



Newhaven Port

Masterplan

August 2024



Glossary

Term	Meaning
CHA	Competent Harbour Authority
CIC	Community Interest Company
CTV	Crew transfer vessel
DfT	Department for Transport
ECA	Emissions Control Area
EES	Electronic Entry & Exit System
ESCC	East Sussex County Council
HVO	Hydrotreated Vegetable Oil
IMO	International Marine Organisation
ISPS	International Ship and Port Facility Security
LNR	Local Nature Reserve
LOA	Length overall
LWS	Local Wildlife Site
m	metre
NAABSA	Not Always Afloat But Safe Aground
NO2	Nitrogen dioxide
NPP	Newhaven Port and Properties Limited
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
O&M	Operations and maintenance
PMP	Port Masterplan
PPS23	Planning Policy Statement 23: Planning and Pollution Control
PPS25	Planning Policy Statement 25: Development and Flood Risk Practice Guide
PUG	Port Users Group
ro-ro	Roll-on, roll-off
R&D	Research and Development
SEML	Société d'Economie Mixte Locale
SHA	Statutory Harbour Authority
SME	Small and Medium Enterprises
SMPAT	Syndicat Mixte de Promotion de l'Activité Transmanche
SNCI	Site of Nature Conservation Importance
SSSI	Site of Special Scientific Interest
UTC	University Technical College

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Foreword

Alain Bazille, 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 side of the Channel – through direct and indirect employment from port activities and through hosting local and global businesses.

Since the Conseil Departemental de la Seine-Maritime (“CDSM”) became involved in the port through its association with the Société d’Economie Mixte Locale de Coopération Transmanche (SEMLCT), which acquired the port in 2001, CDSM has achieved its core aim of safeguarding the Newhaven – Dieppe ferry route. While the operation of the ferry remains dependant on subsidy from the French taxpayer through the CDSM, the number of passengers and vehicles carried has increased, particularly in the last decade, and further incremental growth is anticipated over the long term. The port has also successfully diversified and grown as a commercial port, attracting inward investment and new customers using the quayside - in the offshore wind and construction sectors - plus a diverse range of other port tenants. The port also has very good working relationships with local government organisations and this has allowed them to jointly bid for, and be awarded, funds from central Government for the improvement of the port and town. This mix of private sector and public funding, plus NPP and SEML’s direct investments in the upkeep of the port, have reversed decades of underinvestment. This turnaround is a credit to all those who work in the port, to the management team, and those organisations working in partnership with the port to deliver benefits to the port and town.

Addressing the lack of investment and securing the continued operation of the Newhaven – Dieppe ferry was a key concern when the port’s initial masterplan was drafted in 2012. Today, with the ferry and the port in a more sustainable commercial position, our attention is focussed on the most pressing matter of our time: decarbonisation.

The port has been engaged in decarbonisation initiatives for over a decade, both in terms of its own operations and by supporting the development of a sustainable energy cluster in Newhaven. No single organisation can cause an industry to cluster in a particular location, clusters arise from cumulative benefits, however it remains our ambition that Newhaven emerge as a hub for renewable energy technologies on the south coast. In this masterplan we are accelerating our efforts to decarbonise port operations, for NPP, for NPP’s customers, and potentially those outside the port estate. By taking this lead, and working with partners, we increase the attractiveness of Newhaven as a base for this important industry.

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 also 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 high level of engagement from stakeholders was greatly appreciated by NPP and their masterplan update team.

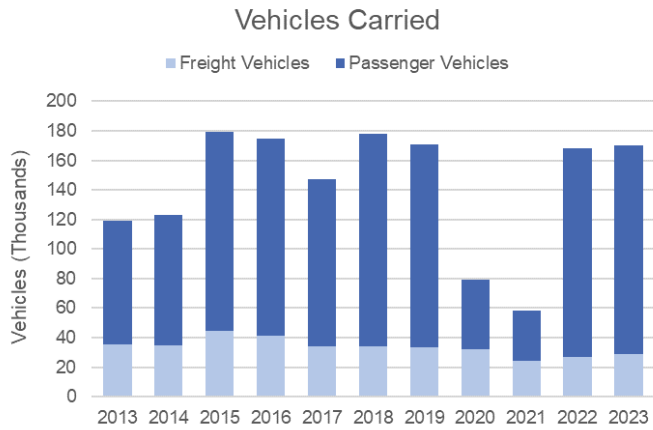
The Port of Newhaven is now preparing to build on the successes of the past decade, and deliver our vision of **a port that grows sustainably, supporting the town of Newhaven and the wider regional economy, and is part of the energy transition.**



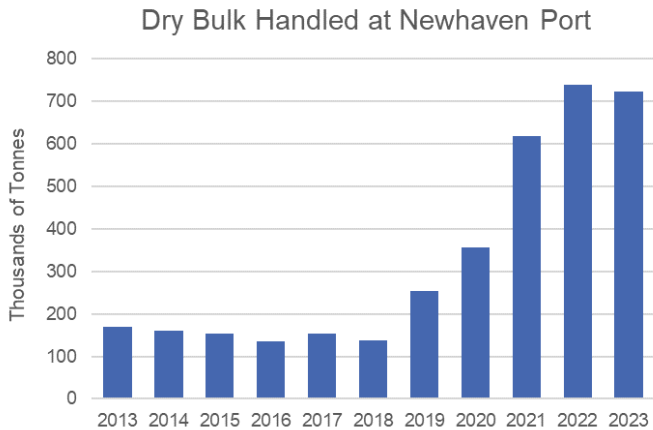
The 2024 Port Masterplan

NPP and its partners have updated the Port Masterplan (PMP) for the Port of Newhaven. The first masterplan, created in 2012, anticipated a renaissance for the port. It recognised Newhaven needed a higher level of economic activity and long term job creation, for both the town and port to have a sustainable future. In the intervening period that ambition has been realised. There has been much investment in the port since 2012, and new long-term customers have made Newhaven their base of operations. The Newhaven – Dieppe ferry has been on a stable footing throughout this period, operating consistently on a directly operated and then contract operator basis since the early 2000s. In 2024 Newhaven port is thriving, new employment has been created, and the port’s future is sustainable. Both existing and prospective customers want to bring more trade to the port.

Since the 2012 masterplan was published, the number of vehicles carried on the Newhaven – Dieppe ferry has increased by approximately 60%.



Dry bulk cargo handled at the port has increased more than three-fold in the same period.



The process of updating the PMP broadly followed the steps used in the initial 2012 masterplan, scaled down to be appropriate for an update, and with reference to guidance published by the Department for Transport. Stakeholder consultation was essential to the process. Learning about stakeholder needs and obtaining

stakeholder feedback has been invaluable for developing an actionable masterplan that responds to the needs of customers and stakeholders.

Through regular dialogue with existing customers, partners such as local government, and prospective customers, NPP were able to identify the nature of the changes that would be needed at the port for the next twenty years. These ideas were further refined through research calls with major customers and principal stakeholders. A much broader stakeholder group, representing all users of the port and interested local parties, were subsequently invited to a workshop held on the 17th April 2024. The workshop explored the port from a number of angles, and introduced several development proposals for the port. Stakeholders were able to provide input on the port’s future, and feedback on the proposals, by two methods:

- Directly at the workshop, and
- Via a stakeholder engagement website which was open for comments for three weeks following the workshop.
- Both the workshop and engagement website considered the following topics:

1. The potential of Newhaven port
2. Improvements within Newhaven port
3. Emerging port development proposals
4. The port and the town

As with the 2012 masterplan, NPP intends the updated masterplan to complement the aspirations of other organisations interested in the regeneration of Newhaven and the wider area. Stakeholders consulted included representatives of:

- The Newhaven – Dieppe ferry operation,
- Port customers handling cargo, or with other marine operations, over the quayside,
- Port customers using land in NPP’s port estate,
- Fisheries,
- Marine leisure including private companies located within the port, operating from the port, and marine clubs and societies using Newhaven port,
- Local Government (three tiers),
- National Government Agencies,
- Inward investment agency and chamber of commerce,
- Immigration and law enforcement,
- Regional environmental and conservation organisations, and
- Network Rail.

Many of the above are member of the Port Users Group (PUG) with whom NPP holds regular discussion forums.

Vision for the next twenty years

With the port’s future secure, NPP have looked ahead to the next 20 years, and considered “how can the port continue to grow, and increase the sustainability of port operations?” The port already contributes to sustainable economic growth for East Sussex and neighbouring areas by providing a low-carbon gateway for people and materials to move in and out of the region, offering:

- Transport by sea, the lowest emission option for cargo¹,
- Rail freight facilities to move cargo through the region by the lowest emission land transport mode², and
- A ferry route linking the south coast of England with France, avoiding the need for cars and goods vehicles to drive through East Sussex, Kent and northern France, for many journeys between the UK and continental Europe.
- In addition, Newhaven is the operations base for Rampion wind farm, and NPP’s own energy needs are partly met by solar energy generated within the port estate.

But there is more that can be done to increase sustainability. The greatest impact will be through changing the energy sources used. NPP’s aim for the next 20 years is to:

- Further enhance the sustainability of NPP’s operations through increased use of renewable energy,
- Enable NPP’s customers, both tenants within the port estate and vessel operators, to use more sustainable forms of energy, and
- Become a hub for renewable energy production, allowing third parties to purchase renewable energy generated within the port estate.

This **vision of Sustainable Growth** can be summarised as “**A port that grows sustainably, supporting the town of Newhaven and the wider regional economy, and is part of the energy transition**”. This is the vision for the 2024 port masterplan.

1 Environmental Performance: Comparison of CO2 Emissions by Different Modes of Transport, International Chamber of Shipping “In terms of CO2 emissions per tonne of cargo transported one mile, shipping is recognised as the most efficient form of commercial transport.”
2 Network Rail “Each tonne of freight transported by rail produces 76% fewer carbon emissions compared with road.”

Renewed Strategic Objectives

The 2012 masterplan had five strategic objectives. These have been updated. The variety of maritime activity the port supports has remained consistent over time, but has evolved. Therefore, the updated objectives have subtle changes of emphasis rather than significant shifts in direction:

- Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and improving the customer experience;
- 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 to enable wider benefits beyond the port estate;
- Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;
- Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and
- 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.

Specific Proposals

Nine proposals for the port, to be implemented over the next 20 years, comprise the updated 2024 masterplan. The proposals reflect:

- Anticipated growth and the needs of the port’s customers,
- NPP’s ambition to be part of the energy transition and support the UK Government’s net zero goals,
- New opportunities that the port can capitalise on, and which may also benefit the town and wider region,
- Supporting the regeneration of Newhaven by making better use of some areas of the port estate on the west side of the river Ouse,
- An ambition to operate a port to the highest standards, and
- Supporting approaches from third parties interested in setting up new, and in particular, low carbon, operations at the port.

The Nine Proposals of the 2024 Port Masterplan:

Proposal Details	Time Frame for Implementation	Affected Location
1. Regulate commercial leisure and workboat operators to ensure the highest standards		
Operators of boats taking paying passengers must be licenced. NPP's ambition is for Newhaven to be known as a port with quality leisure operators, which includes:		
<ul style="list-style-type: none">Fishing boat tripsSightseeing tripsWatersport vesselsWorkboats	Immediate	Port-wide
A collaborative approach with operators will be used.		
2. Develop a community engagement programme		
To improve awareness of what takes place within the port, the opportunities the port represents, and to support the broader development of Newhaven as a place to visit, NPP will develop a programme of community engagement activities including:		
<ul style="list-style-type: none">Liaison with local education establishments to raise awareness of opportunities in the maritime sector among both students and educators,Participation in future Newhaven Fish Festivals and other relevant events, andAn internal review of how NPP updates the local community on developments at the port.	Immediate	Beyond the port
3. Cargo by sail		
A zero emissions cross-Channel cargo initiative by a third party, which NPP is supporting. A sailing vessel will ply between Le Tréport and Newhaven carrying palletised cargo, with charges priced to be competitive with alternative routes such as Dover-Calais. Target commodities include:		
<ul style="list-style-type: none">Wine and spiritsSpeciality foodBuilding materialsPharmaceuticals	Short term	East Quay

Proposal Details	Time Frame for Implementation	Affected Location
4. Development of NPP area E1 (East Quay Extension Area)		
NPP's estate includes a plot of land to the east of East Quay, allocated in the 2020 Lewes District local plan, for employment uses associated with Newhaven Port. This will be developed for port uses including warehousing, lorry parking with driver's facilities, energy production, storage and distribution and other activities. The site is accessed directly from the port access road McKinlay Way. The design will be sensitive to the surroundings, and will include diversion of a public footpath to maintain access to East Beach. Requirements for biodiversity net gain will be met by enhancing other areas of the port estate.		
To further develop the proposal, the following studies are being commissioned:		
<ul style="list-style-type: none">Architecture/MasterplanLandscape DesignLandscape Visual ImpactTransportNoiseFlooding and DrainageEnergy, Sustainability and BREEAMEcologyLightingAir QualityContamination and UXO	Short term	Land to the east of East Quay
5. New Cargos		
After a series of agreements lasting 21 years, the tenant occupying East Quay departed in 2024. NPP is in dialogue with potential cargo customers interested in East Quay for new cargos, likely to be other bulks or palletised. NPP will develop a new cargo operation at East Quay in conjunction with a new customer(s).	Short term	East Quay
6. Small-scale cruise vessels		
There is untapped potential for smaller cruise vessels to call at Newhaven, with many attractions nearby that cruise operators will want to bring their guests to. Accommodating smaller cruise vessels is more feasible and lower impact than with larger vessels, and passengers on smaller cruise vessels typically spend more per person when ashore.	Short term	East Quay, ro-ro berths
7. New cultural and leisure role for West Promenade		
NPP supports the regeneration of Newhaven town. There is potential for the West Promenade to have a leisure and cultural role, dovetailing with Newhaven Town Council and Lewes District Council-led developments nearby. In combination, the West Promenade and the adjacent area on west side of the Ouse could provide greater amenity for local residents, and be more attractive for visitors whilst still allowing NPP to exercise its statutory duties. This proposal will enhance an under-utilised area with great views. Note this proposal does not include the sandy West Beach which will continue to be closed to the public.	Short term	West Promenade

Proposal Details	Time Frame for Implementation	Affected Location
8. New office building		
NPP have a long term ambition to create new port offices, which could potentially include quality office space for lease, attracting small and medium enterprises to Newhaven. This could also be an opportunity to create more of a landmark for both the port and the town, something which is currently lacking. It will also increase provision of quality office space in Newhaven.	Long term	East Quay
9. Decarbonising the port		
Hydrogen, biofuels and electricity are emerging as the three energy formats most likely to be used in port related applications (excluding vessels) in the long term ³ , that can be created from renewable energy sources. The port estate can generate electricity from solar and wind, and can also be used to generate, store and distribute green energy fuels. In the long term, tidal power technology may have matured sufficiently for this energy source to be harnessed in Newhaven.		
NPP's ambition is to decarbonise the port as follows:	Throughout the masterplan period	East Quay and ro-ro berths
<ul style="list-style-type: none">Decarbonise NPP's land based operations,Assist port customers to decarbonise their land based operations,Decarbonise NPP's vessel operations,Assist in decarbonising vessel operations for those port customers most able to do so, andFacilitating the R&D and production, storage and distribution of green energy.		
9a Install shore power supply for the Newhaven – Dieppe ferry.	Short term	Ro-ro berths
9b Expansion of solar generation within port estate, possible use of wind power, and installation of battery storage.	Short term	East Quay
9c Renewable fuels for NPP's vehicles	Short term	Port-wide
9d NPP's own electricity requirements to be met fully by renewable electricity, and vehicles powered by electricity or renewables.	Medium term	East Quay
9e Generation of green energy by a new port tenant. Third party investment in green energy generation will provide a source of renewable energy for machines that cannot be electrified, and result in the sale of energy generated within the port estate to customers outside the port.	Medium term	East Quay
9f Support transition to renewable fuels for NPP's pilot vessels and other suitable vessels based at Newhaven using East Quay.	Medium term	East Quay
9g Supporting switch to renewable electricity and green energy for port tenants. Eliminate the use of non-renewable electricity and fossil fuels within the port estate by NPP and its tenants, for operations wholly within the port estate .	Long term	East Quay
9h Support a switch to electric or other non-fossil fuelled vehicles for users of the Newhaven – Dieppe ferry by providing appropriate infrastructure to the extent this is feasible given site constraints.	Long term	Ferry terminal
9i Provision of shore power at East Quay Commercial Terminal for cargo vessels.	Long term	East Quay

Time frames for implementation:

- Immediate – implementation to start by end of 2025,
- Short term – within five years (2025 – 2029),
- Medium term – five to ten years from now (2030 – 2034), and
- Long term – after ten years from now (2035 – 2044).

More detail on the port, the region it serves, and specific development proposals are provided in the following sections.

³ Other fuels may be used in the medium term as technology and fuel supply chains develop, for example Hydrotreated Vegetable Oil (HVO).





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 masterplan 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 masterplan 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

Port Masterplanning

A port masterplan documents a port’s strategic plans for the medium to long term. By developing a long term plan, port management can anticipate what infrastructure will be needed in the future, and optimise the development of the port, avoiding short term decisions that limit the port’s long term options. Masterplans typically look 20-30 years into the future, however masterplanning is an ongoing process, and masterplans require periodic updating to reflect changing demands. Department for Transport guidance recommends port masterplans are updated every 10 years.

Creating a masterplan allows others to know the port’s intentions. This is useful for employees, port customers, stakeholders and the local community. It is also important to national, regional and local planning bodies, and transport providers.

The first masterplan for Newhaven port was created in 2012. NPP and its partners undertook a thorough baselining exercise and stakeholder engagement programme to establish that initial masterplan. NPP has now updated the Port Masterplan (PMP) for the Port of Newhaven. As with the 2012 masterplan, the updated version 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 a sustainable future for Newhaven port.

The process of updating the PMP broadly followed the steps used in the initial 2012 masterplan, and guidance published by the Department for Transport. The Department for Transport’s guidance on the preparation of port masterplans defines a masterplan 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.

Stakeholder consultation was essential to the update process. Learning about stakeholder needs and obtaining stakeholder feedback has been invaluable for developing an appropriate masterplan. More detail on the stakeholder consultation process is provided in section 4.

While much of the 2012 masterplan content remains valid, changes in markets, technology, and developments in the region over the past decade; have all modified the environment in which the port operates. Since the 2012 masterplan was created many investments have been made at the port: by NPP, by customers, and by the public sector. Some port activities have ceased, and new ones have become established. During the intervening period challenges such as post Brexit protocols, and the COVID-19 pandemic, also occurred. Local plans have

also changed. These changes have been subtle, rather than significant, and therefore a refresh rather than a substantial re-write, was appropriate.

