

Appendix 1

Port of Southampton Master Plan 2009 – 2030 (ABP)

The Government asked major ports to prepare master plans to help inform planning and infrastructure decisions. The master plans do not themselves constitute policy. The statistics and trends were established in 2009 and are now 4 years out of date, but serve to provide a general picture.

The Port of Southampton is one of the largest ports in the U.K. It handles 20% of the U.K.'s trade with non EU countries and 40% - 45% of its sea trade with China and the Far East. It is the U.K.'s largest cruise port handling nearly 1 million passengers in 2008; its second largest container port, and one of the leading ports for vehicles.

The Port is at the heart of the Solent maritime economy which in total supports 77,000 jobs and GDP of £5.5 billion.

Between 1980 and 2007 total traffic increased by 83%. Significant growth is forecast in the future:

	'000s	2005	2020	2030	% 2005 – 2030
Cruise	Passengers	702	1,498	1,917	173%
Containers	TEU*	1,382	2,694	4,204	204%
Vehicles	Units	724	702	844	17%
Dry bulks	Tonnes	1,357	1,786	2,166	60%

*Twenty foot equivalent units

(The Council assume that the ongoing recession delays the timing but not necessarily the scale of this overall growth).

To accommodate predicted growth, the Port anticipates the following changes within the existing port:

	Eastern Docks	Western Docks
Existing facilities	Dock Gate 4	Dock Gates 8, 10, 20
	Multi deck vehicle storage terminal (MDVST) (eg a 'multi storey car park')	
	1 rail terminal	4 rail terminals
	2 cruise terminals	2 cruise terminals
	National Oceanography Centre	

Proposed by 2020		Container storage expansion
		Deepening of berths 201 / 2
	1 additional MDVST	One additional MDVST
	The intensification of the eastern and western docks will be reaching its practical limits	
Proposed by 2030	1 additional MDVST	Possible 5 th cruise terminal

In 2009 containers were transported to / from the port to the rest of the UK as follows: 70% by road, 25% by rail, and 5% by coastal shipping. By 2013, following the completion of the rail gauge enhancement and improved handling capacity in the eastern docks, rail's share had risen back up to 36%. The aspiration is for at least 40% to be by rail and 15% by coastal shipping. The main road access for HGVs is via the M271 and A35, in accordance with the lorry routeing agreement. The container port currently generates 4,000 two way HGV movements per day, a significant proportion of all port movements (with the peak time between 12pm and 4pm). A short berth has recently been introduced for coastal shipping feeder services.

Appendix 2

National Government Policy

National Policy Statement for Ports (2012)

The Statement explains that competitive ports are essential to the UK economy. There is a compelling local and national economic need for substantial additional port capacity in the next 20 – 30 years. There is a presumption in favour of port development unless the policies in this statement indicate otherwise. The benefits of a new port proposal will be weighed against the adverse impacts. Substantial weight should be given to the economic benefits.

Road traffic to ports can lead to congestion and pollution. Wherever possible port development should be accessed from the UK by rail or coastal shipping. Measures such as lorry scheduling to avoid peak times should be considered.

Good port design to mitigate adverse effects should be achieved as far as possible, whilst recognising the nature of port infrastructure. Some impact on local communities is likely to be unavoidable, and it should be kept to a minimum and acceptable level, using mitigation schemes (eg layout, operating times, quieter machinery, containment within buildings, improved sound insulation for dwellings etc). Statutory air quality limits should not be breached.

Ports have a vital role to play in the import and export of energy supplies. This is an important consideration, as is the possibility of developing power stations fuelled by biomass within port perimeters.

Overarching National Policy Statement for Energy (2011).

In considering new energy plants, substantial weight is given to the need to cut greenhouse gas emissions by 80% by 2050, to achieve a secure and diverse energy supply. Even with energy efficiency measures, there is likely to be a big increase in demand for electricity. There needs to be a dramatic increase in renewable energy generating capacity (eg wind, biomass, wave / tidal) and in other low carbon sources (eg energy from waste facilities). Unlike other renewable sources, biomass can provide a steady supply of electricity. The Government encourages combined heat and power (CHP), and plants should either be connected to a CHP network or be 'CHP ready' wherever possible.

