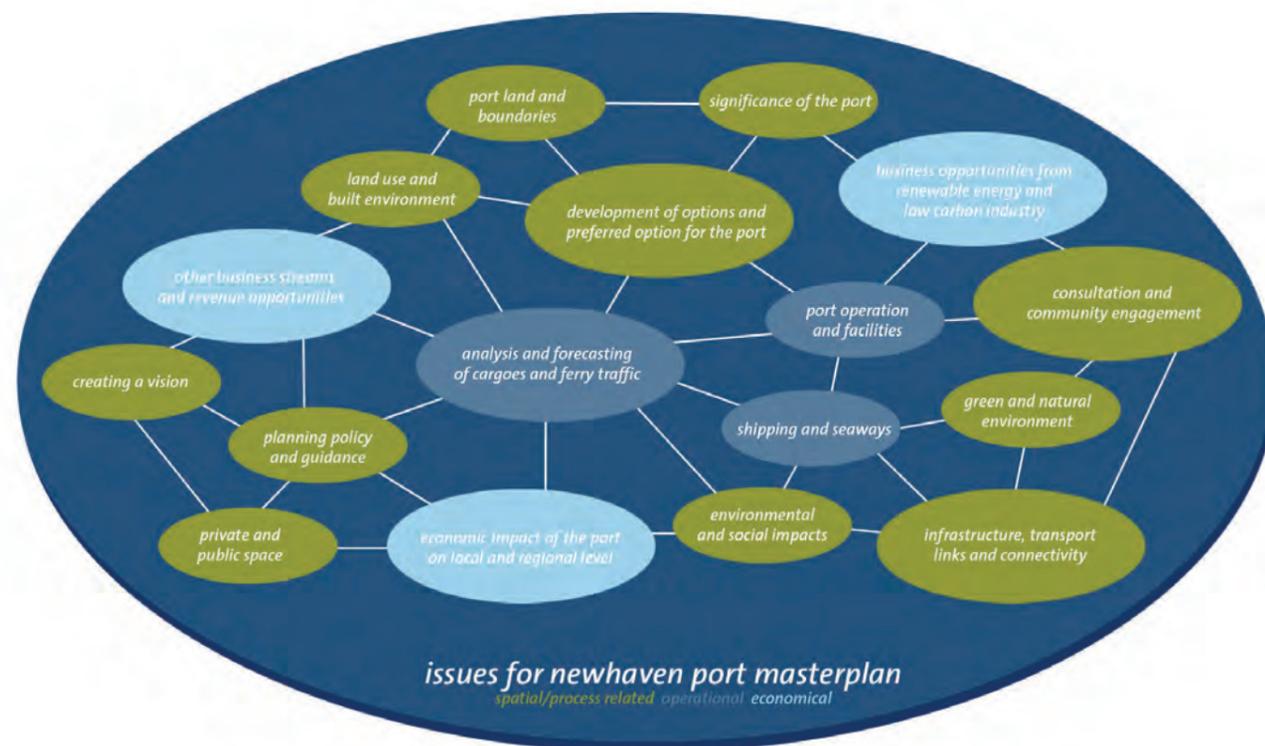
Purpose of the Masterplan

The Newhaven PMP has covered a wide range of issues and collated extensive data to support its analysis. The diagram below shows the spatial, operational and economic issues considered as part of the Newhaven PMP process:

Understanding the spatial, operational and economic context in which the port is based is an extremely important aspect of effective PMP development. The process has helped NPP and the masterplanning team to:

- Identify and assess spatial options for development of the port site;
- Clearly articulate the importance of the port to the town of Newhaven and the local community in economic and social terms;
- Understand how this can be enhanced by attracting new development to the port with the objective of increasing revenues through increased utilisation of the current port site;
- Consider the environmental, socio cultural and safety & security implications of PMP proposals; and
- Enable NPP to engage public opinion concerning their vision for the port of Newhaven.

Figure: Issues for Newhaven Port Masterplan, Royal Haskoning, 2011



1.4

The challenge

Newhaven Port has a long history supporting commodities trade, manufacturing and cross-channel transport. Whilst commodities trade and manufacturing has declined in recent years, other major companies have shown interest in locating at the port. In particular, Veolia has built and commissioned a significant energy recovery facility on North Quay, Tesco has expressed interest in locating a food retail store on Railway Quay, and offshore wind developers and turbine manufacturers have expressed interest in basing some of their pre-assembly, construction and operations at East Quay.

Newhaven itself has a tradition of skilled manufacturing, and around 30% of the workforce remains employed in this sector - close to three times the national average. As a result, Newhaven has a significant legacy of industrial buildings, both in and adjacent to the port, which can support new manufacturing jobs.

Against that, Newhaven is facing a number of significant challenges:

- Low levels of entrepreneurship and business start-ups;
- A business community that is focused on local markets, rather than international markets;
- Stagnant business and employment growth and lower productivity than national averages;
- Low skills level in some areas, particularly young people;
- Low income per household;
- Competition from Brighton, Portsmouth and Southampton; and
- Transport network which is not fully integrated and is perceived to lack convenience and accessibility.

There is clearly a need to strengthen the level of economic activity in the town of Newhaven in order to provide revenue to support a long term regeneration strategy.



1.5

The economic opportunity

NPP is one of the major employers in the town of Newhaven, accounting for more than 500 direct and indirect jobs, or approximately 10% of the local working population. NPP wish to play a key role in securing existing employment and attracting economic development to increase employment opportunities in the town.

The 5 key strategic priorities set out in the PMP will restore the port of Newhaven as a key economic driver for commerce and international trade in a range of sustainable business activities. Through continued development of a number of business opportunities, NPP will create opportunities for the people of Newhaven to live and work in the town of Newhaven, helping to address the economic challenges described above.

NPP believes that the port has the potential to attract a significant number of new jobs to the area over the next 5 to 10 years. As identified in the PDV, the immediate development opportunity is for the port to become a major player in the clean energy sector, specifically in the offshore wind sector as a service port for the proposed Rampion wind farm. A key strategic objective of the port is to develop a low carbon business hub, delivering jobs through advanced manufacturing businesses, attracted by the prospect of co-locating with major operators and developers in the renewables sector. Apprenticeships and training programmes provided through existing and new local educational establishments could help to develop the skills of young people and deliver a better match between the local skill sets and the needs of growing commercial entities in the area.

The port has the physical attributes necessary to play a significant role in servicing the wind farm (it has landside space, channel depth and 24/7 access) and NPP is actively pursuing this opportunity. Achieving this would bring a major industrial "anchor tenant" to the port, around which the strategy of creating a cluster of clean energy and environmental services businesses could then be built.

Alongside these business development objectives, the PMP sets out the vision of NPP for the port to be sustainable in environmental and social, as well as economic terms. NPP is determined that its vision should result in meaningful, measurable outcomes which will make the port increasingly sustainable over the life of the PMP. The port has therefore set itself a number of specific environmental targets to achieve. These are outlined in further detail in section 7 of the PMP.

During the masterplanning process, NPP engaged with representatives of the private sector, including the 'Coast to Capital' Local Enterprise Partnership (LEP). The area covered by the scheme is the Gatwick Diamond, Brighton and Hove and the Sussex coastline. The ambition of the Coast to Capital LEP and SE LEP is to attract significant amounts of private sector funding into the area.

02.

The Town of Newhaven

This section provides background information on the town development, the relationship between the port and the town and highlights the urban structure of Newhaven by showing the following spatial themes: land use, transport, natural environment, tourism and recreation.



