

## 05.

## Vision for the Port of Newhaven

This section of the PMP sets out the vision for the port of Newhaven. As part of the PMP process NPP carried out a baseline assessment of existing port assets and capabilities and has considered key outcomes of the stakeholder consultation workshops in order to establish a framework for detailed proposals for each sub-area of the port site. NPP is committed to continuing to work closely with key stakeholders and planning authorities to realise its vision for the port of Newhaven.



05. Vision for the Port of Newhaven continued

# 5.1

## Renaissance: a vision for the port of Newhaven

The vision for the port of Newhaven is to create a thriving commercial and ferry port and tourism gateway, providing infrastructure for job-creating businesses in the new low carbon, leisure marine and fishing industries. Accessed via an attractive multi-use gateway area, the port will offer attractively renovated waterside access for residents and visitors.

Achieving this vision will be a long-term process: a journey that NPP has already begun.

# 5.2

## Strategic objectives

The PMP identifies five key strategic objectives:

- Maintain the Newhaven-Dieppe ferry route and increase utilisation whilst improving the customer experience through a sensitive re-development of the Railway Quay area, making it an extension of, and complementary to, Newhaven town centre;
- Invest in infrastructure to establish a clean technology and renewable energy business cluster, building on the success of existing local businesses and the current opportunities in offshore wind;
- Increase the volume of international trade through the port with a focus on renewable energy supplies such as biomass;
- invest in infrastructure for the continued development of the fishing and leisure marine sectors; and
- enhance the natural marine environment by establishing a public access conservation area on port land.

These objectives are reflected in the vision for each sub-area of the port site as explained on the following pages.

Below: Newhaven Port and town



# 5.3

## Proposals for the sub-areas of the port

### East Quay: Centre for trade & offshore wind

The proposals for the East Quay focus on development of infrastructure to support offshore wind operations and maintenance facilities and construction activity. NPP is drawing up plans to invest in a new heavy load berth at the southern end of the East Quay to accommodate offshore wind construction and supply vessels. In tandem with these proposals, NPP are investigating plans to build new 'sustainable' port offices and workshops in line with 'BREEAM Excellent' standards.

The port of Newhaven and the neighbouring areas are already home to a number of businesses in the clean technology and renewable energy sector. NPP believes it could use offshore wind as a catalyst to build on relationships with existing businesses to provide buildings, land and support infrastructure to attract new opportunities on the East Quay site in these sectors.

Newhaven Port currently trades in a number of cargos, with a principal focus on metal recycling and aggregates. Recent trends in international trade indicate that there is a developing market in the import and export of refuse derived fuels and biomass to support the development of biomass powered power stations. This represents a significant opportunity for the port and can be accommodated on the East Quay within the existing infrastructure.

### Railway Quay: tourism, leisure & retail

A critical element of the proposals for the Railway Quay is continued commitment to the Newhaven-Dieppe ferry route. The ferry currently has considerable unused capacity and a key priority for the port is to work with its ferry partners to explore timetable options and other mechanisms to increase demand for the current service. In the medium term the port will use the existing ferry facilities, with a long term aspiration of moving the ferry terminal to the southern end of the East Quay.



The ferry generates a substantial volume of customers and providing onshore services for them represents a significant opportunity. The Railway Quay area through which ferry customers pass is currently under-utilised. NPP will work with its partners in the Railway Quay to deliver a redevelopment plan that provides dining and shopping facilities for ferry passengers and other Newhaven visitors and residents which are complementary to the facilities in Newhaven town centre and improve the appearance of the site. NPP have submitted an associated application to renovate the quayside and provide additional pontoon berths for leisure boats.

### North Quay: cargo & waste recycling

The commercial proposals for the North Quay site focus on maintaining access and encouraging shipping to and from the existing berths and the Energy Recovery Facility (ERF), thereby encouraging a modal shift from road transport to ship transport. NPP would like to see the ERF act as a catalyst for the development of a cluster of recycling and materials recovery businesses. NPP will maintain shipping access to the North Quay and encourage use of the wharves for cargo handling, particularly by the existing businesses of aggregates and recycled materials.

NPP supports development of a tourism and recreation gateway to the River Ouse and the National Park through improvement of pedestrian and cycle routes, linking of the islands and continuation of routes into the renovated Railway Quay.

### West Quay: fishing & marine leisure

NPP is committed to supporting an active fishing fleet operating from the port of Newhaven. NPP with the Marine Management Organisation (MMO) and European Fisheries Fund (EFF) have invested in constructing new fishing quays and will invest to deliver further improvements and upgrades.

The proposed new pontoon berths on Railway Quay, removal of old fishing quays and new marina office and pontoon will enhance the marina facilities, attract visiting boats, improve public access and add to the aesthetic appeal of the town of Newhaven.





05. Vision for the Port of Newhaven continued

Tide Mills: ecological conservation centre

The extensive ecological studies carried out during the PMP process have identified that parts of the foreshore provide a mixed salt / fresh water habitat with associated vegetation. NPP considers that creating a habitat reserve and relocating vegetation to this area could provide the basis for an ecological conservation and education centre with associated visitor facilities.

Below: Tide Mills



# 5.4

## Sustainable partnerships for Newhaven

The port of Newhaven values its partnerships and links with business, local and regional government agencies and higher education establishments, and believes that strengthening these is a key to supporting the development of low carbon businesses at the port. The port is looking forward to developing its existing professional relationships with organisations such as the Universities of Sussex and Brighton, East Sussex County Council, the Coast to Capital LEP, the South East LEP, Sussex Enterprise, Lewes District Council and Newhaven Town Council.





# 06.

## Port Masterplan Proposals

The East Quay is the commercial and operational heart of the port and consequently is the primary focus of the masterplan proposals. The illustrations and development ideas for the port have considered the defined sub-areas of Newhaven Port: the East Quay, the Railway Quay, the North Quay, the West Quay, the West Beach and Tide Mills.

This section also assesses the environmental, social and economic impacts. In addition, transport aspects such as connectivity and access in terms of coastal shipping and inland access have been considered.



Newhaven Harbour West Beach

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# 6.1

## Introduction

The key drivers and vision for the port of Newhaven are set out in previous sections. It is a working, commercial port, with great potential to further contribute to the economic wellbeing of Newhaven and the surrounding area.

The workshops undertaken with stakeholders were highly productive, generating a wide range of ideas for the various subareas of Newhaven Port. These ideas have been carefully considered in developing the concepts set out in this section.

As previously identified in section 3, the nature of NPP’s ownership and the rights of other stakeholders and tenants within the port boundaries vary across the port. This also needs to be considered when developing implementation strategies for the PMP.

The current financial position of the port also needs to be taken into account. NPP expects various forms of partnership – financial and otherwise - to be required to deliver elements of the PMP and are actively promoting discussions at the moment to move this forward.

# 6.2

## The port & its sub-areas

The functionality of the sub-areas is described in section 3. To recap, the areas are:

East Quay	West Quay
Railway Quay	West Beach
North Quay	Tide Mills

Each of these sub-areas has its own access and entrance. The North Quay and the Railway Quay are both linked at the A259 via the North Quay Road and the Drove Road; the East Quay has two entrances, the land port entrance at the Beach Road and the marine port entrance with its West Breakwater. The East Pier and the West Pier form the entrance to the inner harbour and the River Ouse.

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

# 6.3

## Proposals for the East Quay

As outlined in section 5 of the PMP, a range of ideas for the East Quay have been developed during the masterplanning process. NPP’s proposals emerging from the PMP process are summarised below.

### Offshore wind

Offshore wind is now widely accepted as a key focus in the UK’s plans to increase the amount of energy it produces from renewable sources over the next decade. The announcement of Crown Estate Round 3 sites placed the UK at the forefront of the world offshore wind market and is attracting key industry players to set up design and manufacturing facilities in the UK to service the sector.

There are three key areas where a port can support an offshore wind farm:

1. Integrated manufacture of the turbines themselves;
2. Support during the construction phase, including pre-assembly of components and supply of construction materials;
3. Provision of Operations and Maintenance (O&M) facilities once the wind farm has been constructed.

The manufacture of wind turbines requires vast amounts of space well in excess of what is available at the port, and a number of “superhubs” for integrated manufacture have already been identified across the UK.

NPP is ideally placed to support both O&M and construction activities for the Rampion wind farm. The port has all of the required features, including:

- Adequate land and waterside access – of the total 122 hectares, 20ha are potentially available;
- Sufficient vessel access to berth the jack-up and supply vessels used for wind farm construction;
- Proximity to the wind farms;
- 24/7 quayside access;
- Limited traffic conflicts;
- Limited tidal constraints;
- Flexible site configuration.

A key advantage of the port of Newhaven is that maintenance and support berths are immediately available to support the survey and investigation contractors during the earlier planning and design phases of the wind farm development.

Investing in the infrastructure to enable NPP to compete for these opportunities would not only require the port to be certain of the economic benefits of doing so, but to be able to plan a long term strategy for the port around them, which envisages continued development of the commercial core business.

NPP has been actively negotiating to secure the opportunity to develop waterside industrial facilities to support these opportunities.

O&M requires relatively little port space and the host port typically signs a long term contract to provide the buildings and quay facilities for the lifetime of the offshore wind project. Attracting the O&M facility would be a vital contribution to the reorientation of the port towards its vision of securing low carbon industries on the site.