There is a presumption in favour of major energy projects unless policies in this statement clearly indicate consent should be refused. Energy plants should be well designed visually, operationally and to reduce their impacts. The nature of plants will limit the extent to which they can enhance the quality of the area. Energy plants will be subject to pollution control regimes. In broad terms significant harm should be avoided and impacts minimised in

relation to a range of factors including air quality, other pollution (eg dust, odour, light, noise, etc), traffic, visual appearance, biodiversity, water quality, flood risk, and the historic environment. A further policy statement sets out additional considerations for different types of renewable energy.

The National Planning Policy Framework (2012).

This sets out a presumption in favour of sustainable development. Significant weight should be placed on economic growth. Plans should also seek a good standard of amenity; and promote non car modes of travel. There should be positive planning for infrastructure, including to support the growth of ports. Significant adverse impacts on economic, social or environmental objectives should be avoided.

Delivering a Sustainable Transport System (2008)

The Port of Southampton is identified as one of the country's 17 key International Gateways, which is served by national transport links to London and the Midlands. This includes the route from the M27, via the M271 and A33 Western Approach into Southampton.

South Hampshire Strategy (Partnership for Urban South Hampshire)

The Solent Local Enterprise Partnership's (LEP's) statement and the Strategy itself recognises the importance of the Port of Southampton and its continued growth to economic development in South Hampshire.

Local Policy (Southampton City Council)

Core Strategy (2010)

The Spatial Vision and Strategic Objectives support economic growth; the Port; renewable energy; sustainable neighbourhoods; and a high quality environment in which to live.

The policies explain that:

- The Port is of national and local economic importance. The Council will promote and facilitate the growth of the Port, and safeguard the port for port related uses. (Policy CS9).
- Transport should support the regional economy and Southampton's role as an international gateway. It should also enhance air quality and achieve a shift to sustainable transport. (Policy CS18).
- An increase in freight movements to and from the Port will be supported (favouring rail / coastal shipping); access to the Port along the key road corridors will be maintained; and a road upgrade from

West Quay Road to Dock Gate 4 will be supported. (Policies CS9 / CS18).

- Opportunities to identify sites for large scale renewable or low carbon energy plants will be taken in future plans. (Policy CS20).

Local Plan Review (2006)

The Local Plan proposals map identifies the port boundary.

City Centre Action Plan (draft, 2013)

The Plan supports the growth and overall competitiveness of the Port and the city centre. Where there is a need to balance these aims (eg in the design of city streets and regarding new residential development close to the port) the national importance of the port and regional importance of the city centre will be recognised.

Minerals and Waste Plan (2013) (prepared jointly across Hampshire)

The Plan promotes the recycling or recovery of energy from waste. Waste management facilities should be on suitable (industrial type) sites. Sites for energy plants must be carefully selected and sensitively designed to avoid visual, amenity and environmental impacts. The location of facilities will be influenced, and where appropriate encouraged, near the users of energy and sources of fuel stock. Development should not breach emission standards, have unacceptable impacts (eg regarding noise, dust, lighting, odour, visual impacts, etc) and be of a high quality design.

The Plan does not identify specific sites in the city. A background paper does identify a wide range of possible sites across Hampshire. One is in the Western Docks near Millbrook, and includes the site of the Helios proposal. The site is identified as potentially suitable for activities such as scrap metal, aggregate recycling, and small scale energy plants. The suitability of the site for other development (eg including large energy plants) would need to be demonstrated. For any proposal, the fuel would need to be transported predominately by ship. A specific proposal would need to be suitable in terms of a range of factors (ie traffic, design, air quality, screening, the potential to provide heat to the local area, etc), with careful consideration given to the effect on residential areas.