



Port of Southampton

Master Plan 2009-2030





Aerial photograph of the Port of Southampton

Foreword

The Port of Southampton is the UK's premier international gateway port. It connects trading nations across the world and helps the UK to benefit from the global economy.

In 2007, we handled more cargo than ever before. In 2008, the Port broke another record with almost one million cruise passengers passing through the Port. It is, therefore, no surprise that the Port is recognised as one of very few UK international gateways whose commercial growth is critical to regional and national economic success.

Success for the Port is also success for Southampton and the community in the surrounding region. It is estimated that the Port supports around 10% of the City's workforce directly and indirectly. We are also at the heart of the Solent maritime sector which is estimated to support up to 77,000 jobs and be worth a massive £5.5 billion.

Our predecessors made far-sighted decisions to grow, consolidate and expand the Port. At the turn of the 20th century they extended the Eastern Docks; in the 1920s and 30s they planned and built the Western Docks, and in the 1960s they built one of the UK's first container terminals.

These are just a few of the world-class advances that have helped to ensure that in the decades that have followed, Southampton has been able to respond to trends in shipping and trade. The decisions made all those years ago are recognisably the foundation of the Port's contemporary success.

For some years, ABP has been following the same approach - long-term investment to secure the Port's future. We intend to continue doing so. In 2008 alone we invested £61 million in Southampton, including £19 million on a brand new fourth cruise terminal.

To make sure that Southampton maintains and builds on its recent success, we now need to set out a vision of the future for the Port and work together with the community of which we are part, and with government at all levels, to achieve it.

The master plan sets out what we consider needs to be done in the interests of the Port and the community it serves, over the period 2009-2030. Our vision has been subjected to an extensive consultation exercise, the results of which are reflected where appropriate in the master plan. We have also taken into account the challenging



Doug Morrison
Port Director, ABP Southampton

economic conditions of 2009 in our forecasting as well as identifying opportunities for the Port to contribute to a sustainable, low carbon economy.

When preparing the plan we have borne in mind three essentials:

- the need to continue to attract investment and create jobs;
- the need to promote environmental and economic sustainability; and
- the need to support the community that depends on us.

Shared vision and commitment have made the Port of Southampton the world class-port it is today. I hope that our master plan can renew and extend that vision and commitment, to ensure that the Port remains Britain's gateway to the world, and our gateway to a sustainable and prosperous future.

Thank you for your support.

Doug Morrison
Port Director
ABP Southampton



The French shipping giant CMA CGM is a major customer of the Port of Southampton

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Cunard's two "Queens" at the Port of Southampton- Queen Mary 2, and Queen Victoria

Introduction

- i.1 The Port of Southampton is identified by Government as a key international gateway which is a component of the nation's transport system that is critical both to the functioning of that transport system, and the economic success of the country¹.
- i.2 In the context of the South East, the Port of Southampton is further recognised by Government as a major deep sea international gateway port with significant global and economic importance².
- i.3 Government makes clear that it is the responsibility of ports to bring forward and justify development proposals. The ports industry is recognised as a successful, competitive sector which does not require central direction.
- i.4 In July 2007, during the process of reviewing national ports policy, Government recommended that the major UK ports produce master plans, and consult on them, in order to help co-ordinate their future planning. Subsequent guidance on the production of master plans produced in 2008 indicated that such plans should be produced by major ports (defined as those handling at least 1 million tonnes) to:
- clarify the port's own strategic planning for the medium to long term;
 - assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies; and
 - inform port users, employees and local communities as to how they can expect to see the Port develop over the coming years.
- i.5 The Government's guidance makes clear that ports are disparate, and master plans will be prepared at different times relative to other planning and decision cycles.
- i.6 In this regard the rationale for producing a master plan for the Port of Southampton is underlined by the application of relevant Government policy for the South East region set out in the South East Plan (which is the Regional Spatial Strategy for the South East and the strategic element of the statutory development plan).
- i.7 The South East Plan, through policy T10, requires the provision in relevant regional and local plans of policies and proposals that not only maintain but also enhance the role of the Port of Southampton.
- The supporting text to the policy further explains that the role of the Port of Southampton, to be maintained and enhanced, is as a major international deep-sea port with significant global and economic importance.
- i.8 This master plan is the vehicle through which the Government requires the identification of the short and long term development and infrastructure requirements that are needed to maintain and enhance the role of the Port of Southampton as a major international deep-sea port.
- i.9 The contribution of the South East's economy to the performance of the UK is identified by Government as being of critical importance. Policies applicable to the region within the South East Plan seek to support and develop nationally and regionally important sectors and clusters and ensure that due regard is had to strategic and local business needs, including the provision of a sufficient supply of land to meet these needs. In respect of the provision of land to meet those needs, regard must also be paid to relevant sub-regional strategies.
- i.10 The Port of Southampton is located within the South Hampshire sub-region. This sub-region covers the districts of Eastleigh, Fareham, Gosport, Havant, Portsmouth and Southampton, and parts of East Hampshire, New Forest, Test Valley and Winchester districts.
- i.11 For the period to 2026 the strategy set for this sub-region in the South East Plan is one where development is to be led, by sustainable economic growth and urban regeneration, the aim of the strategy being to improve the sub regions economic performance to at least match the south east regional average³. A target is set of achieving a gross value added (GVA) of 3.5% per annum by 2026.
- i.12 The South East Plan strategy makes it clear that to achieve this aim will require, amongst other things, an increase in jobs and land for business development. In this regard the strategy states that land may be required for port uses at the Port of Southampton, including land for infrastructure that maintains and enhances the role of the Port.
- i.13 Accordingly, this master plan identifies what is needed to be provided to ensure that the

¹ Paragraph 4.10 - Delivering a Sustainable Transport System, Department for Transport, November 2008

² Policy T10 and supporting text - The South East Plan, Government Office for the South East, May 2009

³ Policy SH1 and supporting text - The South East Plan, Government Office for the South East, May 2009

Government's strategy for the sub-region and the region as a whole is achieved.

- i.14 In pursuance of these regional objectives, local authorities will include in their local development documents policies and proposals that maintain and enhance the role of the Port of Southampton, in general conformity with the regional strategy. This master plan therefore has a further role in indicating to relevant local authorities the likely future requirements of the Port to which they will have regard in the production of their local development documents.
- i.15 In summary, therefore, from a Government policy and planning perspective, the Port of Southampton master plan is being produced to:
 - i. Clarify the Port's own strategic planning for the medium to long term and thereby assist other bodies and stakeholders in the carrying out of their functions and activities;
 - ii. Set out the future development and infrastructure requirements needed to both maintain and enhance the role of Southampton as a major international deep-sea gateway port as required by Government policy for the region;
 - iii. Set out the future needs of the Port in order that the Government's strategy for the South Hampshire sub-region can be achieved; and
 - iv. Provide an indication to relevant local authorities of the future needs of the Port to which regard should be had in the production of relevant local development documents.

- iii. The Vessel Traffic Services (VTS) Authority, responsible for the monitoring and safe passage of vessels out beyond the Nab Tower. See Figure 3.1.

- i.18 Throughout this master plan, occasional reference is made to strategic port facilities, such as the Exxon refinery at Fawley, the BP Terminal at Hamble and the military port at Marchwood (Marchwood Seamounting Centre), which are not on land owned by ABP but which are facilities within the wider ABP controlled harbour authority area.

The area covered by the Master Plan

- i.16 The geographical area that is considered in detail in this master plan is the commercial port and other land that is owned by Associated British Ports (ABP) at Southampton. This is subsequently referred to throughout the master plan as 'the Port', or 'the Port of Southampton'. The boundary of this area is shown in Figure i.1.
- i.17 ABP's responsibilities, however, are not just restricted to the areas of land which they own. ABP is also:
 - i. The Harbour Authority for the statutory Port of Southampton. The statutory port boundary is shown opposite in Figure i.1 and consists of Southampton water, tidal elements of the Rivers Test and Itchen and parts of the East and West Solent;
 - ii. The Pilotage (Competent Harbour) Authority for the Harbour Authority area and the Central and East Solent (see Figure 3.1); and