The construction phase opportunity would require substantial investment in a heavy load quay and take up considerably more space during the wind farm construction period, although much of it would be taken back by the port when construction was complete (estimated at 2 years). The resultant heavy load quay could then be used to attract other businesses to the port as it would be the only one of its kind along the South Coast.

In the event of NPP investing in a heavy load quay to support offshore wind construction activities, this could be converted later for salvage operations. It is anticipated that a salvage operation would require 1,400 m² of internal storage space to facilitate workshops and storage and 9,200 m² of external storage space and would provide the port with an important medium term utilisation for the heavy load quay.

Various forms of storage and distribution facilities, commercial property letting, light industry and warehousing are also possible on the East Quay, which could include the development of storage and distribution sheds for products arriving by ferry from Dieppe.

### Storage on the East Quay

The import and export of materials for green energy is a significant opportunity for the port of Newhaven and should be regarded as a key contributor to its commercial future due to the projected increase in demand for these materials. By increasing utilisation of the current port site, these activities could generate significant additional revenues for the port and create local jobs. There is considerable potential to develop and increase warehouses and storage areas and to provide a delivery quay for a superstore distribution centre.

A longer term opportunity may come from the production of biofuels from algae by farming the algae in large tanks. According to the EU Directorate General for Energy, a minimum of ten hectares is required for industrial scale algae production.



Coastal shipping

The port of Newhaven is well placed on the north side of the Channel to be a port of call for coastal shipping traversing the Channel between the Atlantic and the North Sea. The European Commission have a priority to reduce congestion on the roads of Europe and the TEN-T (trans-European networks) have several corridors defined under Priority Project 21 including “Motorway of the Seas” (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea) (2010).

In addition the European Commission has a programme called ‘Marco Polo’ that aims to ease road congestion and its attendant pollution by promoting a switch to greener transport modes for European freight traffic. This programme runs until 2013 and each year new projects are invited to qualify for some of the 60m funding.

Figure below: Location of the East Quay, Royal Haskoning 2011

Possibilities for coastal shipping routes that might call at Newhaven include those from Brest, Cherbourg, Le Havre, Calais, Dunkirk and Zeebrugge. The type of ship that would be best suited to such services would be a small multi-purpose RoRo ship that could use the existing ferry facilities at Newhaven. Larger ships would require upgraded facilities. These ships carry a variety of rolling cargos including ‘high and heavy’ cargo such as construction equipment and agricultural equipment, buses and coaches and project cargo such as transformers and equipment on roll trailers. These ships also carry trucks and trailers and some containers on roll trailers.

Harbour authority facilities

NPP will look at the options for a new port workshop, administration building and operations centre. This will be influenced by decisions regarding the offshore wind activities as the likely location of the O&M building would be on the site of the current port office.

Transport links

During the course of the masterplanning process, NPP has considered the potential relocation of Marine Station and its railway line and the provision of a rail freight connection line. A report produced by Intermodality confirms the feasibility of using the railhead and states that bulk cargos would be the most likely to be economically viable. There is also the opportunity to re-plan the road network.

6.4

Proposals for the Railway Quay

Ferry service

Taking into account the accelerating trend for larger vessels on the Channel, considerable analysis of the options for allowing access and improved facilities for larger cross channel ferries has been undertaken as part of the PMP process. A substantial amount of technical work was undertaken, which indicated that the works required to relocate the current berths and build a new ferry terminal would cost substantial amounts of money. The accompanying economic analysis indicates that in the present market and in the foreseeable future, there is not likely to be sufficient demand to recover the capital cost of the project.

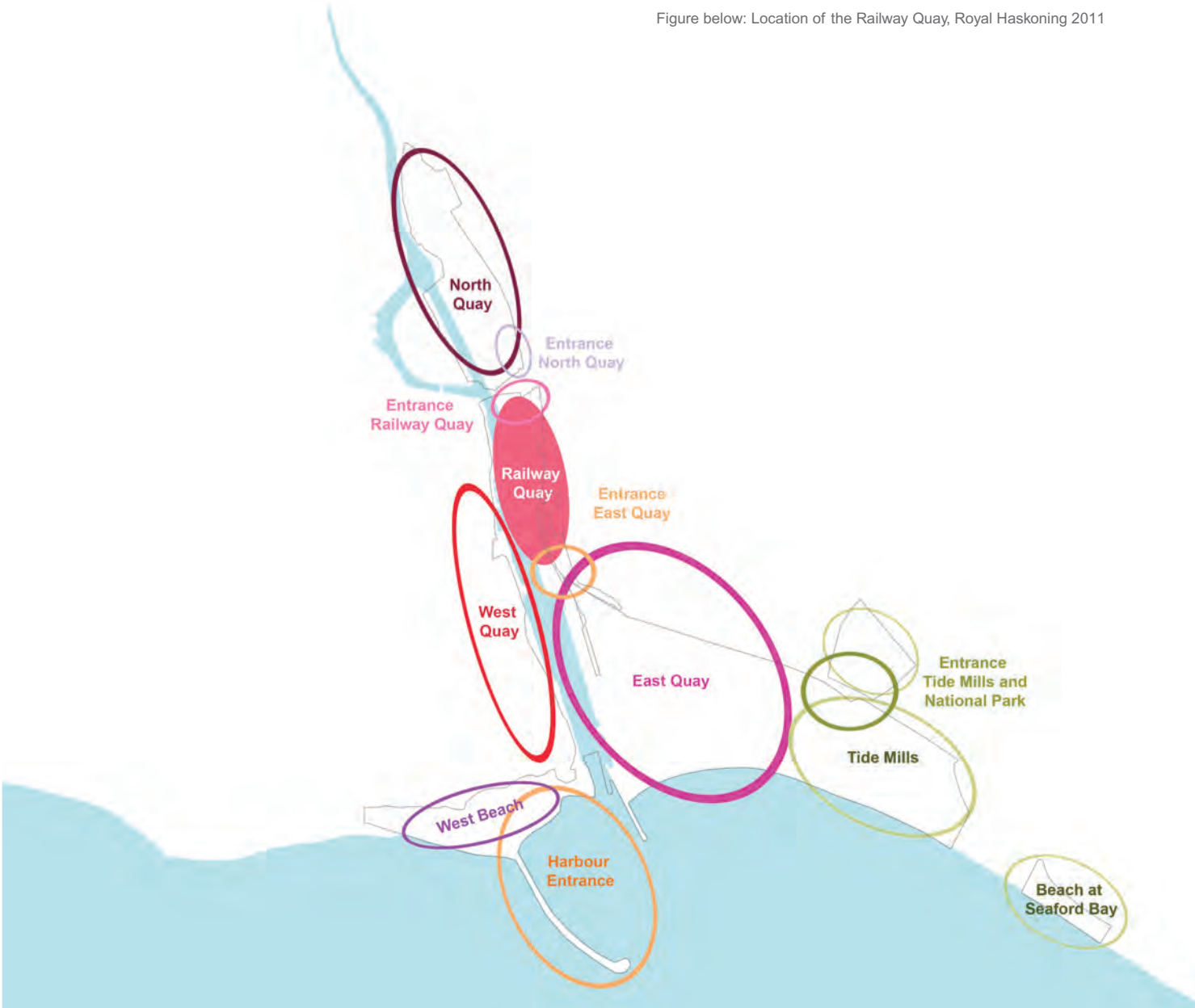
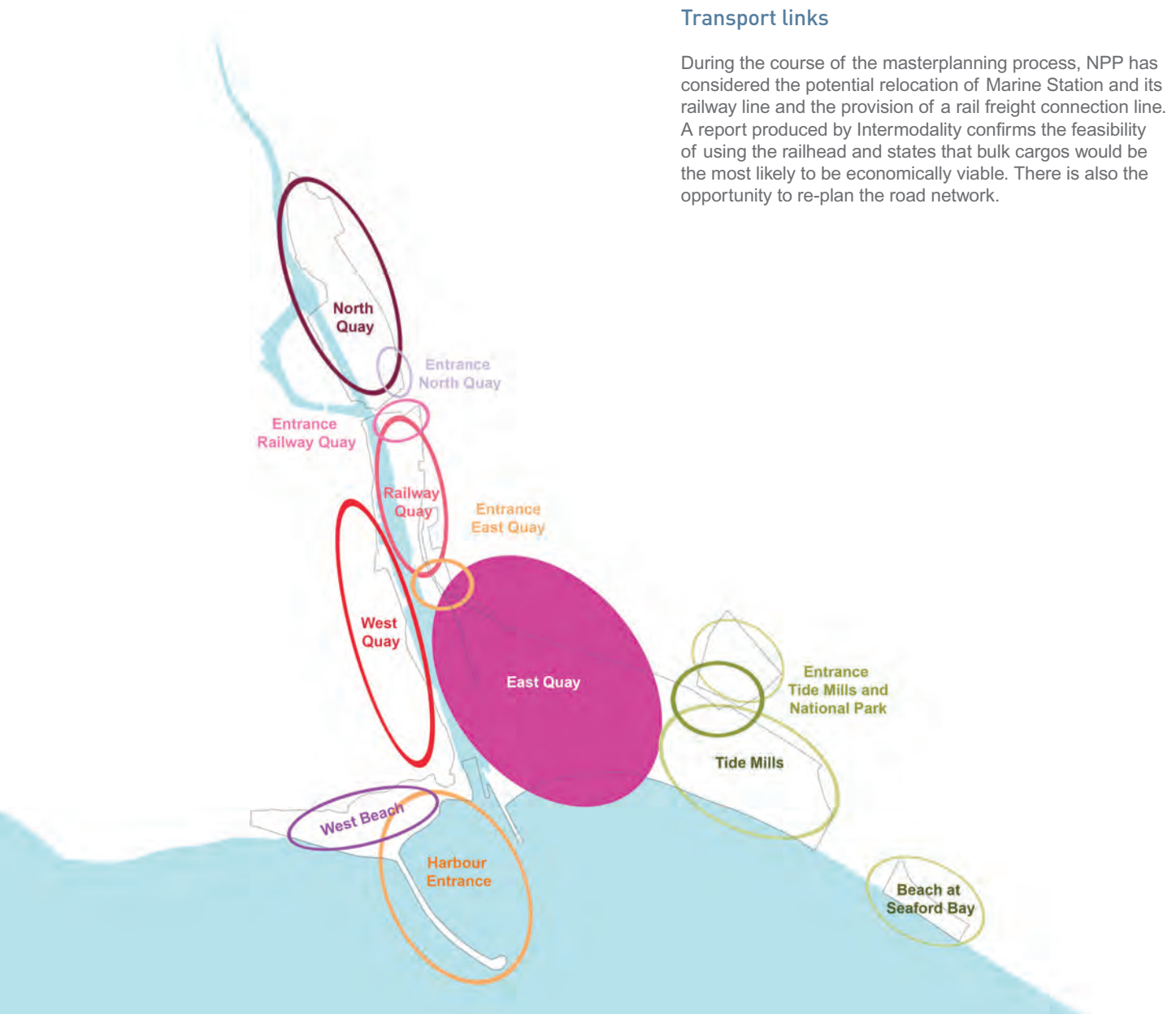
Investing in the ferry terminal to allow larger ferries remains a long term aspiration of NPP but the current focus on the East Quay for new development is on the industrial opportunities presented by the offshore wind sector.

