

## **Newhaven Port User Group Meeting Notes – Thursday 13<sup>th</sup> November 2025**

### **1. Introductions**

The Port User Group meeting scheduled for 13 November was cancelled following a cycling accident involving Harbour Master and meeting chair, Stephen Tindale, in mid-October. Stephen is still recovering and wishes to express his gratitude to everyone who sent messages of support. He also extends his thanks to the team at Newhaven Port and Properties (NPP) for their assistance during his absence.

The Port User Group was established in 2010 to provide a forum for consultation and exchange among all stakeholders in the port. This engagement is a requirement under the Port Marine Safety Code (PMSC), which obliges Harbour Authorities to consult with their stakeholders. These meeting notes follow the same structure as the circulated agenda.

### **2. Approval of Previous Meeting Minutes 15th May 2025**

The minutes from the previous meeting were circulated with the meeting invite. No comments were received, and there were no actions arising from that meeting.

### **3. Actions Arising from previous meeting**

None.

### **4. Matters Arising not covered on this agenda**

Nothing arising.

### **5. Terms of Reference and Membership Updates**

The Port User Group's Terms of Reference are available on the recently updated Newhaven Port website at [newhavenport.com](http://newhavenport.com). The group now includes 58 organisations and 108 individuals on its email distribution list. If you are aware of any omissions or wish to propose amendments to the Terms of Reference, please advise accordingly.

## 6. Port Masterplan Strategic Objectives Update

The 2024 update to the Port Masterplan sets out a clear vision for Newhaven Port's future growth and development. It provides a strategic framework to guide investment, operational improvements, and sustainability initiatives. Central to this plan are five key objectives designed to strengthen the port's role as a vital transport hub, support economic development, and advance environmental goals.

### i. Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and continuing to focus on the customer experience;

As part of ongoing efforts to enhance the Newhaven–Dieppe ferry route, NPP continues to implement a series of infrastructure and strategic improvements:

**Berth 1 Structural Works:** A2 Maritime has been appointed as specialist consultants to assess and address scour-related issues at Berth 1, the ferry berth at Newhaven Port. Following their investigation, a scope of works has been developed to ensure the long-term operational safety of the berth. Planned works include targeted patch repairs to the quay wall, installation of additional piles, and replacement of fender panels.

**Sustainable Ferry Operations:** Discussions with SMPAT are underway to explore future ferry developments, focusing on carbon reduction targets. This includes shore power connectivity, alternative fuels, and vessel design considerations.

**Traffic Flow Improvements:** NPP is working with LCT and Border Force to optimise outbound and inbound traffic management, addressing space constraints within the port.

**Strategic Collaboration:** NPP participated in the inaugural meeting of the Working Alliance for Voyage and Economic Synergy (WAVES) Group, aimed at promoting opportunities linked to the ferry service. NPP attended the 200 year ferry service commemorations in Rouen (France), Newhaven Museum, as well as at the Marine Workshops.

**GreenPortSide Project:** In partnership with Brighton University, Moda Energy, and UCL, and funded by Innovate UK, NPP has launched the GreenPortSide initiative. This project explores the integration of renewable electricity into port operations, supporting cleaner shipping and long-term decarbonisation goals, with specific goals to look into methods for enabling the recharging of a future ferry.

### ii. Continue investing in infrastructure to further increase the use of renewables throughout the port, both directly, in partnership with customers, and in partnership with renewable energy producers and local authorities to enable wider benefits beyond the port estate

**Solar Panels,** The installation of solar panels on the terminal and freight shed roofs was completed June 23, with the Shed 5 & 6 solar panels installed in February 24. So far these panels have produced 4.8GWh of electricity.

**Decarbonisation Strategy,** The Port contracted Aecom, the organisation who worked with NPP on the Master Plan, to develop a strategy to meet the ports decarbonisation targets. The work included

an overview of the ports current power networks and demands and ways in which they can optimise and decarbonise these. The final report was completed in September and sets a path to future works within the port.

**Carbon Emissions Report**, Over the past three years, NPP has conducted annual carbon emissions audits, led by an independent decarbonisation consultant. These audits assess direct emissions (Scope 1), indirect emissions from purchased energy (Scope 2), and selected upstream emissions (Scope 3), including business travel and staff commuting. The findings have been consolidated into the [Newhaven Port Carbon Emissions Report](#), which is available on the NPP website.

**Area E1**, a 4-hectare site located between the Port Access Road and the Nature Reserve, as shown in Figure 1, has been earmarked in the local plan for future port expansion. Funding has been secured from the Newhaven Enterprise Zone to support the planning application process, which is now underway. All the site surveys have been completed, and we are working closely with partners to shape the proposed layout in alignment with the Ports and Councils decarbonisation strategy, before final submission.

While final plans are still being developed, the current proposal anticipates allocating, approximately:

- 1 hectare for landscaping and buffer zones,
- 1 hectare for renewable energy generation and storage,
- 1 hectare for freight driver facilities and parking,
- 1 hectare for warehousing, logistics, and industrial units, with roof solar PV installed.

There is also potential to extend the rail link into Area E1, enabling the creation of a multi-modal hub and helping to reduce lorry traffic on Newhaven's roads.