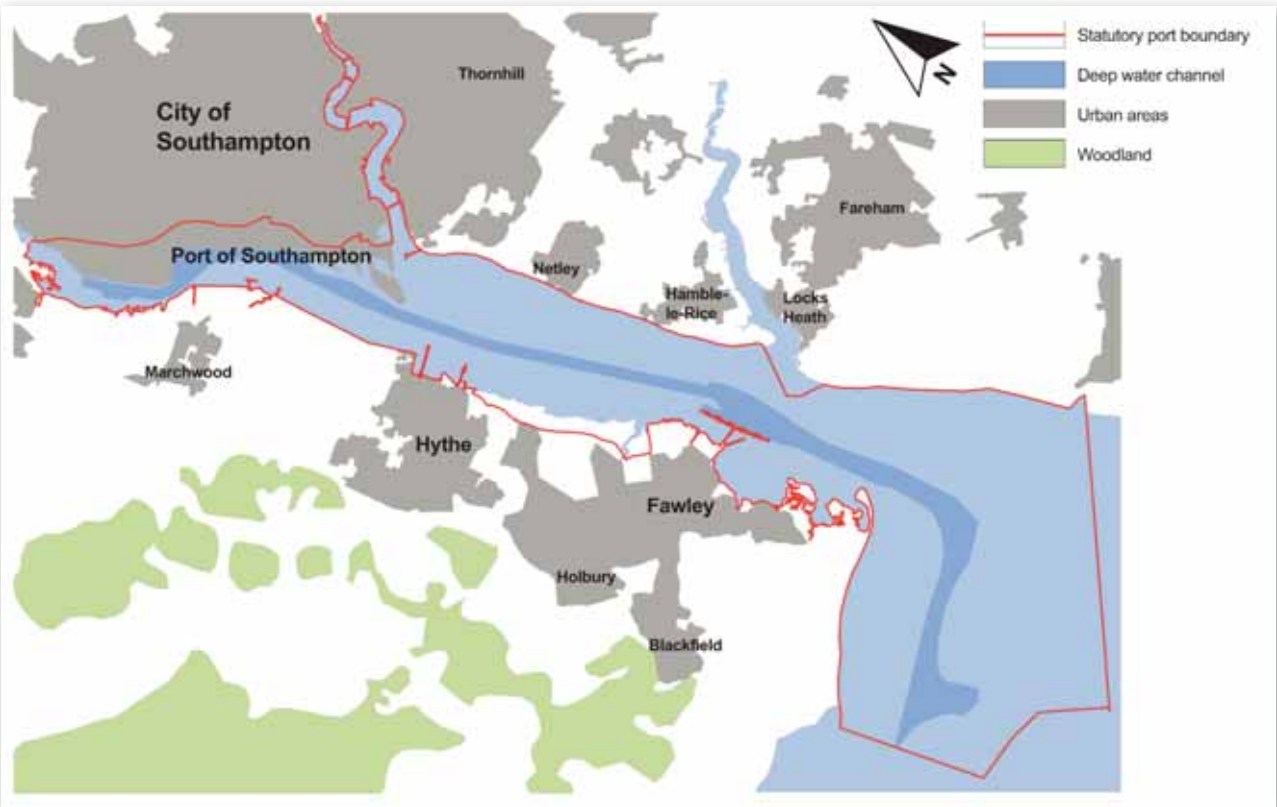


Figure i.1 Statutory Port Boundary



Chapter 1

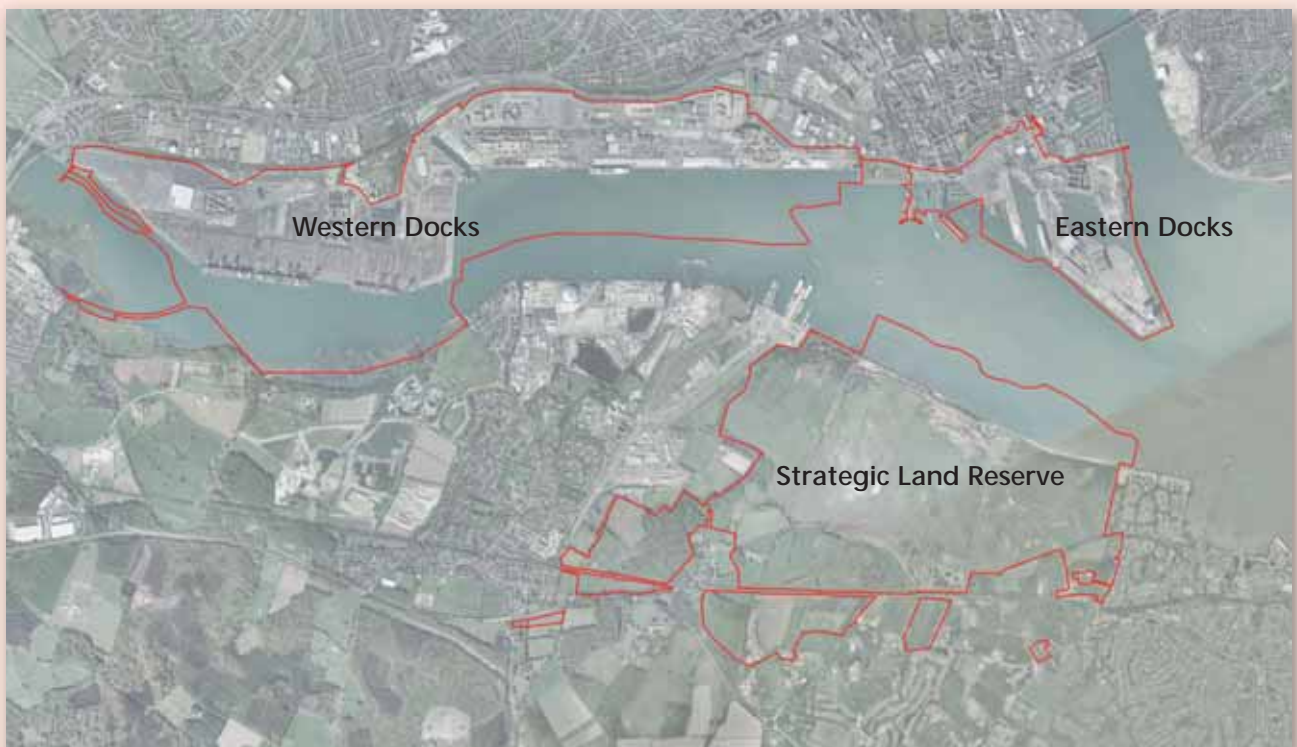
Executive Summary

About ABP

- 1.1 Associated British Ports (ABP) is the UK's largest and leading ports group. We own 21 ports in the UK and in 2008 handled nearly 140 million tonnes of cargo.
- 1.2 All of our UK ports, including the Port of Southampton, are vital transport hubs, characterised by state-of-the-art cargo handling facilities and a highly skilled and flexible workforce.

The Port of Southampton today

- 1.3 The Port of Southampton is owned and operated by ABP. It is a dynamic international transport hub that operates 24 hours a day and 365 days a year. It handles one fifth of the UK's trade with non-EU countries by value and is the UK's premier international maritime gateway.
- 1.4 In 2008, the latest available national statistics, the Port handled 41 million tonnes of cargo, making it one of the largest ports in the UK by tonnage. Key trades of national significance handled by the Port include containers, cars, passenger cruise and petrochemicals.
- 1.5 In spatial terms, ABP's land holdings at the Port comprise three primary areas:
- The Eastern Docks (approximately 170 acres);
 - The Western Docks (approximately 585 acres); and
 - A strategic land reserve, totalling approximately 800 acres, held for future port expansion, located at Dibden.



Copyright Google 2007

Figure 1.1 ABP Port of Southampton Land Holdings

Master plan key objectives

- 1.6 Given the significance of the Port of Southampton in terms of international flows of cargo as well as its contribution to the local, regional and national economy, ABP recognises the benefit of setting out its vision for the future development of the Port.
- 1.7 We also recognise that our vision needs to be shared with stakeholders in a way that best encourages their participation in shaping the Port's future.
- 1.8 The key objectives of our master plan are to:
- Clarify the Port's strategic planning for the medium to long term;
 - Identify how land currently owned by the Port of Southampton may be sustainably developed in order to handle the forecast growth in maritime trade;
 - Set out the approximate timescales for development;
 - Inform other planning decisions in the region;
 - Assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies; and
 - Inform port users, employees and local communities as to how they can expect to see the Port develop over the coming years.

Planning

- 1.9 The Port is located within a city region that is home to one million people and the statutory boundary of the Port falls within the boundaries of a number of local planning authorities.
- 1.10 The statutory development plan for the area of the Statutory Port of Southampton consists of the Regional Spatial Strategy (RSS) for the South East and the Local Development Framework documents (LDFs) produced by the local planning authorities.

- 1.11 The RSS for the South East is Government policy for the region. The RSS recognises that the region's ports play a vital role in supporting the UK economy. It also recognises the Port of Southampton as a major international deep-sea port with significant global and economic importance and states that its infrastructure and development needs, both short and long term, require further consideration.
- 1.12 The local planning authorities, comprising Southampton City Council and New Forest District Council, are progressing the preparation of LDFs for their areas. ABP will be involved in the development of the LDFs to protect the Port's interests in planning policy.
- 1.13 In addition ABP is a statutory undertaker and has extensive powers under the Town and Country Planning (General Permitted Development) Order 1995 which grants consent for works on operational land.

Trade demand forecasts

- 1.14 We have analysed likely demand for port traffic in Southampton through to 2030 using work carried out by MDS Transmodal, authors of the national port demand forecasts used by UK government.
- 1.15 Between 1980 and 2007 total traffic through Southampton increased by 83%. This was in spite of two periods of economic recession in the UK during the early 1980s and early 1990s.
- 1.16 This pattern of sustained growth demonstrates why it is important to take the long term view and why, despite recent changes in the UK's short to medium term economic outlook, ABP continues to plan for growth.
- 1.17 A summary of the ABP demand forecast appears in Table 1.1.