Options appraisal for a new ferry terminal

During the PMP process a conceptual options appraisal for the East Quay was undertaken, with investigation in terms of land use, transport and access, buildings and the ferry operation and layout. From this approach emerged three options which demonstrated the technical feasibility of a new ferry terminal and the ability of this project to be phased to allow the construction-phase offshore wind opportunity to be developed (see below). The three options all had relative merits but in each case the investment cost at the present time could not be supported financially. The intention is therefore to proceed with the offshore wind opportunity in the short term and keep the new ferry terminal option under review.

Undertaking the options appraisal has allowed NPP to confirm that it will not be impeding future development of a new ferry terminal by allowing the offshore wind project to go ahead.

Figure below: Location of the Railway Quay, Royal Haskoning 2011





Transition area, recreation & transport

At present, the essence of the Railway Quay concept is as a public transition area between the town and the port. The public area is centred around two core principles:

- The development of an effective transport interchange, allowing local public transport, the railway and the ferry to interlink effectively whilst creating spaces that are human in scale and friendly towards pedestrians and cyclists. A bus bay and drop off area would need to be created at the railway station;
- Mixed use centred around retail and maritime related activities. NPP believes that there is significant retail potential in this area and the prospect of a high footfall given that 250,000 passengers a year pass through the terminal and current facilities are extremely limited. NPP believes that the retail offering should be distinctive and complementary to what is on offer in Newhaven and that there should be a preference for mixed use rather than single use, in order to create a genuinely sustainable space. The port intends to provide facilities for boat maintenance and repair and are planning to renovate existing quays and create pontoon moorings.



As previously stated, a 999 year lease of part of the Railway Quay site has been granted to a third party. The optimal solution would be for an effective partnership between NPP and the lease holder in order to deliver the vision for the Railway Quay. The two entities are currently working in partnership to deliver a scheme which will improve the visual aspect of the area, create employment, provide riverside access and provide complementary services and facilities to Newhaven town centre. NPP is optimistic that an effective solution can be reached to regenerate the Railway Quay.

The concepts for the Railway Quay under consideration cover mixed port, leisure and business use with the reuse of the listed building as a workshop or other business designated land use. NPP would like to see a mix of shops and cafés and use of the waterfront for recreation benefit. Design of a new gatehouse and port entrance area would form part of the development and a general improvement of signage, street furniture etc. would be required, with potential for improved public realm.

Buildings could be elevated with ground floor parking to manage flood risks. The access and drop off area at Newhaven Town railway station should be enhanced and additional car parking may be required. The site is potentially contaminated and flood risks would need to be addressed.



6.5

Proposals for the other sub-areas

North Quay

A number of ideas were suggested by the stakeholders for the North Quay. It is clear from the workshops that there is an aspiration for more recreational use, which NPP is keen to support where this is reasonable, feasible and compatible with the current activities on the North Quay and the likely commercial opportunities that will emerge over the life of the PMP. However, any business case for a project should be developed with existing owners, occupiers and new investors.

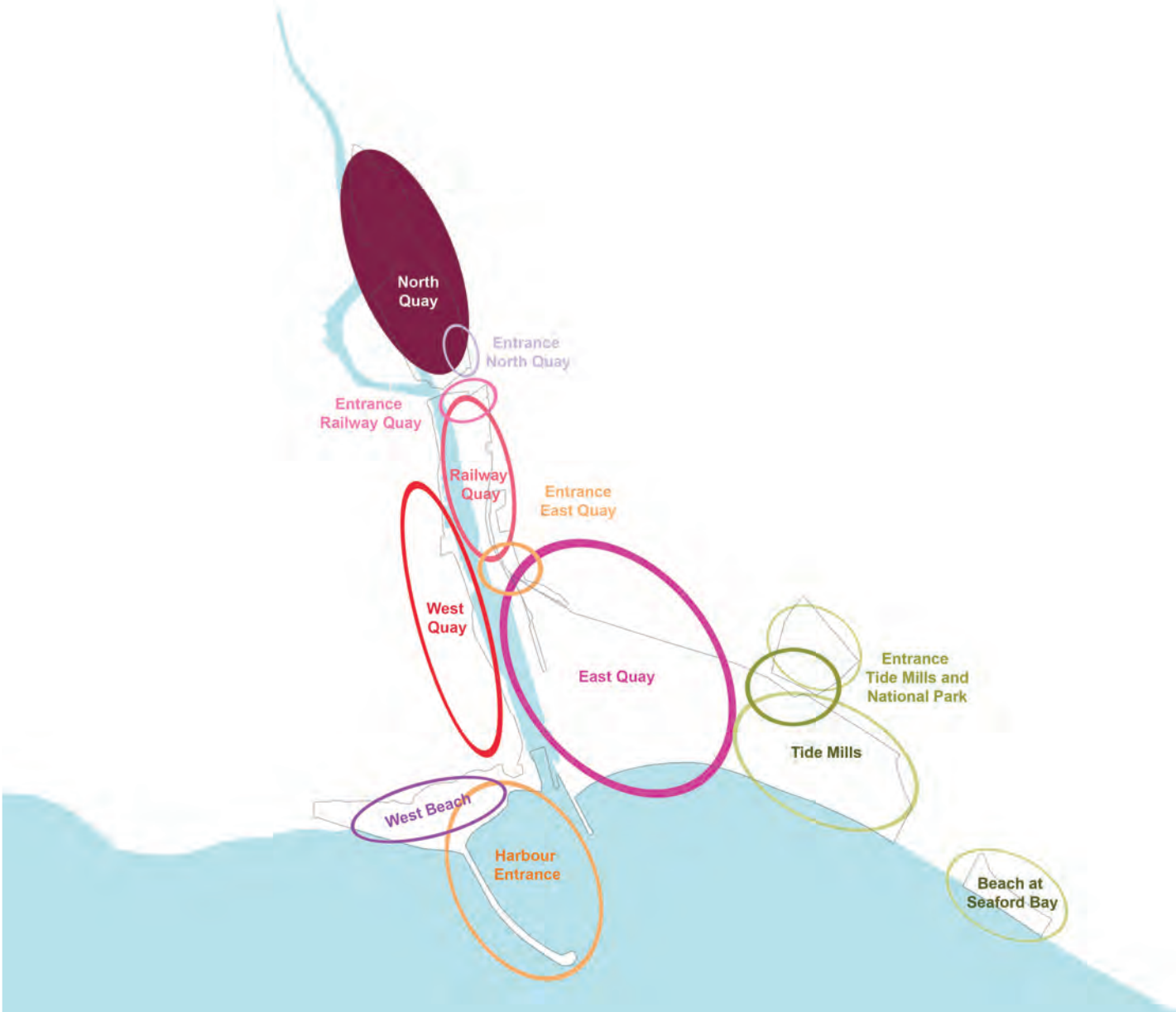
From a port perspective, ship access to North Quay and the Veolia ERF needs to be maintained. NPP is currently in discussions with Veolia about opportunities to collaborate which it believes could create significant opportunities for new and existing businesses in Newhaven. One area of interest is whether opportunities can be found to use the waste heat.

North Quay could be a key part of developing a business cluster focusing on environmental and cleantech opportunities. This would also create natural spin-offs around training and links with educational establishments in the area. One idea envisages enhancing the Recycling Centre and looking for ways to spin off additional activities from this.

The current road layout does not favour the integration of the North Quay with the Railway Quay and the remainder of Newhaven, particularly for pedestrians and cyclists. NPP would be looking to the local authorities to engage in dialogue as to how this might be improved.

NPP would also be keen to see the development of a tourism gateway to the River Ouse and the National Park, and improvement of cycle routes, the connection of the islands with their surroundings and access links to the Railway Quay.