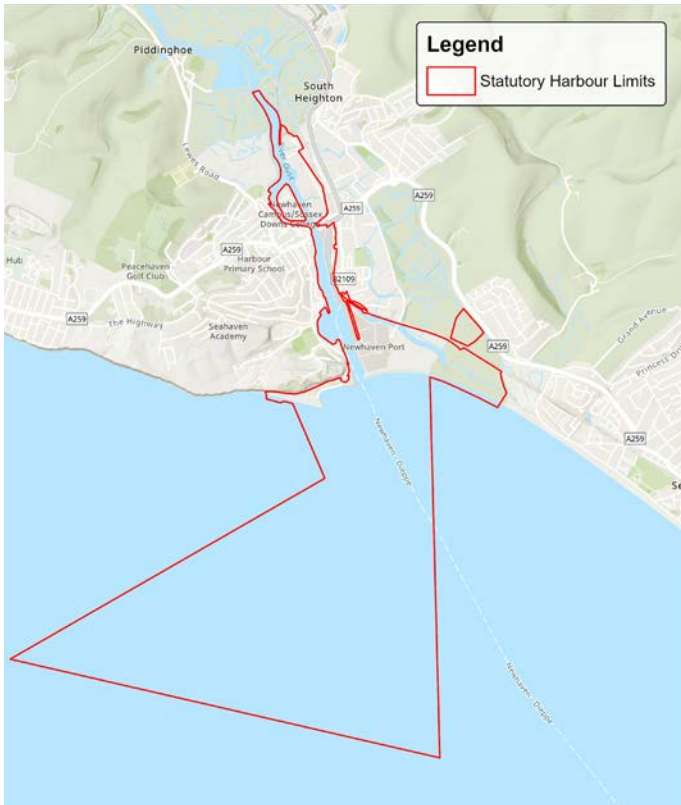
The 2024 PMP looks ahead to challenges and opportunities in the coming 20 years. NPP appointed AECOM to provide support during the refresh process.

1.2

The Port

Harbour Authority and Land Owner

NPP is the Statutory Harbour Authority (SHA) for Newhaven Port, being responsible for maintaining the harbour and managing marine traffic. As SHA it has powers to collect dues, set by-laws and General Directions. NPP is also the Competent Harbour Authority (CHA) giving it powers in relation to pilotage of vessels. On the water the SHA and CHA harbour limits coincide. In addition to its role as SHA and CHA, NPP owns much of the waterfront on the east bank of the river Ouse, and operates it as a commercial port.

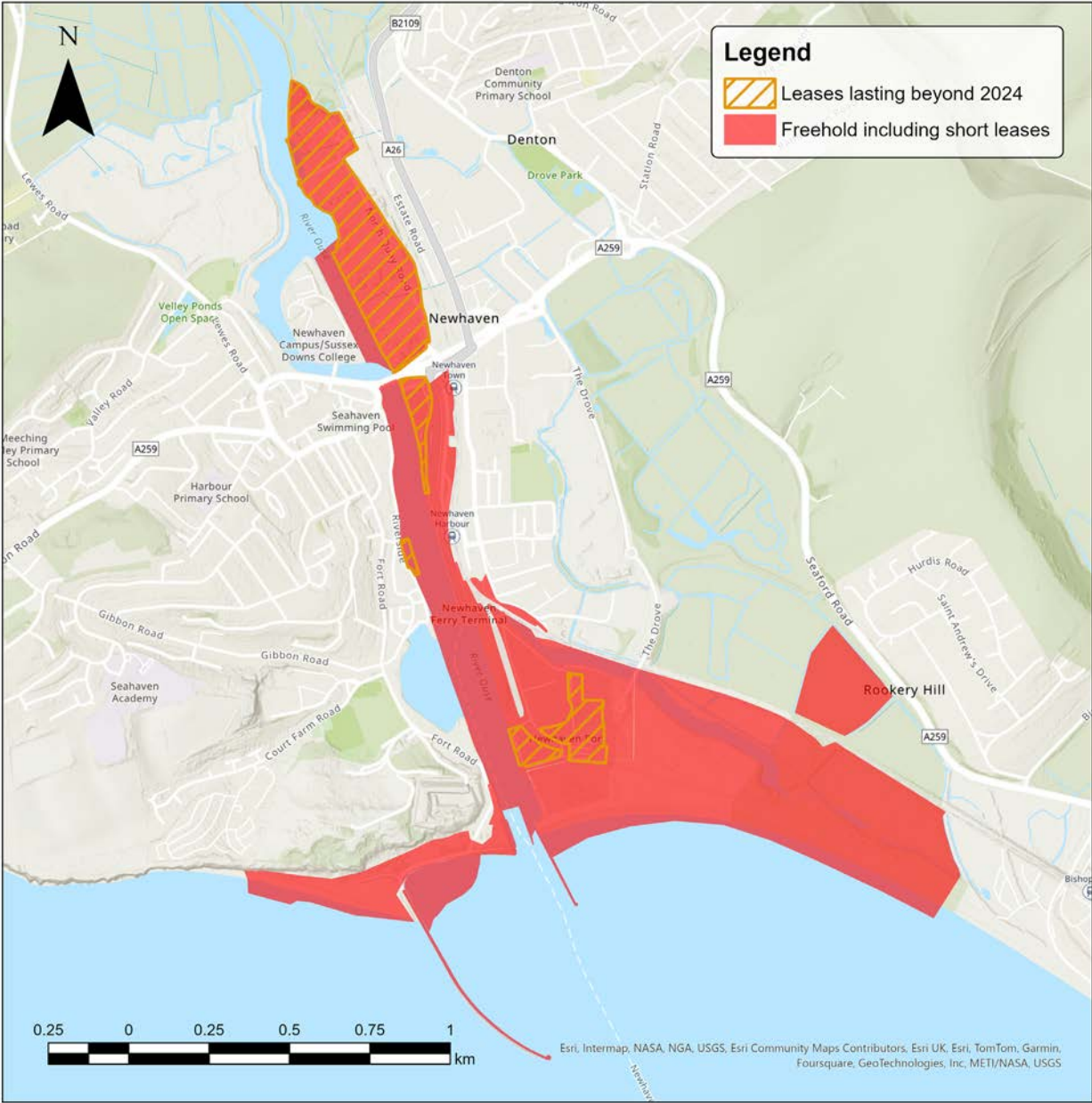


Map is approximate

NPP maintains the PMP in its role as Statutory Harbour Authority. The masterplan therefore covers the ‘port’ or ‘harbour’ as a whole, i.e. considering all waterfront along the harbour limits whether owned or controlled by NPP or others, and for all harbour users whether connected with NPP or not.

As an organisation, NPP owns the freehold of the riverbed within the harbour limits, much of the land on the east of the harbour, and a small amount on the west side, near the west pier and the riverbanks. Within this freehold

land, various parts are leased to third parties. Some of those leases will not expire within the 20 year timeframe of this masterplan. and therefore the masterplan will not propose changes to those leased areas.

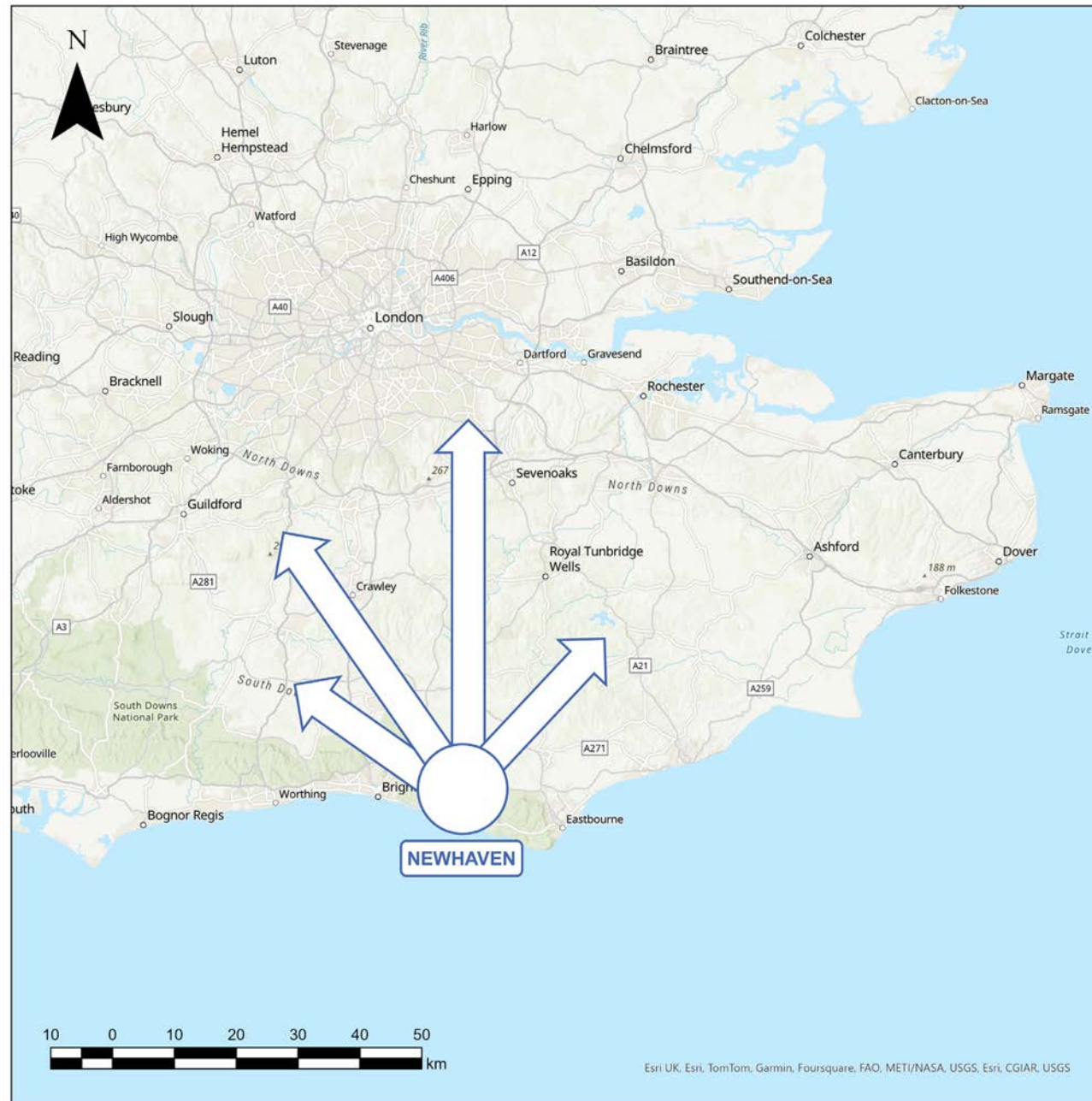


Map is approximate

Hinterland

The port’s hinterland, i.e. the geographic area its cargo and passengers originate from, or are travelling to, can be broadly defined as:

- East Sussex
- West Sussex
- Surrey
- London
- Southern parts of Kent.



Map is approximate

Some users of the ferry, particularly for freight, may start or end their journey further afield, such as the Midlands or the North. However, the majority of ferry passengers, and the non-ferry cargo, start or end their journeys within the area shown above. Throughout this document, the term 'hinterland' refers to this area.

Port Facilities

The port has a wide variety of facilities, serving different types of marine traffic and land based activities. In addition to berths for vessels, there are port structures such as the breakwater and pier, and other local features, not owned by the port, but nevertheless significant to its operation, such as the swing bridge.

On the east bank of the Ouse, the port is part of a wider cluster of employment land with industrial uses, while the west bank is home to fishing and marine leisure.

Newhaven town centre, and the majority of its residential areas are found on the west side of the river, however there are housing developments and a retail park on the east side, in close proximity to the port.

Downstream, on the east side, are:

- North Quay, comprising five berths of which two remain operational,
- The swing bridge, owned by East Sussex County Council (ESCC),
- Railway Quay, which is no longer used by vessels, with land at the quayside now in non-port use,
- Pontoons used by pilot boats, and as a layby berth when required,
- The ferry terminal and berth for the Newhaven –

Dieppe ferry,

- East Quay, including the Rampion wind farm operations and maintenance base,
- An area of reclamation,
- East Pier, built in the 1880s to provide shelter to the inner harbour, and
- Along the shore to the east, Tidemills, the remains of a derelict village and tide mill.

Downstream, on the west side, are:

- Denton Island, which is not owned by NPP (except the eastern riverbank) but contains leisure vessel moorings and boatyards,
- The fish landing and berths, where commercial fishing vessels unload their catch,
- The RNLI lifeboat station,
- Newhaven Marina,
- West Promenade, and
- West Breakwater, constructed in the 1880s, which provides shelter to the outer harbour.

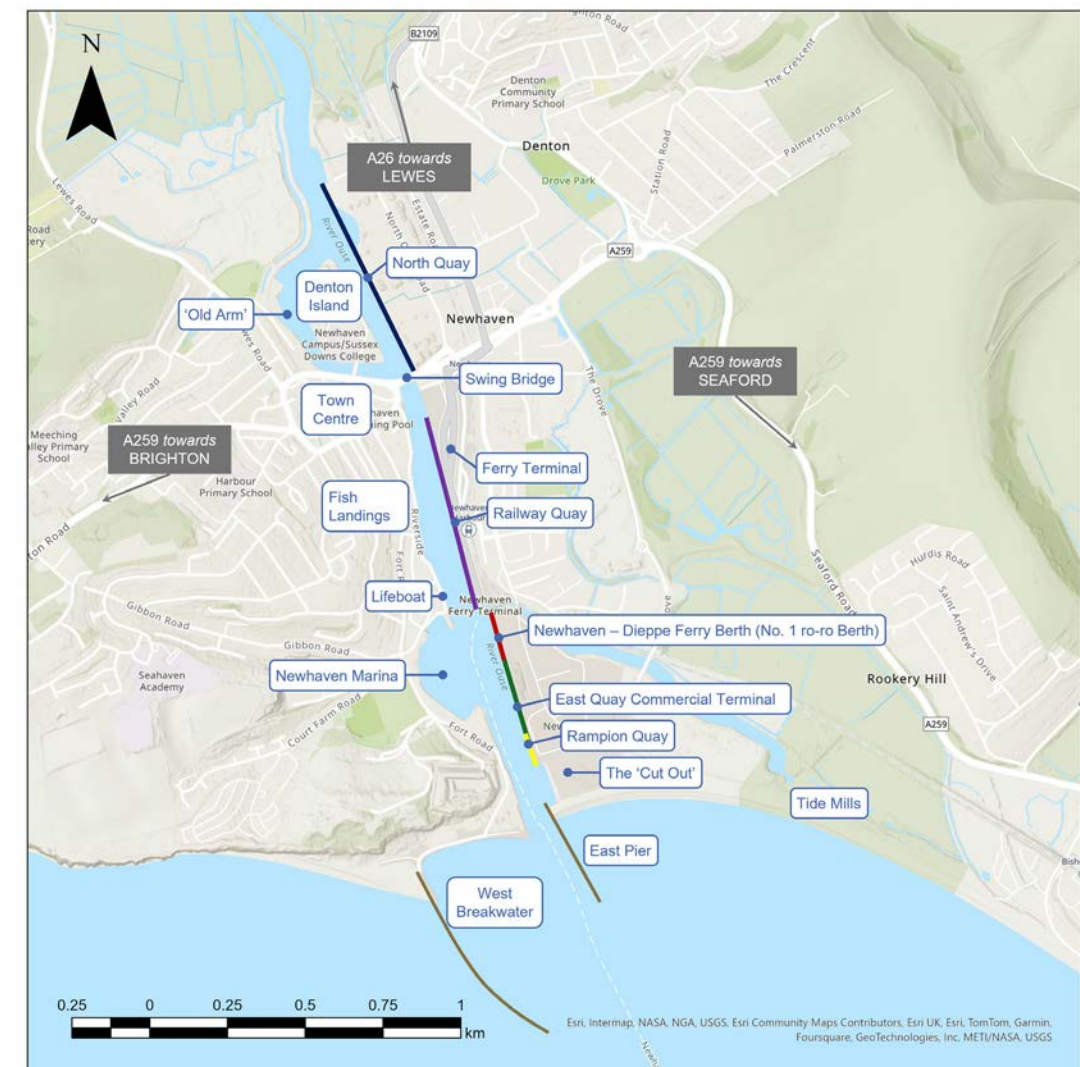
1.3

Planning Context

The PMP has been developed in the context of the Statutory Development Plan covering Newhaven. This comprises Lewes District Council's Core Strategy and Local Plan Part 2, and the Newhaven Neighbourhood Plan 2017-2030.

Lewes District Council's Core Strategy (Local Plan Part 1) was adopted by Lewes District Council on 11 May 2016 and by the South Downs National Park Authority on 23 June 2016. The Core Strategy is Lewes District Council's central planning policy document for the Lewes district, outside of the South Downs National Park. It sets out the long-term spatial vision for the district and will guide development and change up to 2030.

The Local Plan Part 2 was adopted on 24 February 2020 and now forms part of the development plan for that part of Lewes district outside of the South Downs National Park. The Local Plan Part 2 allocates land for housing, including Gypsy and traveller pitches, and employment. It also sets out detailed planning policies to guide development and change in the period to 2030.



Map is approximate

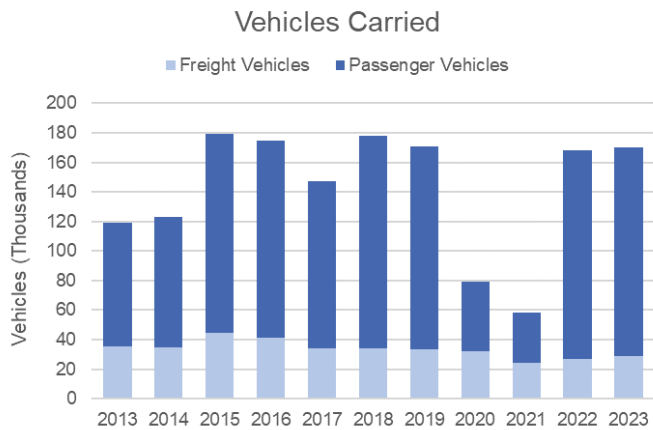
The Newhaven Neighbourhood Plan 2017-2030 was ‘made’ by Lewes District Council on 27 November 2019 and the South Downs National Park Authority on 14 November 2019. Lewes District Council and the South Downs National Park Authority will consult the above components of the Statutory Development Plan, and other material considerations, such as the National Planning Policy Framework (December 2023) and Lewes District Emerging Local Plan, to determine whether to grant planning permission for planning applications relating to Newhaven Port.

The Masterplan 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 2012, 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; the construction and servicing of offshore energy, and supporting local and regional economies.