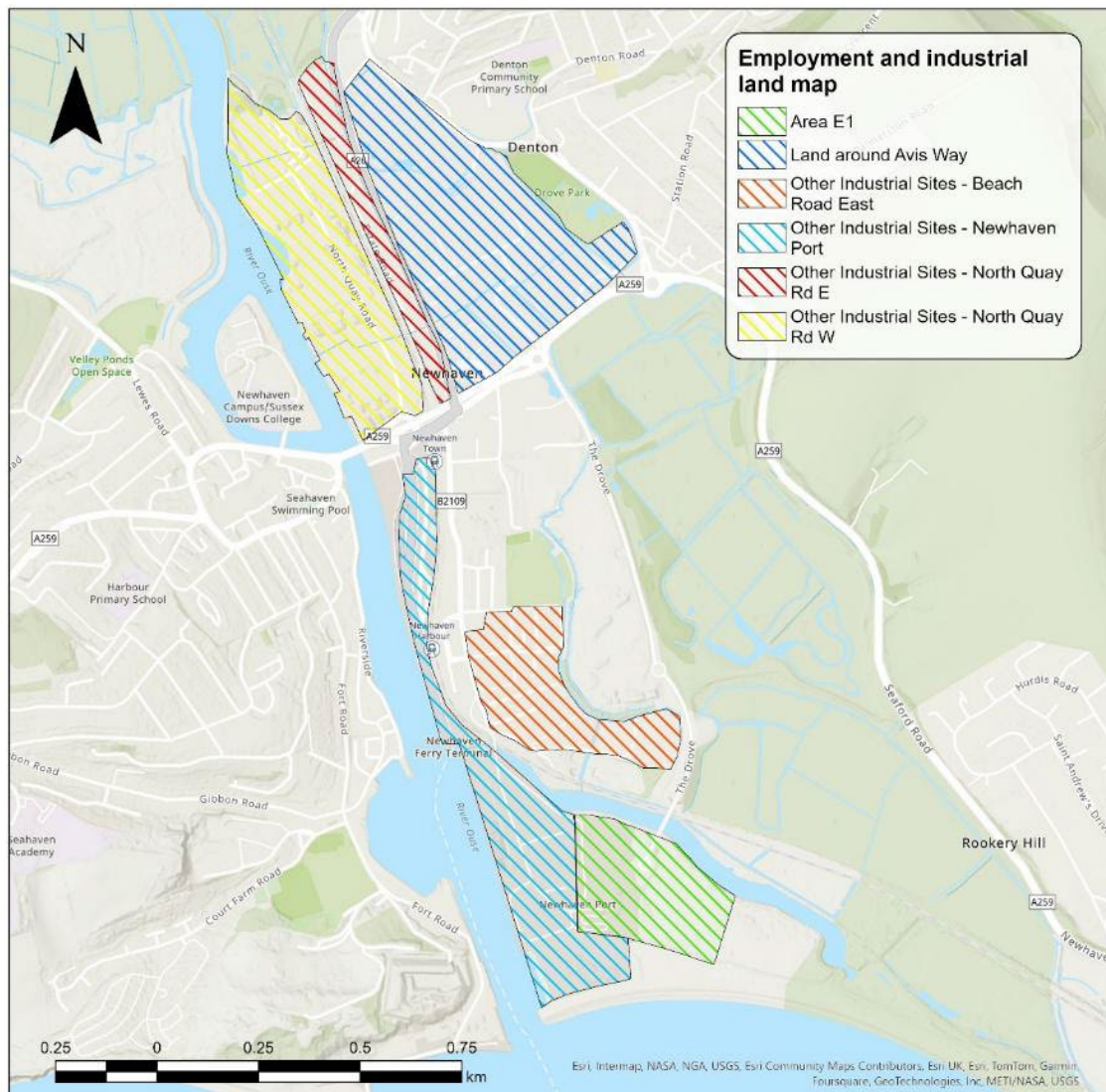


Figure 1 - Employment and Industrial land map around Newhaven Port showing area E1 in the south east

**iii. Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;**

NPP continues to focus on increasing trade through the development of the East Quay site. Concrete repairs are ongoing, with further quayside restoration works scheduled for completion next year.

Recent cargo activity at East Quay has included:

- Steel piles delivered from Cardiff for the Fishing Stage 21 project,
- Rock shipments from Holland,
- and aggregate cargoes from France.

These movements have been facilitated by a change in customs wharf approval—from a bespoke arrangement to a Temporary Wharf Storage designation. This allows goods to be stored on the quay under customs control for up to 90 days before release, re-export, or transfer under special procedures.

In addition to cargo operations, the historic Steamship Waverley successfully completed a berthing trial at East Quay. The trial, planned over the course of a year in coordination with pilots and the vessel's captain, was intentionally kept low-profile to ensure a smooth and unobstructed entry. It is hoped that Newhaven may become a regular port of call for the Waverley in future seasons.



*Figure 2 - Historic Steamship Waverley leaving through the Narrows*

**iv. Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and**

Fishing Stage 21 is a joint project between Lewes District Council and Newhaven Port & Properties to deliver a new 50-metre fish jetty on West Quay, designed to accommodate up to eight small fishing vessels. The development includes the demolition of existing fishing stages 10 and 11, and the construction of a new steel jetty, access walkway, and pontoon system. Two small davit cranes will be installed at the end of the jetty to assist fishers with unloading their catch.

The project is funded through the Levelling Up Fund, with the construction contract awarded to Herbosch-Kiere in May 2025. Demolition began in July, and construction is progressing well, with completion targeted for Spring 2026.

NPP continue to licence Small Commercial Vessels ensuring that operators standards are maintained to the highest levels. Maverick Watersports and Sussex Boat Trips both offering trips out of Newhaven into Seaford Bay and beyond.

The Marina has completed the first and second phases of their dredging campaign this year, with phase 3 to commence in Spring 2026. They are now working with Walcon to install the new piles to support the new pontoon layout.

- v. Bring further benefit to Newhaven by supporting cultural and leisure activity on the west bank of the river Ouse, the regional economy by increasing small cruise operators' awareness of local attractions, and over time, making the port more of a landmark for the town.**

NPP continues to collaborate with Newhaven Town Council, Lewes District Council, and East Sussex County Council to enhance the port's role within the community. We are actively engaging with local schools and organisations through outreach initiatives and student work experience programs, showcasing the opportunities the port can offer. Looking ahead, we aim to strengthen these partnerships and provide young people with greater insight into careers and prospects within the port sector.

We have also supported Newhaven Marina by coordinating its planning and development works, which will deliver a world-class marina at the heart of Newhaven. This transformation is expected to significantly boost visitor footfall in the area and beyond.

Newhaven presents a unique opportunity for small cruise ships to access nearby attractions such as the South Downs, Seven Sisters, and the Cuckmere Valley. NPP is currently exploring strategies to actively engage with cruise operators interested in using the port as a gateway to these destinations.