02. The Town of Newhaven continued

2.1

Newhaven in context

Newhaven started to grow on the West side of the River Ouse where the town centre and residential areas are situated. The port of Newhaven lies along the River Ouse to the East of the town centre, with the sea to the South. Next to the port are industrial areas and within the hinterland are a number of residential areas. Due to the size and position of the port, the town comprises two main areas; a West and East section, divided by the River Ouse which has only one swing bridge that connects both urban areas.

Newhaven is a small seaside town with a population of approximately 12,240 inhabitants. It is located within the administrative jurisdiction of Lewes District Council. The past is still visible in the town and historic features such as the landmark Newhaven Fort and the Tide Mills have helped to shape the town and attract local and regional visitors. The marina is one of the main attractions in terms of water based leisure facilities.

Figure: Areas in Newhaven, Royal Haskoning, 2011



2.2

Significance of the port

The port of Newhaven lies at the heart of the town centre and is embedded in the existing built environment. Newhaven Port (shown in pink) forms a third part of the town.

The physical proximity of the port and the town centre is clearly visible. The town centre at one point touches the port area on the east side of the River Ouse where the port takes up most of the eastern waterfront, while Newhaven town centre and the main residential areas lie on the western bank.

The main characteristics of the port are set out below:

- The port lies in the centre of the town of Newhaven along the River Ouse and takes up most of the waterfront;
- There are a number of areas which offer recreational and leisure facilities;
- Beyond the eastern boundary of the port are industrial areas together with open areas of arable fields and residential areas of Denton and Rookery Hill;
- Newhaven town centre and the main residential areas lie on the western side of the River Ouse; and
- A Marina with new residential developments exists along the waterfront opposite the East Quay.

2.3

Land use, transport, green & natural environment

The following pages summarise the urban structures of Newhaven by illustrating land use, transport and the natural environment at town level. The port area is specifically indicated in pink on the illustration below to demonstrate the connectivity between the urban area and the port.

Land use

Newhaven is a compact town whereby the town centre (shown opposite) lies next to the port (shown in pink) and is surrounded by mainly residential areas (shown in grey). There are also industrial areas next to the port.

Transport

The town of Newhaven is linked to the regional road and railway network of the south coast of England. Major roads connect Newhaven with nearby towns including Brighton, Lewes, Eastbourne and Seaford.

The road network within the town presents a number of challenges. The ring road in the town centre creates an 'island' limiting the access to the central area. A minor road network exists in residential areas on the west of the River Ouse; parts of the town are not well connected due to a cul-de-sac road layout but the town's industrial areas have simple access road networks.

Newhaven is connected with the East Sussex railway network between Lewes, Eastbourne and Brighton. It has a limited frequency direct railway connection to London but is primarily served through a frequent connecting service at Lewes.

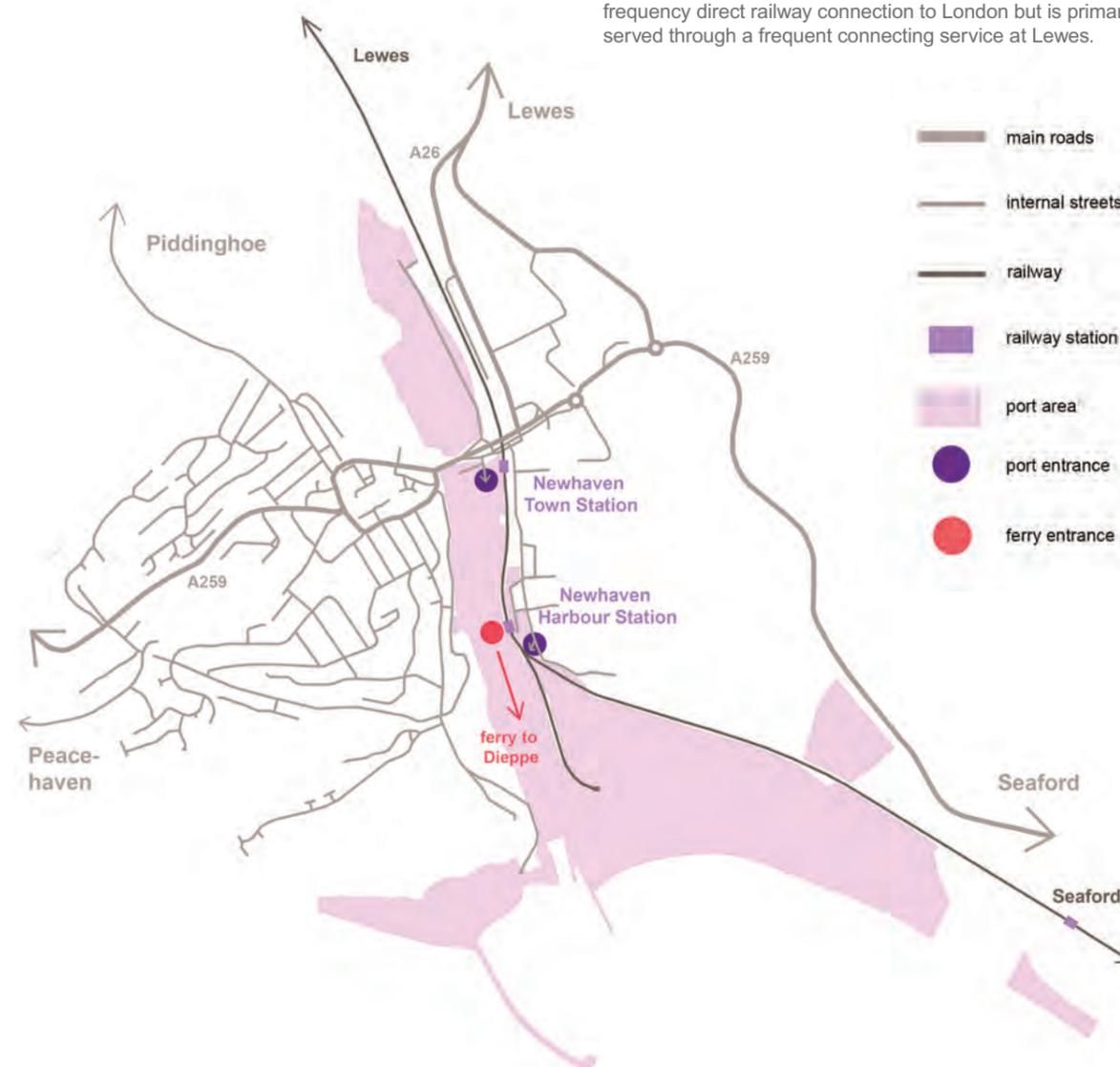


Figure: Transport in Newhaven, Royal Haskoning, 2011

02. The Town of Newhaven continued

Natural environment

There is one area of port owned land that lies within the South Downs National Park. This is part of Seaford Beach, which includes the heritage site of Tide Mills.

The landscape displays the typical characteristics of a chalk downland and includes rolling arable fields, close-cropped grassland on the bold scarps, rounded open ridges and sculpted dry valleys.

There are two nature reserves in Newhaven:

- Castle Hill Nature Reserve which offers a variety of interesting coastal and terrestrial habitats, as well as features of archaeological, historical and geological interest, and
- Bollens Bush nature reserve which offers a series of woodland and heathland habitats.

Other than small public recreation grounds, private gardens make up most of the green space within the town boundary. Most of the open space within the boundary comprises open countryside on the edge of the town.

