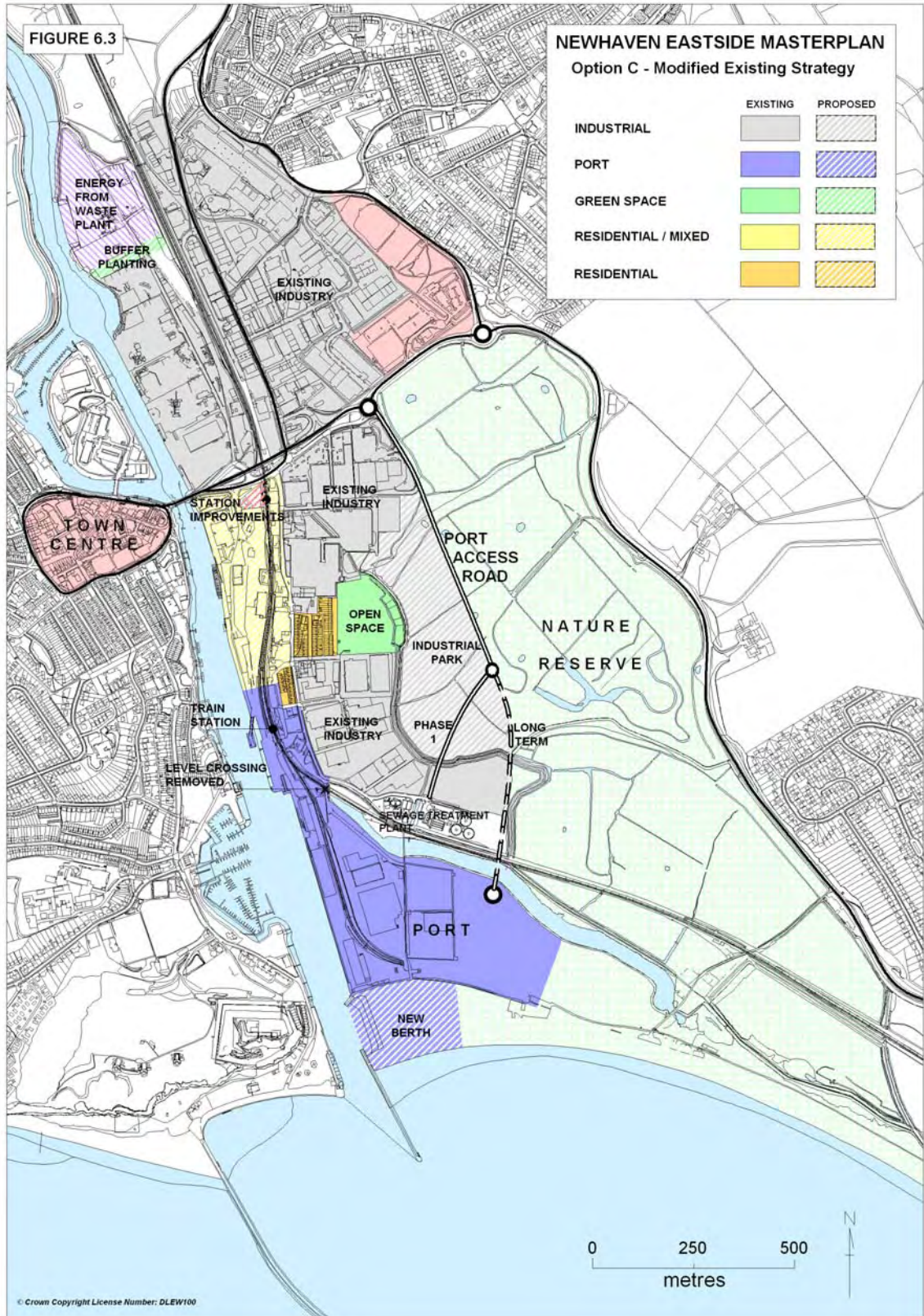


Option C - Existing Strategy - Modified



Planning and Economic Concept

- 6.44 This option acknowledges that Newhaven Port cannot compete with the larger, deep water ports and that major expansion (an outer harbour) is unlikely to be justified on economic terms. However a more limited degree of port rationalisation would release some port land for housing and mixed uses and help fund essential improvements in the port and a new access road.
- 6.45 Development of the business/industrial park would remain a central component of this scheme.