## **7. Statutory Harbour Authority, Competent Harbour Authority, Port Security Authority and Local Lighthouse Authority.**

Newhaven Port & Properties are the Statutory Harbour Authority, the Competent Harbour Authority, the Port Security Authority and the Local Light House Authority for Newhaven.

The Statutory Harbour Authority which covers the limits as shown in Figure 3 – under various legislation, primarily responsible for managing the safe movement of vessels and for conserving the harbour fit for use. Any comments or suggestions for improving the safe running of the harbour are always welcome. There is a lot of information available on the NPP website.

[www.newhavenport.com](http://www.newhavenport.com)



*Figure 3 - Indicative image of the Statutory Harbour Limits*

NPP acts as the Competent Harbour Authority under the Pilotage Act 1987, which gives us responsibility for setting the rules governing vessels that require a pilot. The Pilotage Committee convenes annually in February, or sooner if necessary. At present, there are three authorised pilots: Senior Pilot Paul Heslop, Deputy Harbour Master and Pilot Dwain Rodgers, and Harbour Master and Pilot Stephen Tindale. Stephen's Pilotage Certificate is currently suspended due to injury. Recruitment is underway for a new Pilot/Deputy Harbour Master following Dwain Rodgers' resignation. Dwain has been an outstanding member of the team and will be greatly missed.

In addition to the pilots there are six Pilot Exemption Certificate (PEC) holders on the ferries, one PEC holder on the Mellina and four PEC holders on the maintenance dredgers. The Pilots and PEC holders are regularly audited, with the ferry captains having to do a departure swing as part of their audit.

Pilots continue to use the simulator at Southampton Solent, which provides a safe yet highly realistic environment for training and practice. This resource is invaluable for incident investigations, testing new vessel types, and simulating varied weather and tidal conditions without operational risk. The scope of simulator training has recently expanded to include coxswains, enabling them to train in

different scenarios. Additionally, staff who do not typically work on a vessel's bridge now receive introductory sessions in bridge management and ship handling, broadening their operational awareness and skills.

As the Port Security Authority, NPP oversee the four Port Facilities within Newhaven, namely, Newhaven Port East Quay, Ferry Terminal, Conways and EMR. We hold bi-annual Port Security Authority meetings and an annual exercise to test the security plans of the facilities. Sam Bennet one of our Duty Officers in Port Control has taken on the role of Port Facility Security Officer for East Quay and was voted in as the Port Security Officer of the PSA in April. Stephen Tindale sits as the Chair of the PSA.

Newhaven Port Authority are the Local Lighthouse Authority on behalf of the General Lighthouse Authority (Trinity House). This means we install and maintain all navigation lights and marks with the permission of, and regular auditing from Trinity House. If anyone notices a navigation light or mark out of position, please report it to Port Control so we can action it.

As part of our duty as a Local Lighthouse Authority, Newhaven Marina has proposed the layout shown in Appendix 1 for their navigation lights. Each red circle will be 2 fixed reds in a vertical line. Please could you inform me, if there are any concerns to be raised regarding this proposed layout.

The brand new Newhaven pilot Vessel the Seaxe, was built at Goodchild Marine in Great Yarmouth and was delivered to Newhaven in March. She is a Goodchild ORC 121 Pilot vessel, which have been tried and tested throughout the UK. The bow has an innovative beak feature which pierces the wave ahead of the vessel. Through this design and due to the stability of the Seaxe, the Coxswains can now carry out pilot boardings at speeds of up to 18kts. The Workboat Magnus Musson and Survey vessel Triton are all running well and fully certificated. All Pilot boat crew qualifications and medicals are fully up to date and training is always ongoing.

This September the Pilot Vessel Pelorus was slod to Fraserburgh Harbour, where it will undergo a refit prior to it being used for Pilot and Crew transfers.

## **8. Marine Safety Management System/Port Marine Safety Code**

The Port Marine and Facilities Safety Code (PMSC) is a national standard that sets out safety requirements.

*Its aim is to enhance safety for everyone who works in, or uses, ports, harbours, marinas and other marine facilities.*

The most recent edition of the PMSC was released in April 25 and expressly includes all ports, harbours, marine facilities, berths and terminals. ST wrote to all facilities and berths in Newhaven to advise them of the code and have requested that they confirm they have received this. He has subsequently emailed them again informing them of the MCA compliance exercise that takes place from January to March next year. This exercise requests that organisations confirm to the MCA that they comply with the PMSC. Updated guidance on how to comply with this has just been received from the BPA and after digesting the information it will be cascaded to all the facilities by ST.

Newhaven Ports Marine Safety Management System is a living document based on the requirements of the PMSC. Our Designated Person under the PMSC changed in March 25 due to the retirement of David Foster from Marico Marine. The new Designated Person is William Heaps, also from Marico Marine, who continually assesses that we comply with the Code and reports that to our Board of Directors, who are collectively the Duty Holders.

There are monthly Teams meetings which ST reports everything that is going on. William then produces reports for the Duty Holder every 2 months, which is in addition to the Harbour Master's monthly reports. We also have annual audits every April, the last one being on 16th April which went very well.

As part of the MSMS we have Navigational Risk Assessments (NRA) and Marine H&S risk assessments. These are regularly reviewed, by myself and Dwain using the Marico Marine HAZMAN IT based system.

Port Control visits are ongoing for the PEC holders and we always encourage others to come and visit. Please let ST know if you would like a Port Control visit. We just ask for a couple of days' notice and to limit each group to a maximum of 6 persons.

ST sends any relevant safety or industry information that he receives from the MCA, MAIB or other organisations out to some or all members of this group for your interest or otherwise. We also put anything useful on the website.

The 2023 revised version of the "Code of Practice for Recreational Users" is available to download from our website. The intention, as always, is to make sure we have a safe harbour for all users. This user guide is due to be reviewed and updated in the new year, if anyone would like to add something to it, then please get in touch. There is an endless supply of Signal cards for those who want some for themselves or their organisations.

Any organisation organising events within the Harbour Limits, need to complete an event registration form at least 21 days before the event, together with a risk assessment. The registration form and a risk assessment template are on the website and in the Code of Practice booklet.