Cargo category	000 Units	2005	2020	2030
Cruise	passengers	702	1,498	1,917
Containers	TEU*	1,382	2,694	4,204
Motor vehicles	units	724	702	844
Containers	tonnes	7,625	14,947	23,325
Motor vehicles	tonnes	1,377	1,335	1,605
Dry bulks	tonnes	1,357	1,786	2,166
General cargo	tonnes	104	156	208
Liquid bulks	tonnes	28,367	33,739	35,359
TOTAL **	tonnes	38,830	51,963	62,663
*Twenty Foot Equivalent Unit, the industry standard measure of container capacity.				
**Does not include non-liquid bulk traffic that is handled outside the Southampton port estate.				

Table 1.1: Forecast demand analysis for the Port of Southampton to 2030.

Source: ABP

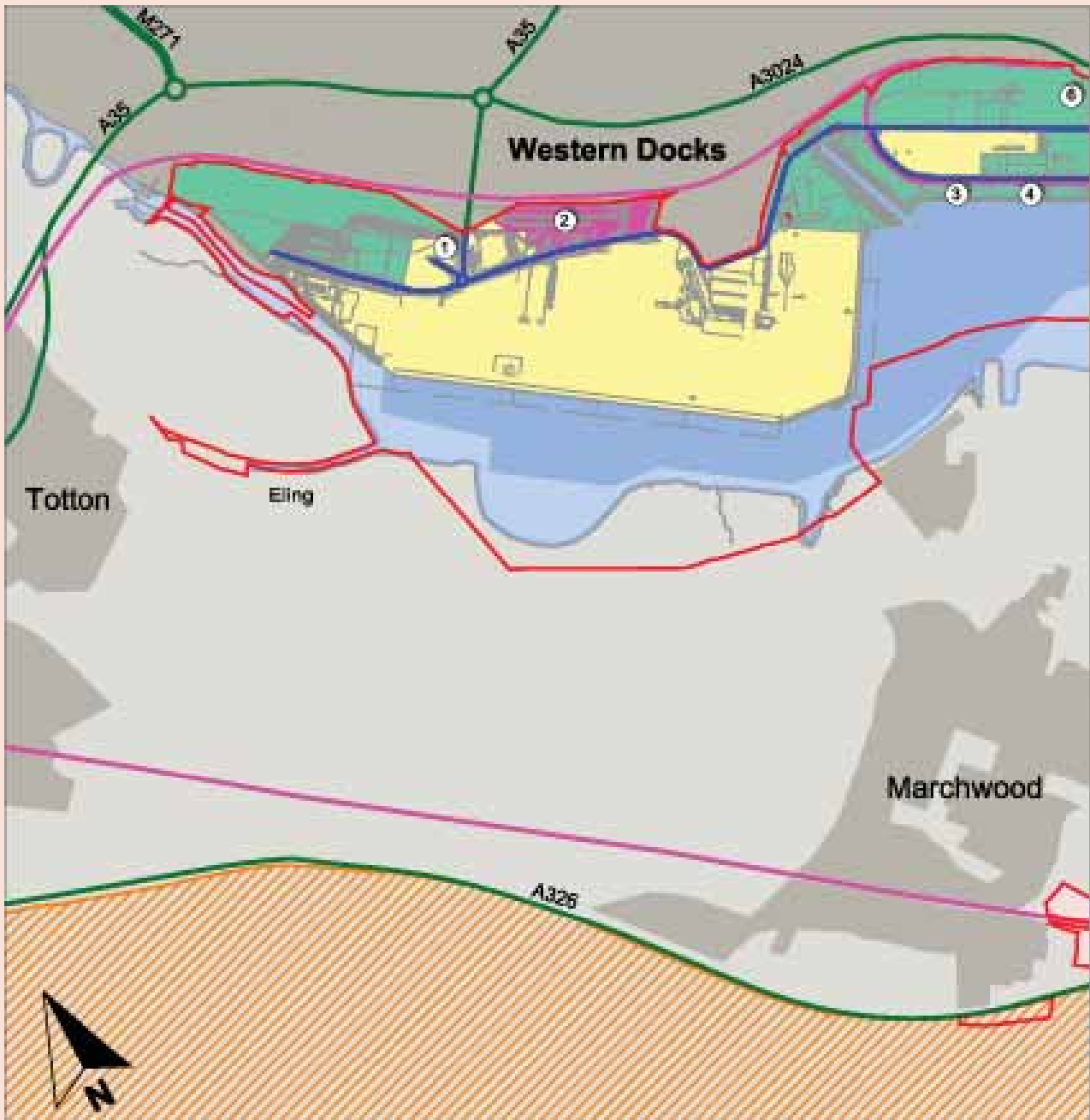
Issues and options

- 1.18 In noting the recent successes of the Port of Southampton, it is important to acknowledge the debt owed to its founders and subsequent owners who left a legacy without which it would not have been possible to meet the huge challenges of the last few decades. Legacies, however, do not last forever. Several practical boundaries of the Port have already been touched, and finite constraints on capacity are well in sight.
- 1.19 The biggest challenge facing the Port and the most important strategic issue for this master plan, is that within the lifetime of the plan it will be necessary for the Port to expand and enhance its role.
- 1.20 It would not be responsible to plan for a future Port of Southampton on the basis solely of land and quays available within the area of the existing docks, with no expansion possible. To do so, it would be necessary to countenance an entirely different Port, one that would be increasingly marginalised as a major deep-sea international port.

- 1.21 Since the mid 1960s consideration has been given on several occasions to the appropriate location for port expansion, should it be required. The common conclusion has been that the land at Dibden Bay is not only the most suitable, but also the only option, with much of the land at Dibden specifically created for future port use. The Dibden reclaim offers a unique combination of advantages for the expansion of the Port of Southampton. These include its size; proximity to the deep-water channel; and proximity to an existing railway and to a primary road network.
- 1.22 In identifying the Dibden reclaim as the only possible location for port expansion, ABP is fully aware of the nature conservation value of the site and adjoining foreshore. ABP intends to engage with key stakeholders to put together a brief identifying how best the site may be planned.

Land use trends

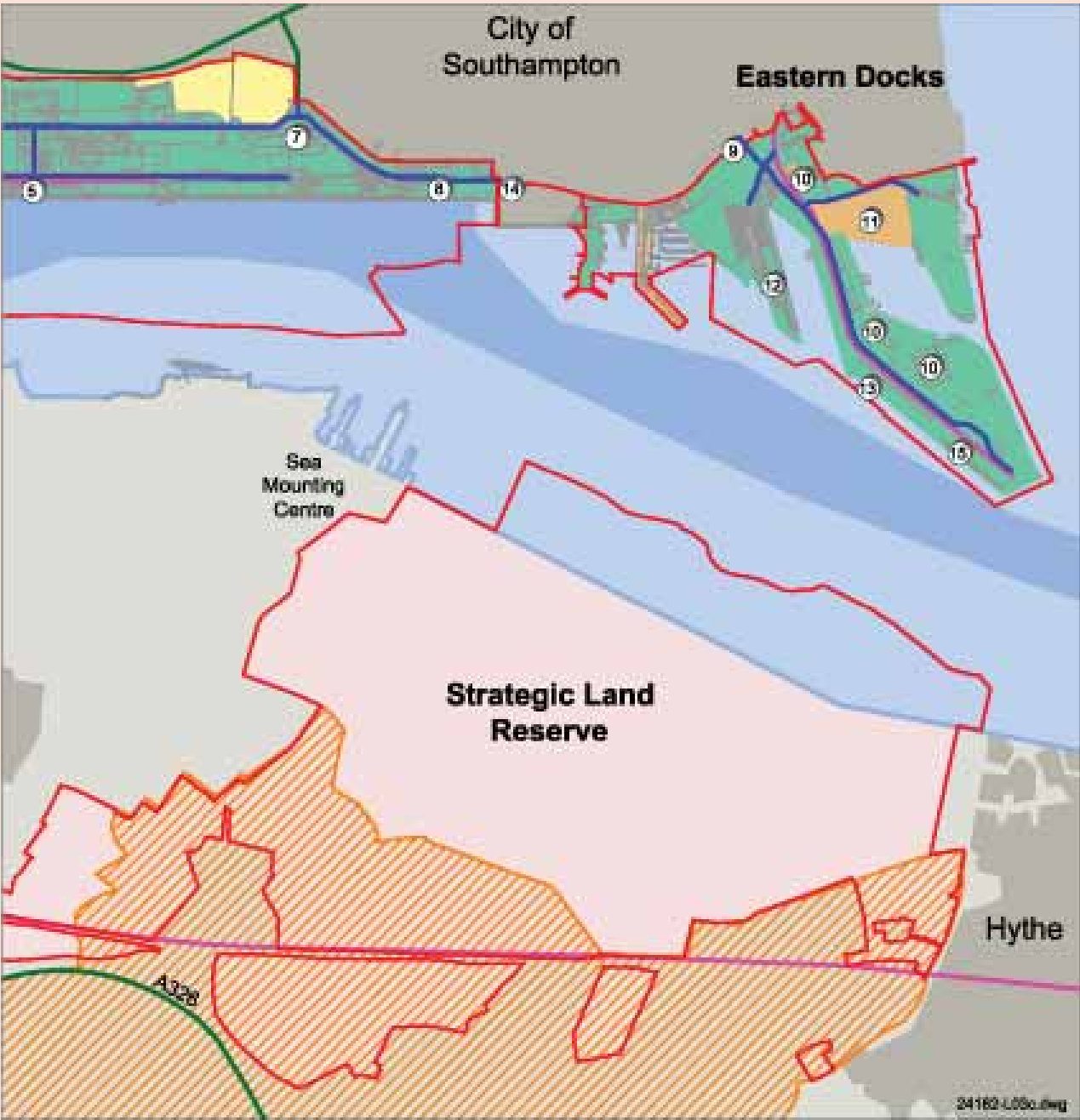
- 1.23 Land use within the Port is summarised in Figure 1.2 (overleaf).