1.4

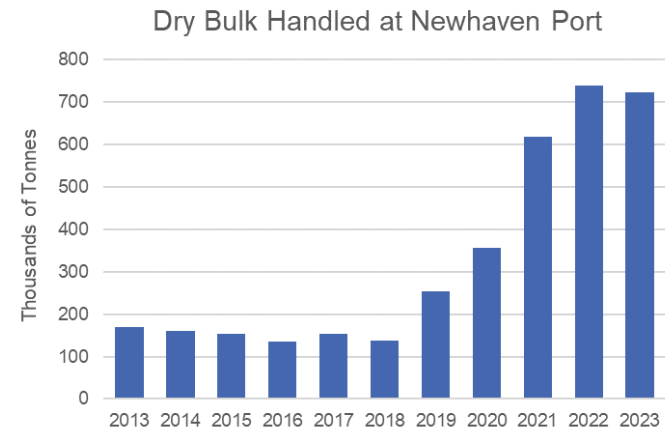
The Challenge

The 2012 PMP anticipated a renaissance for the port. It recognised Newhaven needed a higher level of economic activity and long term job creation, for both the town and port to have a financially sustainable future. In the intervening period that ambition has been realised for the port. There has been much investment in the port since 2012, and new long-term customers have made Newhaven their base of operations. Brett, FM Conway and Rampion have all established operations at Newhaven in the intervening period. The Newhaven – Dieppe ferry has been on a stable footing throughout this period, operating consistently on a directly operated and then contract operator basis since the early 2000s. In 2024 Newhaven port is thriving, new employment has been created, and the port’s future is sustainable. Both existing and prospective customers want to bring more trade to the port. Since the 2012 masterplan was published, the number of vehicles carried on the Newhaven – Dieppe ferry has increased by approximately 60%.



Dry bulk cargo handled at the port has increased more

than three-fold in the same period.



Today, the challenge is how to accommodate growth in an environmentally sustainable way. Ongoing impacts to the environment, arising from ports, are primarily related to energy use. Reducing harmful emissions, occurring both at the port and where energy is produced, is therefore a priority. NPP’s goal is to reduce energy-related emissions while continuing to bring increased economic benefit to the region, and maintaining a financially sustainable business. Emissions from fossil fuels such as oil and gas include greenhouse gases that contribute to warming of the atmosphere. Reduction and elimination of these emissions, often referred to as ‘decarbonisation’, will make the port’s operations more environmentally sustainable. This aligns with the UK Government’s ambition for all sectors of the UK economy to meet net zero targets by 2050.

Operations at ports involve multiple energy sources, and multiple owners. Energy is used in

- Buildings and outside lighting,
- Vessels,
- Plant and machinery (including conveyors, payloaders, forklift trucks etc.),
- Goods vehicles, and
- Other road vehicles such as passenger cars.

Typical energy sources include

- Electricity, which may be generated from fossil fuels such as gas,
- Oil in various forms:
 - Petrol
 - Diesel
 - Bunker fuels for vessels (various grades exist, however Newhaven is within the North Sea Emissions Control Area (ECA) where a 0.1% sulphur content limit has applied since 2015, compared to the 0.5% limit that has applied outside of ECAs since 2020)

Ownership or control may be split among:

- The port operator/harbour authority,

- Tenants of the port,
- Vessel operators (who may own the vessel or operate the vessel on charter),
- Customers of port customers e.g. road vehicles using the Newhaven – Dieppe ferry, and
- Suppliers making deliveries to the port.

NPP aim to progressively decarbonise port operations to the extent it reasonably can. These actions will build on the success of the solar panels recently installed at the port, which have reduced NPP’s own emissions. This masterplan contains a number of proposals that will contribute to achieving this ambition.

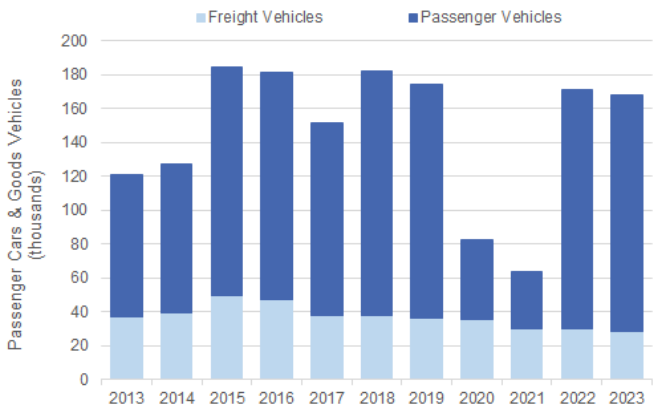
1.5

The Economic Opportunity

Newhaven Port has a long history as a fishing port, as a cross channel ferry port, and as a hub for marine leisure. Those three activities will continue to be constants at the port. In contrast, as a general cargo port, Newhaven has undergone substantial changes over previous decades, as it, along with other comparable ports, adapted to trends in trade and shipping practices. Exporting and trade in manufactured goods ceased some decades ago, and the port now acts as a hub for construction materials, and shipment of recyclables such as scrap. In addition, operations and maintenance crew are transported to Rampion wind farm from Newhaven. As a result, most of the non-ferry volumes handled at the port today are inbound by ship, however most of it originates in the UK. While the port’s cargo business does include international shipments, it is now more dominated by domestic UK cargo.

Population projections for East Sussex estimate a 16% increase in population by 2037. This growth is dominated by a large increase (42%) in households over 65 years of age. By contrast, the number of working age households is estimated to grow by 0.4%. This growth in population, particularly in households over 65 years of age, which may have more leisure time, could be a growth opportunity for the marine leisure sector.

As part of the masterplanning process NPP held discussions with existing and potential customers who use cargo vessels, to compile a high-level forecast of port throughput over the next 20 years.



While growth prospects for the port and wider region appear positive, Newhaven faces a number of long standing challenges:

- Poor town centre offer,
- Limited high quality recreation and public realm space,
- Low self-employment and start-up rates for the region,
- Very limited supply of quality commercial space,
- Severance of the town by the river Ouse, and separation of town centre from the rest of the town by the ring road,
- Not perceived as an attractive location to work and visit, and
- It is understood local firms find it hard to expand or upgrade to more suitable premises locally.

However, efforts are being made to address these issues. Significant regeneration is underway in the town, which has been the recipient of central Government funding for various projects. Funding sources include the:

- Town Deal Fund
- Future High Streets Fund, and
- Levelling Up Fund
- A total of £36.8m has been obtained, funding a total of 37 different projects, including port related:
 - Pedestrian crossing upgrades at entrance to port,
 - External refurbishment of the ferry terminal,
 - Internal refurbishment of the ferry terminal and creation of leased office space within, and
 - Investment in the fish landing and related facilities.

The port is one of the major employers in the town, accounting for more than 500 direct and indirect jobs. This equates to 10% of the jobs the town of Newhaven is estimated to support. NPP wish to play a key role in securing existing employment and attracting economic development to increase training and employment opportunities in Newhaven. The town has a tradition of skilled manufacturing. 16.3% of the workforce remains employed in this sector – more than double the average

across England (7.5%)⁴. As a result, Newhaven has a significant legacy of industrial buildings, both in and adjacent to the port, which could support new manufacturing jobs. While many of these industrial buildings are close to the port on the east side of the river, these buildings are not within NPP's control. However, NPP strongly supports the retention of the cluster of employment land around the east side of the port. Sites for employment land, and in particular for industrial uses, many of which are associated with ports, have become increasingly scarce, particularly in the south east. Incremental losses of employment land at clusters such as that found at Newhaven, further limit the opportunities for employment in the town.

The five strategic objectives, and the nine specific proposals, are intended to accommodate growth of the port, make port operations more sustainable, and it is NPP's view they will also boost the local economy and improve the attractiveness of Newhaven. Each specific proposal has the potential to create employment or business opportunities for local people, which could be:

In direct connection with specific proposals

- Cargo by sail
- Development of NPP area E1 (East Quay Extension Area)
- New Cargos
- Small-scale cruise vessels
- Decarbonising the port
- New office building

Or indirectly, as a result of Newhaven becoming a more attractive place to live, work and visit through specific proposals

- Regulate commercial leisure and workboat operators to ensure the highest standards
- New cultural and leisure role for West Promenade



⁴ ONS Business Register and Employment Survey 2022

02.

The Town of Newhaven

The development of Newhaven Port was central to the development of the town. The port and town have a symbiotic relationship, the port providing opportunities for employment, leisure and entrepreneurship; and the town providing a place of residence, transport connections, and other amenities. The physical relationship between port and town are important to both. These topics are examined in this section.



2.1

Newhaven Town

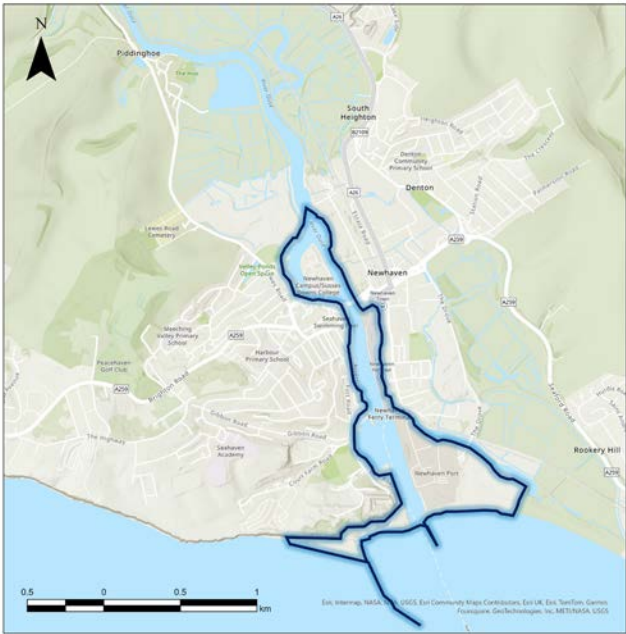
Newhaven is a small seaside town situated where the river Ouse enters the sea. It is located within the administrative district of Lewes District Council. Other nearby settlements of note are Brighton, nine miles to the west; Lewes, nine miles to the north; and Seaford and Eastbourne, both to the east, four and thirteen miles respectively⁵.

The town is divided by the river Ouse which has only one crossing point, the swing bridge on the A259. Newhaven started to grow on the west side of the river Ouse where the town centre and majority of the residential areas are situated. Close to these on the west bank of the river are the fish landing, and Newhaven marina. On the east bank adjacent to the port are industrial areas, a small residential area, and a retail park

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.

2.2

The Port within the Town



Map is approximate

The port lies at the heart of the town and is embedded in the existing built environment. The physical proximity of the port and the town centre is clearly visible. The port takes up most of the eastern waterfront, while Newhaven town centre and the main residential areas lie on the western bank. The port is a somewhat awkward shape on the eastern bank. It is long (like many river ports), but narrows to less than 40 metres wide at one of its

most important points: between the ferry terminal and ferry berth. This shape is created by the alignment of the railway. The port, and river, are also bisected by the swing bridge carrying the A259.

Access to the ferry terminal is well sited being located on the A259 and next to Newhaven Town station.

Occupying much of the waterfront, the port influences the appearance of this section of the river Ouse, and of the town. South of the swing bridge most of the buildings are relatively short, only two stories tall, the most noticeable exception being the former Marine Workshop building, now owned by Lewes District Council. North of the swing bridge the industrial structures on the east bank (along North Quay) are typical of an industrial port, but with the exception of the waste to energy plant (operated by Veolia), most structures are not tall. The appearance of the west bank of the Ouse is mostly influenced by buildings in the town (mainly residential), which are outside the port. As a consequence of the port buildings being mainly two stories, and spread out over a long stretch of the east bank, there is no strong landmark to the port.



2.3

Population and Employment

The population of Newhaven is estimated to be just less than 13,000. Compared with Lewes District, where the median age is 48, the population in Newhaven is slightly younger, with a higher proportion of working age residents (63.4% in Newhaven compared to 59.9% in Lewes District). Educational attainment and average household income are both lower in Newhaven than the rest of Lewes District.

The town is estimated to support approximately 5,500 jobs, over 80% of which are in the private sector. Employment is dominated by retail, manufacturing and transport, together they account for half of the jobs. Many commute out of the town to access work. There are lower levels of self-employment compared to Lewes and East Sussex.

The port has been a source of many newly created jobs since 2012, as a direct consequence of inward investment by private sector companies such as Brett Aggregates, Rampion wind farm and others. Some of these employers offer apprenticeships and training programmes which have employed local people. Other more specialised jobs have been filled by people living up to two hours travel time from the port.

2.4

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 (A259), Lewes (A26), Eastbourne (A259) and Seaford (A259). On the east bank the port is accessible by road at four points:

- North Quay, via North Quay Road, accessed directly from the A259,
- Railway Quay (for the Newhaven – Dieppe ferry), directly from the A259,
- East Quay, via McKinlay Way, a dedicated port access road leading directly from the A259, and
- East Quay alternative access, from A259 via Railway Road, Clifton Road and Beach Road

On the west bank the fish landing and Newhaven Marina are accessed from the A259 via Fort Road.

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; however parts of the town are not well connected due to a cul-de-sac road layout.

Newhaven has two stations, Newhaven Town and

Newhaven Harbour, although the latter is little used. Newhaven Town station is very well situated for accessing the ferry terminal, and is a short walk from the town centre. It also has bus interchange. Both stations are on the branch line from Lewes to Seaford. The passenger service consists of trains running from Seaford to Brighton via Lewes at half hourly intervals. Connections to London can be made at Lewes. Most journeys from Newhaven Town to London Victoria take 1 hour and 35 minutes.

Newhaven port has a direct rail connection, as does one of the industrial sites along North Quay Road. Both are in daily use with freight trains transporting aggregates to Surrey and west London.

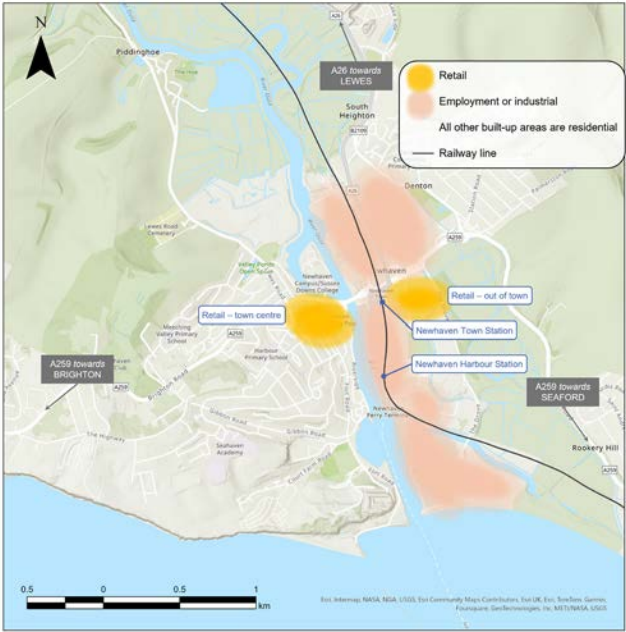


⁵ All distances are routes via road, not straight line measurements.

2.5

Land Use

Newhaven has a compact town centre. The rest of the town compromises housing, employment land and out-of-town retail. Employment land, which includes the port and other industrial areas, is clustered around the port on the east side of the river. In addition to being served by the port, this cluster is also served by railfreight at two locations: one at North Quay Road and one at East Quay, which is a distinct benefit. The ratio of employment land to housing is higher than typical for towns of similar size in the UK, reflecting the industrial nature of the town. However, housebuilding will increase the amount of land used for residences in the coming years.



Map is approximate

The main characteristics of the town are:

- Newhaven has a compact town centre, surrounded by the ring road,
- The town is split in two by the river, which can only be crossed at the swing bridge on the A259 – this is a source of congestion,
- The port lies in the centre of the town of Newhaven along the river Ouse and takes up most of the waterfront,
- Newhaven town centre and the main residential areas lie on the western side of the river Ouse,
- A marina with new residential developments exist along the west bank of the river,
- Employment land is clustered on the east side of the river,
- There are a number of areas which offer recreational and leisure facilities, however their quantity and quality is considered to be less than required for a settlement of Newhaven's size, and

- 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.

2.6

Natural Environment

The area surrounding the port falls under the South Downs National Character Area Profile 125. 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. One area of NPP owned land lies within the South Downs National Park. This is the eastern half of Seaford Beach, including Tide Mills, which is situated on the shoreline east of the harbour.

The Brighton to Newhaven Cliffs Site of Special Scientific Interest (SSSI) is located along the southern coast of Newhaven. This SSSI is designated for the chalk cliffs and important colonies of breeding seabirds and diverse community of beetles.

The Castle Hill Local Nature Reserve (also a Site of Nature Conservation Importance (SNCI)) is located along the southern coast of Newhaven. It offers a variety of important coastal and terrestrial habitats, particularly for birds, as well as features of archaeological, historical and geological interest.

A further five SNCIs are located within or in close proximity to Newhaven, these comprise:

- Newhaven Cliffs SNCI, which is located within to the south of Newhaven, along the coast and is designated for chalk cliffs and important colonies of breeding seabirds;
- Meeching Down SNCI, which is located within Newhaven town and is designated for its woodland habitat;
- Newhaven Ponds SNCI, which is located within the northern area of Newhaven town and is designated for its pond habitat;
- Newhaven Refuse Tip SNCI, which is located north of Newhaven town; and
- Bollens Bush Nature Reserve SNCI, is located to the west of Newhaven town and is important for its woodland and heathland habitats.

In addition there is Tide Mills Local Wildlife Site (LWS), which is located to the east of Newhaven Port and is designated for the variety of birds, insects, plant and amphibians;

Other environmental designations include:

- Beachy Head West Marine Conservation Zone which contains some of the best examples of chalk habitat in the south east region. The chalk reefs and gullies support specialised communities of animals and seaweeds. Additionally, the sites are known to support

the rare short-snouted seahorse; and

- The Brighton and Lewes Downs Biosphere Reserve. This is a UNESCO World Biosphere Region.

Newhaven town is located within a Nitrate Vulnerable Zone.