Components of the Scheme

- 6.46 Railway Quay would close and be replaced by a mixed use scheme as already outlined in Options A and B. The Eastside Business Park would be developed for employment uses as currently proposed

- 6.47 The scheme components are summarised as follows:

- A new berth for the port is constructed at the entrance to the existing harbour.
- Railway Quay is redeveloped for housing and mixed commercial uses as with previous options, providing about 500 residential units.
- A business park would be developed to provide 1500 jobs

Opportunities

- 6.48 Retention of a large area of port land means that Newhaven would still have the capacity to attract new traffic to the port, including rail borne freight.
- 6.49 Retention of the whole of the business park in employment use should also maximise potential for job creation.

Constraints and Disadvantages

- 6.50 Only development of the Railway Quays is envisaged in this option, thus limiting the opportunity for cross funding of other infrastructure. It is unlikely that the Railway Quay development or the creation of the business park would support the funding of the new port access road.
- 6.51 Retaining the North Quay aggregates and scrap berths adds to congestion on the A259, discouraging investment in the town.
- 6.52 Low utilisation of land in the port adds to a run down appearance to the town.

Investment Needed/Return on Investment

- 6.53 Investment in the new berth could be funded by the sale of port land on Railway Quay but neither development of Railway Quay or the business park are likely to provide excess funds to support development of the Port Access Road.

Evaluation

Cost

- 6.54 This option will likely require public funding for the port access road.

Outputs

- 6.55 In theory this option safeguards or creates the highest number of jobs but only if the port can attract new trade.
- 6.56 This option provides a moderate amount of new housing, which may well be commensurate with the size of the local market.