Based upon the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Entec UK Ltd. AL100001776

Figure 1.2

ABP Port of Southampton Land Use 2009



Key

- ABP Port Ownership
- New Forest National Park
- Deep Water Channel
- Port Related (Excluding Containers)
- Port Related (Containers)
- Non Port Related
- Road
- Port Road System
- Rail Line
- Port Rail System and Rail Terminals
- Strategic Land Reserve (Currently grazing, agriculture, woodland and foreshore)

Key to Facilities

- ① Dock Gate 20
- ② Rail Terminal (Intermodal Containers)
- ③ Rail Terminal (Bulk Produce & Scrap)
- ④ Rail Terminal (Intermodal Containers)
- ⑤ Mayflower Cruise Terminal
- ⑥ Rail Terminal (Cars)
- ⑦ Dock Gate 10
- ⑧ City Cruise Terminal
- ⑨ Dock Gate 4
- ⑩ Multi Deck Vehicle Storage Terminal
- ⑪ National Oceanography Centre
- ⑫ Ocean Cruises Terminal
- ⑬ Rail Terminal (Cars)
- ⑭ Dock Gate 8
- ⑮ QE II Cruise Terminal

1.24 In spatial terms, the current Port estate can be sub-divided into the following broad categories of land use:

- Port related areas;
- Non-port related areas; and
- Future expansion land.

1.25 It is possible to identify a number of trends in land use within the Port of Southampton.

1.26 This analysis indicates:

- Increasing allocation of land to the Port's key trades;
- Elimination of non-port related land uses;
- Intensification of land use; and
- Increasing specialisation in port related land use.

1.27 In general, we expect these trends to increase the land use pressure on available land in the Eastern and Western Docks.

Infrastructure proposals – 2020

1.28 By 2020, the Port is expected to handle almost 2.7 million container units (TEU); over 700,000 motor vehicles; almost 1.8 million tonnes of dry bulks and around 1.5 million cruise passengers.

1.29 An indicative land use plan as at 2020 appears in Figure 7.3.

1.30 We forecast that the following major spatial changes will occur in the Eastern and Western Docks by 2020:

- Construction of a number of multi-deck car compounds in the Eastern and Western Docks;

- Re-commissioning of berths 201 and 202 in the Western Docks into container use in order to accommodate the new, longer and deeper-draughted container ships;
- In the Western Docks, displacement of trade car and roll-on/roll-off storage areas by additional container storage areas;
- Construction of additional cargo sheds, in response to customer demand; and
- Appropriate re-routing of dock roads which may be required by any of the land use changes listed above.

1.31 By 2020, we consider it likely that the intensity of land use in the Eastern and Western Docks will have increased to the point where the Port will be approaching the practical limits of land use optimisation within the Eastern and Western Docks.

1.32 We think that it is unlikely that the expansion land at Dibden will have been brought on-stream before that date, subject to an unforeseen commercial opportunity arising.

1.33 Given the considerable lead-time inherent in obtaining permission to develop major new transport infrastructure, it is likely that ABP will have to commence the process of seeking the necessary approvals to develop the Dibden reclaim for port related uses well before it is required to be fully operational, which we estimate would be no earlier than 2021.

Infrastructure proposals – 2030

1.34 By 2030, the Port is expected to be handling a minimum of 4.2 million containers units (TEU); 840,000 motor vehicles; over 2.1 million tonnes of dry bulks and almost 2 million cruise passengers.

1.35 An indicative land use plan as at 2030 appears in figure 7.4.

1.36 Our forecast is that the following spatial changes will occur in the Eastern and Western Docks between 2020 and 2030:

- Construction of further multi-deck car compounds for the storage of import and export trade cars and for the parking of vehicles belonging to cruise passengers;
- Further expansion of the Port's container terminal, together with the intensification of container handling operations to optimise the efficiency of land use;
- Construction of port facilities on the Dibden reclaim;
- Construction of a fifth passenger cruise terminal, most probably in the Western Docks, to accommodate anticipated growth in the cruise market; and
- Appropriate re-routing of dock roads which may be required by any of the land use changes listed above.

the period of the master plan to maintain the Port's position as the UK's premier international gateway port.

Intermodal connections (road, rail and coastal shipping)

- 1.39 Government policy recognises that the Port of Southampton is a key gateway to the UK's network of Strategic National Corridors.
- 1.40 The principal driver of cargo flows moving to and from the Port over land is containers. This traffic mainly has its origin and destination at Southampton's container terminal, which handled over 900,000 boxes in 2008 (equating to approximately 1.5 million TEU¹).
- 1.41 Currently around 70% of containers are transported to/from other destinations in Britain by road; rail moves around 25% with coastal shipping accounting for the balance (5%).
- 1.42 For the future, it is essential that connectivity across all modes is fit for purpose. Within that context, we believe it is important to increase the use of rail and coastal shipping as well as maintaining effective road connections.
- 1.43 The Port's aspiration is to increase rail's share of container traffic to more than 40% by 2030 and at least treble coastal's share by the same year. We are focused on helping to promote the use of more sustainable modes for other trades such as motor vehicle imports and exports.

Marine proposals to 2030

- 1.37 During the period of the master plan, it is likely that average vessel sizes will continue to grow, reflecting a continuing trend of minimising the end-to-end unit cost of shipping goods.
- 1.38 It is likely that additional navigational improvements to the Port will be required during



The Hitachi high speed train unloaded at the Port of Southampton

¹ TEU means Twenty Foot Equivalent Unit, the industry standard measure of container capacity.

Environment

- 1.44 ABP places considerable emphasis on managing its responsibilities and obligations to the environment. As the UK's largest port operator we recognise the need to operate and develop our ports to meet the requirements of the country's trade in a way that has due regard for sustainable development.
- 1.45 At the master planning stage, it is not possible to identify detailed enhancement, mitigation or offsetting measures in relation to the overall development strategy. As a consequence, the master plan considers possible environmental issues that may arise in the context of the identified infrastructure projects, together with the approach which may be adopted by ABP to minimise or remove those effects.
- 1.46 More detailed assessment, with identification of and agreement on enhancement, mitigation and offsetting measures, will be required in relation to individual development projects that form part of the overall master plan.

Socio economic impact

- 1.47 The UK ports industry makes a huge contribution to our economy. It is estimated that the UK ports sector directly employs over 130,000 people and in 2007 contributed around £7.7 billion to GDP². In the same year the ports sector contributed around £3 billion to the Exchequer in tax revenues³.
- 1.48 Southampton handles one fifth of the UK's trade with non-EU countries by value and is the UK's premier international maritime gateway. The Port is at the heart of the Solent maritime economy, a sector which it is estimated supports 77,000 jobs and is calculated to generate a total GDP of £5.5billion⁴.



The CMA CGM vessel Andromeda berthed at Southampton's container terminal

Summary

ABP is committed to ensuring that Southampton remains a world-class port and a gateway to international trade with a sustainable and prosperous future.

This master plan plays a central role in identifying the Port's requirements and intentions for the future, which can be reflected in new planning policy documents as they are prepared.

² The economic contribution of ports to the UK economy, Oxford Economics (February 2009)

³ The economic contribution of ports to the UK economy, Oxford Economics (February 2009)

⁴ Solent Waterfront Strategy, South East England Development Agency, Marine South East, Partnership for Urban South Hampshire (2007)



Aerial picture of the Port of Southampton

Royston Smith, Deputy Leader of Southampton City Council with
Doug Morrison, Port Director at the launch of the Port of
Southampton's master plan.



Chapter 2

Consultation process and next steps

Contents

- 2.1 This chapter summarises the process of public consultation that we have undertaken in producing the final version of the Port of Southampton master plan and related Strategic Environmental Assessment (SEA) and Shadow Appropriate Assessment (SAA) documents as well as the next steps in our master plan process.