Tourism & recreation

Newhaven provides a base for exploring neighbouring attractions, such as the Tide Mills Site of National Conservation Importance (SNCI), Seven Sisters and Cuckmere Haven. It attracts a large number of recreational users including holidaymakers, naturalists, water sports enthusiasts and anglers.

Many of the holidaymakers visiting Newhaven use the ferry to travel to and from Dieppe, and arrive in Newhaven by car, train and bicycle.

For visitors interested in history, Newhaven Fort is located immediately to the west of the port and is a classic example of British military and civil defences against potential invaders. There are exhibitions illustrating how the country protected itself against air raids and other forms of warfare. Newhaven Fort is an educational resource frequently visited by the region's schools.

Within Newhaven there are two beaches. One long shingle beach running underneath the cliffs from the West Breakwater to Brighton and a large shingle beach (Seaford Beach) which can be accessed near the old Tide Mills Halt or from Seaford. Seaford Beach is located to the east of the port and is well used by the public for water sports such as kite surfing.

There are two main public open spaces - Eastside recreation ground and Fort Road recreation ground. The recreation grounds, Fort Road recreation ground in particular, offer a range of sports facilities including a football pitch, children's play area, cricket square, bowling green, tennis courts and sports changing facilities.

There are also cycle routes and rambling paths around the town. National Cycle Network Route 2 runs along the south coast from Brighton to Camber entering Newhaven alongside the town's West Quay and following the Riverside, past the ferry port and the marina, before joining the A259 to Seaford. There are a number of footpaths and bridleways that pass through port property, including along Seaford Beach. There is a link to the 'Route Verte' Cycle Route which links Paris with London via the ferry crossing.

Figure: Green and natural environment in Newhaven, Royal Haskoning 2011



03.

The Port of Newhaven

This section covers the history of the port, provides an overview of current port operations and provides detail on its physical characteristics - the port boundary and the spatial characteristics of the port, including the built and open space and defined sub-areas. Together with these port assets and operations, the traffic forecasts and transport links have been investigated as well as the needs of port users.



03. The Port of Newhaven continued

3.1

History of Newhaven Port

The port of Newhaven was first created in 1539 after the decline of Seaford's port as the River Ouse silted up. A steady increase in trade at Newhaven during the subsequent centuries was followed by a major step-up in economic activity during the 19th century with the development of Newhaven as a ferry port and the arrival of the railway. Although Newhaven was a railway-owned port, many shipping lines used the facilities. Figures from 1863 show that 1,000 vessels a year used the port.

The early development of Newhaven town generally followed the development of the port with the main population increases occurring in the late 17th and early 18th centuries and then more rapidly through the 19th century.

During the 20th century, Newhaven continued to be a busy ferry port using its railhead as a key modal link but during the 1980s and 1990s began to suffer from shifting patterns of travel and transportation. By the time Sea Containers sold the port to the SEML in 2001, volumes were in severe decline with the problem exacerbated by decades of underinvestment in port facilities and infrastructure. Newhaven's share of the Portsmouth – Ramsgate ferry/tunnel market for passengers travelling between the UK and France fell from 3.2% in 1995 to 0.8% in 1999 due to competition from competitor ports of Portsmouth and Dover and, except for a brief rise to over 1% during 2002-04, market share has fluctuated around 0.8% since then. In recent years, the primary commercial focus of the Newhaven – Dieppe crossing has been freight carryings between Europe and the UK.

At the time of acquisition the port's owners saw the need to preserve the ferry link between Newhaven and Dieppe as well as the potential to turn the port's fortunes around over time. Before reversing this decline the port needed first to assess and stabilise the position then to consider how to plan for the future in a rapidly changing marketplace.

A key turning point was the appointment of new management in 2007, when the port's owners were able to start addressing the issues faced by the port. Under this management team, NPP is currently implementing an investment programme across the port's facilities and the strategic planning process sets out the vision of a sustainable long term future.

The port currently remains dependent on the Newhaven – Dieppe ferry route, which contributes a significant amount of its revenue. Without the ferry, NPP would be unable to finance the cost of undertaking its duties such as the dredging needed to maintain channel depths. The ferry route is supported by CGSM. Whilst the ferry generates around 100 jobs in the Newhaven area, the current financial position of the ferry operation is not sustainable so the focus on the PMP has to be on realising the business potential of the port's assets and facilities in order to turn it into a driver for growth in the Newhaven area. NPP intend to work in conjunction with Newhaven Town Council, Lewes District Council, East Sussex County Council and key representatives from the local community to implement this strategy.

3.2

Newhaven Port land & boundary

The port of Newhaven is owned by NPP, a private limited company registered in England and Wales under company number 01923744. NPP is the registered owner of the freehold land comprising the port and is the Statutory Harbour Authority for Newhaven Harbour. NPP is the regulatory and enforcement body for the purpose of the statutory by-laws which relate to Newhaven Harbour.

The port covers 122ha, with 20ha of open land available to provide extensive areas for lay down and storage. There are also a number of large industrial sites in the immediate vicinity of the port that are currently vacant and available.

The port area is a secure site and is permanently manned. This enables access by sea or land 24 hours a day. The entire port of Newhaven is divided into three main areas in terms of land use and availability as described below:

- Land that is subject to short term leases
- Land that is subject to long term leases
- Land that is available for use within the freehold title.

The plan illustrates the areas of land that have been let for, in the case of North Quay and Railway Quay, 999 years, and, in the case of the land to the East, on a secure agricultural tenancy. Due to the long term leasing arrangements, NPP cannot currently play a leading role with regard to development options for these areas. Land that is subject to a long lease is not immediately available for alternative use and occupation, although partnerships with the long-leaseholders for development may be an option.

The land plan also illustrates the areas of land that are let on short leases, nearly all of which are excluded from the security of tenure provisions of the Landlord and Tenant Act 1954 and expire in the next two years. On the land available there are a number of industrial buildings covering 1.78ha. To the north of North Quay is the site of the Energy Recovery Facility plant which is currently operated by Veolia Limited. The remainder of North Quay is currently occupied by a variety of companies.

Below: Newhaven Harbour. Printed by Delittle, Fenwick & Co, York, for Shurey's Publications. Undated.