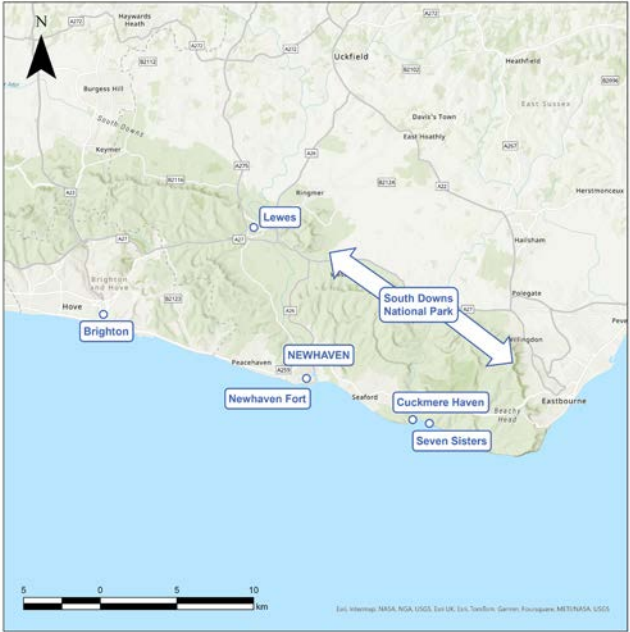
Other than small public recreation grounds, private gardens make up most of the green space within the Newhaven. Most of the open space surrounding the town comprises open countryside.

2.7

Tourism and Recreation

Newhaven, as a gateway to Sussex, gives access to a number of nearby attractions:

- Newhaven Fort
- Brighton
- Lewes
- South Downs National Park
- Severn Sisters
- Cuckmere Haven



Map is approximate

The Sussex Coast attracts a large number of recreational users including holidaymakers, naturalists, water sports enthusiasts and anglers.

Many holidaymakers transit through Newhaven using the ferry to travel to and from Dieppe. Ferry users arrive in Newhaven by car, train and bicycle, more recently there has been an increase in bicycle, motorcycle and coach traffic using the ferry.

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.

Newhaven has two beaches. To the west is a long shingle beach running underneath the cliffs from the West Breakwater to Brighton. To the east a large shingle beach (Seaford Beach) which can be accessed via footpath passing around the rear of East Quay, via Tide Mills, 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 is a promenade at the end of Fort Road on the west bank of the Ouse. This area currently lacks 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 from Peacehaven and continuing along Fort Road and onto the A259 at the swing bridge, passing the entrance to the ferry terminal and Newhaven Town station. There are a number of footpaths and bridleways that pass through port property, including along Seaford Beach. There is a link to the 'Avenue Verte' cycle route which links Paris with London via the ferry crossing. There is an annual cycling event from London to Paris using this route and the Newhaven – Dieppe ferry, and throughout the year smaller groups make the same journey.

03.

The Port of Newhaven

Ports are complex, multi-faceted environments and Newhaven is no exception. To create a plan for long term development, it is beneficial to understand the history of the port, the facilities it has today, and how the facilities are used. This section provides this information, giving context to the port's development over the last decade. A forecast of long-term growth has been made. This indicates the direction the port is expected to take over the life of this masterplan.



3.1

History of Newhaven Port

Development of the Port

The earliest maritime activity at Newhaven is likely to have been fishing, when the settlement was a small village. The first of two events that contributed to a port being developed at Newhaven was a change in course of the river Ouse. The river’s course over the final few miles to the sea, had changed over the centuries. In the 1500s the river’s mouth was at Seaford, but silting up and the influence of storms resulted in new courses that were close to Newhaven. These courses were eventually consolidated to become the present-day course of the river through Newhaven.

The second event was the development of a cross-Channel ferry route, commencing in 1825, and later, railway connections from London to Paris via Newhaven and Dieppe. In the 1860s the first of the present-day port facilities were developed by a railway company, creating what is now North Quay. There then followed a series of expansions, creating Railway Quay, extensions to East Quay and the West Breakwater from 1878. 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. This built the foundations of the town and port that exists today.

Ownership and Management

Ownership and management of the port has evolved over time, with ownership being in the private or public sector at various times, and the harbour limits and powers of the harbour authority revised periodically.

Starting in 1626 the first organisation created to be responsible for the harbour were the Harbour Commissioners, appointed by the Crown. From 1847 until the Transport Act of 1947, the harbour authority was assigned to privately owned railway companies (the London, Brighton and South Coast, and its successor, the Southern Railway). During the period 1947 to 1984 the harbour authority was a state-owned organisation, initially the British Railways Board, and then its subsidiary, Sealink, which was privatised in 1984. Since 1984 the harbour authority has been a private company. Initially owned by Sea Containers Limited⁶, who created the present-day entity ‘Newhaven Port and Properties Limited’ (NPP), NPP was sold to its current owner, SEML de Coopération Transmanche, in 2001.

The current harbour limits were last revised in 2016. The Newhaven Harbour Revision Order 2016 extended

the harbour limits to 2 miles out to sea to the south west and 1.6 miles out to the south south east. The Order also gave the Harbour Authority the powers of General Direction. The 2016 revision order brought the statutory harbour limits and competent harbour limits into alignment, so they coincide and complement with each other.

Trends in Port Throughput

During the first half of the 20th century, Newhaven continued to be a busy ferry port using its rail connection extensively for both passengers and cargo. However, shifting patterns of transport and trade eroded throughput by ferry, and by the end of the 1990s the commercial viability of the route was uncertain. During this period a number of other cross-Channel ferry routes such as those operating from Folkestone and Ramsgate fell into decline and eventually ceased to operate, as the cross-Channel market became dominated by Dover – Calais/ Dunkerque crossings, which offer the shortest crossing time. At this time, a number of public bodies in the Dieppe region collaborated to ensure the ferry would continue to operate. The public bodies formed a syndicate: Syndicat Mixte de Promotion de l’Activité Transmanche (SMPAT) which:

- Became owner of the two ferries used on the route, and
- Became the majority shareholder of Newhaven Port and Properties Limited through another entity: SEML⁷ de Coopération Transmanche.

SEML de Coopération Transmanche owns 100% of the shares of Newhaven Port and Properties Limited. SMPAT is the majority shareholder of SEML de Coopération Transmanche.

Operation of the route is contracted out to a ferry operator, tendered on five-yearly terms. The operation of the route is subsidised by Conseil Departemental de la Seine Maritime (CDSM). The current operator is DFDS Seaways. This arrangement has been successful and since the early 2000s ferry carryings have approximately doubled.

The port remains dependent on the Newhaven – Dieppe ferry route for around 65% of its revenue. Without revenue from port dues levied on the ferry, NPP would be unable to finance the cost of undertaking its statutory duties such as the dredging needed to maintain channel depths. The ferry route remains dependent on subsidy provided by CDSM.

In 1981 Newhaven started to receive aggregate by vessel, throughput of this cargo peaked in 1989. During most of this period a cement plant was also located at the port and was a source of marine traffic. The cement plant closed in the mid to late 1990s. When Sea Containers Limited sold NPP to SEML de Coopération Transmanche in 2001, throughput was in severe decline, and decades of underinvestment exacerbated the port’s issues. Since then, aggregates and other vessel-related business

has grown. The port has been successful in attracting new customers, and those customers have invested in the port. The changing fortunes of the port have been influenced by economic cycles in the wider economy, and structural changes occurring in certain industries. Two examples of structural change are aggregates and energy:

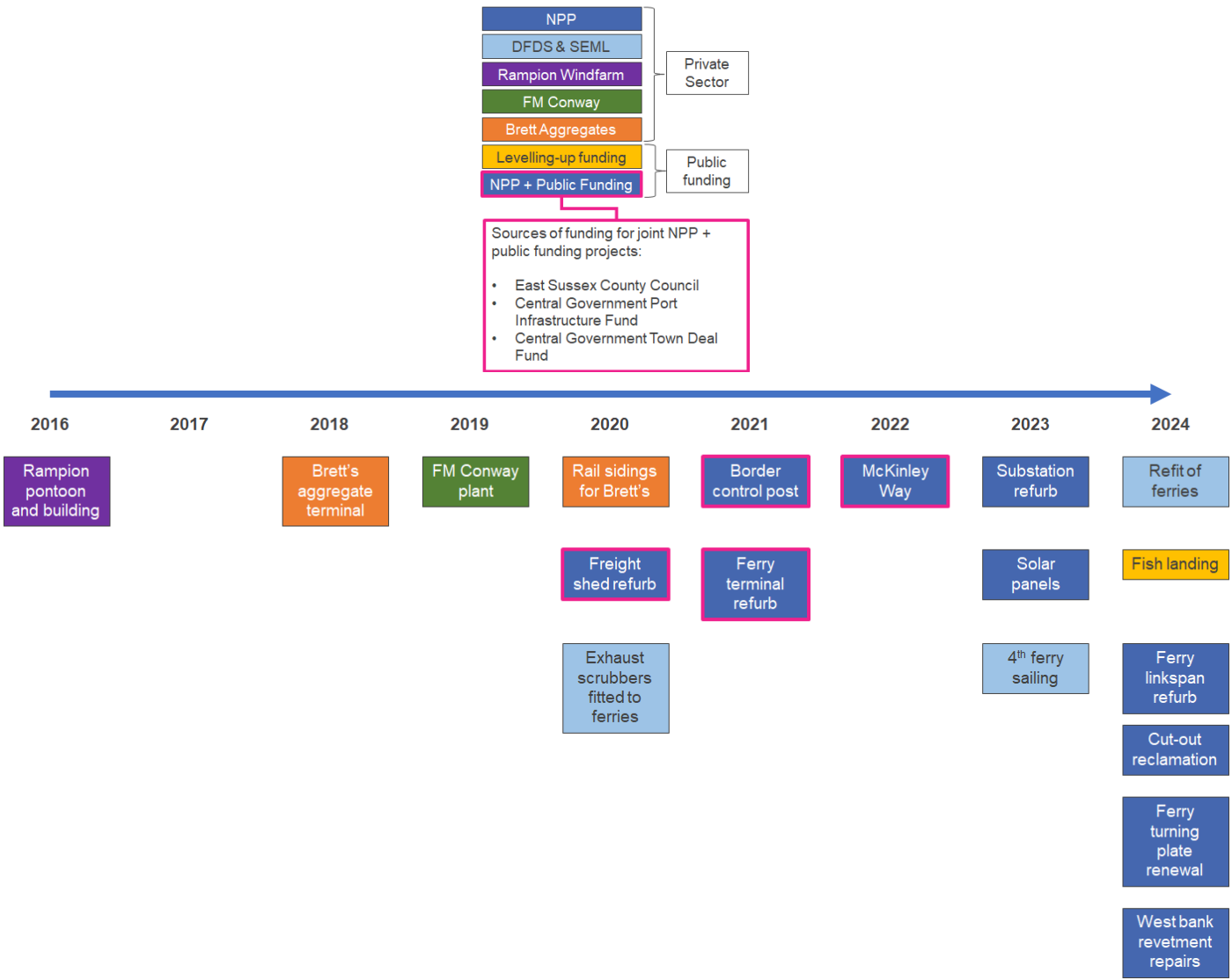
- Over time quarries in the south east of England have become exhausted, and as a consequence the construction sector is now more reliant on sea-dredged aggregates, the extraction of which has increased, and
- Newhaven had not played a role in the energy sector since the decline of the coal trade in the late 1960s, but since 2016 has again served the energy sector, this time for renewable energy, providing an operations base for Rampion offshore wind farm.

Under the current management the port has weathered such external shocks as the Great Recession of the late 2000s, Brexit, and the COVID-19 Pandemic. The port is now in a period of stability and growth.

Investments in Newhaven Port

At the time of acquisition the NPP’s present 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.

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 has successfully implemented an investment programme across the port’s facilities, and won new customers. Investments have been made by NPP, private sector companies, and public funding has been obtained for capital and non-capital projects. Funding from the European Union was received prior to Brexit, and since then, funding has been obtained from central Government.



⁶ From 1984 to 1991 the port continued to be associated with the Sealink brand, while under the ownership of Sea Containers Limited.

⁷ SEML is an acronym for Société d'économie mixte locale, which means a company part-owned by local government.

3.2

The Port and NPP's Port Estate

The Port

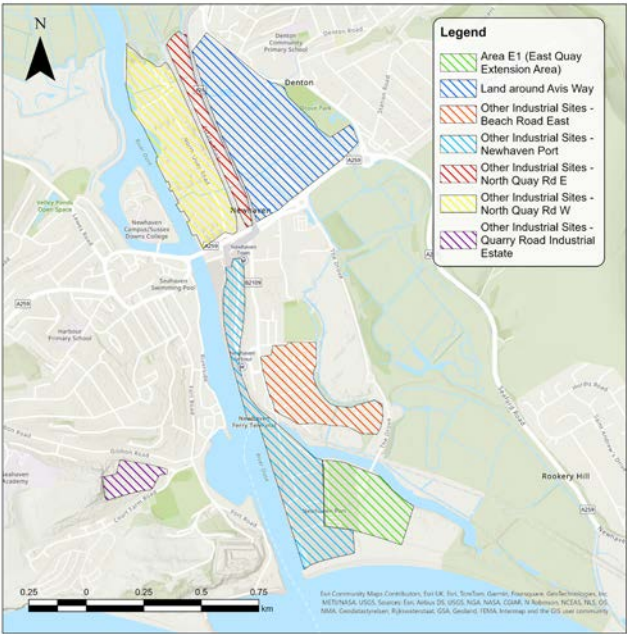
The port, in its entirety, can be said to include the area of water under the control of the statutory harbour authority (NPP), and all the waterfront land currently used, in some form, in connection with port activity. The port as a whole, therefore comprises a variety of sites controlled (either through ownership of freehold or a lease) by different parties:

- NPP, as statutory harbour authority, maintaining and controlling the area of water within its SHA boundary,
- NPP as owner of its land estate,
- NPP as owners of the East Pier and West Breakwater,
- Newhaven Marina,
- RNLI,
- Newhaven Fish and Flake Society,
- Owners of moorings and boatyards in Denton Island, and
- Owners of the 'old arm' around Denton Island.

NPP's Port Estate

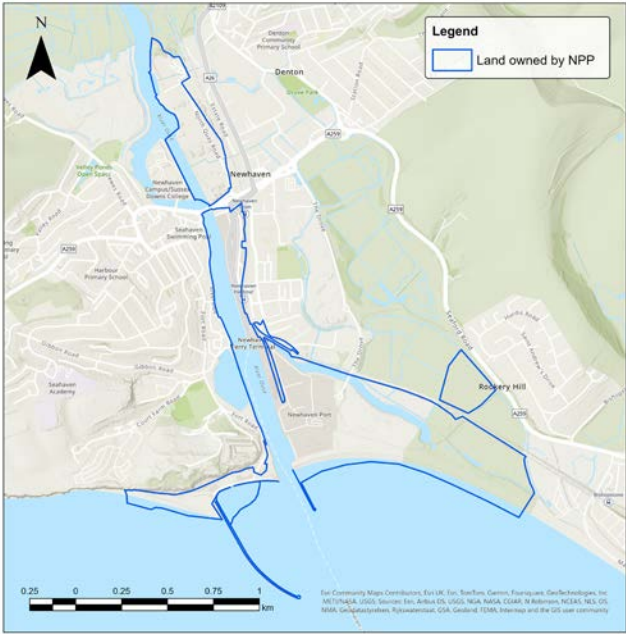
NPP is the registered owner of the freehold land shown in the figure below. Within this land, certain areas are leased to third parties. In the case of North Quay and Railway Quay, 999 year leases were signed when NPP was owned by Sea Containers Limited. As NPP does not have direct control over the development of these leased areas, the masterplan does not contain proposals for development of these areas. However, NPP does work in partnership with the leaseholders, for example on issues such as marine access.

NPP does not own all of the industrial or employment land on the east side of the river. Other sites, which together with NPP's estate, form an industrial and employment cluster on the east side of town, are owned by third parties. Safeguarding employment land and land for port use is a priority for NPP, and also for Lewes District Council. This is reflected in the Local Development Plan. This is also important to many of the tenants. Safeguarding employment land is important, as once it is lost it is very hard to replace with new sites.



Map is approximate

Note that NPP does not own most of the land on the west bank of the Ouse, or on Denton Island with the exception of a small strip of land on the east side of the island.



Map is approximate

3.3

Businesses Located in the Port

A wide variety of businesses currently operate from the port, including:

Within NPP's port estate

- A wind farm operator (RWE operators of Rampion wind farm)*,
- Aggregates companies (Brett Aggregates and Day Aggregates)*,
- A metal recycling company (EMR)*,
- Boat builders*,
- Maritime training companies
- A freight forwarder,
- A maker of sanitary ware,
- A producer of tarmac (FM Conway)*,
- A ferry terminal operator (LCT)*,
- A waste to energy plant operator (Veolia), and
- Local government offices (within the Marine Workshop building).

Elsewhere in the port

- Commercial fishing businesses*,
- Marinas*,
- Boatyards*,
- Moorings for leisure craft*,
- Tour boat operators*,
- Personal watercraft operators*, and
- Various marine leisure clubs*.

Not all require access to vessels, and therefore access to the waterfront. Those marked * require an interface with the water.



3.4

Port Facilities and Marine Operations

Overview

Within the harbour limits are:

- An anchorage for commercial shipping between 1 and 1.5 miles SW of the West Breakwater Lighthouse,
- The outer harbour, located between the 705m long West Breakwater and 320m long East Pier, and
- The inner harbour, located along the river Ouse.

The tidal range is typically 4m, with the maximum being 7m.

The port entrance and inner harbour channel are dredged to 6m and can handle vessels up to a maximum draft of 8.5m, and maximum length of 145m. The principal commercial port facilities include approximately 1.3km of quayside including a roll-on roll-off (“ro-ro”) ferry berth with linkspan, and approximately 122 hectares of land and buildings. There is also a fish landing, lifeboat station, marina, and various leisure craft moorings and boatyards for small craft.

- Downstream, on the east side, are:
- North Quay, comprising five berths of which two remain operational,
- The swing bridge, owned by ESCC,
- Railway Quay, which is no longer used by vessels, with land at the quayside now in non-port use,

- Pontoons used by pilot boats, and as a layby berth when required,
- The ferry terminal and berth for the Newhaven – Dieppe ferry,
- East Quay, including the Rampion wind farm operations and maintenance base,
- An area of reclamation,
- East Pier, built in the 1880s to provide shelter to the inner harbour, and
- Along the shore to the east, Tidemills, the remains of a derelict village and tide mill.
- Downstream, on the west side, are:
- Denton Island, which is not owned by NPP but contains leisure vessel moorings and boatyards,
- The fish landing, where commercial fishing vessels unload their catch,
- The RNLI lifeboat station,
- Newhaven Marina,
- West Promenade, and
- West Breakwater, constructed in the 1880s, which provides shelter to the outer harbour from prevailing south westerly winds.