Figure below: Location of the North Quay, Royal Haskoning 2011



06. Port Masterplan Proposals continued

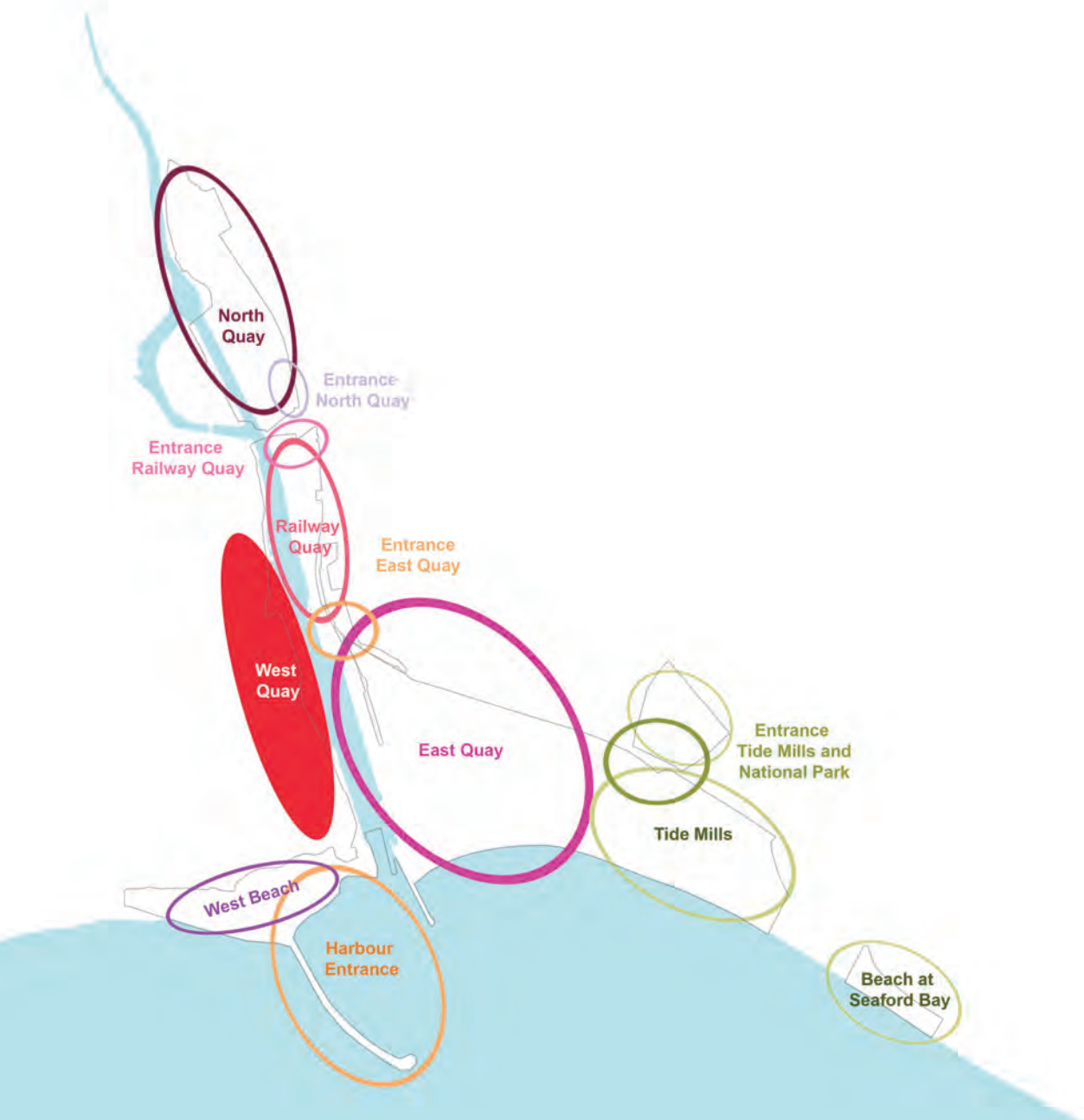
West Quay

The ideas proposed for the West Quay during the stakeholder consultation process primarily relate to the current use of this area, which is the fishing industry. The annual Fish Festival is the town's largest community event and demonstrates the continuing importance of this sector to the town.

NPP actively supports the local fishing industry in Newhaven and will continue to implement an investment programme to upgrade the fishing quays to support an active fishing fleet at the port of Newhaven. The port's intention is to improve and enhance the fishery industry's facilities, including building of fishing stages 7 and 9 and continue to maintain the river revetment and quay wall. The programme involves removal of old, unsightly quays towards the swing bridge.

In addition, NPP will continue to support marina and leisure activities on the West Quay by working with partners to provide a new Marina Office and additional marina berths on both West Quay and along the Railway Quay.

Figure below: Location of the West Quay, Royal Haskoning 2011



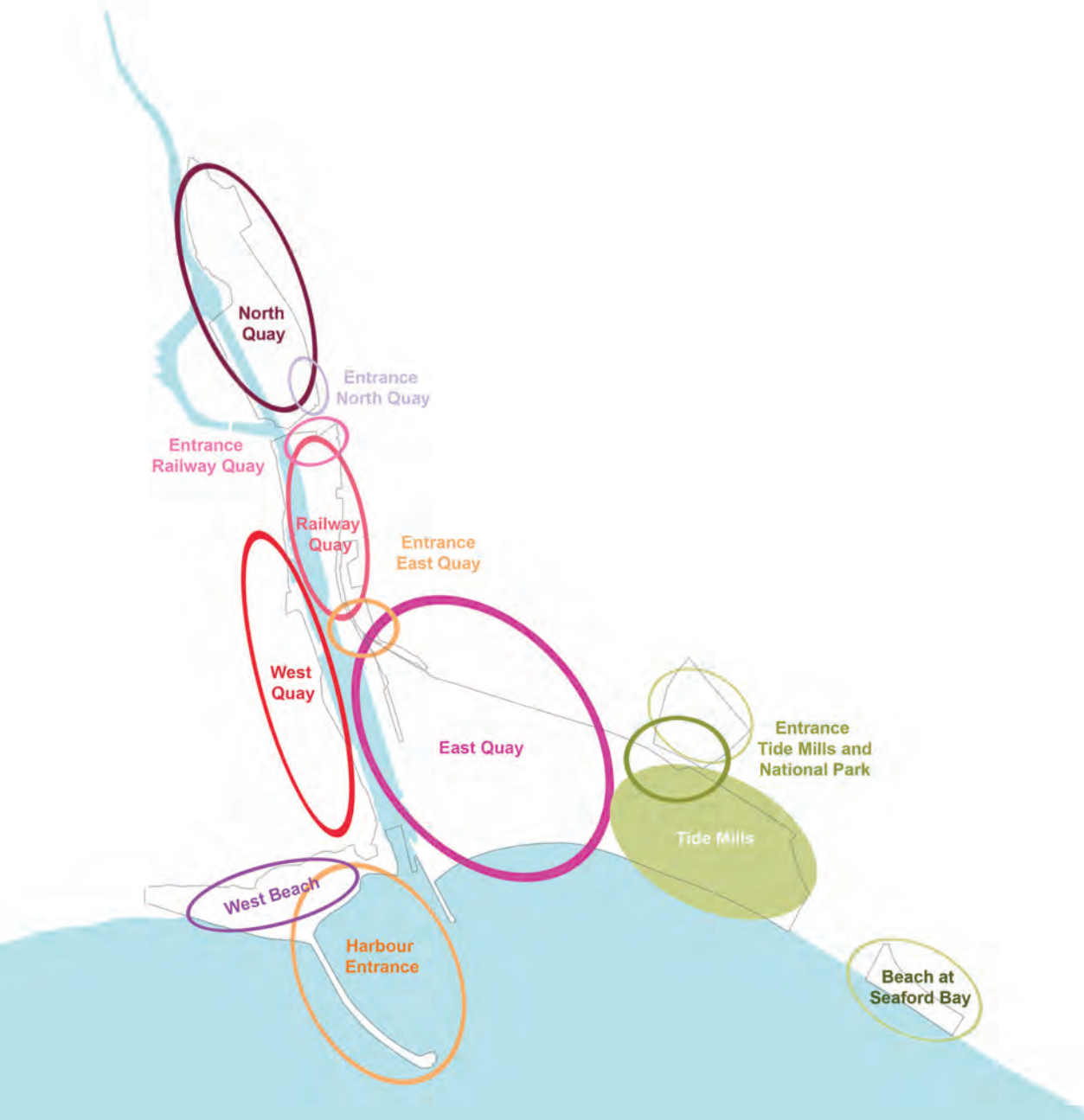
Tide Mills

Tide Mills is an example of enterprising Victorian engineering which provided energy for grinding corn from tidal power. As the area of Tide Mills is mostly used for recreation and leisure by locals, the intention is to improve the access to the site including parking possibilities and to provide some amenity facilities.

There are a number of simple improvements that could also assist in enhancing the location, including information boards. In the immediate term the port would like to provide some form of habitat restoration and habitat reserve.

In addition, a new tidal turbine, potentially as part of a centre of excellence for renewable energy, could symbolise an innovative generation of green energy and could link the historic place of Tide Mills with the developments and technology of the 21st century. In order to pursue this project, funding would need to be found for an initial feasibility study.