3.3

Port businesses

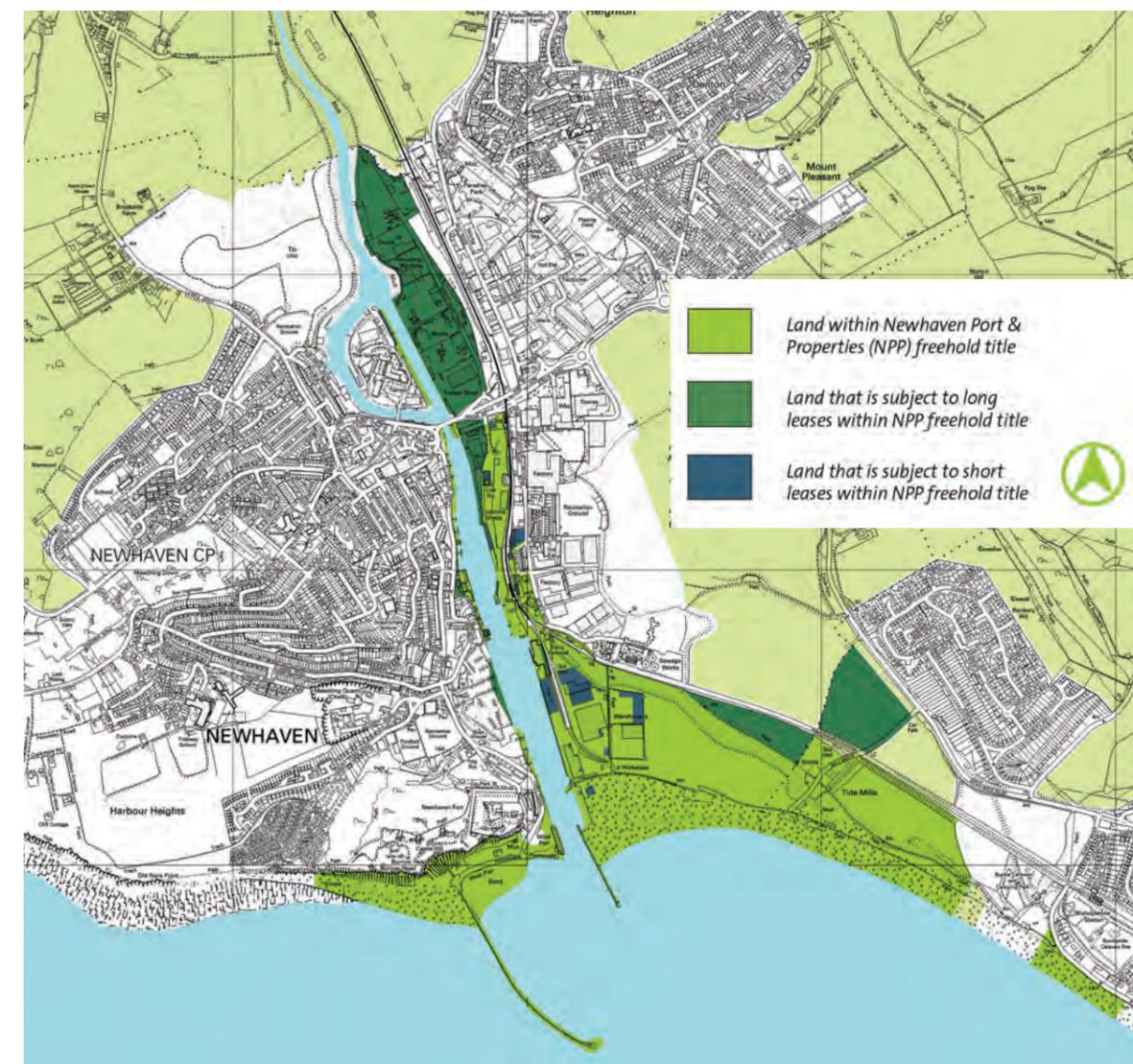
A wide variety of businesses operate from the port of Newhaven, ranging from aggregates, storage, haulage, transport and logistics, fishing and recycling as illustrated by the table in Appendix C.

In 2001, a 999 year lease of a major portion of the Railway Quay was granted to a third party. The lease has been assigned several times and NPP and the current owners of this portion are currently collaborating on a programme of improvements to the river frontage and further collaboration could emerge from this.

The current available length of river frontage to the east of the River Ouse is 1.302km. If the river frontage on the Railway Quay can be brought into the PMP, it will provide a further 350m of river frontage.

In addition to the land within the existing ownership of NPP, there are industrial sites east of Railway and Beach Roads beside the Eastside Business Park, comprising open land and covered warehousing. Details of commercial options for these areas of the port site will be assessed within the NPP Business Plan.

Figure: Land and boundary map of Newhaven Port, Royal Haskoning, 2010. © Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright reserved.



03. The Port of Newhaven continued

3.4

Port facilities

Port facilities are addressed in line with the following four main sub-areas of the port:

- **East Quay**, where the port's commercial operations are centred;
- **Railway Quay**, where the current ferry terminal building is located but where a 999 year lease of part of the site has been granted to a third party;
- **North Quay**, which is let on a 999 year lease to a third party and further sub-let to a number of businesses. As a result, NPP does not have a significant property interest in this site but still performs the role of Harbour Authority; and
- **West Quay**, where the marina and fishing areas are located. This area lies at the heart of the local fishing industry and has benefitted from significant refurbishment in partnership with the Marine Management Organisation (MMO) and EU Fisheries Fund (EFF).

A number of other areas which are peripheral to the commercial operation of the port are also covered in the PMP.

The three main types of land within the port boundary (to which NPP holds the freehold title) are: land that is subject to short term leases; land that is subject to long term leases, and land that is available for lease or use within the freehold title.

The port facilities include two Roll On – Roll Off (RoRo) ferry berths, 1.3km of quayside berths and approximately 122 hectares of land and buildings. The outer harbour is protected by a 705m long West Breakwater and a 320m long East Pier. The port is dredged to 6m and can handle vessels up to a maximum length of 145m. There is a commercial shipping anchorage area between 1 and 1.5 miles SW of the Breakwater Lighthouse.

The inner harbour area comprises the following areas:

Area	Berth frontage (m)	Dredged depth (m)
East Quay	342	5
No. 1 RoRo Berth	187	6
No. 2 RoRo Berth	125	4.5
Railway Quay	620	1
North Quay	440	1
West Quay	N/A	Variable

Further detail is provided below on the principal facilities:

East Quay

The East Quay leading up to the ferry berth is currently dredged to 5.0m below Chart Datum alongside the quay and a minimum of 6.0m in the channel. The berth is a multipurpose facility used for general cargo, O&M base for various offshore projects and also for berthing small passenger vessels and fishing vessels.

The quay is approximately 520m in length (i.e. the Previous Foot Passenger Terminal plus RoRo 1. RoRo 2 is on Railway Quay). A number of warehouses on the East Quay site are currently occupied. However, due to the reduced level of port throughput observed in recent years, a few vacant units exist which are in suitable condition for let.

North Quay

There are 5 Not Always Afloat But Safe Aground (NAABSA) berths at the North Quay, accommodating vessels up to 6m draft (tide dependent) although only berths 1 and 4 are operational as of 2011:

- No.1 berth, vessels up to 91m LOA,
- No.2 berth, vessels up to 82m LOA,
- No.3 berth, vessels up to 82m LOA,
- No.4 berth, vessels up to 91m LOA,
- No.5 berth, vessels up to 85m LOA.

When considering future usage of the North Quay, a number of constraints need to be taken into account. Whilst the port expects continued shipping activity in the North Quay over the short to medium term, the expectation is that this form of traffic will decline over the long term and there will need to be a switch towards more land-based activities on the North Quay. However, it is difficult for NPP to plan for the North Quay in isolation due to the complexity of the leases, so any initiative will be best served by a collaborative approach with the North Quay tenants. The existence of Veolia's new Energy Recovery facility adjacent to the North Quay offers some potentially interesting opportunities in the emerging energy and environmental sectors and NPP is currently in



discussions with Veolia to see how a partnership might be developed around this theme. As a result, developments for the North Quay site will be considered in line with the ESCC Waste and Minerals Development Framework (WMDF) which will decide how and where waste should be dealt with in East Sussex and Brighton and Hove up to 2026.

Railway Quay

The quay to the north of the No.1 RoRo berth up to the swing bridge is known as Railway Quay. The quay is approximately 745m long and NPP own the whole length with approximately 385m of its southern end up to the northern end of the Customs Sheds available for immediate use. The remaining 360m of quay up to the swing bridge is currently held under a 999 year lease by West Register, although NPP remain as the freeholder.

The southern end of Railway Quay was rebuilt in 1990 and now forms the No.2 RoRo berth.