Under the Newhaven Harbour Revision Order 2016, NPP are able to licence commercial activities of small commercial vessels within the harbour. The following vessels and operators are presently licenced for commercial activities:

Maverick Boat Adventures  
Sussex Boat Trips  
Seahaven Maritime Academy  
Cutts Marine  
CTVs  
Peter Leonard  
Simon Thomas

That means that any other vessel operating in or from Newhaven and taking money for their services are acting illegally. Please report them to me immediately. We rely on the Marina, slipway and boatyards cooperation with this to keep us advised of any vessel that is in breach.

It would be prudent to note that all vessels and craft, under the Merchant Shipping Act Watercraft Order 2023, are bound by the COLREGS and Merchant Shipping Act.

## 9. Incidents, Training and Exercises

Under the PMSC, ports must record and investigate all marine incidents as part of their safety management system. This process is vital for maintaining navigational safety and driving continuous improvement. At NPP, we use the Hazman system to log incidents and link them to associated hazards across the port. External organisations and members of the public can submit reports directly via the incident reporting feature on our website:

<https://newhavenport.com/safety/incident-reporting/>. This ensures that all incidents within the harbour are properly reported, tracked, and followed up, and we strongly encourage everyone to participate in this process.

If incidents involve unlawful activity then action can be taken to identify the offenders by using CCTV and build up a picture for reporting to the Police. People should call 999 if someone is in danger. The more times incidents are reported, the more action that can be taken to apprehend the culprits.

As per Figure 4, there were 44 incidents reported for the year (November 2024 – October 2025) spread across all categories.