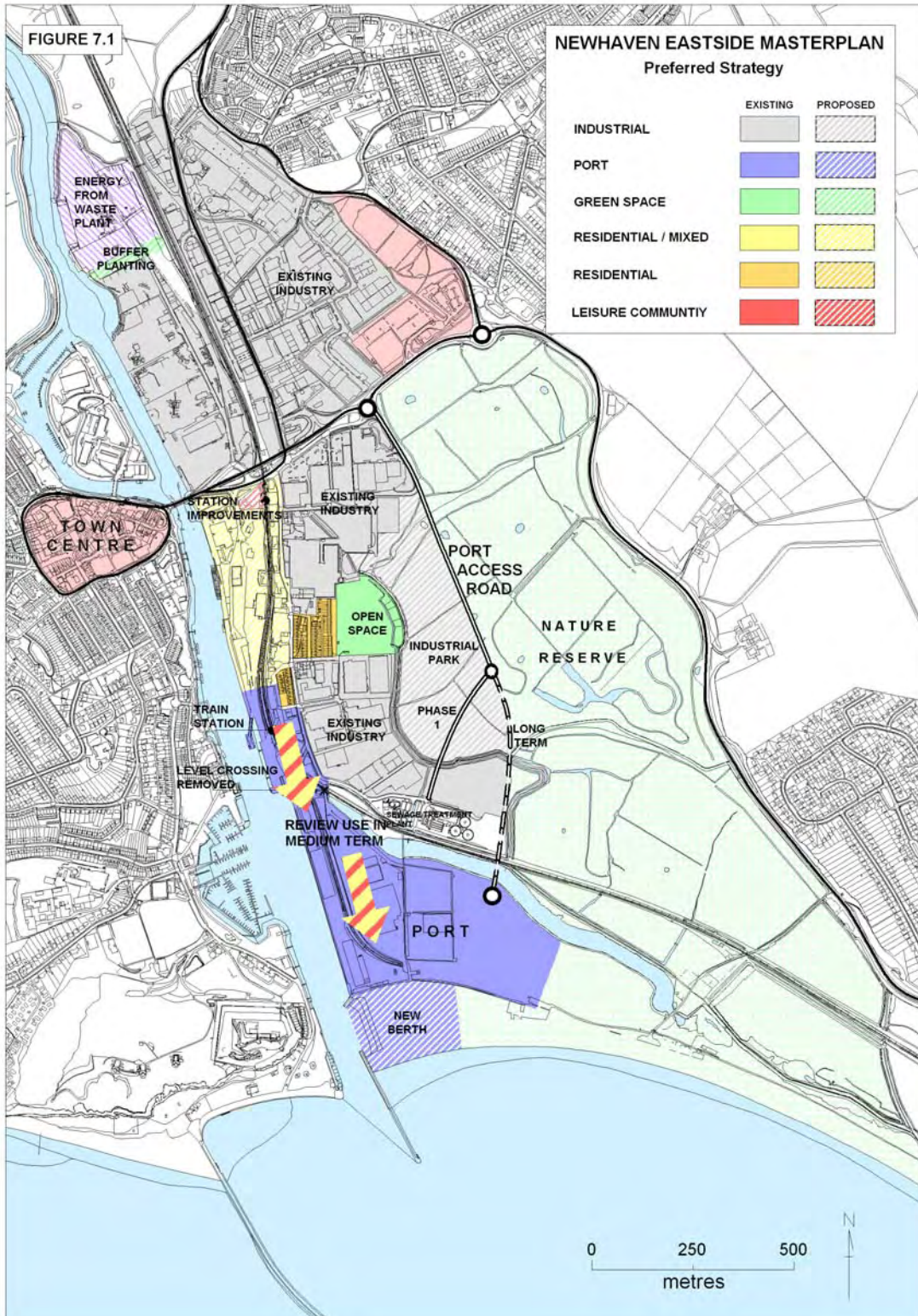
Strategic Fit with Regional and Local Policies

6.57 This option conforms with the thrust of current planning policies on the port and industrial sector.

Risks

6.58 There are a number of risks associated with this option:

- Operations on North Quay become uneconomic because of restricted depths alongside.
- Existing port operations are financially marginal and the returns on the Railway Quays development may be insufficient to support the continuation operation of the port.
- Public funding for the Port Access Road is not forthcoming
- Newhaven Port and Properties do not pursue the development of Railway Quay or invest in the new berth and the port closes before any development is completed.



7 SUMMARY AND CONCLUSIONS

Project Background

- 7.1 This economic masterplan study for Newhaven Eastside was commissioned by Newhaven Strategic Network, working in partnership with Lewes District Council. It presents a strategy for the land on the east bank of the River Ouse at Newhaven, which includes the Port of Newhaven, the established Eastside industrial area, the proposed Eastside Business Park, the railway and railway stations and the Eastside residential neighbourhood.
- 7.2 The development of the economic masterplan involved a number of different elements of work, including policy and economic sector reviews, business surveys and the development of economic profiles, discussions with landowners and other stakeholders, and the development and evaluation of options.

