

## Green Infrastructure

Green infrastructure comprises of a range of open spaces such as formal and informal recreation areas, green corridors, parks and gardens, allotments, accessible countryside in urban fringe areas and cemeteries.

### Formal recreational facilities:

Fort Road recreation Ground  
Lewes Road recreation Ground  
Denton recreation Ground  
EastSide recreation Ground  
Meeching Valley recreation Ground

### Lewes District Council Outdoor Playspace Review 2004 identified:

- there is an overall undersupply (3.1 acres) in the total number of football pitches in Newhaven
- there are no hockey or rugby clubs based within the town as there are no facilities and therefore no hockey or rugby pitch surpluses or shortfalls have yet been identified. Newhaven Hockey Club is currently based in Seaford and would like to relocate back to their home town.
- there is a small number of football clubs with Newhaven based players who travel to home grounds in other parts of district in order to have access to pitches.
- there is a small under-supply of 1.5 cricket pitches.

### Informal Recreational Space

- Older parts of the town have little civic or amenity greenspace, which indicates the need for pocket parks and improved linkages where possible.
- Every opportunity should be explored and taken to enhance the river spaces and the beach to provide high quality and characterful recreational spaces.
- Newhaven's setting enables local people in the north, west and southern parts to have access to the surrounding countryside; downland, sea cliffs, river landscapes and seaside.
- People in the Town Centre lack access to areas of high quality civic space.
- There is no area of parkland with high quality gardens, but areas such as West Quay offer a high quality amenity area of a maritime character.
- The river, while providing wonderful character, acts as a severing agent, cutting the

town in half, thus reducing linkages across. The ring-road in the centre has a similar effect.

### Demand for Green infrastructure

The following views were gathered in a District Council survey in 2005:

- Newhaven people are of the opinion that there is insufficient informal recreation for children and young people, with not enough for them to do, and too much vandalism, graffiti and litter.
- They would like more semi-natural urban greenspace, Home Zones in Newhaven West Area, more trees along roadsides and better maintenance.
- Some people feel there is too little amenity greenspace and too few allotments.

*Information Source: Lewes District Council Informal Recreational Study 2005*

### Existing provision and shortfall of recreation space in Newhaven.

The 'Lewes District Outdoor Playing Space Review 2004' referred to above is now out-of-date but remains the most comprehensive assessment of outdoor playing space available.

Evidence on the existing shortfall in provision of outdoor play space in each of the District's towns has been calculated by LDC using the estimated 2011 population for each town and comparing the Fields in Trust (FiT) recommended level of provision with the amount of outdoor play space calculated in the 2004 'Lewes District Outdoor Playing Space Review'.

**Information Sources:** Lewes District Outdoor Playing Space Review (October 2004).

East Sussex in Figures Policy Based Population Projections 2011.

Fields in Trust/National Playing Fields Association Standards for England 2008

Table Existing provision and shortfall of recreation space for Newhaven

		Existing Provision (ha)			FiT recommended level of provision (ha)			Shortfall (ha)			Amount provided as % of FiT recommendation		
	Population	Outdoor sports	Informal children's play space	Equipped children's play space	Outdoor sports	Informal children's play space	Equipped children's play space	Outdoor sports	Informal children's play space	Equipped children's play space	Outdoor sports	Informal children's play space	Equipped children's play space
Lewes	16348	21.45	2.91	0.73	26.16	8.99	4.09	4.71	6.08	3.36	82%	32%	18%
Seaford	24022	9.74	5.92	0.83	38.47	13.22	6.01	28.73	7.3	5.18	25%	45%	14%
Newhaven	12225	5.54	2.95	0.27	19.56	6.72	3.06	14.02	3.77	2.79	28%	44%	9%
Peacehaven & Telscombe	21657	5.81	10.56	1.36	34.65	11.91	5.41	28.84	1.35	4.05	16%	89%	25%

### Allotments

47 allotment plots at land off Lewes Road, with 37 people on the waiting list as at May 2014.