Public Consultation

- 2.2 The master plan, SEA and SAA consultation drafts were published in hard copy and online for comment on the Southampton VTS website (www.southamptonvts.co.uk) between 19 July and 13 November 2009. Copies of the consultation document were also lodged in 25 libraries in Southampton and the Waterside area. We also published an 8-page summary leaflet explaining, in non-technical language, our master plan vision for the Port. Two public exhibitions were held, one in Southampton and one in Hythe which welcomed 51 and 96 visitors respectively.
- 2.3 In total 52 organisations and 100 members of the public responded in writing to the consultation. Responses were received from a wide variety of organisations, including elected representatives at parish, district, county, national and European levels as well as local authorities, Government agencies, businesses, business representatives and community groups.
- 2.4 The themes of the consultation responses are summarised in a separate document (Summary of Responses to the Consultation on the Port of Southampton Master Plan 2009 available at www.southamptonvts.co.uk). The final version of the master plan, SEA and SAA have been amended as required to take account of the responses received.

Next Steps

- 2.5 This master plan has been adopted by ABP as our vision for the future development of the Port of Southampton to 2030.
- 2.6 We recognise, however, that one of our objectives – namely to expand the Port into the Dibden reclaim, an area of land reclaimed for that purpose – faces a number of environmental and planning concerns, including issues raised by local communities, if it is to become a reality. We do not underestimate the scale of satisfactorily addressing those concerns but we consider it to be the only course of action to secure the future prosperity of the Port in the medium and long term. ABP is confident that it will be able to demonstrate an overriding public interest justification and a commercial need for any development.
- 2.7 As this master plan identifies, and based on current projections of future trade, we are several years away from submitting a proposal to develop the Dibden reclaim. We intend to use this time to engage with key stakeholders to put together a brief identifying how best the site may be planned, so as to ensure that the opportunities for the site are optimised (including the reservation of suitable areas of land for use by other businesses within the wider maritime sector as well as for community and environmental use).

Future review

- 2.8 We intend to review and update the master plan from time to time and at least every five years to ensure that it remains relevant and appropriate.



ABP's staff provide first class customer care for passengers and crew onboard visiting cruise liners

Chapter 3

The Port of Southampton and its Master Plan

The Port of Southampton is a premier global gateway for international trade and of national strategic importance to the UK.

The Port of Southampton

- 3.1 The Port of Southampton is located on the central south coast of England, in close proximity to international shipping lanes and mainland Europe.
- 3.2 In 2008, the latest available national statistics, the Port handled 41 million tonnes of cargo, making it one of the largest ports in the UK by tonnage. HM Revenue and Customs statistics for 2006 show that 21% of all of the UK's non-EU seaborne trade by value passed through Southampton, more than any other port in the UK.
- 3.3 The Port is therefore a premier global gateway for international trade and is of national strategic importance to the UK.

ABP is the UK's largest and leading ports group.

ABP

- 3.4 ABP is the UK's largest and leading ports group. In 2008 our 21 UK ports handled nearly 140 million tonnes of cargo.
- 3.5 Our activities include transport, haulage and terminal operations, ships' agency, dredging and marine consultancy. We also have a well-established community of port-service providers such as stevedores and terminal operators.
- 3.6 ABP was formed in 1982 after the privatisation of the British Transport Docks Board (BTDB), as

an independent statutory authority. The BTDB, and its predecessor authority, the British Transport Commission, owned and operated various transport undertakings in the UK, including many docks, after nationalisation by the Government in 1948.

- 3.7 We have always been committed to modernising the port facilities that we own in response to customer requirements, growth in international trade and port labour practices. Today, all of ABP's ports, including the Port of Southampton, are vital transport hubs, characterised by state-of-the-art cargo handling facilities and a highly skilled and flexible workforce.
- 3.8 In addition to being the owner and operator of the Port of Southampton, ABP is the Statutory Harbour Authority (SHA); Competent Harbour Authority (CHA) for the provision of Pilotage services; Vessel Traffic Services (VTS) Authority and Local Lighthouse Authority for Southampton.
- 3.9 Through the exercise of the duties of the Harbour Master, ABP has a wide range of statutory responsibilities that include:
 - Safety of navigation and regulation of vessel traffic;
 - Provision of pilotage services;
 - Conservation of the Harbour Area, including the maintenance of obstruction-free navigational channels;
 - Response to oil pollution incidents and the conservation of flora and fauna; and
 - Protection of water quality.
- 3.10 ABP owns over 12,000 acres of land in the UK predominantly at port locations in order to operate its ports' business.

- 3.11 The majority of our port estates are used in the commercial operation of the ports and comprise a mixture of land used for short-term storage of cargo prior to export or inland distribution and areas subject to long term agreements for use by a single customer.
- 3.12 We have also invested heavily in the construction of cargo handling, warehousing and distribution facilities at our ports, to enable cargo to be stored securely and efficiently prior to onwards transportation.

Strategic land banks allow for planned growth in response to customer requirements and mitigation of the environmental impacts of development.

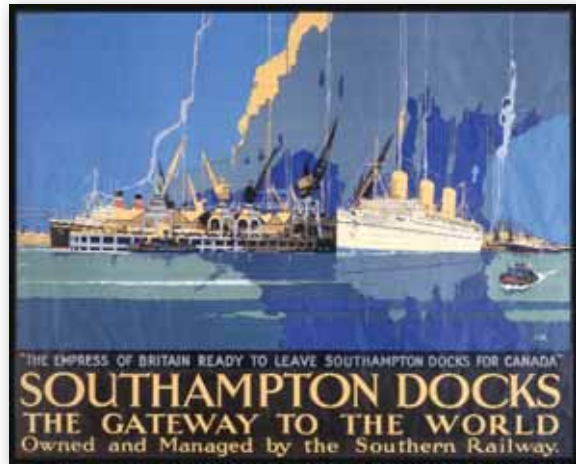
- 3.13 Not all of our property holdings are fully developed. We maintain a strategic land bank at various port locations to allow for the planned growth of our ports around the UK in response to customer requirements.
- 3.14 An example of this is our land holding of around 800 acres at Dibden, on the western shore of Southampton Water. Of this around 500 acres is land that has been reclaimed for port use. The site lies directly opposite the Eastern Docks.
- 3.15 In addition, ABP has also built up a network of land holdings around the UK, the purpose of which has been to mitigate against the impact of our port developments.

See
Chapter 9: Environment for
details of ABP's environmental
policy and approach



A brief history of the Port of Southampton

- 3.16 The history of docks and wharves at and around Southampton goes back to Roman times. During the eighteenth century the area was recognised as an important coastal port, the few quays available at Southampton being supplemented by other private quays along the River Itchen and in locations along the western shore of



Then and now: vintage poster advertising liner services from the Port of Southampton

Southampton Water such as Eling and Ashlett Creeks.

- 3.17 The development of the modern Port of Southampton began in 1838, with the laying of the foundation stone for Southampton dock. Key milestones in the development of the Port are summarised in the timeline opposite.

The Port of Southampton today

The Port is a major contributor to the local, regional and national economy.

- 3.18 Today the Port of Southampton is a dynamic international transport hub that operates 24 hours a day, 365 days a year. The Port is of national significance in a number of trade sectors, including the handling of containers, cars, passenger cruises and petrochemicals.

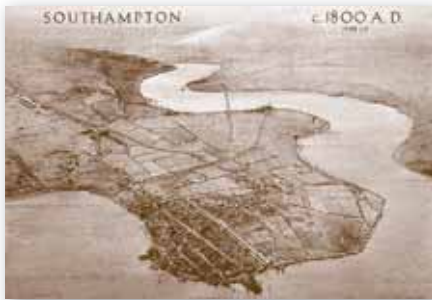
See
Chapter 5: Trade Demand
Forecasts for analysis of the
growth in container goods.



- 3.19 The Port is a major contributor to the local, regional and national economy, both in terms of providing direct employment and also in businesses that indirectly rely on the Port's activities, such as road haulage, warehousing and distribution.