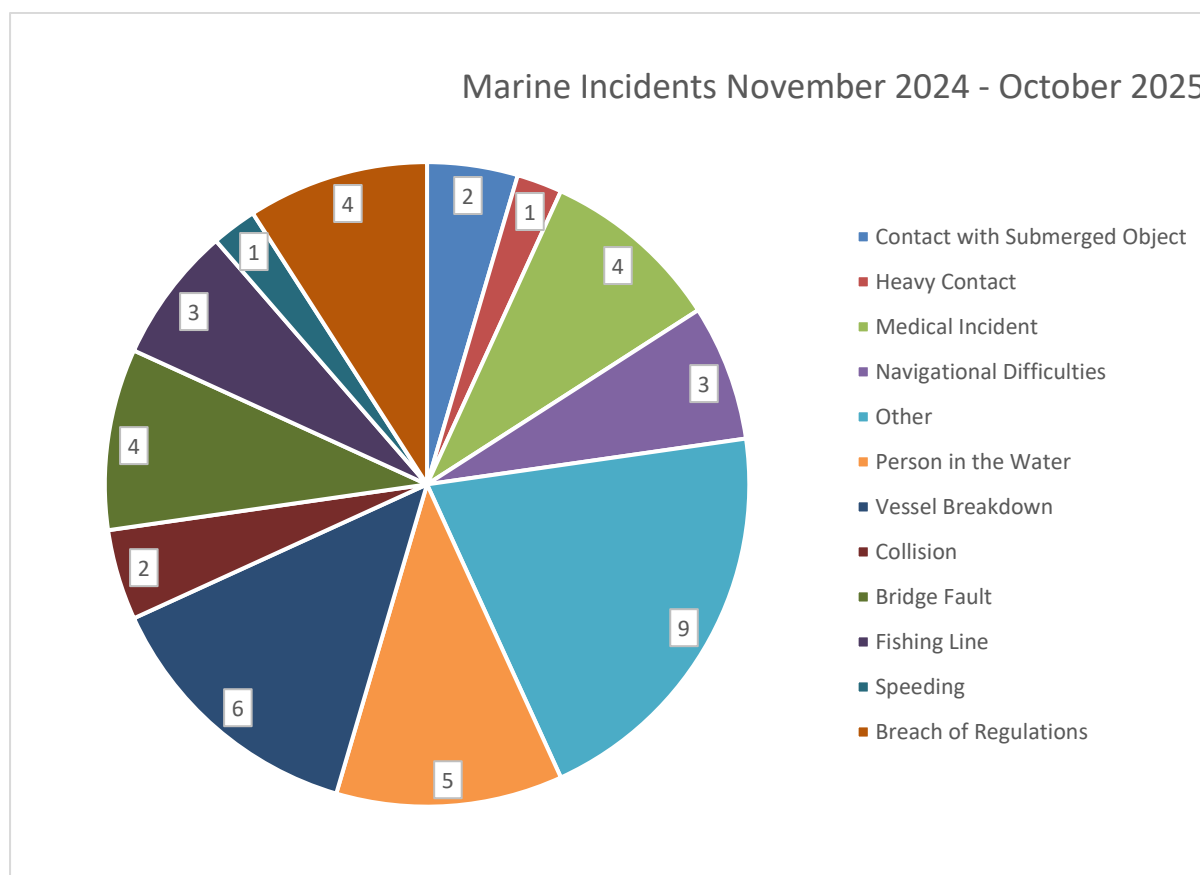


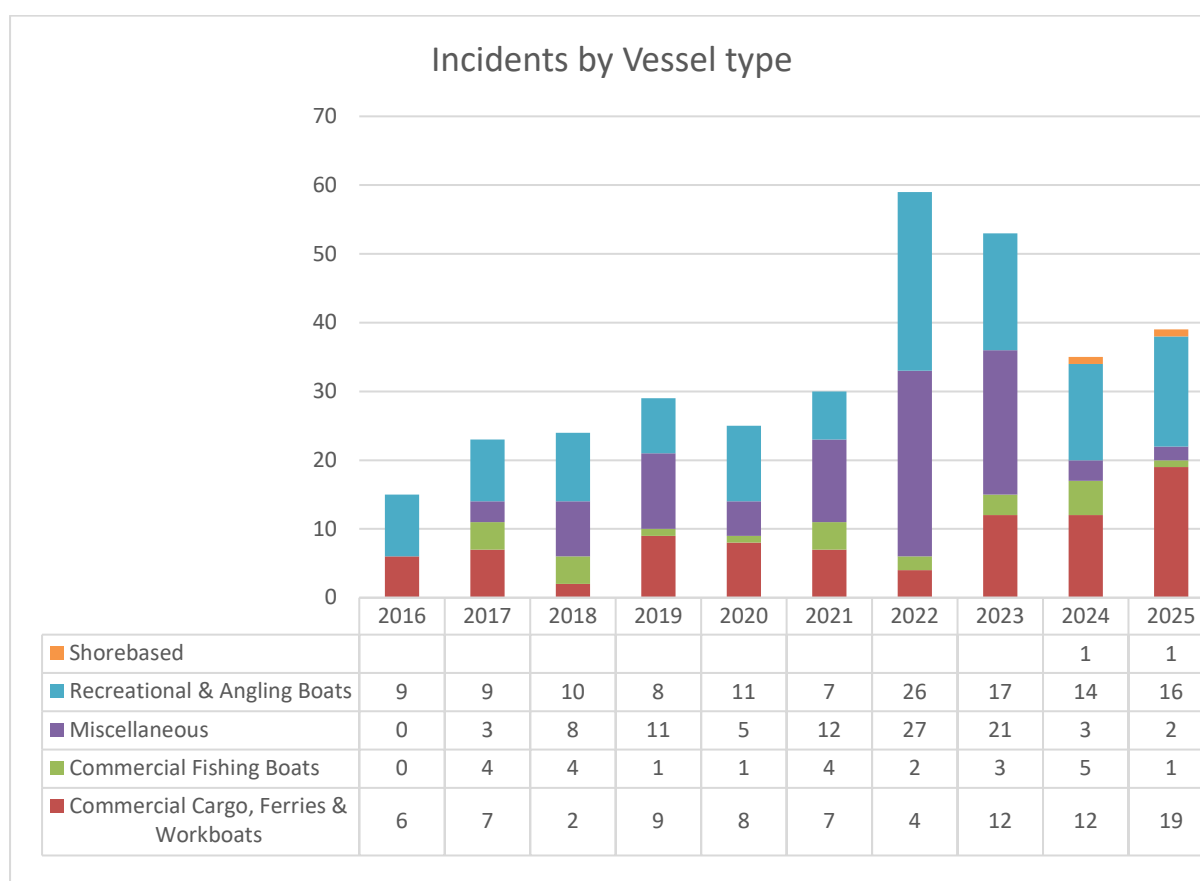
Figure 4 - Chart showing Marine Incidents to date over the past year (Nov 24 – Oct 25)

The number of anti-social incidents has continued to be a problem, whilst not reflected in the number of reported incidents as they are not necessarily marine incidents we are aware of the continued problem with anglers on the beaches, East Knuckle, in the Narrows and on the

Breakwater. NPP are working with a task force, including the local councils, police and MP James McCleary to tackle this problem.

The trend of anglers deliberately casting at and/or over passing boats on both the East Pier and at West Pier/The Hope Inn areas appeared to of reduced. There have been two dedicated CCTV cameras setup to keep an eye on angling activity in the narrows. The biggest area of incident is Breach of Regulations which is due to vessel owners not obeying the signals or speeding within the harbour. A worrying trend is the number of swing bridge failures that we are having, these are failures when a commercial vessel is approaching the bridge, requiring action to be taken by the pilot. This is being discussed with the bridge engineers Balfour Beatty.

As per Figure 5, which shows all marine incidents for the past ten years, there was a reduction in overall incidents from 2022, however, there have been more reported incident up to the end of October in 2025, than there was for the whole of 2024. This is believed to be due to an encouragement of more reporting, rather than an actual increase in incidents.



*Figure 5 – Incidents by vessel type – Up to 31<sup>st</sup> October 2025.*

Training and exercising of NPP staff is always ongoing and Seahaven Maritime Academy are used when appropriate. The Incident management exercise was carried out in March with several external organisations in attendance, including the MCA, Police, East Sussex Fire Rescue Service, Environment Agency, Lewes District Council and the Tier 2 responders Ambipar.

The latest versions of the Newhaven Harbour Emergency Plan and Oil Spill Plan have been reviewed and are in the process of being updated. Full reviews of the plans occur annually. None of these

plans absolve any other port business, operation or user of having their own emergency contingency plans.

## 10. Local Notice to Mariners (NTM)

These are available from the website or upon request to ST or Port Control. Copies are forwarded to all on the distribution list. Anybody not on the email distribution list and wishing to be, please contact ST. There have been 19 issued so far this year, with No.1 being the list of notices still in force from previous years.

## 11. Vessel Traffic Figures, Commercial, Fishing, Recreational & DFDS

Figure 7, presents vessel traffic data for the rolling year from 1 November to 31 October, to aide comparison. The chart indicates that ferry cancellations were higher during the 2025 season compared to 2024; however, trade to East Quay has increased. At North Quay, traffic to Conway's berth (North Quay #1) has remained steady at 2–3 vessels per month, while trade to EMR (North Quay #4) has resumed, averaging nearly one vessel per month. Brett's aggregate vessels accounted for the majority of East Quay traffic, with an average of 10 calls per month and a total of 124 calls in 2025, up from 114 the previous year. Bretts are exporting approximately 40% of the imported aggregate out by cargo train, allowing them to operate across a much wider region and keep trucks off the streets of Newhaven.