### Cemetery



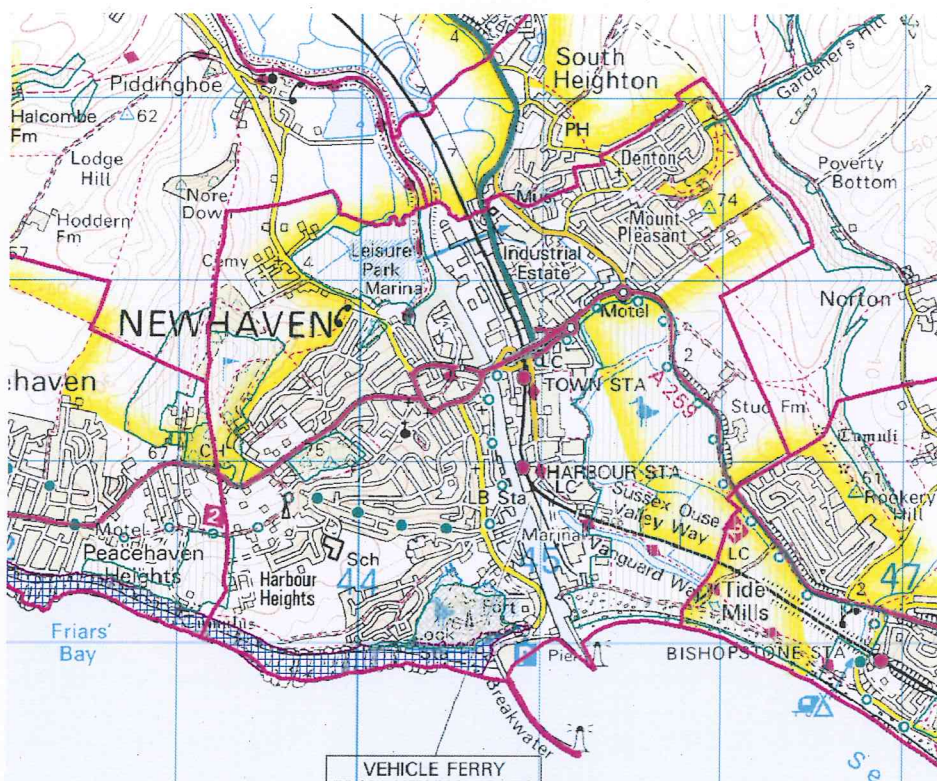
Newhaven Cemetery is owned and managed by the Town Council. There remains good capacity for the foreseeable future.

## Transport

The town is connected to Brighton by the A259 which is a heavily congested urban road and to the trunk road network by the A26. This joins the A27 at Beddingham. The River Ouse is crossed by a single bridge and the occasional need for it to 'swing open' results in congestion and delays on the A259 a major east/west route.

