

Agenda Item 10b – Lewes Local Plan – Preferred Options and Policies Directions.

Updates to Appendix 1 (amendments to Policy E3, document pages 135 to 137 shown in blue)

Policy E3: Newhaven Port

Objectives

This policy will support the expansion, diversification and intensification of Newhaven Port for freight and passengers, including the use of existing vacant land identified in Local Plan Part 2 and maximising the use of the railhead at South Quay, and the delivery of appropriate HGV parking and driver welfare facilities. The policy will continue to allocate land as per the allocation in Local Plan Part 2 at East Quay for employment uses that support the operations at the port, subject to appropriate environment assessment and measures to mitigate potential adverse impacts from development.

Preferred Policy Direction

The policy will support proposals that diversify employment uses on the site, maximise the use of existing operations and land already in use through revised internal layout and modernisation, including the number of available berths for cargo and roll-on and roll-off (passenger cars and goods vehicles) movements.

The policy will also support proposals that maximise the use of the railhead and extend the rail sidings at the South Quay to support greater quantities of freight by rail and overall increased modal shift in the freight sector and support the delivery of HGV parking and welfare facilities that are complementary to the operations at the port.

The policy will continue to protect the land at East Quay as allocated in Policy E1 of the Local Plan Part 2 (2020) to support the expansion of the port, subject to appropriate measures to mitigate against potential adverse impacts of the development including:

- loss or damage to the nature conservation interest of the site, which would need to be mitigated to achieve a net gain in biodiversity.
- adverse impact on the setting of the South Downs National Park.
- impacts on the setting of the Newhaven Fort Scheduled Monument and the Tide Mills Archaeological Notification Area.

Why is this policy needed?

Newhaven Port is well-located to serve the needs of both the local area, as well as the wider south-east of England. The presence of road and rail access is of great

advantage to the port area, allowing the port to attract the wide variety of businesses located there. The ferry service between Dieppe and Newhaven is an attractive option for freight users, as well as passengers. The ferry link also helps to facilitate economic activity and industry both in East Sussex as well as in northern France and is a key strategic corridor in part due to being the most direct sailing connecting London, Newhaven, Dieppe and Paris. These factors, along with land availability and a lack of surrounding housing or other developments that would further limit the uses port land can be put to, offer Newhaven advantages over other ports located within the region.

Newhaven Port is a key strategic asset both for the district and the wider region, and the continued growth of Newhaven is recognised as important in strategic economic plans and strategies. Development and job-creation opportunities related to the Port are considered vital to the regeneration of Newhaven and the surrounding coastal area and to improve the continental 'gateway' to the South Downs National Park. A freight assessment of Newhaven Port was undertaken in November 2022 which included an analysis of past, present and future activity at Newhaven Port with respect to freight and logistics operations. The results of the forecasting exercise with regard to throughput of cargo by sea between 2015 and 2043 show that only moderate growth is possible based on the existing infrastructure at Newhaven Port.

However, the study outlines future opportunities for Newhaven Port, which relate to recent developments including the construction of the McKinley Way access route and additional roads which provide the primary routes to the Port and railhead which may facilitate modal shift of freight. These opportunities are summarised as follows:

- Opening of the port access road: the McKinley Way access route is described as creating direct access to employment and businesses locally, creating direct access to allocated development land potentially opening up 80,000 sqm of business space, potentially facilitating creation of new jobs, relieving traffic on neighbouring residential areas, and enabling easier movement between the Ferry Terminal and Border Control Post.
- Opening of new railhead: the new railhead currently used by Brett Aggregates facilitates modal shift to rail (in light of 76% reduction in carbon emissions per tonne of freight compared to road).
- Key markets and growth: intermodal freight to and from ports and construction were the largest rail freight sectors in 2016/2017 and are anticipated to remain so to 2043/44. Bulk cargoes (pertaining especially to construction sector) are identified as the most economically viable commodities to be transported using rail at the port.
- Potential new markets for freight: consideration may be given, in the context of anticipated growth, to new sectors not currently related to rail activity at Newhaven Port including delivery of consumer goods, express parcel deliveries, and utilisation of passenger stations. Although stakeholders consider higher volumes of existing commodities to represent the greatest potential for growth.

What you have told us so far

No comments were received in response to the Issues and Options consultation regarding the expansion, intensification and safeguarding of the Port. A haulier stakeholder engagement task was undertaken to inform the Newhaven Port Freight Study to gauge opinions of hauliers who utilise the Newhaven-Dieppe route with regard to potential future developments. Overall, the study identified:

- Firms were looking to retain or increase their use of the route, hauliers use other routes, particularly to return to continental Europe.
- Reduced travel times and mileage from Spain and Portugal are benefits.
- Lorry parking in the vicinity of Newhaven is a key issue although this does not altogether prevent respondents from using the port.
- Hauliers would like to see early morning crossings to the UK throughout the year.

It is clear from the stakeholder engagement in particular that the growth of Newhaven Port is restricted by the lack of available land for expansion. This is reinforced by the high occupancy rate of port land, and the fact that businesses located at the port are making use of all land available to them to conduct their activities. It is therefore especially important that land [that was identified in Local Plan Part 2](#) for employment uses associated with Newhaven Port is both safeguarded and developed to allow the port to develop and grow.

Alternatives considered and reasons for discounting

No policy for Newhaven Port

Not providing a policy for Newhaven Port is not the preferred option as it would not provide a framework for the expansion, diversification and intensification of Newhaven Port for freight and passengers, which is a key part of the local economy.

Further Information

- Topic Paper – Economy and Regeneration
- Lewes District Economic Needs Assessment (2023)
- Newhaven Port Freight Assessment (AECOM, November 2022)
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan

Existing Policies in Adopted 2016 & 2020 Plans

Local Plan Part 1 – Spatial Policy 1: Provision of housing and employment land

Local Plan Part 1 – Core Policy 4: Encouraging Economic Development and Regeneration

Local Plan Part 2 – Policy E1: Land at East Quay, Newhaven Port