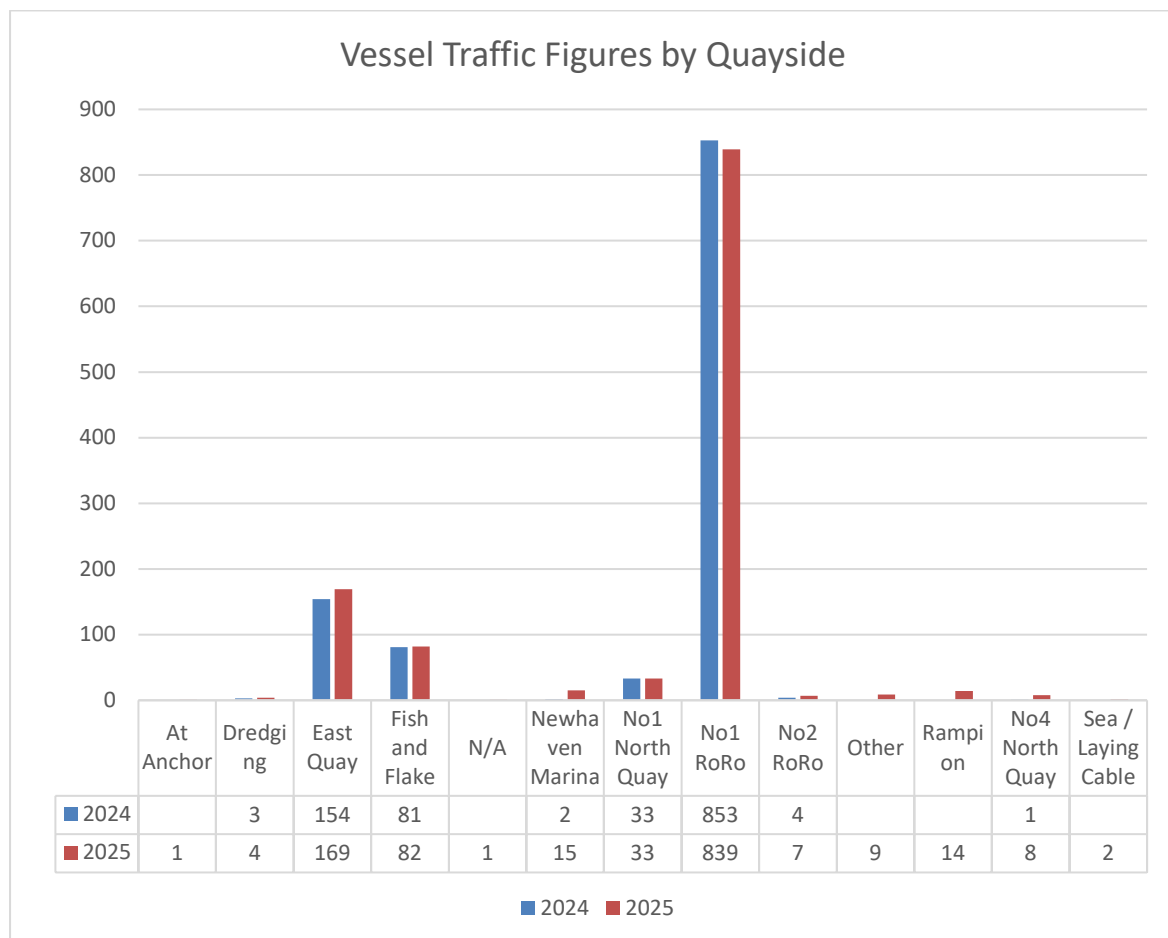


Figure 6 - Vessel numbers by Quayside (1<sup>st</sup> November 2024 – 31<sup>st</sup> October 2025)

Figure 8 shows the annual vessel traffic for the past ten years, up to 31 October 2025. The data highlights a steady rise in non-ferry vessels coming into the port, with consistent growth in traffic to both North and East Quays. Figure 9 shows the non-Ferry cargo passing through Newhaven over the past ten years, this is expected to be level with 2024 by the end of the year.