Figure below: Location of the Tide Mills, Royal Haskoning 2011





West Beach

The West Beach comprises a large shingle beach, from the breakwater to Peacehaven. The area outside the breakwater, including the old sheds, will be generally tidied up. This will include improved access and parking facilities and provide facilities for leisure and recreation, including a small kiosk during the summer period.

Figure below: Location of the West Beach, Royal Haskoning 2011

West Pier, the Narrows & the Western Bight

These areas of the port site will continue to be used for commercial activities.

6.6

Inland access

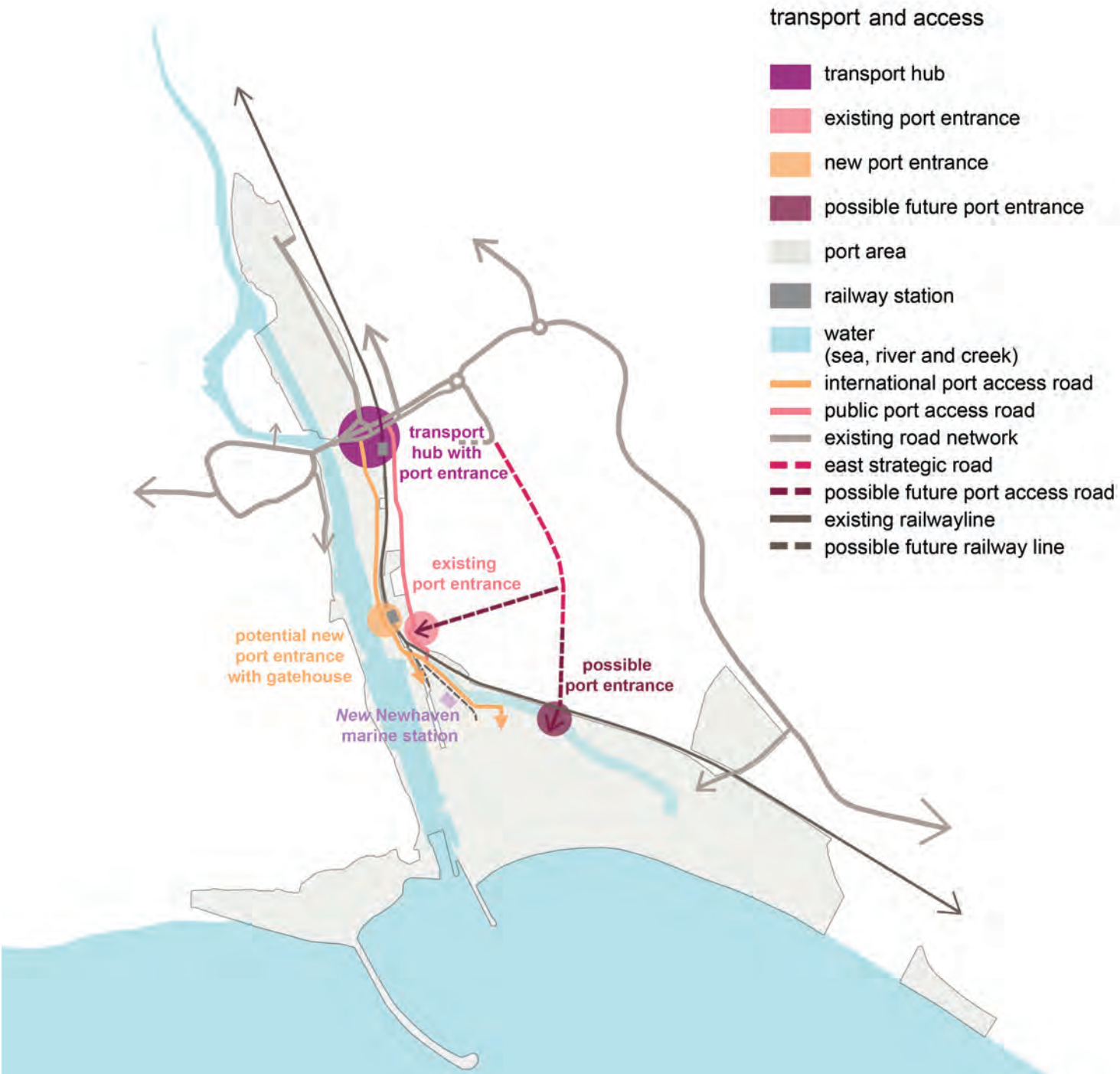
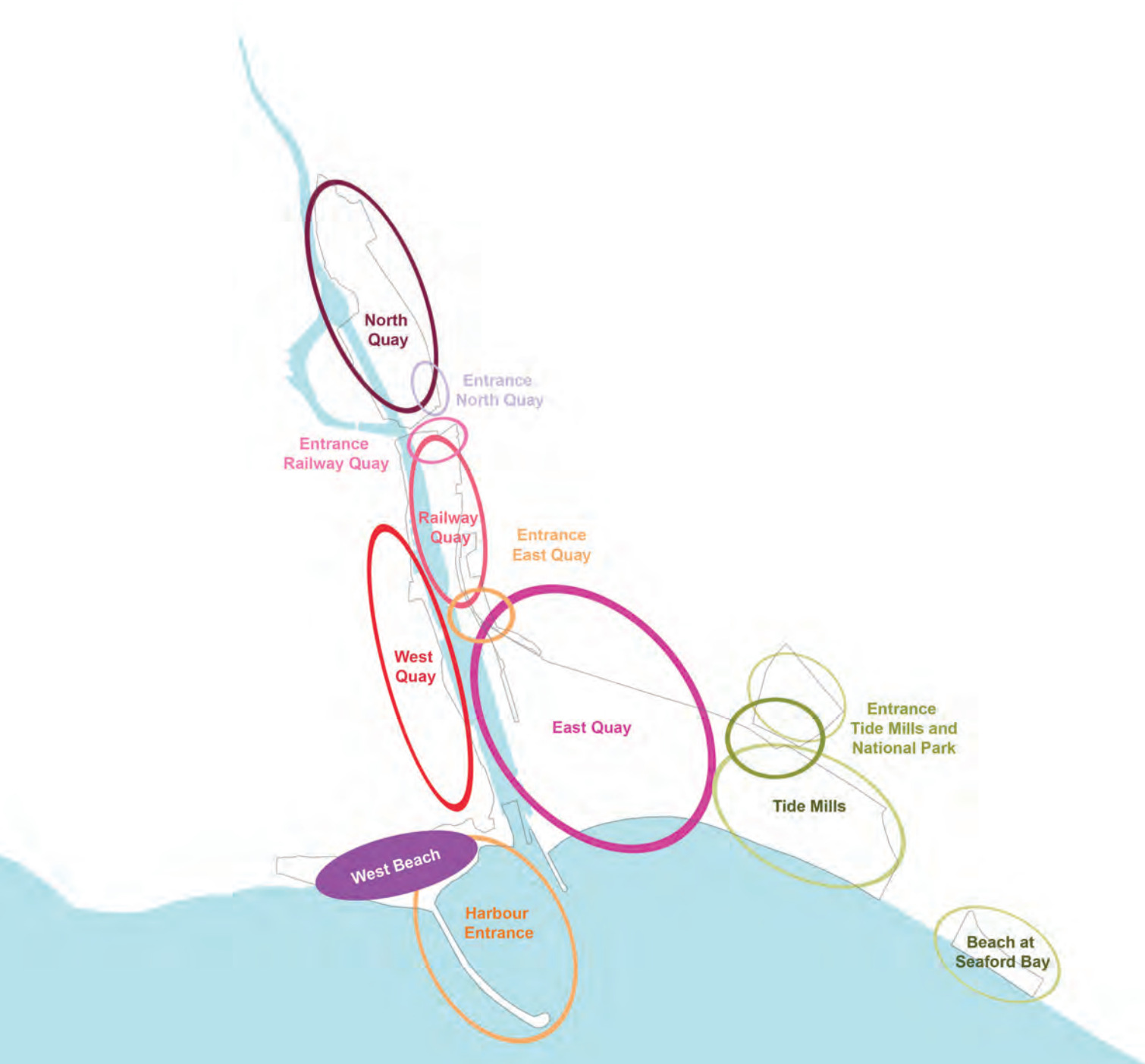
Site access options

Access potential for the port site is reasonably good, and ideas for transport and access to and from the port of Newhaven reflect this, making use of the existing transport network. Specific proposals under consideration include:

- Port access: using the existing ferry port entrance at Drove Road as one of the two main port entrances; using the second existing port entrance at Beach Road; and developing a new gatehouse at the entrance of East Quay,

Figure below: Transport and access plan, Royal Haskoning 2011

- Transition area: allowing public access at Railway Quay; improvements to create a transport hub in terms of access, parking and facilities,
- New access: a possible future road with two options to connect with the port either via an existing port entrance or a new possible port entrance,
- Rail enhancements: consideration of a new Newhaven Marine Station within the port secured area with freight services.





East Quay development impacts

**Road traffic**  
The road traffic generated by the port development is unlikely to exceed the levels achieved at the height of the Fishers Terminal Operations located on the East Quay in the 1980s and 1990s.

NPP report that during this peak level of traffic generation to/ from the East Quay no significant traffic congestion or delays were experienced. As the road network has altered little from the 1990s the road network will have retained capacity for that level of traffic. Also ferry carryings were higher in those days. It must however be noted that a detailed assessment on general traffic increases on the A26/Drove Road and changes to operations and standards for Beach Road and the railway level crossing need to be addressed when considering new development and the traffic level that can be accommodated.