Ferry terminal and RoRo berth

The port operates two RoRo berths although at present there is only one cross channel ferry operating from Newhaven. The current ferry is operated by LD Transmanche Ferries (LDTF). The ship, named The Seven Sisters, is approximately 142.7m in length, 24.2m beam and has a maximum draft of 5.89m. It has a gross tonnage of 18,425 and a capacity of 1,270 lane-metres and can hold a maximum of 600 passengers.

The Seven Sisters is currently the largest vessel that the port can realistically handle due to the constrained turning space in the inner harbour. The ferry enters the harbour and is berthed onto the linkspan bow first. When departing the harbour the ferry generally leaves stern first and makes a turn when clear of the west breakwater, but this can only occur during fair weather conditions. During poorer weather, the ferry makes a turn in the river by resting her stern on a turning plate and swinging the bow round using the full width of river at the marina.

The main ferry berth is on the East Quay and known as the No.1 RoRo berth and comprises a lifted type RoRo linkspan



operated with a system of hydraulic rams. The structure, which was constructed in the 1990s, is supported on a landward bankseat and with two lifting towers.

RoRo No.2 is on the Railway Quay with a floating pontoon and a link-bridge. The bridge is formed of a steel truss structure supported on a bankseat that protrudes from Railway Quay. Ferries on RoRo No.2 are moored to tubular steel fender piles that stand in front of the half height sheet piled wall but a new pontoon is required for berthing current ferries and/or future potential ferries. A survey of this berth and a feasibility study for reinstatement of the pontoon were carried out in 2010 by Royal Haskoning and ACEMAR, (a shipping consultant company). This study indicates that the current ferries could be berthed against a new pontoon thereby providing for increased ferry frequency if this becomes economically viable in the future.

The ferry terminal building, which is a two storey building, is positioned to the north of the RoRo berths on Railway Approach. The previous foot passenger terminal building next to RoRo No.1 is the main office for UK Border Agency and Port Police Unit.

On the west side of the river immediately opposite the East Quay is Newhaven Marina and a number of fishing landing stages. Other leisure boat moorings and boatyards on drying berths are provided opposite the North Quay and on Denton Island further inland.

Newhaven Port has an extensive range of premises including warehouses, stores and workshops, offices as well as the ferry terminal extending to some 1.78 hectares of covered buildings. The buildings vary in specification with eaves heights up to 5m. Large areas of hard standing suitable for lay down are also provided next to the quay frontage.

The port is a secure site; it is permanently manned and complies with the 'International Ship and Port Facility Security' (ISPS) Code. This enables access by sea or land 24 hours a day.

The PMP identifies the potential to provide a further reinforced berth for heavy duty industrial usage. In addition there are large areas of port land to the east of the existing built facilities that are available and suitable for secondary port activities.



03. The Port of Newhaven continued

3.5

Port operation
& entrance structures

The main operation and entrance areas of Newhaven Port include areas of the West Quay, North Quay, East Quay and the Railway Quay. The current physical condition of the main features in these areas is described below:

Entrance channel

The access channel into the port is 120m wide and approximately 700m long from the end of the Western Breakwater to the river entrance. The channel then reduces to 75m in width at a pinch point between the East and West Piers.

The channel is currently dredged approximately three times a year to provide a minimum depth of 6.0m below Chart Datum. Dredging activities represent a significant port maintenance cost. The port entrance is shown below.

Western Breakwater

The Western Breakwater was constructed in the 1880s and is formed of solid concrete founded on 100 ton concrete sack blocks. The breakwater is protected by mounds of concrete armour units that are believed to have been put in place over the past 50 years.

West Quay

NPP will continue to work with the Marine Management Organisation to support the fishing industry in the port of Newhaven by improving and enhancing the existing fishing facilities. NPP will continue to support marina and leisure activities on the West Quay site.

West Pier, the Narrows and the Western Bight

The west of the harbour entrance has been partly reclaimed and the land is retained by a structure known as the West Pier. The northern end of the West Pier was constructed in 1880 with a mass concrete wall founded on timber piling. The wall has since been rebuilt with an anchored sheet piled structure. This area of the port site continues to be used for commercial activities.

Below: Newhaven Port, West Quay



East Pier

The East Pier was reconstructed in its present form in the 1920s following various extensions and repairs. The pier is comprised of an open concrete truss frame supported by raking piles. The structure is of solid construction at approximate half height with fill material contained within pre-cast concrete planks on its eastern face. The condition of the East Pier is not known at this stage.

East Quay

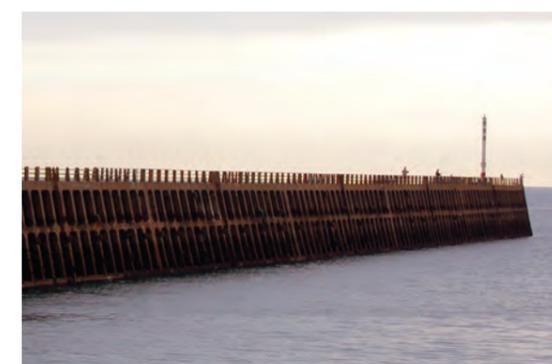
The East Quay is constructed of various structural elements built over different periods. Records show the original seawall, built circa 1880, was a mass concrete gravity wall supported on timber piles with timber sheet piles at its front. In the 1920s an open reinforced concrete superstructure on concrete piles with timber fenders was then added. At low water there is a sloping apron with concrete planking at the toe. A new concrete deck was built to some sections of the quay in 1967.

Railway Quay

The No.2 RoRo berth comprises a half height anchored sheet piled wall with sloped ground up to a suspended concrete deck at ground level.

The quays to the north of the No.2 RoRo berth are constructed with timber decking on a grid of timber beams, columns and diagonal bracers. The quay is restrained at high level with tie bars and at low level is fronted with steel sheet piling.

Below: Newhaven Port, East Pier



3.6

Creating links
to the port area

Newhaven Port provides facilities and shipping for several of the marine related and transport businesses in the area. However although there is currently sufficient space on the East Quay and the area to the east in the future marine and port related industries such as storage, distribution and manufacturing may have to be located outside the port area or the port could be extended.

There is an industrial area on the east side of the railway line to the east of the Railway Quay and East Quay. This area can easily be linked to the port through the existing rail crossing at the north end of the East Quay or by a new crossing to Railway Quay. This existing industrial area then links in the Local Plan zone for industrial and retail development allocated as NH 10 Eastside Business Area. Such links would be likely to attract new industries to Newhaven particularly those industries that can make good use of the port trades and shipping links. These industries might include storage and distribution warehouses related to goods to and from Europe and related packaging and haulage businesses.



03. The Port of Newhaven continued

3.7

Traffic data & forecasts

In order to assess the future ferry traffic potential of Newhaven Port, it is important to consider historic trends within the freight and heavy cargo sectors. This section provides a brief summary of historic trends with respect to bulk cargos and RoRo freight.

Bulk cargos

Newhaven Port currently handles a variety of bulk cargo. The materials include sand ballast, stone and scrap steel. There are three companies working at the North Quay, named in the table in Appendix C. A further scrap exporter operates from the East Quay. The trade figures for the port over the past 4 years, between 2006 and 2010 inclusive are as follows:

	2006	2007	2008	2009	2010
Sand Ballast (import)	205,469	234,533	214,698	106,186	158,040
Stone (import)	117,268	135,321	92,377	47,669	42,865
Scrap Steel (export)	143,834	86,861	74,142	78,558	93,396
Total	466,571	456,715	381,217	232,413	294,301

Table: Newhaven Port Historic Cargo Tonnages

This data shows that in the years 2006 to 2008 port shipping traffic has been relatively stable but slowly declining. There was a significant drop in 2009 due to reduced tonnages of sand ballast and stone being imported, which is likely to have resulted from the effect of the current economic downturn on the building industry. The economic downturn continued through 2011 to have a negative impact on bulk trade.