Within the inner harbour, the following quays or moorings are present. Note only those on the east side are directly controlled by NPP, those on the west side are either not owned by NPP, or are leased from NPP for a period that extends beyond the PMP horizon:

Area	Total Berth frontage (m)	Dredged depth (m)
EAST SIDE OF RIVER OUSE		
North Quay (5 berths, 2 operational)	440 (max vessel length 91m)	1
Railway Quay	360	1
No. 2 Ro-Ro Berth (a layby berth, ferry cannot load or unload here)	125	4.5
No. 1 Ro-Ro Berth	187	6
East Quay Commercial Terminal	195	5
Rampion Quay (pontoons)	125	
WEST SIDE OF RIVER OUSE		
West Quay	N/A	Variable
The ‘Old Arm’ (original course of the river Ouse around Denton Island) containing many moorings for leisure craft and boat yards for small craft		
Fish landing stages		
RNLI lifeboat station		
Newhaven Marina	Currently 250 berths, however a redevelopment is proposed by the owners, which will change the berth configuration.	

North Quay

North Quay originally comprised five discrete berths for cargo vessels, two have been demolished and two of the remaining three are still operational. Note that NPP does not control the land immediately adjacent to the berths, these sites along North Quay Road were leased to third parties by Sea Containers and will remain on lease for the duration of the PMP. The two operational berths are classified as Not Always Afloat But Safe Aground (NAABSA) berths, meaning that vessels with this designation can be supported by the river bed at low tide. Vessels accessing the North Quay berths are constrained by shallower depth limits than south of the swing bridge, and the navigable channel width through the bridge, which limits vessel width to less than 15m. The maximum vessel length permitted at each berth is:

- No. 1 berth, vessels up to 91m length overall (LOA),
- No.4 berth, vessels up to 91m LOA, and
- No.5 berth, vessels up to 85m LOA (not currently operational).

Presently only number 1 berth is in use. Asphalt manufacturer FM Conway invested in a new asphalt plant at North Quay Road in 2019, and use number 1 berth to receive stone for use in asphalt.

Number 4 berth was previously used for scrap metal export by EMR, who occupy the adjacent site. Recent discussions with EMR indicate that scrap metal exports are likely to resume in 2024 or 2025.

Although not currently operational, No.5 berth could be brought back into use if there is demand. NPP is open to proposals for its use, but has not identified any new flows of cargo to this berth within the masterplan refresh process. Although these berths can only be served by smaller vessels, the use of which was previously anticipated to decline, more recent experience has shown that there remain niche users of these smaller vessels. Whilst it is ordinarily more economic for shippers to make larger shipments using larger vessels, in the right circumstances, location and proximity to market or cargo origin, can offset the higher cost of making smaller shipments.

Vessels using North Quay turn at a turning basin located at the north end of Denton Island, where the Old Arm bifurcates from the current course of the river Ouse.

Railway Quay

The 745m of waterfront extending from the swing bridge to the southern end of the No.2 Ro-Ro berth is Railway Quay. Extending south from the swing bridge, 360m of waterfront is on long term lease to third parties that are not involved in cargo or vessel operations. The remaining sections are highly constrained as there is limited quayside width, difficult landside access due to the ferry terminal, and presently no properly surfaced quay. As such, this waterfront has limited potential use, with moorings for small craft the most likely possibility, but the landside access issues remain. NPP is open to proposals for their use, but has not identified any need that this

section of waterfront can fill, during the period of the PMP. However, with the purchase of the former University Technical College (UTC) - Marine Workshops building at the north end of Railway Quay, LDC have inherited a small pontoon on the waterfront but have yet to enter into discussions with NPP regarding its future use.

Ferry Terminal

The ferry terminal is used exclusively by the Newhaven – Dieppe ferry service, which operates up to four sailings per day during peak season. The service is operated by two identical, 2006 built, ro-ro ferries. At 143m in length, these vessels are as long as practical for a ferry using Newhaven and Dieppe harbours, as they are able to turn within the inner harbour when weather conditions require. They have a 24.2m beam and maximum draft of 5.89m. Capacity is 1,270 lane-metres for vehicles, and they can accommodate 600 passengers. The ferries are fitted with exhaust scrubbers that reduce harmful emissions.

The ferries berth bow-on onto the linkspan. Ordinarily they depart stern first and turn when clear of the west breakwater, but this can only occur during fair weather conditions. During poorer weather they turn in the inner harbour, pivoting the stern on a turning plate and swinging the bow round using the full width of river opposite Newhaven Marina. The ferry is in port for typically 1.5 hours to 2 hours for a normal turnaround time, but this can be up to 5 hours to suit the schedule, particularly in the summer season. The unloading and loading operation takes place within this timeframe.

The berth for unloading and loading the ferry is No.1 Ro-Ro berth which has a lifted type 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. It was refurbished in 2023/2024. NPP recognise that this is a critical asset. No 1 Ro-Ro berth is in use 365 days per year, and if it were to fail, the ferry would need to divert to another port. NPP has an enhanced maintenance plan to minimise the risk of failure and minimise any downtime and extensive refurbishment works were carried out in 2023 and 2024. In parallel, NPP works with the vessel operator and other ports to put in place a contingency plan should the berth be unavailable. There have been two incidents of berth non-availability in the past 12 years, totalling three days of non-availability.

No.2 Ro-Ro berth is on Railway Quay, and was created in 1990. This berth can only be used as a lay-by berth for the vessels, no unloading or loading can take place here. Vessels are moored to tubular steel fender piles that stand in front of a half-height sheet piled wall. At the north end of No. 2 Ro-Ro berth is a pontoon used for mooring the port’s pilot boats. The pontoon is accessed via a link bridge formed of a steel truss structure supported on a bankseat that protrudes from Railway Quay

The ferry terminal is located on Railway Quay but for most of its length does not meet the water’s edge, as the waterfront portions of Railway Quay were leased to third parties by Sea Containers. The ferry terminal extends from Newhaven Town station to No. 1 Ro-Ro berth. Its shape is long and narrow, the curvature of the railway

line to Seaford creating a narrowest point opposite No.2 Ro-Ro berth. The shape of the terminal is not optimal, and changes to the layout introduced as a result of Brexit have reduced the space available for parking lorries. Additional lorry parking capacity elsewhere in the port is needed improve operation of the terminal, and the attractiveness of the Newhaven – Dieppe ferry route to goods vehicle drivers. The maximum number of lorries that can be carried on a ferry sailing is 52, currently the ferry terminal cannot accommodate this number if they had to all park up for inspections at the same time.

The two-storey ferry terminal building is sited at the north of the ro-ro berths on Railway Approach. This was refurbished between 2019 and 2024 using NPP budget and funding obtained from central Government. The terminal building includes some office space available to rent and also accommodates Border Force and Port Health Authority.

The existing ferry vessels are expected to remain in operation for at least a further 10-12 years. Their replacements will very likely be powered by alternative fuels, but it is not clear yet which alternative this may be. While the replacements are not expected to be any longer than the existing vessels, their capacity may be marginally greater as it is understood other aspects of their design could be adjusted.

East Quay

Currently using East Quay are Rampion Wind Farm (at Rampion Quay, a 125 pontoon berth), and Brett Aggregates. Previously a scrap metal processing company also used part of East Quay for a number of years, ceasing in 2024.

Rampion use their base to send engineers to the wind farm, operating crew transfer vessels (CTV) from the pontoon berth). Brett Aggregates receive sea-dredged aggregate at East Quay Commercial Terminal. The aggregate is unloaded by conveyor and taken overhead, above roadways and the railway sidings, to Brett Aggregates' site within the port. Brett despatch aggregate by rail and by road. Some of the aggregate is sold to Day Aggregates, who have a site in the port adjacent to Brett's. Day distribute aggregate by road. Dredgers unloading at Brett's conveyor only occupy the south end of East Quay Commercial Terminal, the north end (formerly used for scrap metal export), is now available and NPP are in dialogue with potential customers.

Inland from East Quay, NPP has an extensive range of premises including warehouses and yards extending approximately two 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, including an area of reclamation to the south known as the 'Cut Out'. NPP's port offices are also located on East Quay.

Facilities on the West Bank of the River Ouse

NPP does not directly control any of the facilities on the west bank of the river, but does control vessel traffic accessing those facilities, in its role at Statutory Harbour Authority. These facilities are used by commercial fishing boats, leisure craft and commercial leisure operators e.g. tour boats.

Although the statutory harbour authority is responsible for dredging within the harbour limits, the Old Arm around Denton Island is excluded from this obligation by an Act of Parliament in 1863. Presently the Old Arm is heavily silted up, greatly limiting the periods when vessels can arrive or enter at the moorings in this section of the harbour.

NPP will continue to work with the Marine Management Organisation, Inshore Fisheries Conservation Society, Newhaven Fish and Flake Society, Newhaven Community Interest Company (Newhaven CIC), Newhaven Town Council and Lewes District Council to support the fishing industry in the Port of Newhaven. NPP will continue to support the development of Newhaven Marina and other leisure facilities on the west bank of the River.

Security and Access

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 24 hours a day to anywhere within the harbour limits, and access by land to the Ferry Terminal and East Quay 24 hours per day. The landside areas adjacent to berths on North Quay are within compounds controlled by the operators of those berths. Other landside facilities are controlled by third parties and are not within the Ferry Terminal or East Quay ISPS boundary.

3.5

Transport and Connectivity

Summary

The port is well connected by road and rail, providing easy access for cargo by lorry or train, private cars, and those using public transport. The port is easily accessible from major centres of population such as Brighton, Eastbourne, Lewes, Tunbridge Wells, Crawley, Horsham, and London.

Road Links

Located on the south coast between Brighton and Eastbourne, Newhaven is linked by A-roads to Brighton and via the M23 to the London Orbital motorway (M25), which is a gateway to the rest of the UK. Newhaven is the nearest cross-Channel ferry port to London, only 64 miles away, providing a direct link to Paris by the shortest route in terms of distance. However, the lack of continuous motorway between the port and London may impact driver preferences for cross-Channel routes, as Folkestone (for the Channel Tunnel), and Dover are connected to the M25 directly by the M20. In contrast, the A26 / A27 road link to the M23 / M25 may appear less convenient, although it suffers significantly less congestion at peak times than the route to Folkestone and in particular, to Dover. When the EU implements the EES (Electronic Entry & Exit System) in November 2024, the Newhaven – Dieppe route may well benefit from less disruption to passenger travel than Dover.

A significant enhancement to access to East Quay occurred with the opening of McKinlay Way, which serves as a port access road, in 2022. This has removed around 300 goods vehicle movements per day from Railway Road, Clifton Road and Beach Road. Light vehicles may still access East Quay via the port gate on Beach Road (South Gate), however all HGV's and the majority of light vehicles entering from the east are routed via the new port gate at the south end of McKinlay Way (Gate 4).

Public Transport

As mentioned in section 2, there are two stations in Newhaven:

- Newhaven Town, which is nearest to the ferry terminal and the town centre, and
- Newhaven Harbour, which is nearest to the port gate located on Beach Road, giving access to East Quay.

A bus interchange at Newhaven Town stations provides services linking Newhaven to Seaford and Eastbourne, and to Brighton, every 10 minutes.

Rail

A rail connection into East Quay provides a run round loop and two short sidings. The sidings are located in Brett Aggregates facility, and allow the loading of freight trains up to 18 wagons in length. Brett currently dispatch up three trains per day taking aggregate to Crawley. There is an ambition to despatch more by rail, which can be achieved by:

- Operating more trains, however this is subject to availability of paths on Network Rail's network, and
- Operating longer trains.

Network Rail has a plan to allow trains of up to 26 wagons to operate on its network within the south of England. As an intermediate step, lengthening the sidings within the port to allow 20 wagon trains to be loaded is an ambition supported by NPP.

Waterways

Newhaven Marina provides a destination for visiting leisure craft, and a base for resident leisure craft. For the yachting fraternity, Newhaven has one of the few marinas on the south coast with direct access to the sea at all states of the tide. It is also well sited for visiting other towns along the south coast, and a good alternative to Brighton and Eastbourne.

The river Ouse provides a link between Newhaven and other towns located on the river, such as Lewes. The section of river north of the harbour limits may not be fully utilised for recreational purposes. Although this is beyond the harbour limits, NPP supports efforts by organisations such as Lewes District Council explore options for this section of the river.

Cycling

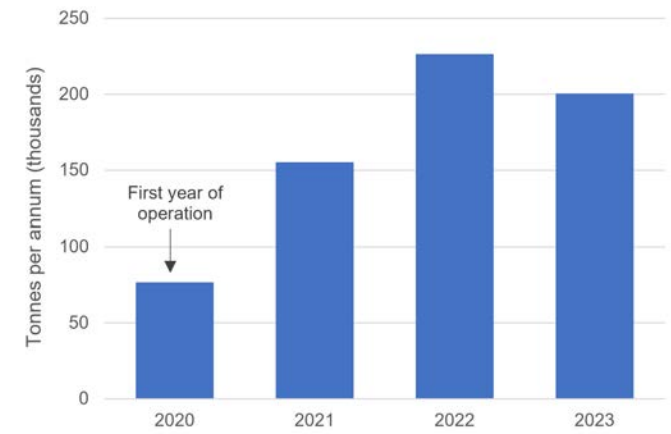
At a local level, cyclists are well served by the National Cycle Route 2. In addition, Newhaven port is located on the Avenue Verte (Green Way) route between London and Paris. This route brings cyclists to the port, who use the ferry to reach France.

Enhancing local cycle networks, particularly for day-to-day journeys is something NPP supports. The west side of the river Ouse, particularly at the south end of the town, has potential to attract leisure cyclists. In contrast, cycling to places of employment could occur on the east side of the river, including to sites within NPP's port estate. Recognising that useable cycle routes need to connect origins and destinations seamlessly, and the fragmented nature of land ownership around the harbour, NPP will work with local authorities to support the development of cycling infrastructure where it can. Managing the interaction of goods vehicles and mobile plant in the port will be an important consideration for extending any cycle routes into East Quay for employee use.

Modal Share

As a port with a frequent and regular ro-ro ferry services, road vehicles will always dominate the throughput at the port. However, NPP would like to see as much freight as possible moved by more environmentally friendly modes such as rail and coastal shipping. The bulk cargos handled at the port are suited to this transition.

Since the creation of the initial PMP in 2012 the port has recommenced shipments by rail. A significant proportion of the aggregate received at East Quay now leaves the port by rail. NPP supports our customers and partners such as Network Rail, in overcoming the technical barriers that currently limit the throughput that can be carried by rail.



Traditionally, scrap metal shipments from Newhaven were exports made to other countries. The re-commencement of scrap export from North Quay will include a significant proportion of coastwise shipments to other ports in the UK, either for aggregation into larger shipments, and/ or for use in domestically produced 'green steel', which requires more scrap to be sourced within the UK. The significance of this is that the movement of scrap within the UK, from sites such as Newhaven, was traditionally undertaken by road. The new coastwise shipments of scrap, will be made instead of movements by road.

3.6

Throughput Forecast

Overview

One question considered as part of the PMP refresh is whether any additional port infrastructure would be required within the 20-year PMP horizon. To answer this, an outline forecast of port throughput was estimated. The forecast was built upon:

- Historical trends in port throughput,
- Discussions with major port customers, and
- Variables that drive growth in throughput at the port.

The greatest influence on the forecasts is the information gathered from port customers. Their expectations of port throughput for their business in the short to medium term (up to 15 years from now) are considered the most reliable because:

They are informed by demand in the local market, and

Step-changes in throughput driven by investment decisions are included in their estimates, this information cannot be inferred from historical trends or other variables.

For the remainder of the forecasting period, or where no specific customer expectations were available, other variables were used to estimate future growth. Those variables include:

- UK port freight traffic forecasts published by the Department for Transport, these forecasts are broken down by broad cargo type, and
- Population projections for Kent, East Sussex and West Sussex.

The forecasts assume the size of vessels the port can accept remains constant. Given the enormous cost of constructing new berths, dredging to deepen the channel, the inherent width limitations of the river, plus the proximity of larger ports such as Dover, Portsmouth and Medway, the prospect of Newhaven serving larger vessels is not considered financially feasible given the present outlook. Newhaven functions well as a regional port, and while it is always desirable to minimise limitations on vessel size, the limits at Newhaven are typical for a regional port.

The forecast predicts a steady increase in throughput of vehicles using the ferry, and other cargo at the port. Substantial increases in aggregate are expected in the early years of the forecast period. However, this growth is expected to be within the capacity of the existing berths. Capacity upgrades to increase the number of vessels that can berth at Newhaven may be required after the 20 year horizon of the PMP, if demand continues to grow beyond 2044. Within the forecast period, it is assumed upgrades to cargo handling equipment may be made, as required, to cope with increased throughput.

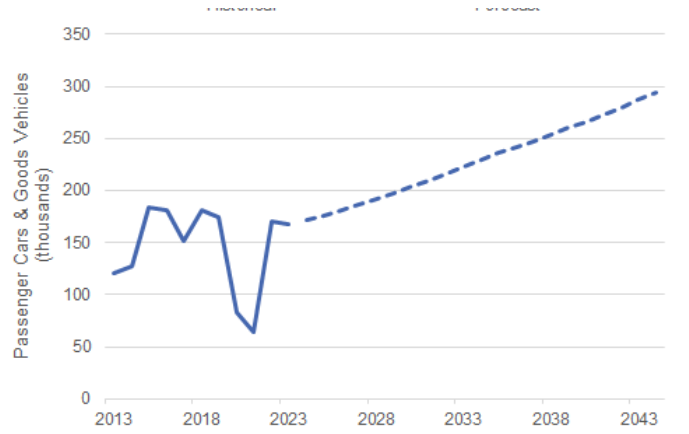
Note that, as with all forecasts, the result is a prediction of a general trend over the long term, based on information available at the time it was prepared. Results in individual years will deviate from the forecast, and the effect of short-term economic cycles will cause further variance, however the general trajectory over the long term is a useful benchmark for planning.

Newhaven - Dieppe Ferry

Throughput on the Newhaven – Dieppe ferry has recovered well since the pandemic, both 2023 and 2024 included record months, with the highest ever recorded carryings in June and March respectively. The forecast assumes steady growth. Note, in the previous decade, 60% growth occurred from 2013 to 2023. Population growth is one of the underlying factors supporting demand for cross-Channel ferry services, particularly growth of households with older people in the region. As ferry operation has high fixed costs, operating more sailings with existing assets, supported by a pricing policy that encourages a more even distribution of demand over time, is the most viable means of accommodating growth.

This increase in throughput can be supported by the current ferry terminal and No. 1 Ro-Ro berth, noting:

- The intention to create more lorry parking spaces to alleviate space constraints in the ferry terminal for goods vehicles, and make the Newhaven – Dieppe route more attractive to goods vehicle drivers, and
- That No.1 Ro-Ro berth is a critical asset, and NPPs maintenance and contingency planning reflect this.



Cargo at East Quay Commercial Terminal and North Quay

Two of five berths that comprise North Quay are assumed to remain in operation throughout the PMP planning horizon. Aggregate and scrap metal are the commodities assumed to be handled, reflecting existing uses of these berths, and the nature of the employment land on North Quay Road.