**Rail traffic**  
The economics of developing a rail freight service to the port may be handicapped by the potentially restrictive axle load for bulk traffic, loading gauge for high container traffic and the availability of freight train paths. The introduction of regular freight trains to Newhaven is also likely to trigger increased track maintenance and renewal costs for the branch from Lewes. However, the recent announcement by Veolia (summer 2011) of the intention to transport ERF bottom ash from Newhaven by rail will re-establish the freight route northwards and hence make future rail traffic to or from the port more achievable.

**Mitigation measures**  
Due to the manageable level of increased road traffic likely to be generated from the port development little mitigation is expected to be necessary – both the current port entrances will continue to be used and upgraded to suit the requirements of the port regeneration operational changes. The East Quay and local rail infrastructure will be upgraded should the freight traffic develop to the extent that it becomes warranted.

In general, the transport connections to the East Quay are well established but underutilised at present offering the opportunity for expansion up to previous levels of usage without mitigation measures being necessary. This means that the layout and the land use of the East Quay as proposed in this PMP will be suitable for the road and rail connections without any need or demand for spatial changes or upgrading of infrastructure measurements. Detailed traffic studies were undertaken during 2011 and are currently ongoing.



6.7 Social & economic impacts

A key aspiration of the PMP is to contribute in a positive way to the socio-economy of Newhaven town and surrounding area. A socio economic appraisal will be undertaken during the development and implementation of the PMP. The proposals within the PMP have the potential to achieve the port objectives for having a positive impact on job creation both during construction and operation, tourism and business related tourism during all stages of development and to ensure that the longevity of the benefits are maintained.

This will reflect and be integrated into the benefits that are expected to be derived from the Newhaven Town Masterplan during its development and implementation. Both the town and port are committed to working together to minimise any negative impacts such as disturbance from noise and vibration that may result from proposed development.



6.8 Environmental impacts

The nature and magnitude of any potential environmental impacts, positive and negative, will depend on the shape of emerging developments. The following sections outline some key environmental receptors that may be affected. As the development options progress, issues such as historic environment, landscape and visual impacts and socio-economic impacts will be investigated as part of any environmental assessment exercise.

**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. NPP intends to develop a partnership with the National Park to ensure that all the port developments will be in compliance with the National Park and to work together for implementing a nature reserve close to the Tide Mills.

Habitats and ecology

There are no Special Protection Areas or Special Areas of Conservation within 5km of Newhaven Port. A Site of Special Scientific Interest (SSSI) is located 300m to the west of the port although this is not expected to be directly affected by the emerging development proposals.

In 2010/2011, a series of surveys were undertaken to inform the PMP including: a Phase 1 Habitat Survey, protected species scoping survey, breeding birds survey and wintering birds survey. These 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 bird surveys identified some 86 species of birds of which 8 are of high conservation value.

Any future developments at the port would need to be mindful of nesting periods, and encouraging the breeding of these birds through provision of specific types and positioning of nesting boxes for the varying species of bird.

To the east of the port, there is a Site of Nature Conservation Importance (SNCI) which, although it is not subject to statutory designation, has the potential to host a number of protected species such as great crested newts, invertebrates and reptiles. Protected species surveys were undertaken during 2011 to determine the presence of such species.

The fisheries in Newhaven are considered to be an important industry in the area both in terms of employment and the value and quality of the fish resource itself and as such measures to minimise adverse effects will be designed into the development proposals.



06. Port Masterplan Proposals continued

Contaminated land

Due to the level of industrial activity at the port, a Phase 1 Contaminated Land Preliminary Risk Assessment (Royal Haskoning; 2011) has been prepared based on a site visit, consultation with the regulatory authorities and an appraisal of the site history. The report concluded that a number of pollutant links could be present at the site and may present risks to sensitive receptors. Since preliminary risk assessments highlight potential sources of pollution, pathways and potential receptors a more detailed and targeted investigation may be required to support future development proposals in accordance with Planning Policy Statement 23: Planning and Pollution Control (PPS23).

Flooding & climate change

Newhaven lies at the mouth of the River Ouse in a valley within the South Downs. Hydraulic modelling work undertaken on behalf of the Environment Agency (EA) as part of the Coastal Flood Management Plan (CFMP) for the River Ouse has found that the lower River Ouse, from Barcombe Mills to the coast at Newhaven is an area of potential flood risk. Planning developments at Newhaven Port need to undertake a flood risk assessment in accordance with Planning Policy (Planning Policy Statement 25).

It should be noted, however, that beach to the south and east of the port provides considerable protection against coastal flooding, particularly on the east side of the port. Whilst the West Quay and marina area is occasionally subject to some slight flooding during exceptionally high tides, the East Quay - which is the port's commercial and cargo area - has never been flooded. Coastal protection along this stretch of coastline is currently managed by the EA.

Noise & emissions

The PMP proposes a number of possible developments that will have some impact on the environment. However the numbers of ships using the port and the number of vehicles are unlikely to exceed historical levels. The planned baseline data collection exercise will record the existing ambient noise environment at the residential properties and this is dominated by road traffic noise from the A259 South Coast Road together with the noise levels from the existing port operations (including ferry operations, metal recycling and aggregate transfer and processing).

It will also measure vehicle noise associated with the existing industrial/commercial areas both within the port owned areas and outside and noise from the existing railway line that carries passenger traffic to and from the port and the town. The PMP envisages an increase in the use of the railway to carry freight to and from the port and this will reduce the amount of heavy goods vehicles on local roads.

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 future development proposals and depending on the nature and location of sensitive receptors, appropriate noise mitigation measures will be proposed.

With regard to other emissions affecting air quality, Lewes District Council has identified a potential Air Quality Management Area in Newhaven town and as such this area will be susceptible to any significant changes in traffic volumes on the surrounding road networks. The port will assist LDC in encouraging hauliers using the port to invest in low emission trucks. Air quality modelling will be undertaken to assess any impacts that are likely to arise from any proposed development and subsequent operations (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.

However EU Directive 2005/33/EC required a reduction in the sulphur content of marine fuels used by ships at berths in ports in the European Community by 1st January 2010 and further reductions thereafter. Therefore measures have been introduced on ships to reduce such emissions. Some ports have invested in onshore power supplies to replace the ship's engines while the ship is in port. However the short turnaround time required for ferries does not suit the installation of onshore power supplies.

Sustainability

The port takes a responsible attitude to sustainability and also understands the business case for taking environmental issues seriously. Making the port cleaner and greener also makes the port a better place to work and do business, which is why it is already embarking on a programme of improvements and will continue to do so.

Newhaven Port, in common with all other European ports, has to comply with increasingly stringent environmental legislation. It has developed clear policies and objectives to allow it to become an environmentally sustainable port. It will ensure that future developments will adopt principles of proactive environmental management and environmental enhancement, as well as contributing positively to local and regional social and economic development. This approach will reinforce the port's philosophy of sustainability.

Part of the strategy includes participation in the European Sea Ports Organisation's (ESPO) EcoPorts strategy. ESPO created its vision of EcoPorts in 1994 in order to create a level playing field on port environmental management in Europe through the sharing of knowledge and experience between port professionals to work towards the improvement of the sector's environmental performance in line with the principles of voluntary self-regulation. A Self Diagnosis Method (SDM) checklist enables a port's environmental management performance to be assessed and improved over time. The port of Newhaven is working towards joining the EcoPorts programme and applying PERS (Port Environmental Review System), as part of its commitment to developing a sustainable environmental footprint.

6.9

Safety & 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. The individual areas on the North Quay are within compounds controlled by the operators of the berths. The Railway Quay and East Quay have gatehouses that control access to the Ferry Terminal through Railway Quay and to the whole of the East Quay through a gatehouse at the end of Beach Road.

A new gatehouse will be provided for any new development on East Quay and suitable security fencing will be provided.



6.10

The port community at national & European level

Newhaven Port is integrated at regional level through an EU Cross Border Co-operation programme known as PATCH (Ports Adapting to Change). The PATCH project is an INTERREG IVA SEAS funded project which aims to create an attractive, accessible and competitive cross-border region in the Channel and Southern North Sea area. The logistics and maritime sectors are an important part of the economy in the participating regions and this project will look to improve the opportunities and economic benefits whilst dealing with important questions related to these sectors. On a National level, NPP is an active member of the British Ports Association (BPA) and the Ferry Ports Working Group. NPP also sits on the Board of the Newhaven Strategic Network (NSN) and is a Premier Member of Sussex Enterprise.

Newhaven Port is also involved in a number of other European Union initiatives including SETARMS and SuPorts. These projects will contribute directly to the strengthening and the improvement of the logistic and economic development of the cross-border regions, as logistics is one of the major economic sectors within the 2 seas region, and to fighting the recession in the concerned region.





# 07.

## Implementation & Delivery

Newhaven Port is undergoing a transformation – reflecting the infrastructure, trade and business requirements of the future. NPP are currently implementing an investment programme to improve facilities for ferry users, port users and the local community. This section provides further information on the Implementation and Delivery strategy which has been developed in order to deliver the proposals set out within the PMP.





# 7.1

## Introduction

The key proposals of the PMP are outlined in detail within section 6 of the PMP. This section will provide further detail regarding the implementation and delivery strategies for each of the key strategic objectives.

# 7.2

## Emerging planning framework

The planning system is in a process of constant evolution as legislation is updated to reflect the changing face of government policy and infrastructure development requirements. A key objective of the masterplanning process is to liaise with regional and local planning bodies to ensure that port development intentions are represented in the appropriate planning documentation.