Whilst there may be some short term recovery in volumes due to the easing of economic conditions, sustained growth in any of these cargos is considered unlikely. However, as long as the limit on ship size caused by the swing bridge does not render this traffic uneconomical, these cargos will continue to use the North Quay.

In future larger ships may be needed to carry these cargos economically and then a berth or berths downstream of the swing bridge would need to be allocated. The scrap steel exports are very dependent on the demand for and the worldwide price of steel. However it is unlikely that demand will drop in the foreseeable future as there is a world shortage of steel. One option would be to provide replacement space on the East Quay. This opportunity would be assisted if a heavy load quay is built as a result of the proposed offshore wind activities and may help to attract other operators to the port.

RoRo freight

Newhaven currently accounts for around 3% of the total freight carryings in the Portsmouth to Ramsgate range. The freight carried is diverse in terms of type and source. Notwithstanding the existence of a railhead at the port, all freight and land transported bulk cargos are transported away from the port by road.

Analysis of freight by destination indicates a relatively even split of journeys. 57% of journeys during 2010 were from Dieppe to Newhaven with 43% of journeys from Newhaven to Dieppe. However, analysis of empty freight journeys indicates that over 90% of empty loads travelled from Newhaven to Dieppe which shows that the port is more of an import gateway into the UK than the other way around. This imbalance is environmentally inefficient and it adversely affects the overall cost of transportation. NPP intends to examine further whether there are ways of encouraging fewer empty loads on the current service and intends to work closely with the ferry operator to address this trend.

A Rail Scoping study produced by Intermodality for NPP as part of its business planning process identified that for the foreseeable future, bulk commodities are likely to offer the most promising prospects for re-establishing freight rail services. However, there are a number of challenges that would need to be overcome, including the cost of investing in rail-side facilities, negotiating appropriate rights with Network Rail and addressing congestion and loading gauge issues on the rail network around Newhaven.

Passengers, cars & coaches

The ferry service runs twice a day to Dieppe. The table below provides details of the carryings between 2006 and 2011. LD Lines ran a ferry route between Newhaven and Le Havre from May to September 2008, which partially explains why volumes increased during that year.

	2006	2007	2008	2009	2010	2011
Passengers	267,071	244,220	320,279	243,432	252,334	258,171
Cars / trailers	77,043	76,143	98,909	76,344	78,617	80,496
Freight vehicles	48,023	30,753	48,527	37,732	38,344	37,965

Table: Newhaven Ferry Carryings

Although this period shows a small increase in carryings, this was preceded by a collapse in passenger numbers between 2004 and 2005, so the past 5 years have simply recovered some of the ground lost earlier.

On the basis of trends observed during the past decade, the long term forecasts for cross-channel ferry passenger traffic are not encouraging. As part of its business planning process NPP commissioned a report from specialist shipping consultants OSC which identified a number of significant challenges for cross-channel ferry traffic in general and Newhaven's own competitive position. Newhaven is a relatively small player – it accounted for just under 2% of freight vehicles in 2009 and 2% of passengers in the Portsmouth – Ramsgate range. During the same period, the ferries' share of total traffic in this range shrank from 45% to 36%, as passengers were attracted by the convenience of the Channel Tunnel and attractive prices offered by low cost airlines.

Newhaven will continue to be a niche player in the ferry market, given the scale of its operations. NPP see better growth prospects in attracting freight traffic which sees growth potential as the economy starts to come out of recession than in the passenger / car market. Nevertheless, NPP remains committed to a mixed passenger / freight ferry service and its focus will be on optimising the service to increase capacities, demand and revenues.

Future opportunities

Future opportunities include:

- Attracting trade from competitor ports, particularly Dover and Portsmouth. The competitor ports of Dover and Portsmouth are currently restrained from immediate expansion due to lack of area and space for berths as well as lack of finance. Dover is a trust port and is currently trying to privatise itself in order to raise finance for expansion and Portsmouth is a municipal port which has to raise its finance from its own resources.
- A coastal shipping service connecting Newhaven with a number of other French and Benelux ports;
- Maximising existing footfall and through traffic by providing improved facilities in and around the port; and
- The introduction of additional ferry services.



3.8

Transport & connectivity

The port is generally well connected, although there is scope for some improvement. Integrated regional and local transport strategies could strengthen the transport networks around the port and the town. As NPP works through the development opportunities emerging from the PMP, these transport links should make a significant difference to the successful regeneration of the area.

The port is within a 12 mile radius of Brighton & Hove to the west and Eastbourne to the east, with Gatwick Airport approximately 40 miles away. In addition, Shoreham Airport is within easy reach of Newhaven and offers regular flights to northern France.

Road links

Located on the south coast between Brighton and Eastbourne, the port and the town are linked by A-roads to Brighton and to the London Orbital (M25), which is a gateway to the rest of the UK. The A26 / A27 road link to the M23 / M25 lacks the perceived convenience of the motorway access to Folkstone and Dover, although it also lacks the heavy congestion that can occur at peak times on the approach roads and could therefore be marketed as being more attractive, particularly in the summer months. Newhaven is London's closest ferry port, only 64 miles away, providing a direct link to Paris by the shortest route in terms of distance.

There is an identified level of localised congestion in and around Newhaven in the Newhaven Physical Development Vision (PDV). The Lewes District Council's Infrastructure Position Statement (IPS) projects an excess of traffic volumes over peak hour capacity in Newhaven by 2030 – on the A259 in the swing bridge / Denton Island area at the north end of the port. It also identifies that a new Eastside Strategic Road is a long standing project of the county and district councils but that the funding to progress this is not currently in place. NPP sees the potential benefit of a new strategic road over the longer term but this will need to be planned to dovetail with the development opportunities identified in this PMP.



03. The Port of Newhaven continued

Rail

The port has two operational railway stations (Newhaven Town and Newhaven Harbour) in immediate proximity providing both passenger and freight links, east, west and north to London. The freight link is currently unused. Limited passenger links travel direct to London - the majority require a change at Lewes and the travel time to London via Lewes is approximately 1 hour and 20 minutes. The service is regular. Gatwick Airport is about 50 minutes away by rail, again assuming a change at Lewes.

There is the prospect of a third station providing freight links in the heart of the port itself by reopening Newhaven Marine.

Bus services stop at Newhaven Town station which is located next to the Railway Quay, so there are connections to local public transport. NPP, together with the district and county councils, are working on improving transport integration in Newhaven, which NPP believes will be beneficial to the delivery of its PMP.

The East Sussex County Council Rail Development Strategy identifies Newhaven as one of its priorities, including:

- Inclusion of the Town and Harbour stations in the Quality Bus Corridor;
- Improved interchange between train, ferry, bus, taxi and cycle at Newhaven;
- Investigation of the best way of providing improved passenger facilities at Newhaven; and
- Provision of enough rail-related car parking in Newhaven to meet users' needs.

Whilst the IPS states that there is currently no delivery programme for the identified proposals at Newhaven, NPP believes that there are opportunities to lever private sector investment into the area, which may provide options for funding public transport infrastructure. A key part of NPP's PMP vision is for this area to become a genuine interchange between the port, the town and the surrounding areas.