Throughput at North Quay is expected to grow to 244,000 tonnes by 2044, an increase of 56% over 2023 throughput. Note this includes the resumption of scrap metal shipments which are anticipated to start shortly.

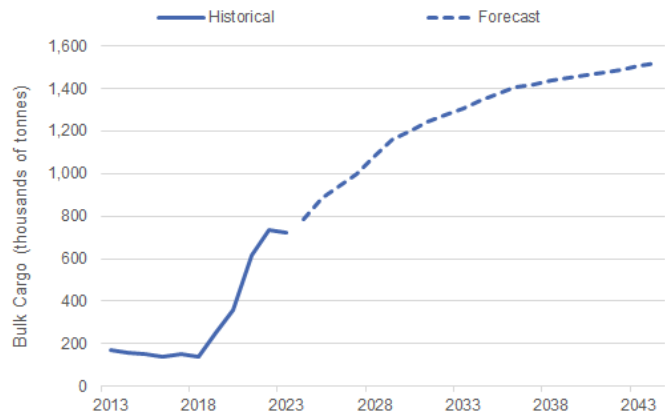
This growth in throughput does not exceed the vessel handling capacity of the berths. This growth in throughput does not exceed the vessel handling capacity of the berths.

Throughput at East Quay Commercial Terminal is expected to grow substantially, based on customers' growth projections. Present usage is notably less than its theoretical capacity, partly because of the high efficiency of unloading dredging vessels by conveyor, and the departure of the scrap merchant previously based here.

Throughput is expected to grow to 1.27 million tonnes by 2044, an increase of 112% compared to 2023 throughput. While this may appear to be an aggressive growth forecast, in historical terms this level of throughput is not without precedent. Furthermore, throughput has grown three-fold in the past decade. Throughput is assumed to arise from the existing cargo user at East Quay Commercial Terminal, and one or more additional customers that will utilise the quayside formerly used for scrap metal export. The growth in throughput does not exceed the vessel handling capacity of the quay. Much of the cargo received at East Quay currently leaves by rail, and the quantity shipped by rail is expected to increase as projects to increase train length, and potentially the number of trains per day, are progressed by Network Rail, the train operator, and their customer.

Note that to accommodate additional throughput at East Quay, additional area for storage and processing will likely be needed in the port. Quayside handling nearly always requires yard area or covered storage to accommodate a port customer's operations, and for this reason development of underutilised parts of the port estate, in the vicinity of East Quay, are proposed.

Overall cargo throughput at East Quay Commercial Terminal and North Quay combined, is expected to double by 2044.



Other Areas of the Port

Forecasts for vessel related growth in other areas of the port have not been prepared, however the following may be noted:

- Growth in leisure vessels is largely determined by the availability of moorings. Operators of moorings on the west side of the river Ouse are understood

8 The Rampion 2 project will install more than 100 turbines by 2028.

to be planning an increase in mooring capacity. This will have some impact on marine traffic within the harbour limits, but as the majority of leisure vessels do not move from their moorings frequently, this is not expected to present a significant issue.

- Growth in the commercial fishing fleet is influenced by a range of factors, including the attractiveness of commercial fishing as a career. No substantial change in the number of commercial fishing vessels is anticipated.
- Rampion Quay is used exclusively by vessels servicing Rampion Wind Farm. The number of vessels and the number of movements is generally fixed by the number of wind turbines installed. An increase in this activity may occur when turbines are renewed towards the end of their working life, or if additional turbines are installed⁸. Both of these may occur within the planning horizon of the PMP, and NPP will continue to work with the wind farm operator.



3.7

SWOT Analysis of Newhaven Port

A Strengths, Weaknesses, Opportunities and Threats analysis of the port was undertaken for the initial PMP in 2012. This has been updated to reflect the relative position of the port in 2024.

Strengths	Weaknesses
Deep water access	Awkward shape of the port, particularly the ferry terminal
24 hour access	Shortage of lorry parking spaces.
Established port with support for continued use from local authorities	Key areas of port leased to third parties constrain development of those areas
Support from port customers, users and other stakeholders	Width of river limits vessel length
Alignment of the PMP with: Lewes District Council's Local Plan, East Sussex County Council's Water and Minerals Plan, and the Department for Transport's National Policy Statement on Ports	Reliant on one ro-ro berth
Areas for development within the port estate	Vessel size limitations on North Quay
Rail connection	Limited capacity of rail connection
Solar power harnessed on site	Bad weather conflicts between the ferry operations and East Quay vessel operations
Proximity to London, Brighton and other centres of population	Lack of cargo handling equipment on East Quay Commercial Terminal, and lack of modern warehousing.
Differentiation of ferry offering from Dover – Calais/ Dunkirk route	Lack of a landmark for the port (and the town)
Local heritage and environment attractions	
Good land transport links	
Good working relationship with port users group and local authorities	
Opportunities	Threats
The energy transition: ability to generate power from wind, solar and tidal on site, and to produce hydrogen and/or alternative green fuels	Erosion of the cluster of employment land on east side of the river, or restrictions placed on the development and operation of employment land, due to other developments in Newhaven.
Opportunity to be at the heart of a renewable energy cluster	Geopolitical situation and its potential impact on energy prices and trade generally
Decarbonising port operations.	Actions of other ports in the south east
Further development of offshore wind off the south coast	Climate change
Future increases in sea-bed dredging as a source of aggregate	Economic downturns
Continued interest in the port from existing and potential cargo customers	Lack of new entrants to commercial fishing sector
Shortage of commercial drivers, favouring unaccompanied trailers on longer ferry routes such as Newhaven – Dieppe	
Potential for more inward tourism from France to East and West Sussex	
Growth and diversification of the cruise market	
Population growth and increased population over 65 who potentially have both money and time available to travel via ferry or partake in marine leisure	
Investment taking place in the commercial fishing sector led by LDC and creation of Newhaven CIC	

In contrast with the 2012 PMP, there are now more opportunities identified. This increase can be attributed to:

- Structural changes in the construction and energy sectors,
- Inward investment that has occurred since 2012,
- A renaissance for the Newhaven – Dieppe ferry route, with robust growth in the number of vehicles carried from the mid-2010s onwards, which appears to have been maintained post COVID-19 pandemic,
- Changes in other markets such as cruise,
- Demographic changes,
- The history of engagement and collaboration among NPP, local authorities and other stakeholders of the port, including successful applications for funding from central Government-run schemes, and
- Economic growth since 2012: 2012 was shortly after the Great Recession of the late 2000s, and the rate of GDP growth was still sluggish when the 2012 PMP was being prepared; GDP subsequently grew at a high rate for the remainder of the 2010s until the COVID-19 pandemic.

04.

Stakeholder Consultation

Stakeholders are central to the development of a port masterplan. Newhaven port serves a wide variety of port users, from commercial to leisure, from those operating vessels to those with purely landside activities. The port also interfaces with many more stakeholders who do not have any operations at the port but have a legitimate interest in the how the port and town develop. A stakeholder engagement process was devised at the outset of the masterplan update. That process and the feedback it generated is summarised in this section.



4.1

Introduction

Stakeholder consultation has been essential to updating the PMP. Learning about stakeholder needs and obtaining stakeholder feedback has been invaluable for developing an appropriate masterplan.

Through regular dialogue with existing customers, partners such as local government, and prospective customers, NPP were able to identify the nature of the changes that would be needed at the port over the next twenty years. These ideas were further refined through consultation with a broader set of stakeholders. As with the 2012 masterplan, NPP intends the updated masterplan to complement the aspirations of other organisations interested in the regeneration of Newhaven and the wider area, as well as directly impacting the port itself.

4.2

The Stakeholders

Stakeholders consulted included representatives of:

- The Newhaven – Dieppe ferry operation,
- Port customers handling cargo, or with other marine operations, over the quayside,
- Port customers using land in NPP’s port estate,
- Fisheries,
- Marine leisure including private companies located within the port, operating from the port, and marine clubs and societies using Newhaven port,
- Local Government (three tiers),
- National Government Agencies,
- Inward investment agency and chamber of commerce,
- Immigration and law enforcement,
- Regional environmental and conservation organisations, and
- Network Rail.
- A total of 60 organisations were invited to participate, and 37 provided feedback.

39 of the invited stakeholder organisations are member of the Port Users Group (PUG) with whom NPP holds regular discussion forums.

4.3

The Engagement Process

Overview

The engagement process comprised three elements:

- Research calls,
- A stakeholder engagement workshop, and
- A temporary website through which stakeholders were able to leave feedback.

Research Calls

- Research calls were held with selected stakeholders that have a significant influence on the port, either as customers of the port, as representatives of certain sectors of maritime activity, or influencing regional policy and the regional economy. The calls were used by AECOM to build a comprehensive understanding of stakeholders’ current operations, their future plans, and relationship with Newhaven Port. Information from these stakeholders, particularly port users, was used to inform the forecast of port throughput.

22 organisations were invited for a one-to-one research call with AECOM, of which 15 took part.

Workshop

- A day-long workshop was held on the 17th April in Newhaven. The aims of the workshop were to:
- Obtain input from a wide spectrum of port users and other stakeholders,
- Understand what is important to stakeholders,
- Share emerging proposals for the port,
- Collect ideas on issues affecting the port, and
- Learn how the port could support wider community goals in Newhaven.

The workshop explored the port from a number of angles and introduced the development proposals. In advance of the workshop stakeholders were sent an information pack explaining the aims of the PMP update, giving some background information on the port, and an overview of the stakeholder engagement process.

The workshop commenced with a review of background information, expanding on that contained in the information pack, followed by four working sessions:

- The Potential of Newhaven Port
- Improvements Within Newhaven Port
- Emerging Port Development Proposals
- The Port and The Town
 - For each working session stakeholders were assigned to groups of up to seven, with each group

comprising representatives of different types of stakeholder, to ensure a balanced discussion. Every group was chaired by an AECOM facilitator to guide discussion, and ensure everyone had an equal voice. Each session comprised:

- A short presentation of background information,
- A group discussion led by the facilitator, with key points written on a flipchart, and
- Feedback of key points by each group, to the workshop attendees.
- The level of engagement at the workshop was very high, with stakeholders offering lots of feedback on the content presented to them. There was a significant amount of discussion between NPP representatives and stakeholders, and stakeholders were quick to ask questions in order to fully understand the proposals presented to them. A flipchart sheet was filled in for each session (two flipchart sheets for session 3), and by the end of the day a total of 45 sheets of comments had been generated.

35 organisations sent representatives to the workshop.



Temporary Website

In addition to the stakeholder workshop, all invited stakeholders were able to access a temporary interactive website hosted on AECOM's proprietary stakeholder engagement platform 'PlanEngage'. The website was available for a period of three weeks following the workshop. This allowed those who were unable to attend the workshop, or those who did but wished to give further feedback, to do so. The website replicated the structure of the workshop held on the 17th April. Stakeholder input was invited via the following methods:

- Four 'Surveys' – lists of questions stakeholders can reply to, corresponding to the four working sessions held at the workshop, and
- Via an interactive map on which stakeholders can place a pin and leave comments.
- Below is a screenshot from the PlanEngage site.
- Five stakeholder organisations made use of this opportunity to give feedback.

4.4
Interaction

The four working sessions at the workshop, and the four surveys on the temporary website, asked stakeholders to give feedback in response to the following questions:

1. The Potential of Newhaven Port
 - What to Keep and Develop
 - What to Remove / Have Less of
 - What to Add
 - Changes to the Five Aims from the previous masterplan
2. Improvements to Newhaven Port
 - Improvements on water
 - Improvements on land
 - For people (residents and visitors)
 - For the environment
3. Port Development Proposals (for details see section 5)
 - Ensure the highest standards for leisure operators
 - Cargo by sail
 - Development of NPP area E1 (East Quay Extension Area)
 - New Cargos
 - Small-scale cruise vessels
 - New cultural and leisure role for West Promenade
 - New office building
 - Decarbonising the port: hydrogen, biofuels, solar, wind, tidal and other emerging green energy initiatives
4. The port and the town
 - Opportunities for employment/education and training
 - Opportunities for leisure
 - Opportunities for education and training
 - Opportunities for increased wellbeing



4.5
Feedback

Summary

Feedback on the nine proposals put forward was very positive overall, with some important concerns noted. Some of the wider issues raised are within the control of NPP, such as the proposals, some can be delivered by NPP in conjunction with other parties e.g. improved wayfinding and cycle paths, and a few are outside the control of NPP but nevertheless would be welcomed by NPP e.g. more cafes, or more parking spaces on the west side of the river, or the improvements to the condition of derelict buildings on land not controlled by NPP. All of these comments were considered by NPP and AECOM, and the final formulation of the updated PMP adjusted where appropriate to reflect stakeholders feedback and ideas.

NPP were very pleased with the level of engagement the stakeholder engagement programme achieved. The attendance at the workshop, which filled the venue to capacity, and the degree of participation and enthusiasm shown by stakeholders throughout process, confirms how important the port is to the local economy, and how valued it is by the community. NPP wish to thank the many stakeholders who provided input.

The Potential of Newhaven Port

- Participants felt that any opportunities to help the port decarbonise should be explored, to help with the wider environmental agenda. Better facilities for people, for example restaurants and coffee shops, would also help increase the number of visitors to the harbour and town. Direct trains to London, without a change at Lewes, would also help attract visitors. For freight, increasing the number of freight train paths and/or freight train capacity was considered beneficial.
- Discussion on items to have less of centred on derelict buildings, and not resuming long term scrap metal storage on East Quay. Road traffic congestion was raised as an issue that should be alleviated. Anti-social behaviour by some anglers was also noted as being a problem.
- Maintaining a fishing fleet at Newhaven was considered to be very important, and opportunities around marine leisure were considered to have good growth potential. This was linked to the potential for small cruise vessels visiting the port, by increasing the ports visual appeal. Further development of the ferry schedules was suggested as a means of increasing patronage. There were few comments on changes to the five aims, however having a greater focus on decarbonisation was noted.

Improvements to Newhaven Port

Suggested improvements on water included a desire for more leisure vessel berths, and berths for larger leisure vessels. Improvements to slipways and to commercial fish landings were also raised, as well as shore power to vessels. The use of water space around Denton Island was discussed, including how this can be used more effectively.

Lorry parking and driver's facilities were mentioned as an important area for improvement on land, as well as improved signage and wayfinding, more accessible routes, and parking provision around the harbour; particularly on the west side where visitors may be attracted. There was also a desire for a car park at the East Beach.

Improvements raised for people were better facilities for cyclists that pass through the port, to encourage spending in Newhaven, and career talks for schools and colleges on training and employment opportunities in the industries located in the port. Support for small businesses was also raised, as well as encouraging employers offering highly skilled jobs to locate in Newhaven. There was also a desire for more facilities for Small and Medium Enterprises (SMEs).

For the environment, improvements included electric vehicle charging, the creation of reefs, and the possibility of onshore wind turbines. Potential projects to increase or maintain biodiversity were also mentioned, as well as general developments in the fields of hydrogen, wind, tidal and solar energy.

Port Development Proposals

The development of NPP area E1 (East Quay Extension Area) was well supported as a logical use of the space, addressing needs the port and its users have, and being consistent with planning policy. However, there were some concerns around habitat loss, and assurances sought that adequate mitigation would be provided to achieve biodiversity net gain. Concerns over the appearance of the development were also raised. For new cargoes at the East Quay, feedback was generally positive but there was little desire to see scrap metal returning.

A new cultural and leisure role for West Promenade was widely supported as a logical use of the space. Also welcomed was the idea of the promenade and adjacent land on the west bank of the Ouse being developed and managed by one entity, this was considered more effective than the current arrangement. However, there were some concerns about what could be developed on the promenade in the very long term, and if this would always be compatible with port operations. Some stakeholders also expressed dissatisfaction that the sandy west beach would still not be accessible. The new office building was considered a good idea, particularly the creation of a landmark and space for SMEs, but regarded as a lower priority than other proposals. It was questioned whether existing buildings could be repurposed.

Decarbonisation and transition to cleaner energy sources was widely supported, with solar preferred where it was less visually intrusive than wind. However, additional substations and distribution network upgrades were raised as a possible issue. Attracting small cruise vessels was widely supported from the economic perspective. Ensuring the highest standards for leisure operators was welcomed. There were some concerns that further development of the marine leisure offer needs to be complemented by more car parking capacity to avoid parking problems. Finally, cargo by sail was widely supported but there were some doubts around long term financial viability of the initiative.

The Port and the Town

In regard to employment, career talks to inform locals of the apprenticeship, work or business opportunities in the port estate and supporting supply chain were discussed at length. Opportunities for employment in the emerging green energy industry were raised, as well as the opportunity to promote Newhaven as a destination, not just a transit port, which could benefit the local economy.

In terms of leisure, more seafood restaurants/cafes/ places where people spend leisure time around the harbour, and a harbour viewing area were raised. Stakeholders demonstrated a strong desire to support the existing marine leisure industry as a way of supporting the town's economy and cultural life.

To enhance the wellbeing of residents, marine-based activities for youth were suggested, as well as increased access to the west side of the harbour and beaches. General improvements to the visual aspect of the port and town were suggested, as was retaining and enhancing green areas along the riverside.





05.

Port Masterplan Proposals

NPP's vision for the port has been updated, recognising how the port has developed since the initial port masterplan in 2012, the port's position in 2024, and the opportunities and challenges facing ports over the next 20 years. This vision is supported by an updated set of strategic objectives for the port, and nine proposed changes to the port. The proposed changes will ensure the port is able to capitalise on opportunities and respond to challenges, the most significant of which is decarbonisation. Dialogue with stakeholders has been central to identifying the needs of the port going forward and shaping the proposals.

5.1

Vision

The first masterplan, created in 2012, anticipated a renaissance for the port. It recognised Newhaven needed a higher level of economic activity and long term job creation, for both the town and port to have a sustainable future. In the intervening period that ambition has been realised. There has been much investment in the port since 2012, and new long-term customers have made Newhaven their base of operations. The Newhaven – Dieppe ferry has been on a stable footing throughout this period. In 2024 Newhaven port is thriving, new employment has been created, and the port’s future is sustainable. Both existing and prospective customers want to bring more trade to the port.

With the port’s future secure, NPP have looked ahead to the next 20 years, and considered “how can the port continue to grow, and increase the sustainability of port operations?” Over the next 20 years sustainability will be enhanced by:

- Further enhancing the sustainability of NPP’s operations through increased use of renewable energy,
- Enabling NPP’s customers, both tenants within the port estate and vessel operators, to use more sustainable forms of energy, and
- Becoming a hub for renewable energy production, allowing third parties to purchase renewable energy generated within the port estate.

This **vision of Sustainable Growth** can be summarised as “**A port that grows sustainably, supporting the town of Newhaven and the wider regional economy, and is part of the energy transition**”. This is the vision for the 2024 port masterplan.