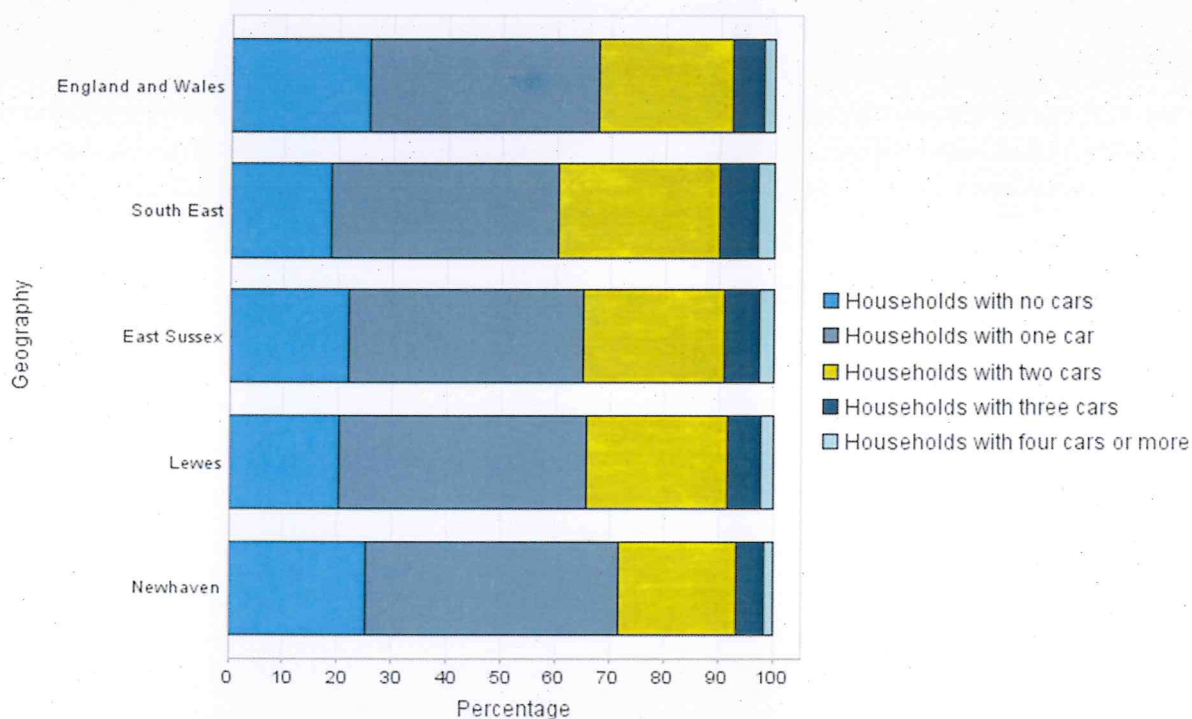
Newhaven is also connected to the rail network by a branch line to Lewes and has a direct and frequent service to Brighton.

As well as good land based connections, Newhaven has a daily ferry service to Dieppe.



Map 2 showing east/west running A259, A26 running north and the towns' stations.

**Car ownership** – This chart shows the percentage of households by number of cars or vans owned or available for use by that household.



### Number of cars in 2011

This dataset shows the number of cars or vans, including any company car or van if available for private use, the number of households in the area and the number of cars/vans per household. Also shown is the percentage increase in households, cars and vans, and the number of cars/vans per household since 2001.

Measure	All cars or vans in the area	All households	Number of vehicles per household
Geography			
East Sussex	292,118	231,905	1.3
Lewes	53,124	42,181	1.3
<b>Newhaven</b>	<b>5,853</b>	<b>5,252</b>	<b>1.1</b>

### Method of travel to work in 2011

This dataset shows which modes of transport are used by those who are in employment to get to their place of work, by broad transport type. The information in this table has been produced using only people's response to method of travel to work questions in the 2011 Census this data is not comparable with 2001.

Mode of travel to work	All people aged 16-74 in employment	Percentage of people who work at or mainly from home	Percentage of people who use public transport	Percentage of people who use a private vehicle	Percentage of people who walk or cycle	Percentage of people who use another mode of transport
Geography						
East Sussex	239,319	7.9	11.4	66.8	13.3	0.6
Lewes	45,532	8.0	16.0	62.6	12.8	0.6



<b>Newhaven</b>	<b>5,899</b>	<b>3.8</b>	<b>14.4</b>	<b>65.6</b>	<b>15.7</b>	<b>0.5</b>
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*Information Sources: 2011 Census, Office for National Statistics*

### Trains

The town has two railway stations offering direct train services to London, Lewes, Seaford and Brighton.

### Buses

There is a regular bus service from Newhaven to Brighton, Seaford and Eastbourne (Brighton and Hove Bus Company) and a more infrequent service to Lewes (Rider Bus)

### Cycling

National Cycle route 2 (part of the London to Paris cycle way) goes through Newhaven and provides a cycle path to Seaford and beyond.

Brighton to Newhaven Coast Loop cycle route (19.5 miles)

Brighton to Eastbourne Cycle route (34 miles)

A cycle route (Egrets Way) linking Newhaven to Lewes is partially complete with sections yet to be identified and provided.