As referred to in section 1 of the PMP, NPP have engaged with Lewes District Council's planning department and East Sussex County Council at key stages throughout the masterplanning process in order to provide clarity regarding the port's strategic planning in the medium to long term. Formal presentations have been made which reflect the strategic planning options set out within the PMP.

### Local Development Framework

Lewes District Council is in the process of developing its Local Development Framework (LDF). The LDF is the collective name for the portfolio of planning policy documents, each of which will cover a different aspect of planning for the district. The LDF will set out how the local area will be expected to change and develop over a specified period of time (usually 15 to 20 years). The overall aim is to provide a clear vision, objectives and strategy in order to create sustainable communities where people want to live and work. The consultation period closed in December 2011 with expected adoption in February 2013.

### Lewes District Council Emerging Core Strategy

The emerging Lewes District Council Core Strategy will be the central document in the LDF and will reflect national planning policy guidance contained within Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). Engagement with the public and key stakeholders took place throughout each stage of the preparation of the Core Strategy. Consultation will continue until 2011 with expected adoption in February 2013.



**LDC Core Strategy - Vision for Newhaven**  
The emerging Core Strategy states the following vision for the town of Newhaven:

*"By 2030, Newhaven will have undergone significant regeneration and developed and strengthened its economic base. Building upon the success of the Enterprise Centre 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 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. The improved accessibility of the town centre will have been aided by an improved highway network, greater connectivity to the towns railway stations and a high quality public transport corridor along the A259."*

### LDC Core Strategy - Strategic Objectives

The ten strategic objectives identified in the LDC Emerging Core Strategy outline the direction that the LDF will take in order to achieve its vision of Lewes District in 2030:

- i. To deliver the homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way.
- ii. To take advantage of the richness and diversity of the district's natural and heritage assets to promote and achieve a sustainable tourism industry in and around the district.
- iii. To work with other agencies to improve the accessibility to key community services and facilities and provide the new and upgraded infrastructure that is required to create and support sustainable communities.
- iv. To conserve and enhance the high quality of the district's towns, villages, and rural environment by ensuring that all new development is designed to a high standard and maintains and enhances the local vernacular character and 'sense of place' of individual settlements.
- v. To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.
- vi. To maximise opportunities for re-using suitable previously developed land in urban areas and to plan for new development in the highly sustainable locations without adversely affecting the character of the area.
- vii. To reduce the need for travel and to promote a sustainable system of transport and land use for people who live in, work in, and visit the district.

- viii. To ensure that the district reduces locally contributing causes of climate change, including through the implementation of the highest feasible standards of sustainable construction techniques in new developments.
- ix. To reduce the district's vulnerability to the impacts of climate change, particularly by seeking to reduce the number of properties, community assets and infrastructure that are at an unacceptable risk of flooding, or coastal erosion.
- x. To stimulate and maintain a buoyant and balanced local economy through regeneration of the coastal towns, support for the rural economy and ensuring that the economy does not become reliant on one or two sectors.

There is a considerable level of correlation between the ten strategic objectives in the Emerging Core Strategy and the five key strategic objectives as set out in the Executive Summary of the PMP. Strategic objectives six and ten are particularly aligned to Newhaven's proposed developments.

### Emerging national guidance

The intention is to replace all Planning Policy Guidance and Planning Policy Statements with a single condensed National Planning Policy Framework (NPPF). The draft NPPF has at its core a presumption in favour of sustainable development under which all applications should be approved if they are able to comply with the other objectives set out within the development plan.

For further detail on the existing national, regional and local planning framework, please refer to Appendix A.





# 7.3

## Key Performance Indicators

The port is currently reviewing its existing environmental policy statement and intends to complete this exercise, along with a review of its current operations to provide baseline data from which improvements in performance can be measured and targets set for the port.

From the base data obtained and drawing on industry good practice, NPP will adopt key performance indicators in the following areas:

**Waste management** - NPP aims to increase the proportion of waste recycled by 25% over the next 10 years.

**New buildings** - NPP will seek to ensure that all new buildings construction on the port site will be designed, constructed and operated in line with BREEAM environmental assessment standards.

**Energy** - NPP will reduce the volume of grid-purchased energy as a proportion of turnover by 25% over the next 10 years.

**Greenhouse gases** - NPP will reduce direct carbon emissions as a proportion of its turnover by 30% over the next 10 years.

The port will also continue to exercise its duties as a regulatory authority in order to ensure the conservation and enhancement of the marine environment, as well as developing a sustainable land use and activities based development policy in the context of the statutory development plans for the area.

The port also plans to actively manage down its carbon footprint by addressing the way it uses energy, both by adopting energy efficiency strategies and by using renewable energy where possible (for instance, from the nearby Energy Recovery Facility located at the North Quay).

The port expects to work closely with tenants and other stakeholders to deliver solutions that support the development of an integrated sustainability strategy. As part of this it will look at the viability of onsite renewable sources of energy such as solar PV and potentially small-scale wind turbines, supplying port users, with surplus energy being fed back into the National Grid.

# 7.4

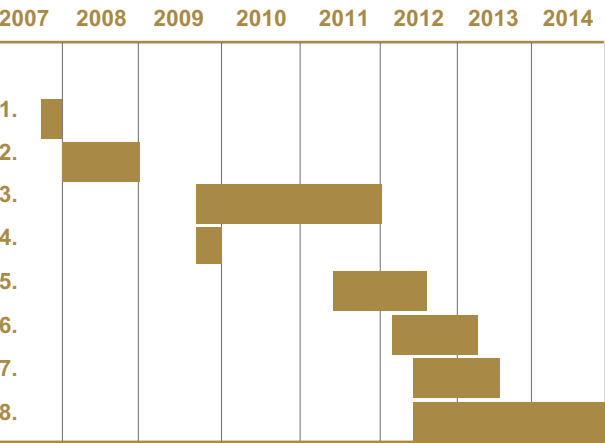
## Implementation strategy & next steps

NPP will continue to work with a range of partners and stakeholders including local communities, port users, Sussex Enterprise, Lewes District Council, the Crown Estate, East Sussex County Council, Newhaven Town Council and local planning authorities. In addition, NPP will monitor progress against the five key strategic objectives as identified within the PMP:

	Spatial Area	Implementation Strategy
1	East Quay	<ul style="list-style-type: none"><li>Finalise required studies to establish infrastructure requirements for offshore wind;</li><li>Further develop links with local businesses in clean technologies, including offshore wind to establish Newhaven as a renewable energies hub.</li></ul>
2	Railway Quay	<ul style="list-style-type: none"><li>Conclusion of ferry option studies and discussion with ferry operator to increase utilisation of the current ferry service;</li><li>Continued dialogue with strategic partners to progress on-going plans for development of the railway quay site; and</li><li>Continued discussion with planning authorities to ensure consensus.</li></ul>
3	North Quay	<ul style="list-style-type: none"><li>Secure links with existing port users;</li><li>Development of a marketing strategy for warehousing and storage on the East Quay.</li></ul>
4	West Quay	<ul style="list-style-type: none"><li>Ongoing repairs to West Quay and construction of fishing stage 9</li><li>Continued implementation of the marine and leisure boating investment programme;</li></ul>
5	Tide Mills	<ul style="list-style-type: none"><li>Engagement with port users to agree public access arrangements.</li></ul>

A number of key activities and proposed timescales for future port developments are set out in the following graphic:

Activity	Date
1. New Management Team	Dec 2007
2. Newhaven Port Strategic Layout Study	2008
3. PMP Development	Sep 2009 - Dec 2011
4. Creation of Port User Group	Dec 2009
5. Renovation of Fishing Stages	June 2011 - June 2012
6. Additional Marine Facilities	Jan 2012 - Dec 2012
7. Proposed Redevelopment of Railway Quay	June 2012 -Dec 2013
8. Proposed New Heavy Lift Berth	June 2012 - Dec 2014



The process of implementation will be facilitated through finalisation of the NPP Business Plan which will include accurate estimations of the capital works required to implement a range of investment options. The Business Plan will cover port developments regarding the ferry route, developing existing import and export opportunities and investment requirements.

# 7.5

## Conclusions: The port of Newhaven Masterplan proposals

It is clear that the activities of the port of Newhaven have to change to allow the port develop its full potential and meet future demand. The port remains predominantly a ferry port which NPP expects to continue as the main business in the foreseeable future. In the present economic circumstances and taking into account the level of cross-channel competition, it is unlikely in the short term that the required level of investment can be secured to meet the significant capital investment requirement.

In the medium term, as ferry sizes continue to grow, the layout of the ferry terminal and the berths will need to be adapted to cater for these changes. Inaction in the face of these challenges is clearly not an option. As identified within the PMP, a number of developments have been proposed for the port site within the next five to ten years. There is a strong demand for the services that ports can provide and the port of Newhaven has tremendous potential. Through the increased interaction between the port, local businesses, planning authorities and the community as observed since the appointment of the new management team, NPP are committed to realise their vision for the port of Newhaven.





# 08.

Appendices & Glossary





## Appendix A – existing national, regional & local planning framework

The PMP does not constitute an application for planning permission, rather it provides a framework for setting out the port’s strategic aspirations. The purpose of this Appendix is to summarise the key elements of national, regional and local planning policy which have been considered when preparing development proposals for the port of Newhaven.

### National planning policy

At the national level, policy and guidance consists of a series of government documents called Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs). A number of the most relevant policies are referred to below.