5.2

Ambitions of the 2012 PMP

Since the publication of the 2012 PMP, several of the ambitions contained in that document have been realised, including aims to:

- Maintain the Newhaven – Dieppe ferry route and increase utilisation while enhancing the customer experience,
- Become an operations and maintenance (O&M) base for offshore wind,
- Attract more coastal shipping,
- Re-instate the rail link for freight,
- Improve road access, and
- Maintain vessel access to North Quay.

Some did not happen, or are no longer relevant, including the aims to:

- Become a construction base for offshore wind,
- Relocate the ferry terminal to a new South Quay,
- Look at the options for a new port workshop, administration building and operations centre,
- Become involved in green energy such as biofuels like algae, and
- Building of fishing stage 9.

The ambitions that were realised, underpin the success of the port today. Those that did not happen were linked to trends or technologies that have been superseded, for example, certain green energy technologies; or were impacted by external events such as the cancellation of Navitus Bay wind farm, or other reasons. At the time of devising the updated masterplan, those technologies, and the structure of industries such as offshore wind, have matured. The 2012 masterplan ambitions that were realised, were also more incremental in nature than those which did not. In 2024 the opportunities for the port are of a more incremental nature:

- Continued growth in construction materials,
- Attracting small cruise vessel calls,
- Facilitating cargo by sail, and
- Use of solar, wind, tidal, hydrogen, and other renewable energy technologies.

These opportunities can, by and large, use existing port infrastructure. The 2024 masterplan reflects this.

5.3

Updated Strategic Objectives

Putting the new vision into action, and identifying specific, tangible interventions to achieve it; requires breaking down the vision into goals, and developing a strategy to deliver those goals.

The 2012 masterplan had five strategic objectives which serve as goals. These have been updated. The variety of maritime activity the port supports has remained consistent over time, but has evolved. Therefore, the updated objectives have subtle changes of emphasis rather than significant shifts in direction:

- Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and improving the customer experience;
- Continue investing in infrastructure to further increase the use of renewables throughout the port, both directly, in partnership with customers, and continue the close working relationships and collaboration in Net Zero projects with local government;
- Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;
- Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and
- Bring further benefit to Newhaven by supporting cultural and leisure activity, and the wider regional economy by growing the port.

To achieve these objectives, and deliver the vision of sustainable growth, NPP proposes a number of developments within the port, to be delivered over the 20 year timeframe of the PMP. The PMP identifies the proposals, demonstrating what needs to happen, and by when, to deliver the vision. The proposals will be developed in more detail by NPP and delivered as discrete projects.

5.4

Proposals

Nine proposals for the port, to be implemented over the next 20 years, comprise the updated 2024 masterplan. The proposals reflect:

- Anticipated growth and the needs of the port’s customers,
- NPP’s commitment to be part of the energy transition and support the UK Government’s net zero goals,
- New opportunities the port can capitalise on, and which may also benefit the town and wider region,
- NPP’s support for the regeneration of Newhaven by making better use of some areas of the port estate on the west side of the river Ouse, and increasing NPP’s engagement with the community, and
- The highest standards of marine operations.

The proposals are:

1. Regulate commercial leisure and workboat operators to ensure the highest standards
2. Develop a community engagement programme
3. Cargo by sail
4. Development of NPP area E1 (East Quay Extension Area)
5. New Cargos
6. Small-scale cruise vessels
7. New cultural and leisure role for West Promenade
8. New office building
9. Decarbonising the port

The following table gives more information, including which areas of the port are affected by each proposal, and the approximate timeframe for deliver. Timeframes for implementation are:

- Immediate – implementation to start early 2025,
- Short term – within five years (2025 – 2029),
- Medium term – five to ten years from now (2030 – 2034), and
- Long term – after ten years from now (2035 – 2044).

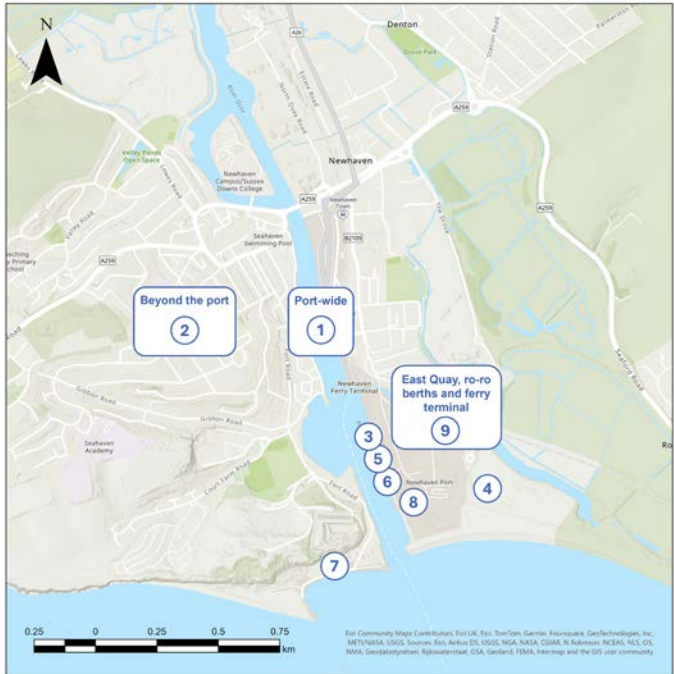
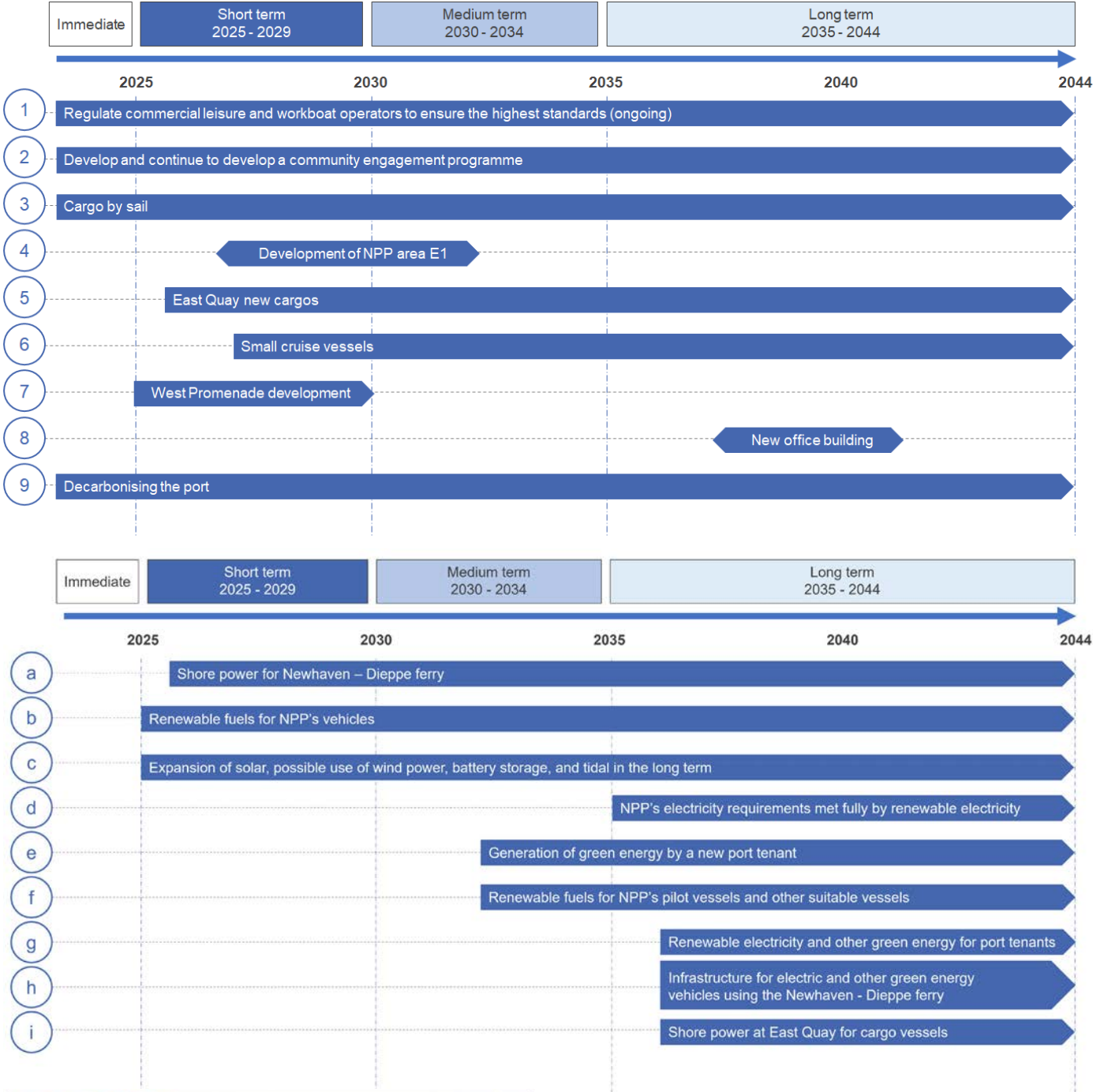
The Nine Proposals of the 2024 Port Masterplan:

Proposal Details	Time Frame for Implementation	Affected Location
<p>1. Regulate commercial leisure and workboat operators to ensure the highest standards</p> <p>Operators of boats taking paying passengers must be licenced. NPP's ambition is for Newhaven to be known as a port with quality leisure operators, which includes:</p> <ul style="list-style-type: none">Fishing boat tripsSightseeing tripsWatersport vesselsWorkboats <p>A collaborative approach with operators will be used.</p>	Immediate	Port-wide
<p>2. Develop a community engagement programme</p> <p>To improve awareness of what takes place within the port, the opportunities the port represents, and to support the broader development of Newhaven as a place to visit, NPP will develop a programme of community engagement activities including:</p> <ul style="list-style-type: none">Liaison with local education establishments to raise awareness of opportunities in the maritime sector among both students and educators,Participation in future Newhaven Fish Festivals and other relevant events, andAn internal review of how NPP updates the local community on developments at the port.	Immediate	Beyond the port
<p>3. Cargo by sail</p> <p>A zero emissions cross-Channel cargo initiative by a third party, which NPP is supporting. A sailing vessel will ply between Le Tréport and Newhaven carrying palletised cargo, with charges priced to be competitive with alternative routes such as Dover-Calais. Target commodities include:</p> <ul style="list-style-type: none">Wine and spiritsSpeciality foodBuilding materialsPharmaceuticals	Short term	East Quay

Proposal Details	Time Frame for Implementation	Affected Location
<p>4. Development of NPP area E1 (East Quay Extension Area)</p> <p>NPP's estate includes a plot of land to the east of East Quay, allocated in the2020 Lewes District local plan, for employment uses associated with Newhaven Port. This will be developed for port uses including warehousing, lorry parking with driver's facilities, green energy research and development, storage and distribution and other activities. The site is accessed directly from the port access road McKinlay Way. The design will be sensitive to the surroundings, and will include diversion of a public footpath to maintain access to East Beach. Requirements for biodiversity net gain will be met by enhancing other areas of the port estate.</p> <p>To further develop the proposal, the following studies are being commissioned:</p> <ul style="list-style-type: none">Architecture/MasterplanLandscape DesignLandscape Visual ImpactTransportNoiseFlooding and DrainageEnergy, Sustainability and BREEAMEcologyLightingAir QualityContamination and UXO	Short term	Land to the east of East Quay
<p>5. New Cargos</p> <p>After a series of agreements lasting 21 years, the tenant occupying East Quay departed in 2024. NPP is in dialogue with potential cargo customers interested in East Quay for new cargos, likely to be other bulks or palletised. NPP will develop a new cargo operation at East Quay in conjunction with a new customer(s).</p>	Short term	East Quay
<p>6. Small-scale cruise vessels</p> <p>There is untapped potential for smaller cruise vessels to call at Newhaven, with many attractions nearby that cruise operators will want to bring their guests to. Accommodating smaller cruise vessels is more feasible and lower impact than with larger vessels, and passengers on smaller cruise vessels typically spend more per person when ashore.</p>	Short term	East Quay, ro-ro berths
<p>7. New cultural and leisure role for West Promenade</p> <p>NPP supports the regeneration of Newhaven town. There is potential for the West Promenade to have a leisure and cultural role, dovetailing with Newhaven Town Council and Lewes District Council-led developments nearby. In combination, the West Promenade and the adjacent area on west side of the Ouse could provide greater amenity for local residents, and be more attractive for visitors, whilst still allowing NPP to fulfil their statutory functions. This proposal will enhance an under-utilised area with great views.Note this proposal does not include the sandy West Beach which will continue to be closed to the public.</p>	Short term	West Promenade
<p>8. New office building</p> <p>NPP have a long term ambition to create new port offices, which could potentially include quality office space for lease, attracting small and medium enterprises to Newhaven. This could also be an opportunity to create more of a landmark for both the port and the town, something which is currently lacking. It will also increase provision of quality office space in Newhaven.</p>	Long term	East Quay

Proposal Details	Time Frame for Implementation	Affected Location
9. Decarbonising the port		
Hydrogen, biofuels and electricity are emerging as the three energy formats most likely to be used in port related applications (excluding vessels) in the long term ⁹ , that can be created from renewable energy sources. The port estate can generate electricity from solar and wind, and can also be used to generate, store and distribute other green energy fuels. In the long term, tidal power technology may have matured sufficiently for this energy source to be harnessed in Newhaven.		
NPP's ambition is to decarbonise the port as follows:	Throughout the masterplan period	East Quay and ro-ro berths
<ul style="list-style-type: none">Decarbonise NPP's land based operations,Assist port customers to decarbonise their land based operations,Decarbonise NPP's vessel operations,Assist in decarbonising vessel operations for those port customers most able to do so, andFacilitating the R&D and the production, storage and distribution of green energy.		
9a Install shore power supply for the Newhaven – Dieppe ferry.	Short term	Ro-ro berths
9b Expansion of solar generation within port estate, possible use of wind power, and installation of battery storage.	Short term	East Quay
9c Renewable fuels for NPP's vehicles	Short term	Port-wide
9d NPP's own electricity requirements to be met fully by renewable electricity, and vehicles powered by electricity or renewables.	Medium term	East Quay
9e Generation of green energy by a new port tenant. Third party investment in green energy generation will provide a source of renewable energy for machines that cannot be electrified, and result in the sale of energy generated within the port estate to customers outside the port.	Medium term	East Quay
9f Support transition to renewable fuels for NPP's pilot vessels and other suitable vessels based at Newhaven using East Quay.	Medium term	East Quay
9g Supporting switch to renewable electricity and green energy for port tenants. Eliminate the use of non-renewable electricity and fossil fuels within the port estate by NPP and its tenants, for operations wholly within the port estate .	Long term	East Quay
9h Support a switch to electric or other non-fossil fuelled vehicles for users of the Newhaven – Dieppe ferry by providing appropriate infrastructure to the extent this is feasible given site constraints.	Long term	Ferry terminal
9i Provision of shore power at East Quay Commercial Terminal for cargo vessels.	Long term	East Quay

9 Other fuels may be used in the medium term as technology and fuel supply chains develop, for example Hydrotreated Vegetable Oil (HVO).



Map is approximate

5.5

Contribution of the Proposals to the Strategic Objectives

Overview

This section demonstrates how the proposals support the five strategic objectives.

Table 31 Mapping of Proposals to Strategic Objectives

	1. Regulate commercial leisure and workboat operators to ensure the highest standards	2. Develop a community engagement programme	3. Cargo by sail	4. Development of NPP aArea ‘E1’	5. New Cargos	6. Small-scale cruise vessels	7. New cultural and leisure role for West Promenade	8. New office building	9. Decarbonising the port
Strategic Objective									
Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and continuing to focus the customer experienceSupport	A1			A4				A8	A9
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;				B4					B9
Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls;			C3		C5	C6		C8	
Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained; and	D1					D6	D7		
Bring further benefit to Newhaven by supporting cultural and leisure activity, and the wider regional economy by growing the port.	E1	E2		E4	E5	E6	E7	E8	E9

In Detail

Strategic Objective: Support further development of the Newhaven-Dieppe ferry route, increasing utilisation and improving the customer experience

A1	Ensuring the marine leisure offer, particularly for tourist activities such as boat trips, are of the highest quality, will create more attractive options in Newhaven for tourists generally, and this could include certain groups of ferry customers who are more likely to stop and explore local attractions in the region. These groups include coach parties, motorcyclists, cyclists and foot passengers.
A4	This proposal will improve the operational efficiency of the ferry terminal, and provide important facilities for HGV operators thereby enhancing the attractiveness of the Newhaven – Dieppe ferry route to HGV operators.
A8	By providing a ‘landmark’ for the port, ferry passengers will have a stronger sense of arriving at a destination rather than somewhere which is merely a transit point, and be more encouraged to explore the region, enhancing awareness of attractions that can be accessed via the ferry.
A9	By increasing the environmental sustainability of ferry operations the attractiveness of the route in terms of emissions for an end-to-end journey will be maintained compared to other ferry routes as they decarbonise, and will be enhanced relative to Eurotunnel, for certain journeys, dependant on origin and destination. This is likely to be of most interest to HGV operators initially, particularly those that serve supply chains seeking to reduce their Scope 3 ¹⁰ emissions. As HGVs transition to renewable energy, minimising HGV miles will be less critical in terms of overall emissions from a cross-Channel journey, compared to emissions associated with the channel crossing itself.

Strategic Objective 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 to enable wider benefits beyond the port estate

B4	This development will create additional space for solar panels, particularly on the warehouse roof, as well as small-scale wind energy installations and green energy generation, storage and distribution; potentially extending to the supply of green energy to port equipment and HGVs using the ferry. Other emerging renewables and green fuels will be factored in as they emerge and if appropriate.
B9	All of the initiatives covered by this proposal directly contribute to the strategic objective increasing the use of renewables.

Strategic Objective Support the growth of trade through the port for: cargo by ship, tenancies within the port, and by attracting small cruise vessel calls

C3	The cargo by sail initiative is targeting cargos not previously handled at Newhaven port, and therefore represents additional trade. The vessel operator is aiming at a niche where shippers want a low emissions supply chain route, and amongst other commodities they have identified food products as a potential cargo, which potentially includes produce from the region, exported by sail. The customers of this service may require warehouse space within the port.
C5	Attracting new customers to East Quay Commercial Terminal will increase trade through the port. The new customers may require warehouse space within the port.
C6	Attracting cruise vessels represents additional trade for the port.
C8	By creating brand new office space, in a landmark building, additional tenants may be attracted who previously would not have located in the port estate, or within Newhaven.