Study Findings

- 7.3 Newhaven is a cross channel port and industrial centre. In recent years, competition from larger ports with better facilities and communications and the opening of the Channel Tunnel, have led to the decline in port traffic and loss of services. It retains a cross channel ferry service carrying passengers and ro-ro traffic and dry bulk cargoes, made up largely of aggregates and scrap.
- 7.4 Although the Port is an extensive occupier of land in Newhaven, it is not a major employer. The economy of the town is dominated by manufacturing and other industrial uses but little of this is related to the Port.
- 7.5 Employment growth has been fairly static in recent years and forecast future growth is flat. Most firms are located in Newhaven because of the availability and relatively low cost of premise. Newhaven is a small town and it does not constitute a large market in its own terms. The local labour market profile is characterised by a low skilled workforce and the limited labour pool is already to cause of some concern to existing employers.
- 7.6 Regeneration schemes for Newhaven have focused upon three key schemes: the development of a new deep water outer harbour, a Business Park and a new Port Access Road, which is also needed to provide access to the Business Park. None of these schemes have yet come to fruition.
- 7.7 Regional and local planning policies see Newhaven as fulfilling a role as a small ro-ro and “niche” port and as an industrial centre. Our review of the Port confirmed that the Port could still have a viable future in a number of niche markets and should continue to play a role in Newhaven’s economy. However development of a major outer harbour is not justified and we consider that the existing levels of traffic would not support significant investment in new facilities such as the Port Access Road.
- 7.8 Industrial activity in Newhaven is viable both economically and commercially at existing rentals but there is no demand for office space. The proposed Business Park is therefore unlikely to attract “high end” commercial users but rather a mix of smaller industrial units. These uses would not generate S106 funds to support the building of the first section of the Port Access Road needed to develop that land.
- 7.9 Eastside is not considered a viable location for any significant levels of retail development.
- 7.10 Some form of leisure activity could be located at Eastside. At present an additional marina facility looks the most likely to succeed. Community leisure or cultural facilities could also be located on site if there were a project requiring a home, but such a project would need to be grant funded from other sources and have a robust business plan.

- 7.11 The housing market is strong all over the South East and Newhaven is no exception. However the rate of take-up is unlikely to be strong enough to absorb a large quantum leap in residential provision in the town.

Evaluation of Options

- 7.12 We looked at three spatial development options in order to assess the implications of the following alternative approaches to regenerating the town:
- Option A - Housing led, with residential development on much of the Port Land, including North Quay and East Quay and on part of the Eastside Business Park;
 - Option B - A mix of leisure and housing uses, a marina and housing being located on East Quay and leisure facilities on part of the Business Park;
 - Option C - Continuation of the existing strategy with minor modifications.
- 7.13 We concluded that Option A provides a far greater quantity of housing than can be absorbed by the local market, at least in the short term. It requires the closure of North Quay and the loss of these facilities, which cannot be replaced elsewhere.
- 7.14 Option B would appear to fit better with the future direction of the Newhaven economy but does not fit well with the retention of port uses.
- 7.15 Option C, based upon existing planning strategies, is consistent with the retention of port facilities and supporting continued industrial employment in the town, whilst still allowing for development of residential uses on Railway Quay. It provides the best balance of housing and jobs opportunities to meet Newhaven's needs. However this option requires public funding of a new access road to serve the industrial estate or port.

Conclusions and Recommendations

- 7.16 Our appraisal concluded that existing planning strategy for Eastside still represents sound and balanced planning policy in the medium term, especially since road improvements at Beddingham will improve access to the town and the Port in the near future. Nevertheless it is recognised that this approach requires public funding of facilities such as access to the Business Park.
- 7.17 Uncertainties regarding the business position of the Port suggest that extending the Port Access Road across Tidemills cannot be justified at this time regardless of the sources of funding.
- 7.18 Railway Quay can be released for mixed, predominantly housing use. There is interest in this site for housing and we do not believe release to such use will be detrimental to employment in Newhaven.
- 7.19 The Eastside Business Park should be developed for employment uses as currently proposed. Demand will be for standard industrial units for manufacturing and distribution uses. We do not think it wise to try and hold out for higher value office units on the site.
- 7.20 The Port should be supported in its current role as it has a viable future for at least the medium-term. However in the longer term further redevelopment of port land for leisure uses such as a marina, or mixed residential uses, should not be ruled out. Our preferred development option is a phased approach to the development of Eastside as summarised on Figure 7.1. The flexibility of the approach put forward is that it does not close off opportunities for future development yet supports the Port in its current role.