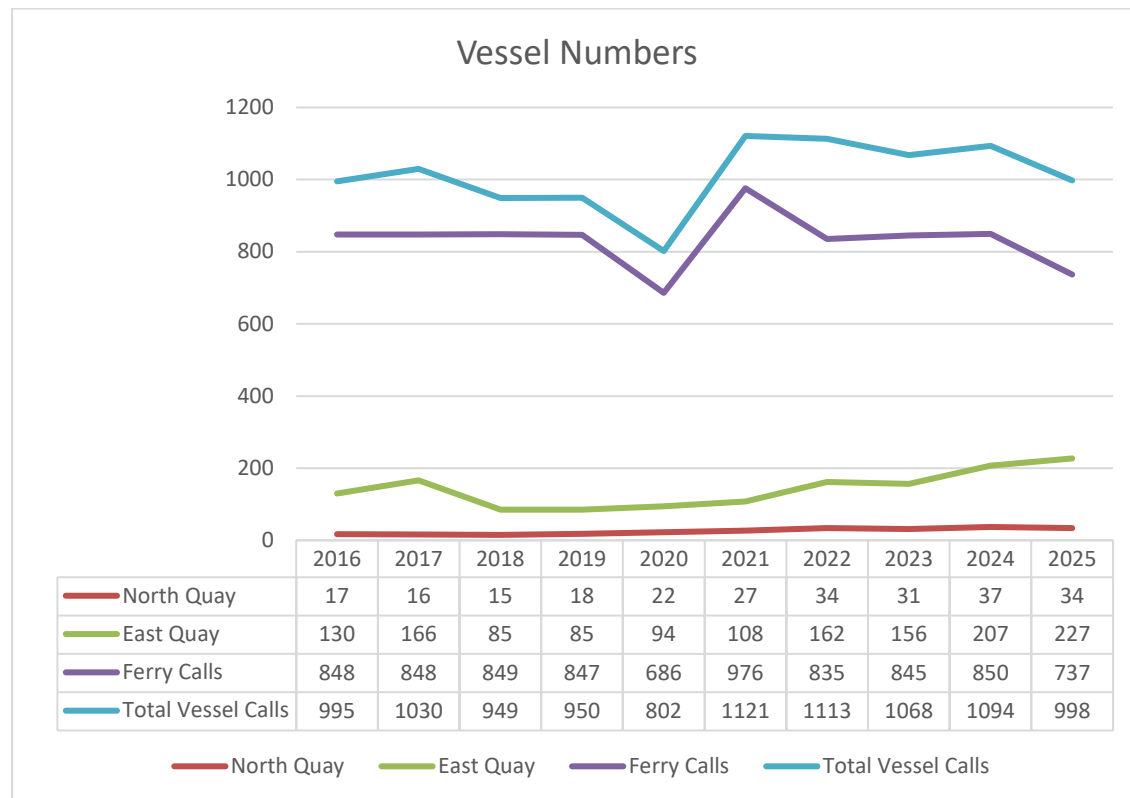


Figure 7 -Annual Vessel numbers by Quayside up to 31<sup>st</sup> October 2025

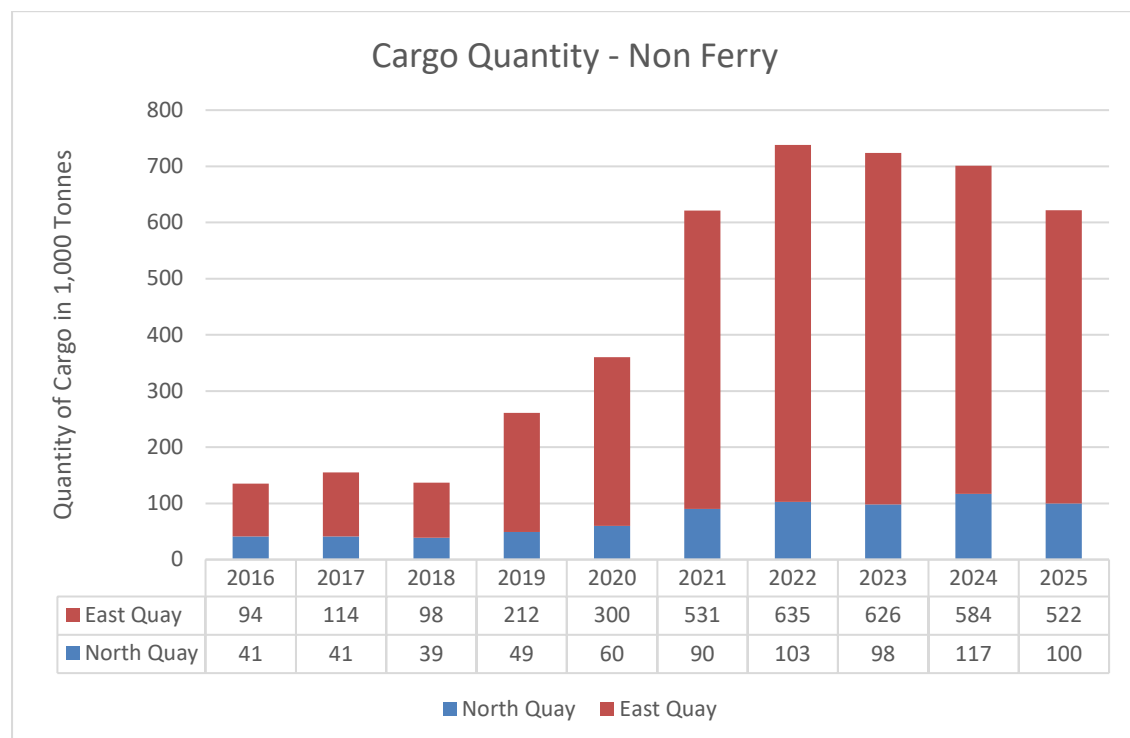


Figure 8 - Cargo Quantity in 1,000 tonnes by quay

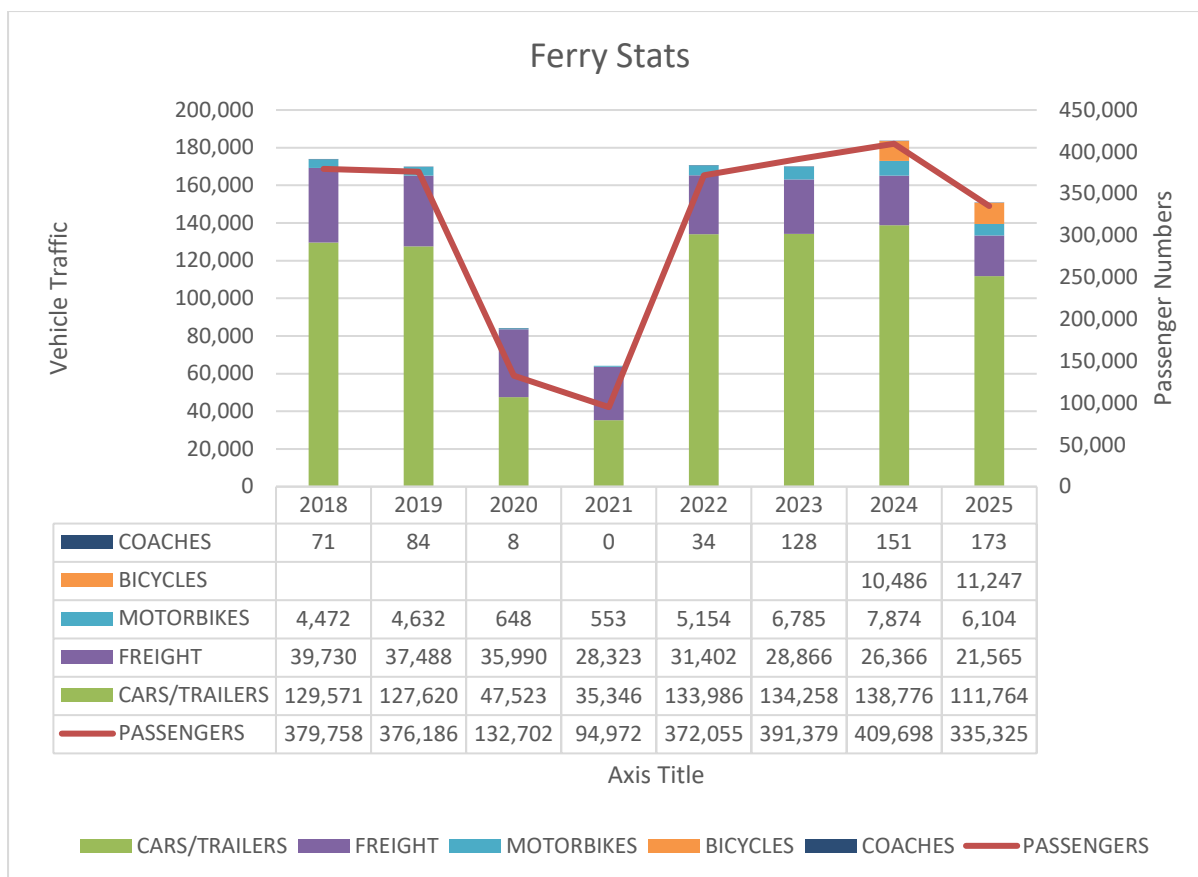


Figure 9 - Ferry Passenger and Vehicle numbers

Figure 10 shows the ferry traffic numbers. As can be seen in the previous charts the number of sailings this year is down due to cancelled sailings, mainly due to weather. However, the passenger numbers remain strong for the year.