Strategic Objective Support the continued development of the fishing and marine leisure sectors, and through partnership with operators ensure the highest standards are always maintained

D1	Ensuring the marine leisure offer, particularly for tourist activities such as boat trips, is of the highest quality, will create more attractive options in Newhaven for local residents and visitors, by encouraging investment and innovation by operators, who can be confident the port’s reputation for marine quality leisure is upheld.
D6	It is anticipated that cruise ship calls will bring an increase in visitors to the west side of the harbour and this presents an opportunity for the fishing and marine leisure sector to develop offers aimed at cruise vessel passengers and/or the cruise operators.
D7	This proposal will increase leisure opportunities for local residents, and draw more tourists (potentially including certain groups of ferry customers and passengers on small cruise vessels) to this part of the harbour, presenting an opportunity for the fishing and marine leisure sector to develop offers aimed at cruise vessel passengers and/or the cruise operators.

Strategic Objective Bring further benefit to Newhaven by supporting cultural and leisure activity, and the wider regional economy by growing the port.

E1	The link between the proposal and the above objective follows the same rationale as D1.
E3	Enhancing awareness of the training, employment, and business opportunities the port represents locally, will allow residents to more readily make use of those opportunities.
E4	The development of this area is anticipated to attract inward investment and create new jobs, supporting growth of the regional economy.
E5	This proposal is anticipated to increase the amount of work available in the port, and potentially attract inward investment, supporting growth of the regional economy.
E6	This proposal is anticipated to increase the amount of work available in the port, and create opportunities for local businesses to sell to cruise passengers and/or the cruise operators.
E7	This proposal will increase cultural and leisure opportunities for local residents by making better use of the space and placing it under common management with adjacent areas. As a consequence it may also increase spending by local residents, visitors, and tourists from the ferry or cruise vessels, thereby supporting growth of the regional economy.
E8	The link between the proposal and the above objective follows the same rationale as A7 and C7.
E9	Decarbonising port operations will require investment, and that will very likely benefit the local economy, employing people from the region. In addition to the direct investment in renewable energy infrastructure, the enhancement to the attractiveness of the port this proposal will bring, can further increase the port’s contribution to the regional economy.

¹⁰ Scope 3 emissions are a reporting categories for greenhouse gas emission reporting in the UK. Emissions from the ferry would fall under Scope 3 for cargo owners and HGV operators.

Beyond the Port

Education

Following stakeholder feedback, NPP recognise there is more that can be done to support the link between education, training, and employment opportunities in the port and in allied industries.

To address this, NPP propose a programme of liaison with local education establishments to raise awareness of opportunities in the maritime and energy sector among both students and educators. Both groups may not be aware of the full range of roles, and the career prospects, that exist within the ports, maritime and energy industries, and the opportunities that may arise locally.

As Newhaven is a relatively small port, NPP may partner with key customers of the port, and potentially other ports in the region, to deliver this programme. Partnering in this way will make the programme more comprehensive and better demonstrate the range of opportunities.

This activity is part of proposal 2 ‘Develop a community engagement programme’.

Community Participation

To increase awareness among the local community of what goes on in the port, particularly within East Quay, NPP intend to participate in future Newhaven Fish Festivals and other relevant events. Participation will be used to inform and educate visitors on:

- The full scope of what takes place in the port,
- Progress on decarbonisation, and
- Safe and legal leisure activities within the port, or operating from the port.

This activity is part of proposal 2 ‘Develop a community engagement programme’.

Wayfinding and Cycling

As described in section 3.5.6 NPP supports the development of a local cycle network in Newhaven. Stakeholder engagement highlighted that wayfinding, including signage and pathways, was sub-optimal in Newhaven, including in and around the port. This includes provision of paths that are accessible to all. Recognising that creating coherent and useable cycling and walking networks, supported by consistent signage, requires an area-wide approach and coordination among land owners and other parties, NPP are keen to participate in the design of such a network where it connects to NPP owned land.



06. Delivery

The masterplan proposals represent a significant commitment, and level of investment, over the next 20 years. Delivering the proposals will require collaboration and partnership. Careful review of potential impacts on the environment and ecology of Newhaven and its natural habitats, and compliance with planning policy, will be undertaken for physical changes to the port. This section highlights some of the partnerships and areas of impact that will be considered as the proposals are taken forward.



6.1

Introduction

Delivery of the masterplan proposals is a significant undertaking. Implementing projects in a port environment always presents many challenges, including funding, technical aspects, and managing construction around an operational port. Fortunately, NPP and its partners have experience in this, but remain aware of the scale of the challenge. That is particularly true for the decarbonisation initiatives which involve some technologies which, while not entirely new, and still relatively novel. Furthermore, the energy projects involve multiple parties, not just within the port estate.

This section provides further information on the approach to implementing the proposals and delivering the vision. It details some of the significant considerations that will affect the proposals, particularly those that involve creating new, permanent facilities such as:

- Development of NPP area E1 (East Quay Extension Area)
- New office building
- Decarbonising the port and being part of the wider transition to net zero

The following may also require some physical works, such as changes at the quayside or ancillary buildings:

- New cargos
- Small-scale cruise vessels

6.2

Sustainable Partnerships for Newhaven

NPP expect various forms of partnership – financial and otherwise - will be required to deliver all of the proposals, and are actively engaged in discussions to achieve this.

NPP has strong, long-standing partnerships with businesses, local, regional and national government agencies, and other non-customer stakeholders. These collaborative relationships have underpinned the successful growth and development of the port over the past decade. It is a firm belief of NPP that delivering growth for the port, achieving decarbonisation, and contributing to the town's regeneration, will depend on such relationships being sustained and strengthened. The port is looking forward to developing its existing professional relationships with organisations such as:

- Newhaven Town Council
- Lewes District Council
- East Sussex County Council
- Newhaven Enterprise Zone Board
- Re-Imagining Newhaven Board

- Sussex Hydrogen Group
- Border Force
- The Environment Agency
- South Downs National Park
- Transport for the South East
- And others.

6.3

Environmental Considerations

Overview

The nature and magnitude of any potential environmental impacts arising from port development projects, both positive and negative, will depend on the specifics of each development. The following sections outline key environmental receptors that may be potentially affected by the proposals. As they are further progressed as discrete projects, potential impacts on the environment (such as historic environment, landscape and visual impacts and socio-economic impacts) will be appropriately assessed as part of any Environmental Assessment exercise, as required.

National Park

Newhaven Port is bounded to the east by the South Downs National Park, which extends to the beach at Tide Mills. The National Park may be susceptible to visual impacts from any significant landscape changes and as such sensitive planning regarding future development proposals will be required.

Habitats and Ecology

There are no Special Protection Areas, Special Areas of Conservation or Ramsar Sites within 5 km of Newhaven Port. The Brighton to Newhaven Cliffs a SSSI is located approximately 150 m to the west of the port, the eastern section of which (Newhaven Beach) is located within land owned by NPP. The Castle Hill Local Nature Reserve (LNR) also a SNCI (Newhaven Cliffs) is located approximately 200m west of the port, with the southern boundary of the LNR bordering land owned by NPP. Although it is not expected that these statutory ecological designations will be directly impacted by the emerging development proposals, any future developments at the port would need to appropriately assess the potential for indirect impacts on these nearby designated sites.

As mentioned in Section 2.6 of this document, there are a further five SNCIs, located within or in close proximity to Newhaven. The closest of these SNCIs to the port are Newhaven SNCI (referred to above) and Tide Mills LWS, which is located immediately east of the port, partly within port owned land, they are designated for the variety of birds, insects, plant and amphibians the site supports.

As part of the previous iteration of the PMP a series of surveys were undertaken including: a Phase 1 Habitat Survey, protected species scoping survey, breeding birds survey and wintering birds survey. These historical surveys identified a variety of habitats of principal importance under the Natural Environment and Rural Communities Act 2006 including calcareous grassland, reedbeds, vegetated shingle (a UK Biodiversity Action Plan priority Habitat), hedgerows and maritime cliff (located to the west of the river Ouse). In addition, the historical bird surveys identified some 86 species of birds of which eight were considered of high conservation value. Surveys are currently being undertaken in connection with development of NPP area E1 (East Quay Extension Area).

The fisheries in Newhaven are considered to be an important industry in the area, both in terms of employment and due to the value and quality of the fish resource itself. As such, appropriate measures to minimise adverse effects on fisheries will need to be embedded into the future development proposals where there is potential for the industry to be affected.

Contaminated Land

Due to the level of industrial activity at the port, historical contaminated land surveys concluded that a number of pollutant links could be present and may present risk to sensitive receptors. Targeted investigations and updated surveys will need to be undertaken, where necessary, to support future development proposals in accordance with Planning Policy Statement 23: Planning and Pollution Control (PPS23).

Flooding and Climate Change

Newhaven lies at the mouth of the river Ouse in a valley within the South Downs. During December 2013, an extreme tidal surge event affected eastern England, including Newhaven. This resulted in 60 residential and commercial properties flooding on the east bank. Newhaven Town and Newhaven Harbour railway stations were also affected with Newhaven Harbour railway station being closed for three days due to damaged signalling equipment. Newhaven's swing bridge was also damaged, causing temporary failure.

The Environment Agency, in partnership with Lewes District Council developed a scheme to reduce flood risk from the sea in Newhaven. The Newhaven Flood Alleviation Scheme was completed in 2021. This scheme provides a Standard of Protection to a 1 in 200 year return period event, with the provision of a flood defence at 5.0 m Above Ordnance Datum. The scheme reduces the flood risk throughout Newhaven to approximately 420 homes and 390 businesses, meaning that there is a 0.5% chance in any one year that Newhaven will experience flooding from the sea. The scheme covers both banks of Newhaven, including the commercial areas near the port.

Any proposed developments at Newhaven Port will need to be supported by a Flood Risk Assessment in accordance with Planning Policy (Planning Policy Statement 25: Development and Flood Risk Practice Guide (PPS25)).

Noise and Emissions

The masterplan proposes a number of potential developments however the numbers of ships using the port and the number of vehicles are unlikely to exceed historical levels. Baseline Noise Data collection should be undertaken as part of any proposed development at the port and will record the existing ambient noise environment at nearby residential properties. The existing noise environment is likely to be dominated by road traffic noise from the A259 South Coast Road together with the noise levels from the existing port operations (including ferry operations and aggregate transfer and processing).

Noise monitoring should also measure vehicle noise associated with the existing industrial/commercial areas both within the port and outside, and noise from the railway line.

The eastern end of Seaford Beach is further from these existing noise sources and thus is a quieter more undisturbed environment. Any changes to the ambient noise levels will be assessed to support the development proposals and depending on the nature and location of sensitive receptors, appropriate noise mitigation measures will be proposed.

With regard to air quality, the 'A259 Newhaven Ring road and Town Centre No 1' Air Quality Management Area (AQMA) was declared in 2014 for levels of nitrogen dioxide (NO₂). This AQMA incorporates Newhaven Town Centre, Southway, Northway, and sections of the A259 Brighton Road, Lewes Road and the swing bridge. Due to this area being a designated AQMA, it will be susceptible to any significant changes in traffic volumes on the surrounding road networks. The port will assist LDC and ESCC in encouraging hauliers using the port to invest in low emission lorries. Appropriate air quality modelling will be undertaken to assess any impacts that are likely to arise from proposed developments and their subsequent operation (including potential dust generation) and mitigation measures will be proposed accordingly.

Ships produce emissions of oxides of sulphur and nitrogen because of the type of fuel that they use. In January 2020 the International Marine Organisation (IMO) further reduced the global limit for sulphur in fuel oil used on board ships to 0.5% mass by mass. However, Newhaven is within the North Sea Emissions Control Area (ECA), within which a lower sulphur limit of 0.1% applies.

The owners of the ferries used on the Newhaven – Dieppe route invested in exhaust scrubbers in 2020, these reduce emissions compared to non-scrubber-fitted vessels. However, these emissions are expected to reduce even further due to the implementation of shore power connections for the Newhaven – Dieppe ferry in the short-medium term, which will reduce emissions when the ferries are at berth. This is significant, as the ferries account for the greatest proportion of hours per annum when a vessel is alongside with its engines running, and the capacity of their engines is larger than any other vessel using the port. In addition, transition to alternative fuels is likely to occur within the lifetime of the masterplan for some other vessels. This is expected to affect

smaller vessels first, with some leisure craft becoming battery powered, and other small craft such as the crew transfer vessels used by Rampion wind farm, potentially becoming powered by renewables within the medium to long term.

The CTV operating from Rampion Quay are already fuelled with HVO.

Sustainability

The port takes a responsible attitude to sustainability and also understands the business case for considering the environment responsibly. Offering a sustainable supply chain route is important to an increasing number of NPP’s customers. Making the port cleaner and greener also makes the port a better place to work and do business. For these reasons NPP invested in solar power, and intends to further increase the use of renewable energy sources, and reduce emissions from port operations, in conjunction with its customers. NPP also supports the Government’s net zero ambitions and is a partner in the Zero Carbon Newhaven project led by LDC. This commitment is captured in proposal 9.

NPP also complies with environmental legislation applicable to ports and has developed clear internal policies on being an environmentally sustainable port.

6.4

Planning Policies

Overview

The planning system is in a process of constant evolution as legislation is updated to reflect changes in government policy, national and local priorities. A significant benefit of creating a port masterplan is the process creates a framework for considering port development from multiple perspectives, being informed by a diverse range of stakeholders, review of applicable policies, discussions with customers, and from forecasts. The resulting proposals have a clear rationale, and are complimentary not only to each other, but wider development goals for the region.

The PMP provides a way of communicating NPP’s intended direction of development. NPP have engaged with Lewes District Council and East Sussex County Council during the masterplan update process.

This section outlines some of the planning considerations that are relevant to a number of the proposals in the PMP.

Local Development Framework

The Statutory Development Plan for Newhaven comprises:

- Lewes Core Strategy (Local Plan Part 1),
- Lewes Local Plan Part 2, and
- Newhaven Neighbourhood Plan.

Lewes District Council’s Core Strategy (Local Plan Part 1)

was adopted by Lewes District Council on 11 May 2016 and by the South Downs National Park Authority on 23 June 2016. The Core Strategy is Lewes District Council’s central planning policy document for the Lewes district, outside of the South Downs National Park. It sets out the long-term spatial vision for the district and will guide development and change up to 2030.

The vision for Newhaven in the Local Plan part 1 is:

“By 2030, Newhaven will have undergone significant regeneration and developed and strengthened its economic base. The town will have become the focus for enterprise and training within the district, with links to the two universities in Brighton. Much of the economic regeneration will have centred upon port generated activities, high tech industries and the tourism industry with the town acting as the continental gateway to the adjacent National Park. The regeneration of Newhaven will have resulted in a revitalised and more accessible town centre, with an improved public realm and a greater range of uses and activity, including those to meet local needs. The improved accessibility of the town centre will have been aided by an improved highway network, greater connectivity to the town’s railway stations and a high quality sustainable transport corridor along the A259. The natural asset of the river through the town will have been maximised through redevelopment opportunities, thereby enhancing this unique area of the town for residents and visitors alike.”

The further expansion and enhancement of Newhaven Port is supported by Core Policy 4 (Economic Development and Regeneration) of the adopted Local Plan Part 1 in order to help revitalise the economy of the coastal area.

Lewes Local Plan Part 2

The Local Plan Part 2 was adopted on 24 February 2020 and now forms part of the development plan for that part of Lewes district outside of the South Downs National Park. The Local Plan Part 2 allocates land for housing, including Gypsy and traveller pitches, and employment. It also sets out detailed planning policies to guide development and change in the period to 2030.

This document sets an employment site allocation adjacent to Newhaven port under Policy E1: Land at East Quay, Newhaven Port.

Newhaven Neighbourhood Plan

The Newhaven Neighbourhood Plan 2017-2030 was ‘made’ by Lewes District Council on 27 November 2019 and the South Downs National Park Authority on 14 November 2019. Lewes District Council and the South Downs National Park Authority will consult the above components of the Statutory Development Plan, and other material considerations, such as the National Planning Policy Framework (December 2023) and Lewes District Emerging Local Plan, to determine whether to grant planning permission for planning applications relating to Newhaven Port.

Policies relevant to employment in the Neighbourhood Plan include Policy E1 – Land around Avis Way, Policy E2 – Denton Island and Policy E4 – Employment Clusters.

Emerging Local Plan

Lewes District Council is preparing its new Local Plan with the aim of providing the planning framework for the plan area to 2040. The new Local Plan will help to make sure the plan area provides the homes, jobs, community facilities and services to meet the needs of people living, working in and visiting the plan area in a sustainable manner.

Regulation 18 Consultation on the Emerging Local Plan took place in Autumn 2023.

National Policy

The Local Plan is required to be consistent with national policy, including the National Planning Policy Framework (NPPF) (2023), planning Circulars and Written Ministerial Statements. The NPPF sets out the government’s planning policies for England and how they should be applied. In addition to including the parameters for the preparation of the local plan, the NPPF is also a material consideration in planning decisions. The National Planning Policy Guidance (NPPG) supports the NPPF, giving greater detail on various matters.

An overarching aim of the NPPF is to promote sustainable development.

Paragraph 8 sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 11 places significant emphasis on the “presumption in favour of sustainable development” which should be applied through plan-making and decision-taking.

6.5

Safety and Security

Newhaven Port is a working operational port and as such it is required to provide secure areas for cargo handling and loading and unloading of ships under the Port Security Regulations 2009. It also has an obligation to make the port safe for employees and visitors in accordance with the many Regulations under the Health and Safety at Work Act 1974.

In order to comply with these Regulations areas of the port are enclosed with security fences and have controlled access. A new gatehouse will be provided to give access to the NPP area E1 (East Quay Extension Area) as it will be within the secure area of the port, and it will be enclosed by security fencing.

6.6

Review

Port masterplans provide most value when reviewed and updated periodically. This ensures progress on delivery is reviewed, and the masterplan’s relevance is maintained. NPP will review the PMP within the next ten years, or sooner if there are significant external changes impacting the port.

6.7

Conclusion

Stakeholder consultation has been central to developing this masterplan. The level of engagement from stakeholders has been very high, with lots of feedback offered and a significant amount of discussion. That degree of participation and enthusiasm demonstrates how important the port is to the local economy, and how valued it is by the community. That feedback has influenced the content of this masterplan. NPP would like to thank the stakeholders who provided input.

This PMP provides a long-term development plan for the port. With the port on a firm footing in 2024, future prospects for steady growth of ferry crossings and long-term growth of construction related cargos look good. Opportunities for measured diversification into markets such as cruise and office space are also encouraging. However, the most important changes will be those that increase the environmental sustainability of the port’s operations. This transition away from traditional energy sources benefits not only the port, and its customers, but local residents and society as a whole. NPP look forward to delivering on the proposals set out in this document, in partnership with the many organisations that make up the wider port community in Newhaven.