Waterways

The waterway network is well established locally and Newhaven Port acts as the Pilotage Authority for the River Ouse estuary. Newhaven Marina provides a base for visiting and resident leisure vessels. For the yachting fraternity, the marina is one of the few on the south coast with direct access to the sea at all states of the tide and is well situated for visiting other towns along the south coast. The River Ouse provides a link between Newhaven and other towns located on the River.

Cycling & walking

At a local level, cyclists are well served by the National Cycle Route 2. In addition, East Sussex County Council is working with partners including Conseil General de Seine-Maritime to develop a largely traffic free route between London and Paris, via Dieppe and Newhaven. This is targeted for use by cyclists, horses and walkers and is known as the Avenue Verte (Green Way). This route is anticipated to link St Paul's Cathedral in London with Notre Dame in Paris.

Modal share

Road traffic is likely to remain the predominant movement through the port for the ferry traffic service to Dieppe and to local businesses. During the construction phase of the offshore wind farm it is envisaged that the wind farm activity works will only generate local traffic on the road and rail as most cargo will come in by sea. The ferry is currently projected to show a modest increase in traffic year on year.

If NPP proceeds to expand the ferry terminal service by use of larger and possibly more frequent ships, this will generate some additional heavy goods and light traffic mainly on the roads with a possible small increase in rail passengers and some rail freight. Increased traffic activity, principally on the roads, should result from a step-up in general business activity as the port's low carbon business development strategy is implemented.

The port expects to handle increased shipping in addition to the offshore wind development, but these operations are unlikely to generate significant additional road or rail traffic.



3.9

Spatial SWOT analysis

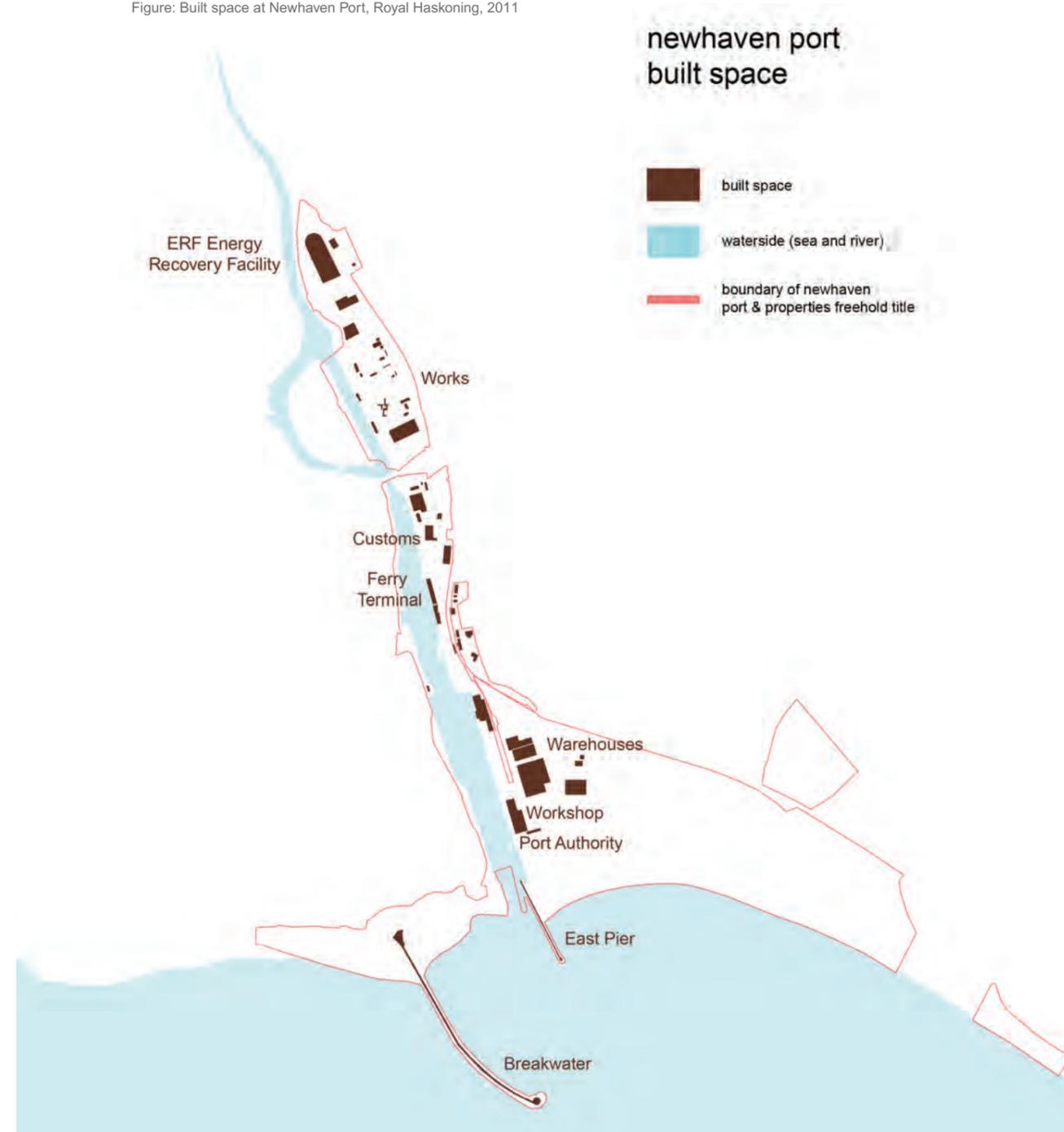
Taking the features into account that are described in this section, the masterplanning team has undertaken a spatial SWOT analysis of the port. This looks at the strengths, weaknesses, opportunities and threats within the port area and within the immediate surrounding area, as it recognises the inter-relationship between the port and the wider development strategy for Newhaven and district. The purpose of the SWOT analysis is to direct strategic planning to deliver successful, targeted outcomes.

As explained in section 3.4 of this document, the port of Newhaven can be categorised in four main sub-areas:

1. East Quay;
2. Railway Quay;
3. North Quay; and
4. West Quay.

Comparing built space with open space, the port can be assessed as follows:

Figure: Built space at Newhaven Port, Royal Haskoning, 2011



03. The Port of Newhaven continued

Built space

There are a number of buildings within the port area, indicated in the plan on the previous page. The port assets and facilities have been built in a relatively compact area between the quays (North, Railway and East Quay) and the railway.

The port can be described as an area that has a low density of buildings. This offers a significant opportunity within the land being available to be built on which would intensify its use, capacity and economic value.

Open space

Newhaven Port extends over a large area and is mostly formed as open space. The buildings currently situated in the port area are described above. The rest of the land is open space and can be categorised into two different types of use as follows:

- Land within the secured operational port area that is paved roadways, and
- Land outside the fenced areas, particularly on the east side behind Seaford Bay, which has been kept undeveloped (gravel, meadow or water) and allows rainwater to be absorbed.

Spatial characteristics

The key functional features that have been used to determine the SWOT analysis flow from the current operation of the site and its interaction with the town of Newhaven. These are summarised in this section in order to provide the context for the outcome of the SWOT analysis.

The port is bounded by the west bank of the River Ouse to the west and the railway line to the east. A large area of open space along Seaford Bay provides some recreational areas for local residents and visitors. In the surrounding area, Denton Island has mixed land use development, there is an industrial and retail area, undulating arable fields open up to the east, Seaford Bay, the marina, Newhaven Fort and Castle Hill to the western side of River Ouse as well as a residential area at the town centre near the swing bridge.