The winter schedule has 2 sailings with a single ferry. The summer timetable for 2025 was for 3 sailings a day using 2 ferries with the peak weekends during the summer holidays increasing to 4 sailings per day. In 2026 the number of days with 4 sailings is looking to be increased across the summer period, with the 4 sailings being extended to Fridays during the summer holiday period.

## 12. Harbour Works and Dredging Updates

Planned Breakwater maintenance and repairs are ongoing each year. Ferry terminal works have been undertaken to keep the terminal up to a high standard.

There have been 3 dredge campaigns for 2025 with the Sospan Dau in the Inner and Outer port, and 2 dredge campaigns by ML Dredging and Jenkins Marine in the marina.

Further dredging works are currently being planned to go up to North Quay and to incorporate dredging at the Conways berth (North Quay #1). There is also dredging works associated with the Fishing Stage 21 project. The Fishing Stage 21 project continues to progress with almost 80% of piling complete. The project is looking to be completed by Spring 2026.

In September, Channel Surveys carried out a comprehensive multibeam survey of the port. The data serves as a detailed reference for the port team, is shared with the UKHO, and also functions as an

independent audit of our in-house survey operations. The results were highly positive, reaffirming the quality of our work and reflecting the expertise of our lead surveyor, Mark Embleton.

### **13. Consultation Groups/Meetings**

The NPP team continue to be extremely active in attending meetings (either virtually or in-person) on a national scale, the various working groups and meetings of the British Ports Association, UK Harbour Masters, Port Skills & Safety, Government departments and agencies; as well as internal/local meetings such as H&S, Security, Maintenance, Pilotage, Ferry, Rampion, Fishermen, Police, ESFRS, MCGA, RNLI, Border Force.

### **14. Marine Planning / Environmental**

NPP has renewed their three year disposal licence which comes into force on the 14<sup>th</sup> November 2025 and is valid until 13<sup>th</sup> November 2028.

### **15. Updates from member organisations present**

**Ross Wadsworth – Marine and Maritime Programme Coordinator**

I am currently working with the Newhaven Enterprise Zone, initially until summer 2026, to support the development of the marine and maritime sector within Newhaven.

The role will focus on the following key areas:

- Supporting marine decarbonisation and innovation in Newhaven and identifying investment opportunities for the sector
- Supporting the port to implementing the Port Masterplan
- Securing opportunities for Newhaven from the construction and operations and maintenance of Rampion 2
- Support the long term success of the Newhaven-Dieppe ferry
- Develop projects that can support the cross-over between the maritime economy and the visitor economy such as berthing small cruise ships and leisure craft, river transport
- Support marine and maritime businesses in Newhaven achieve their aspirations.
- Identify potential marine and maritime projects in the areas of innovation, decarbonisation, skills and infrastructure and seek partnerships and investment to support the sector in Newhaven.

I would be more than happy to meet with any marine and maritime focussed business within Newhaven who would like to get in touch to discuss a project or introduce me to their business. I look forward to hopefully hearing from some of you and meeting you at future Port User Group and other events.

Kind regards

Rob Wadsworth, Marine and Maritime Programme Coordinator Contact: [rob@s4w.org.uk](mailto:rob@s4w.org.uk)

### **Russ Levett CMM – Newhaven Marina**

The work commenced in early October on the second phase works to Newhaven Marina.

In the first instance, old pontoons have been removed, and an area has been dredged to allow us to install new pontoons in the fulness of time. Once this section of dredging was complete, just over 8000m<sup>3</sup>, the dredger departed and the piling rig arrived. This was by road transporters. This has now been constructed and is starting to pile in U basin to install the new pontoon configuration. Once this has been done, the available finger berths in this area will nearly double.

Once the U Basin has “New” A and B pontoons installed, we will move across to “new” E & F pontoons (formerly A & B). These will also be repositioned creating space for new G pontoon.

Hopefully by the end of this calendar year we will have these in place ready for us to start repositioning vessels from the remaining old pontoons, ready to dismantle and remove pontoons and piles, in time for the dredgers return in February 2026.

This should mean we are able to have the installation of all new pontoons in place in April 2026.

We are also very pleased to have taken delivery of our new RIB, “Mother T”, which has revolutionised our boat towing ability. This in turn has made the process of repositioning vessels a much more efficient operation.

Do keep an eye on our social media where will be posting regular updates of works etc. over the coming months.

### **Roger Cohen MBE – RNLI – Lifeboat Operations Manager**

- I will be stepping down as Lifeboat Operations Manager in December due to RNLI Policy on retirement ages. I hope to carry on in another role – supporting the team to save lives.
- My successor is Simon Nelson, who has been a Launch Authority since October of last year. I will share his e-mail and contact details once he is in post. Equally, I will bring him to the May '26 PUG meeting.
- The RNLI have confirmed that the D-class is now an asset at Newhaven – we had been running a trial to prove its viability.
- The RNLI will in 2026 be installing a davit at the southern end of our building, which will allow the D class to be housed within the Station
- A new D-class Lifeboat is programmed to be delivered in 2026/27
- The RNLI have announced a five-year strategy, concerning the distribution of All Weather Lifeboat around the UK & Eire. The future of Newhaven's Severn class Lifeboat is secure until 2026/27.

- To date, the Lifeboats have launched on 41 occasions, saved 1 life and aided 24 persons

Finally, thanks to the Port Authority, Newhaven Marina and our other stakeholders for assisting Newhaven Lifeboat Station to provide a lifesaving service for the community

**ST**

**13/11/2025**

Appendix 1 - Marina Layout with proposed navigation lights circled.

Please raise any concerns with the proposed layout to [s.tindale@newhavenport.com](mailto:s.tindale@newhavenport.com)