See
Chapter 10:
Socio Economic Impact





Development of the Port of Southampton over 200 years

- **1838** Construction of the new Southampton docks commences, allied to the development of a railway connection to London.
- **1890** HM Queen Victoria opens Empress Dock, making Southampton the only British port at the time able to accommodate the deepest-draught vessels at any state of the tide.
- **1907** White Star Line moves its services to Southampton, bringing some of the largest liners afloat to the Port.
- **1911** The Eastern Docks system is completed.
- **1912** RMS Titanic sails from Southampton on her ill-fated voyage.
- **1914** Southampton docks are taken over by the Government and become the No.1 Military Embarkation Port.
- **1919** Cunard Line moves to the Port. To this day, Southampton remains the home port for Cunard's cruise fleet.
- **1932** The reclamation of land between the River Test and Royal Pier is completed to form the Western Docks.
- **1933** HM King George V opens the King George V Graving Dock, which at the time was the largest dry dock in the world.
- **1939** Southampton becomes the casualty of enemy action.
- **1943** Marchwood Military Port is established on the western shore of Southampton Water to provide a base for the D-Day invasion of Europe.
- **1950** Ocean Terminal – purpose-built for the ocean-going passenger liners of the day – is opened.
- **1952** The Esso Oil Refinery at Fawley opens.
- **1958** The world's first port radio and radar station is opened at Calshot on Southampton Water.
- **1966** HM Queen Elizabeth II opens the new passenger facility – The Queen Elizabeth II Cruise Terminal.
- **1967** Dibden Bay is purchased as a strategic reserve for the future expansion of the Port.
- **1969** Berth 201 is completed for container handling.
- **1972/3** Berths 203, 204 and 205 are completed for container handling.
- **1976** Berth 206 is completed for container handling.
- **1989** Abolition of the National Dock Labour Scheme.
- **1991** The temperature-controlled Canary Islands Fruit Terminal is opened. Southampton remains the sole UK port of entry for all fresh produce imported from the Canary Islands.
- **1996** Work begins to deepen the main port approach channel to cater for the growing size of vessels calling at the Port.
- **1997** Berth 207, a fourth new deep-sea berth, is completed at the container terminal.
- **2004** Government refused permission for the construction of Dibden Terminal.
- **2005 – present**
 - The construction of new multi-deck car storage terminals is completed.
 - The Mayflower and The Queen Elizabeth II passenger terminals undergo major refurbishment.
 - The City Cruise Terminal and Ocean Cruise Terminal are constructed to serve the rapidly expanding cruise sector.

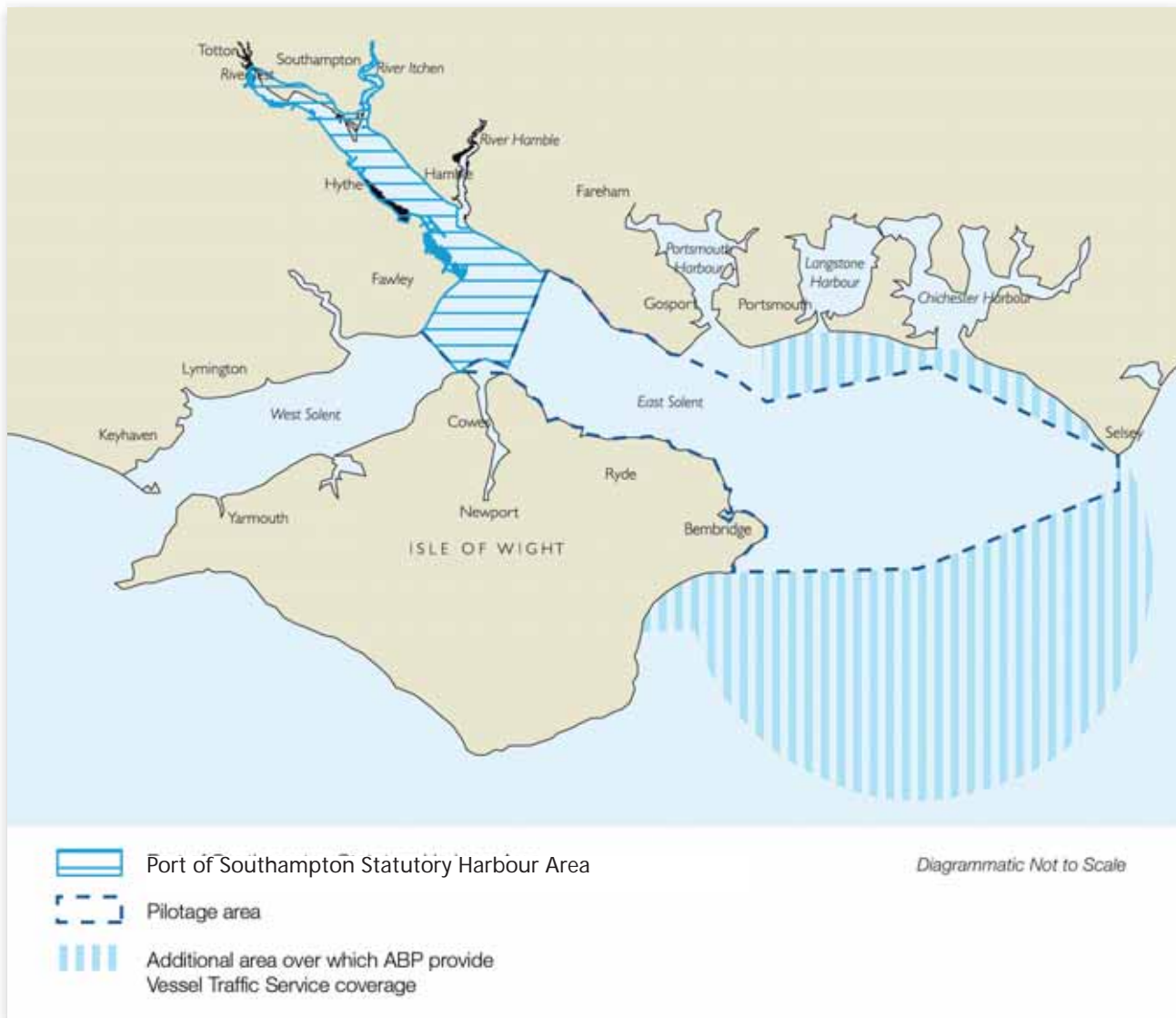


Figure 3.1: Port of Southampton Statutory Harbour Area and VTS and pilotage areas.

Source: Adams Hendry and ABP

- 3.20 The statutory harbour area for the Port of Southampton comprises the Central Solent, Southampton Water and the lower reaches of the Rivers Test and Itchen. A plan illustrating the statutory harbour area is shown at Figure 3.1.
- 3.21 The Southampton Vessel Traffic Services (VTS) and Pilotage areas extend beyond the statutory harbour area, through the Eastern Solent, to south of the Nab Tower, to the east of the Isle of Wight. Figure 3.1 also illustrates coverage of the VTS and pilotage areas.
- 3.22 Road and rail corridors connect the Port of Southampton with the wider south-east region and provide inter-regional links to the rest of the

UK. These are vital to the continued development of the Port.

See
Chapter 8:
Intermodal Connections

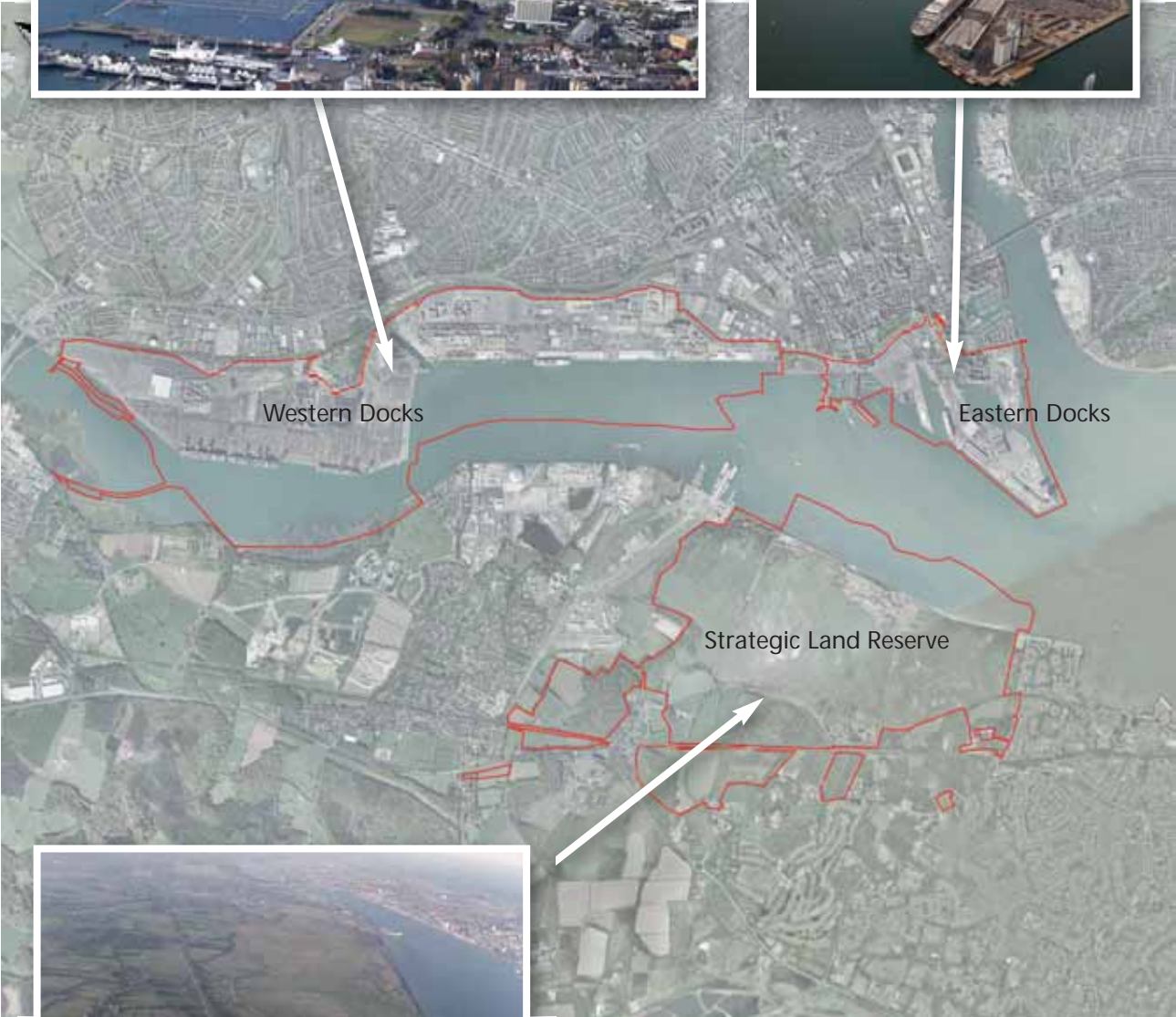
- 3.23 In spatial terms, the Port comprises three primary areas:
- The Eastern Docks (approximately 170 acres);
 - The Western Docks (approximately 585 acres); and
 - A strategic land reserve, totalling approximately 800 acres, held for future port expansion, located at Dibden.
- 3.24 A plan showing ABP's land holdings is illustrated opposite.