The port area lies between a residential area to the west and an industrial area to the east and has two entrances (one for the ferry terminal and one for the port operational area). It covers a third of the town of Newhaven in terms of area.

The port has a low density of built area. The port buildings comprise the ferry terminal, sheds, workshop, warehouses and administration building and there are some disused areas and some underused sheds.

The ferry passenger terminal is the primary active use of the port site and provides a ferry link connecting Newhaven with Dieppe in France. Together with the Newhaven Town railway station the ferry terminal forms a transport interchange. There are two operational railway stations (Newhaven Town and Newhaven Harbour). Newhaven Port can therefore be accessed via road, rail and water. The ferry passenger terminal and customs offices have controlled public access for visitors within the port.

Outcome of SWOT analysis

The SWOT analysis is summarised in the table below.

Strengths

- Deep water access
- Open land available for development
- Established port with support for continued use from local authorities
- Convergence between PMP and the emerging core strategy
- Support from port users and other stakeholders
- Synergy with future LDC planning policies
- New industrial development area nearby
- High quality surrounding countryside
- Closest Channel port to London
- Good transport links by road, rail and water
- Current local skills in traditional manufacturing

Weaknesses

- Physical boundary is constrained
- Lack of river crossing points
- Landside entrance to port not prominent
- Some derelict areas within the port – generally poor aspect
- Reliance on others to bring about necessary improvements in infrastructure
- Land ownership issues
- Potential flood risk
- Current economic downturn
- Poor image and identity of Newhaven

Opportunities

- Available land to be developed within the port
- Ideal location for offshore wind support
- Potential to develop advanced manufacturing focused on offshore wind and other clean energy segments
- Energy Recovery Facility as a source of green energy
- Interest from major retail developers
- Development of enhanced storage and distribution facilities
- Link to National Park and Tide Mills
- Working with new entities to develop local skills

Threats

- Lack of development of skills/employment base in area
- Do nothing
- Uncertainty and scepticism over deliverability
- Proximity to National Park
- The cost of climate change and flood defences
- Competition from various South Coast ports
- Lack of growth in ferry demand



04.

Consultation & Community Engagement

Engagement with interested parties, including local and regional planning bodies and transport network providers, both during the masterplanning process and once the PMP has been published, is an essential part of the PMP. This section provides an overview of the consultation and community engagement carried out by the NPP masterplanning team.



04. Consultation & Community Engagement continued

4.1

Community engagement

In line with DfT guidance, NPP has embraced the need for comprehensive consultation with key port stakeholders. It is best practice to ensure that relevant community members and stakeholders are engaged effectively and at an early stage in any development proposal. Community and stakeholder involvement will continue as the port implements the PMP proposals as set out in section 7 of the PMP.

Throughout the masterplanning process, NPP has committed to consultation with a diverse range of parties in the stakeholder engagement process. Consultation is a key process within any major regeneration development; it is an iterative process which aspires to improve understanding of projects as they progress through the stages to consent and beyond. NPP has involved significant engagement with a wide range of stakeholders including employees, port users, existing and prospective businesses, regulatory authorities, Newhaven Town Council, Newhaven Strategic Network, and district and county councils.

Consultation has taken place through a series of workshops, facilitated by NPP's masterplanning team, held during 2009 and 2010. These workshops were interactive and the outcomes have been summarised in Stakeholder Engagement Booklets which can be found on the Newhaven Port website: www.newhavenportauthority.co.uk.

Issues debated during the workshops included options for development, sustainability, potential for positive socio-economic effects, tourism and recreation, transport and access and business development. The views of all stakeholders have been carefully considered and reflected within the PMP where feasible.

4.2

Port User Group (PUG)

NPP established a Port User Group (PUG) in December 2009 to ensure that all users of the port were given the opportunity to contribute and to voice their ideas as well as concerns. In addition to the PUG, NPP considered it to be of critical importance to involve their employees in the development of the project and to incorporate their considerations. Dialogue with the PUG and its members has continued throughout the masterplanning process. The PUG consists of approximately 30 members from marine related industries and businesses in the port area including fishermen, boat builders, boatyards, boat marinas, chandlers, recycled metal exporters, shipping agencies, ferry company, ferry terminal operators, MCA, sailing clubs, pilots, police, HM Revenue and Customs, aggregate importers and distributors and the RNLI.

The present Newhaven PUG was formed with the aim of constructing a forum for the exchange of information between the Harbour Authority and the maritime users of the port. Communication is a key element to ensuring the port executes its duties and it enables the port users to have a pathway to express their views and ideas. The first meeting was held on the 19th February 2010 and was very well attended.

In addition, a sub-group was formed in April 2010 called the West Quay Users (Fishing) Group, to enable dialogue between the local fishermen and the Harbour Authority. The group also includes a representative of the charter boat fishermen operating out of Newhaven Marina. The first meeting was held on 28th April 2010. Regular dialogue has continued since then.

4.3

The importance of community & stakeholder engagement

As part of the process for developing a PMP it is recognised best practice to undertake a defined and iterative programme of consultation. This can take a number of different forms depending on the stage of the project. In summary the approach that Royal Haskoning recommended to NPP regarding community and stakeholder engagement was based on Government guidance as set out in Planning Policy Statements 1 and 12 and recognised as industry best practice.

The Lewes District Council Statement of Community Involvement (adopted in February 2006) supports inclusive consultation for major developments with a broad range of stakeholders and interested parties. The intention of the PMP is to establish a framework which will enable change and as such the involvement of the community and other key stakeholders is of paramount importance at these early stages. Achieving stakeholder and community participation in a masterplanning process is important in gaining valuable local insight, and in achieving wider 'buy-in' of the process and acceptability for emerging proposals. It is critical in facilitating the process of obtaining the required permissions, licences and consents. This exercise will build upon any existing communications already undertaken by NPP (please refer to sections 4.1 and 4.4) and will be managed to achieve engagement in the proposals as they develop.

It is important to maintain a record of community and stakeholder engagement particularly in the event that the PMP ultimately forms part of a more formal planning document such as an adopted Supplementary Planning Document.

It is also important that the parameters of public consultation are clear. Consulting with the general public at the earliest stage possible in a project's development is usually beneficial as it allows the public to have the opportunity to influence the process; however, the constraints must also be communicated and expectations managed. Emerging options in the PMP have been presented as well as details of the range and nature of studies that have been undertaken.

4.4

Consultation undertaken & publications provided to key stakeholders

Consultation and community engagement exercises and workshops have been continuously undertaken during the masterplanning process at all three stages, as described in section 1:

- Stage 1:** Presentation about the approach and process of the PMP,
- Stage 2:** Presentation of the options for the port development, and
- Stage 3:** Presentation of the PMP

Within this consultation process, the following three categories of stakeholders were created:

- the employees of NPP;
- the Port User Group; and
- a wider group of key stakeholders including town, district and county councils, planning authorities, Environment Agency, English Heritage, Newhaven Strategic Network, Network Rail, UK Border Agency, LD Transmanche Ferries and many others.

Each group has then been individually informed as appropriate at each stage. After each workshop, a summary publication was provided including a summary of the main ideas, programme and outcomes of the workshop.

The PMP will be published and is accessible online. The diagram below provides detail of the publications which have been issued:

Figure: Consultation and Publication during the Port Masterplan Process, Royal Haskoning, 2011