**National Policy Statement (NPS) for ports**  
Issued by the Department for Transport in October 2011, the NPS for ports provides the framework for decisions on proposals for new port development and should be considered by the Marine Management Organisation (MMO) and local planning authorities. The statement applies to associated port development such as road and rail links and makes specific reference to the vital role played by ports regarding the import and export of energy supplies, construction and servicing of offshore energy and supporting local and regional economies. The NPS sets out key guidance in relation to a wide range of environmental and ecological considerations which, under associated national, regional and local planning policy guidance, have been taken into account during development of the PMP.

**PPS1 – Delivery of Sustainable Development**  
PPS1 (2005) sets out the Government’s overarching planning policy on the delivery of sustainable development through the planning system. It identifies sustainable development as the core principle underlying all areas of planning, with the overall objective of ensuring a better quality of life. PPS1 specifies that all development proposals should enable social cohesion, protection and enhancement of the environment and sustainable economic development.

**PPS4 – Planning for Sustainable Economic Growth**  
PPS4 (2009) sets out the Government’s framework for the delivery of sustainable economic development in both urban and rural areas. Policy EC12 of PPS4 advises that employment generating planning applications should be considered favourably unless there are reasons to believe that the social, economic or environmental costs outweigh the economic benefits.

**PPG13 – Transport**  
The main objective of PPG13 (Updated 2011) is the promotion of sustainable transport patterns for people and freight. Local Planning Authorities should aim to promote the role of ports in sustainable distribution by encouraging good access by rail, shipping and waterways and take account of regional transport strategies.

**PPG20 – Coastal Planning**  
PPG20 (1992) outlines policies for development which may specifically require a coastal location. PPG20 advises that most applications for development within the coastal zone will require an EIA. In order to aid the determination of major coastal applications, such an assessment should demonstrate a clear understanding of coastal processes.

**PPS25 – Development and Flood Risk**  
PPS25 (2006) sets out a sequential test for the consideration of flood risk with regard to development proposals. The port land is located wholly within the functional flood plain. In such areas, only water-compatible uses and essential infrastructure approved by an exceptions test would usually be approved. The sequential test for development within the functioning flood plain would represent a clear policy constraint against certain types of development.

It is important to note that the current Government have stated their intention to replace all PPGs and PPSs with one condensed document forming a ‘National Planning Policy Framework’.

### Regional planning policy & guidance

The Regional Spatial Strategy (RSS) known as the South East Plan was adopted in May 2009. It is important to note that the current Government has stated its intention to abolish all RSS and has made provision for this within the Localism Bill. Now that the Localism Bill has been enacted, the Government may seek to use Clause 89 and Schedule 8 of that Bill to abolish Regional Spatial Strategies at which point, the regional tier of planning will no longer exist and the South East Plan will no longer form part of the Development Plan. As a result, detailed reference has not been made to Regional Planning Policy within the PMP.

### Emerging Local Development Framework

Lewes District Council is in the process of developing its Local Development Framework (LDF). The LDF is the collective name for the portfolio of planning policy documents, each of which will cover a different aspect of planning for the District. The LDF will set out how the local area will be expected to change and develop over a specified period of time (usually 15-20 years). The overall aim is to provide a clear vision, objectives and strategy in order to create sustainable communities where people want to live and work. Once adopted, the LDF will form the basis of local planning decisions instead of the current Lewes District Local Plan (2003). It is expected that the LDF will be formally adopted during 2013.

## Appendix B - Newhaven Port Users Group - terms of reference

- 1
- Satisfy the requirements of the Port Marine Safety Code and the Port Safety Management System in communicating and consulting with the maritime related stakeholders and port users.

- 2
- Ensure that an effective mechanism exists whereby information can be relayed between the Port Authority and its users, and vice versa.
- 3
- Ensure all parties can express their views on general and safety issues concerning the use of Newhaven Harbour.
- 4
- The Port Users Group will represent the broad spectrum of interests of all communities using the harbour for commercial and recreational purposes.
- 5
- The Harbour Master or his designated deputy will chair all meetings.
- 6
- Sub-groups may be formed with the same objectives and terms as this group.
- 7
- The PUG is a forum for raising and discussing issues relating to the harbour and relative to the Port Authority.
- 8
- Members will represent their own interests and that of their wider organisations and memberships.
- 9
- The PUG is a vehicle for consultation with the Port Authority which contributes to meeting the requirements of the Port Marine Safety Code.
- 10
- The PUG will increase corporate knowledge of all events within the harbour.
- 11
- The PUG will review incidents that may have occurred.
- 12
- The PUG will increase awareness of the Port Authority’s obligations under various legislations.
- 13
- The PUG will promote positive and approachable attitudes amongst all users to create a better sense of community and understanding.
- 14
- The group will meet twice yearly or more often if required.

## Appendix C – Businesses based at the port of Newhaven

Sector	Business
Aggregates	Tarmac, Newhaven Roadstone
Boatbuilding	Newbury Engineering, Sub-Search Marine, Sutton Workboats, Newhaven Workboats, Lochin Marine
Cargo storage	Newhaven Roadstone, NPP
Chandlers	Cantells, Simpson Marine
Construction	Rigdens Group
Cross channel ferry	LD Transmanche Ferries, LCT Support Services

Marine electronics	Laurie Dunlop Ltd
Fishing	Fleet of around 30 operational registered smaller sized fishing vessels with moorings on the West Quay. The Newhaven (Sussex) Fish & Flake Ice Society operate the fish market. Around 10 charter vessels operate out of the marina.
Haulage and logistics	Tomsetts Transport, Palletways, Maples, Home2Home
Home Office	UKBA, Sussex Police CTIU
Leisure boats	Simpson Marine, Peter Leonard Marine, Meeching Boats, Newhaven Marina Co., Pace Marine, Cantells, Newhaven Deep Sea Anglers, Lochin Marine, Sussex Yachts
Recycled metal processing	EMR (Newhaven); H.Ripley & Co
Recycled tyre processing	STR Services
RNLI	Newhaven Lifeboat Station
Road stone	Newhaven Roadstone
Salvage	Titan Salvage
Stevedoring	Rigdens Group; H.Ripley & Co
Waste management	Veolia, Rabbit Skips, South Coast Recycling, Sussex Skips, N+P
Workboats	Sub-Search Marine, Cutts Marine Services, Newhaven Workboats, Lochin Marine

## Appendix D – List of documentation

Ref	Document	Date
1	Newhaven Port Strategic Location Study	December 2008
2	Newhaven Port Strategic Location Study, Stages 2 and 3	December 2008
3	Newhaven Port Strategic Location Study, Supplementary Report	February 2009
4	Newhaven Port Masterplan, Outcome: The Employee Workshop	November 2009
5	Newhaven Port Masterplan, Outcome: The Stakeholder Workshop	November 2009



6	Newhaven Port Masterplan, Outcome: Port User Group Workshop	February 2010
7	Newhaven Port Masterplan, Stage 1: Baseline Review Report	March 2010
8	Newhaven Port Masterplan Options Booklet	June 2010
9	Newhaven Port Masterplan, Outcome: The 2 <sup>nd</sup> Employee Workshop	June 2010
10	Newhaven Port Masterplan, Outcome: The 2 <sup>nd</sup> Stakeholder Workshop	June 2010
11	Newhaven Port Ecological Surveys – Summary of Opportunities and Constraints	August 2010
12	Waste Regulatory Framework	February 2011
13	Waste Regulatory Framework, Detailed Site Inspection, Waste Issues Report	March 2011
14	Waste Document Compliance Review	March 2011
15	Newhaven Port, East Quay Development – EIA and Planning Application Supporting Documents (Technical & Financial Proposal)	March 2011
16	Phase 1 Contaminated Land Desk Study, Preliminary Risk Assessment	April 2011
17	Maintenance Dredging at Newhaven Port: WFD Assessment	July 2011
18	Newhaven Port Ecological Survey – Final Report	October 2011
19	Transport Assessment	In Progress
20	Topographical Surveys	In Progress
21	Geographical and Geophysical Surveys	In Progress
22	Phase 2 Contaminated Land Survey	In Progress

CGSM	Conseil Général de Seine-Maritime
E.ON	One of the UK’s “Big 6” utilities; renewable energy developer
Eneco	Dutch utility; renewable energy developer
GVA	Gross Value Added
IPS	Lewes District Council Infrastructure Position Statement, published September 2011
LDF	Local Development Framework; scheduled to replace the Lewes District Council Local Plan
LDTF	LD Transmanche Ferries
LEP	Local Enterprise Partnership
LOA	Length Overall (of ship)
MRF	Materials Recovery Facility
NPP	Newhaven Port and Properties Limited
O&M	Operations and Maintenance (long term servicing of offshore wind farms)
PDV	Physical Development Vision for Newhaven Stage 2, April 2010
PUG	Port User Group
RDF	Refuse Derived Fuel
RoRo	Roll on, roll off; in other words vehicles can drive on and off the ship
SME	Small to Medium-sized Enterprise
SMPAT	Syndicat Mixte pour la Promotion de l’Activité Transmanche
SNCI	Site of Nature Conservation Importance
SWOT	Strengths, Opportunities, Weaknesses, Threats
UKBA	UK Border Agency

Appendix E – Glossary


Abbreviation	Description
BBP	BBP Regeneration: specialist consultancy – author of Physical Development Vision for Newhaven
BREEAM	BRE Environmental Assessment Method, a voluntary measurement rating for green buildings

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