In November 2013 a public consultation exercise was undertaken by East Sussex County Council to seek people's views about proposed pedestrian, cycling and bus improvements in Newhaven and Peacehaven. The following results were obtained:

- 75% of respondents supported or strongly supported the proposal for a cycle/pedestrian facility from the A259 Brighton Road in Peacehaven to Newhaven Town Centre;
- 45% of respondents preferred using the route that ran through Upper Valley Road, Northdown Road, First Avenue and Second Avenue while 55% preferred using the A259 then Polyclinic access road to the south to go to and from Newhaven town centre;
- 50% of respondents supported or strongly supported the use of the High Street and St Luke's Lane, Newhaven by cyclists;
- 66% of respondents supported or strongly supported the provision of additional cycling and pedestrian facilities in the Denton area of Newhaven.

### Local Highway and accessibility improvements

ESCC have identified that in Newhaven the planned development needs to be supported by a range of transport measures to mitigate congestion and increase highway capacity, including:

- Junction improvements on the Newhaven town centre ring road
- Improvements to the A259/A26 junction in Newhaven
- Demand management measures on the A259 corridor, focussed on maximising bus use
- Improvements to bus infrastructure and the walking and cycling network

A Newhaven Transport Study produced in 2011 by East Sussex County Council carried out forecasting for a peak AM peak hour and PM peak hour. The study looked at the impacts of a

number of development scenarios on the traffic in Newhaven.

The draft report on the “Physical Development Vision for Newhaven Stage 2” produced by BBP Regeneration in April 2010 considered the potential for a new western link between the Meeching Quarry development site and the A259 for local access and public transport only.

Assessments showed that the proposed link would reduce the traffic delays on the ring road and improve overall connectivity to and from the western part of Newhaven. However, it was stated that the costs of providing the links would be significant and be dependent on the potential funding from private developers in the area.

## Services

### Fire and Rescue

Newhaven Community Fire Station is located in Fort Road but is to be relocated to a site adjacent to the ring road in order to improve cover in the Peacehaven/Telscombe area by improving response times.

### Police

Newhaven Police station is identified as a building that is in the wrong location, and/or in a poor state of repair, and/or under-utilised. Sussex Police are seeking alternative provision but potential locations are currently unknown.

### Ambulance

There are two ambulance stations in the Lewes District located in the towns of Lewes and Newhaven.

The Trust are considering moving to a Depot based model of service delivery, which would mean moving away from traditional ambulance stations to a matrix of response and standby posts. The Depot would be home to a number of ambulance teams, a response post would have crew facilities, and a standby post would be a location from which crews respond at predictable periods of peak activity. How this may impact on Newhaven is being investigated.

*Information source: Lewes District Council Infrastructure Delivery Plan 2014*

### Key Issues and Comments relating to the Social profile

- By virtue of its employment base and location on important public transport routes, Newhaven is seen by the District Council as the most sustainable location for housing development and therefore the town will see a significant rise in population.
- Need to balance housing needs identified in Lewes District Core Strategy with protection of urban, rural and coastal environments.
- Current housing stock shows relatively low number of flats whilst relatively



high number of single households. Newhaven has a relatively high proportion of young people under the age of 29. These are people that will be looking for smaller type of accommodation in the future.

- Current higher evidence of single person households need through LDC Housing needs survey.
- Relatively low choice of detached homes in the existing housing stock and therefore smaller choice of homes to aspire to.
- Pockets of poorer health which may generate the need for homes suitable for adaptation
- Higher long term sickness
- Lower percentage of people work from home
- Higher incidence of people walking and cycling to work suggests local employment opportunities
- Predicted shortfall in early years, primary school and secondary school provision
- Relatively poorer educational achievement
- Undersupply of formal recreation provision and play space
- Older parts of the town have little public amenity space
- Natural and man-made elements sever parts of the town from one another
- A259 which is a heavily congested urban road and to the trunk road network by the A26.

# Economic Profile

This profile provides key characteristics of the local economy.