Left: Aerial view of the Western Docks



Below: Aerial view of the Eastern Docks with the Western Docks in the distance



© Google 2007



Port land acquired in the 1960s for future port development at Dibden

Eastern Docks

3.25 The origins of the modern Port of Southampton go back to the mid-eighteenth century, with the development of the Eastern Docks at the confluence of the Rivers Test and Itchen.

3.26 While a number of the earliest docks constructed have been redeveloped as marinas or in-filled because they were too small to accommodate modern ships, the majority of the original Eastern Docks remains as a thriving part of the Port of Southampton and continues to undergo development to meet the demands now placed upon the Port.

See
Chapter 7: Infrastructure
Requirements for details of
land use plans



3.31 In 2008 ABP submitted applications to the Government to deepen berths 201 and 202 to enable the Port to accommodate these new larger container vessels and to create a deeper and wider approach channel to the Port.

3.32 The existing operational Port is therefore being renewed continually to respond to changing commercial requirements and to meet the over-riding need to utilise port land as efficiently as possible.

See
Chapter 7: Infrastructure
Requirements for discussion of
the plans to develop the Port



3.33 The construction of multi-deck storage facilities for the car trade and increased utilisation of Southampton's existing container terminal demonstrate a trend that is set to continue and, indeed, must do so if the Port is to maintain its role as a premier international port.

Western Docks

3.27 Construction of the first phase of the Western Docks commenced in the 1920s, with the reclamation of some 400 acres of mudflats along the River Test. This continues to be a busy part of the Port serving a wide variety of trades that include cruise, roll-on/roll-off cargoes and dry bulk commodities.

3.28 In the mid-1960s development of the second phase commenced with the construction of the container terminal at berths 201 and 202, one of the first dedicated container terminals in the UK.

3.29 The growth in containerisation of goods since the 1960s has been rapid and resulted in the expansion of the container terminal into a more recently reclaimed area to create berths 203 to 207, all of which are dedicated to container handling.

3.30 Ten years ago the typical capacity of container ships was around 4,000 container units (measured in Twenty Foot Equivalent Units or TEU). Recently commissioned ships now in service typically carry 9,000-10,000 TEU. This trend of maximising vessel size is set to continue, with 13,300 TEU container ships now being constructed and due to enter service in 2009.

See
Chapter 5: Trade Demand
Forecasts for analysis of the
growth in container goods.



The Port must continue to grow if Southampton is to maintain its role as a premier international port.

Dibden

3.34 There is, however, a physical limit to the extent to which the sustainable use of existing land holdings in the Eastern and Western Docks can be intensified to meet the commercial requirements of the Port's customers.

3.35 For this reason, in the 1960s ABP's predecessor BTDB purchased partly reclaimed land at Dibden, on the western shore of Southampton Water. This area is predominately land reclaimed from dredgings for port use and was purchased by BTDB as a strategic land reserve for port expansion.

3.36 Ownership of this land will enable the Port to effect a step-change expansion as and when the existing port operational areas become fully developed and opportunities for further land use intensification are exhausted.

3.37 We envisage that this will happen during the period of this master plan.

See
Chapter 7: Infrastructure
Requirements for expected
land use requirements





ABP's expansion land at Dibden is adjacent to the southern shore of Southampton Water

The master plan

We recognise the need to share our objectives for the future growth of the Port with the Port's many stakeholders.

- 3.38 Given the significance of the Port of Southampton in terms of international flows of cargo as well as its contribution to the local, regional and national economy, we recognise the benefit of setting out our objectives for the future growth of the Port.
- 3.39 We also recognise that these objectives need to be shared with the Port's many stakeholders.
- 3.40 This master plan has been developed using the guidance provided by the Department for Transport document 'Guidance on the Preparation of Port Master Plans' (2008).
- 3.41 As explained in the Introduction, the master plan has been developed in accordance with the statutory planning system introduced by the Planning and Compulsory Purchase Act 2004. For further details on the planning framework, refer to Chapter 4.
- 3.42 The key objectives of the master plan are detailed below. Although specific, these objectives are nevertheless sufficiently flexible to allow evolution in tandem with the emerging local, regional and national planning policy framework of which this plan will form a part.
- 3.43 The master plan is designed to be used as a reference document to inform and influence the

statutory spatial planning process for the South East region.

- 3.44 The master plan covers the period to 2030, which conforms to the DfT guidance on master plans. We have chosen this date as it coincides with:
- National trade forecasts produced for the Department for Transport in 2006; and
 - The regional planning policy up to 2026 as defined within the South East Plan 2009.

See
Chapter 4: Planning for more
information on the planning
process

Master plan key objectives

- Clarify the Port's strategic planning for the medium to long term;
- Identify, in broad terms, how land owned by the Port of Southampton may be sustainably developed in the future to handle the forecast growth in maritime trade at the Port;
- Set out the approximate timescales for development;
- Inform other planning decisions in the region;
- Assist regional and local planning bodies and transport network providers in preparing and revising their development strategies; and
- Inform port users, employees and local communities on how the Port may develop over the coming years.



The flotilla welcoming the Queen Mary 2 to the Port of Southampton

Chapter 4

Planning

Contents

- 4.1 This chapter outlines the current legal and planning policy framework in the context of the issues that are likely to face the Port in the planning period covered by the master plan.
- 4.2 Chapter 3 has already provided a brief account of the historic development of the Port of Southampton. That information is not, therefore, repeated here; instead, the history and development of the Port are considered in a land use planning sense.

Introduction

- 4.3 Major ports such as Southampton operate within a complex planning framework that reflects differences in the legislative systems relating to land and sea.
- 4.4 Port development and operations may also affect public rights of navigation and have historically required the grant of powers through a public or private Act or a Parliamentary Order.

Planning history

The Port's natural advantages include the deep-water channel, a double tide and a position close to one of the world's major shipping lanes.

- 4.5 After the Second World War the rebuilding of Southampton and the surrounding area was facilitated by the provisions of the 1947 Town and Country Planning Act. The subsequent preparation and approval of the Hampshire Development Plan (1955) provided the basis for this. The main objectives of this plan included the maintenance of Southampton as an important port.

- 4.6 After the war demand for refined products increased, which prompted the development of additional refining facilities at Fawley. Building on the locational advantages of the site, a new refinery was constructed over 3,000 acres, with operations commencing in 1951.

- 4.7 The role of Southampton as a major cargo port was increasingly recognised in the late 1950s and early 1960s. In September 1962 the Rochdale Committee into the Major Ports of Great Britain considered to what extent the major docks and harbours of Great Britain were adequate to meet present and future national needs, whether the methods of working could be improved and made certain recommendations.

- 4.8 The Committee concluded that there was a strong case for the extensive development of Southampton as a cargo port. It recommended that the highest priority should be given to the development of Southampton as one of the country's principal cargo ports due to its natural advantages including the deep-water channel, the geographical advantage of the Port on the south coast and its location in one of the most rapidly growing regions of the country.

- 4.9 At the time of the Rochdale Committee's considerations, initial outline schemes for the further extension of the docks to the north west had been drawn up by their custodian at the time, the British Transport Docks Board (BTDB).

- 4.10 The report of the Rochdale Committee and indications that the BTDB were considering plans for extending the docks upstream resulted in a number of possible other expansion schemes being put forward in the period 1963 to 1964 to meet the recommendations of the Committee.