## Economic activity and inactivity in 2011(%)

This dataset shows economic activity and inactivity amongst those aged 16-74 from the 2011 Census.

category	All people aged 16-74	All economically active	Employee	Self-employed	Unemployed	Economically active full-time student	All economically inactive	Long-term unemployed	Looking after home	Retired	Economically inactive student (including full-time)	Other inactive
Geography												
East Sussex	100.0	68.1	48.2	13.4	3.6	2.8	31.9	4.1	4.2	17.8	4.0	1.8
Lewes	100.0	69.6	49.7	13.9	3.3	2.7	30.4	3.5	3.9	17.6	3.7	1.8
Newhaven	100.0	71.3	54.3	9.5	4.5	3.0	28	5.1	4.0	14	3.0	1.7

## Employment by industry in 2011

This dataset shows the percentage of people in employment in Newhaven aged 16-74 by industry with comparison to East Sussex from the 2011 Census.

- Agriculture, mining and utilities - 2.7% (East Sussex 2.1%)
- Manufacturing - 8.7% (East Sussex 6.1%)
- Construction - 9.3% (East Sussex 9.4%)
- Wholesale, retail, trade, repair of motors - 17% (East Sussex 16%)
- Transport and storage - 7.1% (East Sussex 4.1%)
- Accommodation, food services - 5.2% (East Sussex 5.6%)
- Information and communication - 2.1% (East Sussex 2.9%)
- Financial, insurance and real estate - 5.1% (East Sussex 5.9%)
- Professional, scientific and technical activities - 3.7% (East Sussex 6.2%)
- Administrative and support services - 5.1% (East Sussex 4.5%)
- Public administration and defence, compulsory social security - 6.3% (East Sussex 5.5%)
- Education - 8.7% (East Sussex 10.3%)
- Human Health and social work - 14.4% (East Sussex 15.6%)
- Other - 4.7% (East Sussex 5.7%)

## Unemployment in 2011(%)

Newhaven has been badly affected by the recession and generational deprivation is entrenched in some parts of the community, with more than one in eight (13%) of adult residents claiming out of work benefits.



This dataset shows the number and percentage of the economically active population, aged 16-74 who were unemployed, by gender, age groups and whether or not they have ever worked and length of unemployment from the 2011 Census.

Unemployment category		All usual residents aged 16 to 74	Percent aged 16-74	Percent aged 16-24	Percent aged 50-74	long-term unemployed	Percent who have never worked
Gender	Geography						
All people	East Sussex	374,518	3.6	1.0	0.8	1.5	
	Lewes	69,269	3.3	1.0	0.8	1.3	
	<b>Newhaven</b>	<b>8,919</b>	<b>4.5</b>	<b>1.4</b>	<b>0.8</b>	<b>1.9</b>	
Males	England and Wales	20,391,391	5.3	1.5	1.1	2.0	
	South East	3,106,255	4.1	1.2	1.0	1.4	
	East Sussex	182,548	4.5	1.3	1.1	1.7	
	Lewes	33,885	4.0	1.3	1.1	1.4	
	<b>Newhaven</b>	<b>4,443</b>	<b>5.6</b>	<b>1.9</b>	<b>1.1</b>	<b>2.2</b>	
Females	England and Wales	20,735,149	3.5	0.9	0.5	1.5	
	South East	3,168,086	2.8	0.7	0.5	1.2	
	East Sussex	191,970	2.8	0.7	0.6	1.2	
	Lewes	35,384	2.7	0.7	0.5	1.1	
	<b>Newhaven</b>	<b>4,476</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>1.6</b>	

Source: 2011 Census, Office for National Statistics

### Location of employment

The main industrial areas are at Avis way and Eastside, east of the river. The decline of the town's manufacturing and industrial base has prompted developer interest in applying for planning consent for residential use of some employment sites and these have been generally supported by the District Council on the basis of viability and need.

The Lewes District Council Core Strategy does not identify any new land required to be allocated for employment use. The LDC Employment Land Review 2012 recognized that there is a qualitative need for new employment premises.

### Economic trends

- A high proportion of jobs in the town (31%) are still in manufacturing, which is significantly above the regional and national averages.
- The town had and retains a concentration of industry and a range of facilities involved in waste management. Consequently, there are a significant number of potentially contaminated sites.