- 4.11 These included the development of new port facilities on the western shore of Southampton, including on the part reclaimed area of land from Dibden Bay.
 - 4.12 Following the Rochdale Committee report, 'The National Ports Council's Port Development – An Interim Plan' of 1965 recommended that the first stage of the Southampton Western Docks extension should proceed.
 - 4.13 The 1966 study of South Hampshire prepared by Colin Buchanan and Partners for the Government identified the long term importance of the Port to the nation by virtue of its deep water accessibility and indicated that it would be prudent to ensure that its development beyond the new berths then proposed (a reference to the further north west extension of the docks) was not prejudiced by other development.
 - 4.14 The report, in this regard, visualised the whole of the western side of Southampton Water being used for port activities, for the petrochemical industry and for power generation.
 - 4.15 Royal assent for the further extension of the docks to the north west was received in 1966. Construction work for phase 1 (berths 201 and 202) began in 1967.
 - 4.16 Also in 1967, the partly reclaimed land at Dibden Bay was acquired by the BTDB as a strategic reserve for future expansion of the Port. Reclamation continued until the whole of what is now the Dibden reclaim had been created.
 - 4.17 By the late 1960s and early 1970s, it was recognised by the Port and the planning authorities that the container trade was a key element to Southampton's future.
 - 4.18 A study of the needs of Hampshire's ports produced in 1969 (South Hampshire Plan Study Report, Seaports, Hampshire County Council) to guide the preparation of the South Hampshire Structure Plan identified Southampton as extremely well placed to take advantage of the growing container and ro-ro revolution.
 - 4.19 The study further recognised that the main future land needs of the Port were likely to occur in connection with the container industry and identified that in the forthcoming South Hampshire Structure Plan it might be necessary for BTDB's long term contingency land holding at Dibden to be reserved for future use by Port and other industrial activities requiring a waterside location.
 - 4.20 The South Hampshire Structure Plan 1977 reflected this recommendation, which in turn was subsequently carried forward in one form or another to 'The First Alteration to the South Hampshire Structure Plan 1987' and more recently 'The Hampshire County Structure Plan Review (1996 – 2011) 2000'.
- Since the late 1960s it has been recognised that the container trade is a key element to Southampton's future.
- 4.21 Plans were drawn up in the early 1970s for an additional three container berths, a container park area behind the quay and a new access road into the container area via a bridge over the main London – Weymouth railway line.
 - 4.22 These berths (berths 203, 204 and 205) were completed in the period 1972-73 and accompanied by the construction of a new rail terminal (built by Freightliner) adjacent to the main container complex.
 - 4.23 A further berth (berth 206) and accompanying back up land were brought into use in 1976.
 - 4.24 In April 1979 Royal consent was granted for naming the entire area the Prince Charles Container Port.
 - 4.25 During the 1990s the final container berth (berth 207) was constructed; growth in the cargo handled by the Port has since increased substantially.
 - 4.26 Faced with the same situation encountered by previous custodians of the Port estate, namely that of an increasing amount of trade and a

finite area of land, in addition to maximising the use of existing land and facilities, ABP sought permission from the Government to use the strategic reserve of land held at Dibden for port purposes.

- 4.27 After a lengthy public inquiry ending in 2002, permission was not granted for the specific proposal, although the strategic importance of the site for future port development was acknowledged by the Public Inquiry Inspector.

Current planning and legislative context

The Port is an integral part of the urban area and natural environment in which it is located.

- 4.28 The Port of Southampton is located at the head of an estuary system and is part of a city region that is home to one million people. The statutory boundary of the Port falls within the boundaries of a number of local planning authorities.
- 4.29 As is the case with most major European Ports, much of its coastal and water environment is designated for its nature conservation value. The intertidal area of small parts of the western shore of Southampton Water, (within the boundary of the Statutory Port of Southampton) is also within the New Forest National Park.
- 4.30 The Port is thus an integral part of the urban area and the natural environment in which it is located.
- 4.31 The economic activity the Port generates, which is recognised as being of local, regional, national and international significance, and its physical presence in the area means that the relevant policy framework has been a key consideration in drawing up this master plan.
- 4.32 The policy framework envisages a key role for this master plan document as a means of

See
Chapter 10:
Socio Economic Impact



identifying future infrastructure requirements of the Port of Southampton. As such it is intended that the master plan should feed into relevant local development documents, an approach which is reflected in the Government policy for the South East Region, the South East Plan.

The existing policy framework envisages a key role for the master plan as a means of identifying the future infrastructure requirements of the Port.

Legal and regulatory framework

- 4.33 The Port of Southampton operates within a legal framework formed by general legislation, laws that apply to all ports and harbours and the specific Port of Southampton Acts.
- 4.34 In addition to owning the commercial docks, ABP is the Statutory Harbour Authority for a more extensive area that includes Southampton Water and the tidal stretches of the Rivers Test and Itchen.
- 4.35 ABP is also responsible for navigation within the area of the Statutory Port and is the Pilotage Authority for a more extensive area covering the Nab Channel to the east of the Isle of Wight. ABP also provides Vessel Traffic Services (VTS) for a wide area covering the principal approach to the Port and on behalf of the naval dockyard port of Portsmouth (which itself includes Portsmouth commercial port).
- 4.36 For the purposes of the Planning Acts, ABP is a statutory undertaker. The Town and Country Planning (General Permitted Development) Order 1995 (GPDO) grants consent for works by statutory undertakers on operational land required to support shipping and enable the Port to function.
- 4.37 UK port and harbour legislation is based around the Harbours Act 1964 and the Harbours, Docks and Piers Clauses Act 1847. These enactments have been amended over the years to bring them into line with more recent relevant law, such as the Transport and Works Act 1992.

Together with the Southampton Harbour Acts and the Port byelaws, broadly speaking these provide the legal foundation for the operation of the Port.

- Consideration of applications for port development below the threshold for application to the IPC; and
- Streamlining of marine consents.

- 4.38 Around this legislation sits the overarching requirements of UK planning legislation and regulations, and UK and European law and regulations covering a variety of matters including nature conservation, environmental impact assessment, health and safety and environmental health.
- 4.39 The remit of planning law, in so far as it relates to land, generally extends down to mean low water; the statutory Harbour Authority area covers the water as far as mean high water. Development proposals affecting the Harbour Authority's area require ABP's consent.
- 4.40 Changes to the legal framework described above will occur in the master plan period and these may have implications for the way in which the Port operates in the future, particularly in respect of how future development proposals are dealt with.
- 4.41 The Planning Act 2008 sets out reforms to the planning system in respect of applications for major infrastructure proposals. The Act seeks to provide a more efficient, transparent and accessible planning system for nationally significant infrastructure projects.
- 4.42 Under this Act, responsibility for decisions on major port development will normally rest with the newly formed independent Infrastructure Planning Commission (IPC). The present arrangements, in which applications for major infrastructure frequently require multiple consents for different aspects of the scheme, will be replaced by a single 'Development Consent'.
- 4.43 The Marine and Coastal Access Act 2009 includes measures for a marine planning system and the establishment of a Marine Management Organisation (MMO), whose remit will include:
- Preparation of plans for the marine areas around the UK coast;

Policy framework

National policy framework

- 4.44 Current national ports policy consists of Modern Ports: A UK Policy (November 2000) and the Ports Policy Review Interim Report (2007). Both of these documents recognise that UK ports play a crucial role in sustaining the UK's economy and standard of living, and that the UK's success in a globalised market depends in part on the ability of ports to adapt and operate efficiently as gateways to international trade.
- 4.45 ABP supports the draft National Policy Statement (NPS) for Ports as issued by the Department for Transport in November 2009. The proposed Policy Statement will guide the IPC and MMO in determining applications for port infrastructure having due regard to the legislative framework, environmental impact and economic benefits of a proposed development. The draft NPS largely mirrors the issues highlighted in the Government's Interim Report of Ports Policy published in 2007 and emphasises the need for the UK to deliver "substantial port capacity over the next 20 to 30 years" both from existing and new developments in locations where market demand is apparent and environmental requirements can be satisfied. The draft NPS also makes it very clear that it is commercial port operators who are best placed to make decisions about where and when to invest in the port sector.
- 4.46 In October 2007 the Government produced a discussion document 'Towards a Sustainable Transport System' (TaSTS). This set out how the Government is responding to: (i) the recommendations made in the study by Sir Rod Eddington to improve transport's contribution to economic growth and productivity; and (ii) how it is ensuring that transport plays its part in

delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change. In summary, TaSTS defines the Government's transport goals as wanting the transport system to:

- support economic growth;
- tackle climate change;
- contribute to better safety, security and health;
- promote equality of opportunity; and
- improve quality of life and promote a healthy natural environment.

4.47 In November 2008 the Government produced 'Delivering a Sustainable Transport System' (DaSTS) which set out how the approach set out in TaSTS is being put into practice.

4.48 DaSTS explains that the analysis undertaken by the Government has led to the identification of a number of components of the nation's transport system which, collectively, are critical to the functioning of the system as a whole and to the economic success of the nation¹. The Port of Southampton is identified² as one of these critical components. It, along with nine other ports and seven airports make up the country's key international gateways. Two national transport corridors leading from the Port are also identified as components of this critical transport system.

4.49 In addition a wide range of planning policy guidance notes and planning policy statements are of relevance to the Port, its operations and its future development. These include: PPS1 – Delivering Sustainable Development; PPS7 – Sustainable Development in Rural Areas; PPS9 – Biodiversity and Geological Conservation; PPS11 – Regional Planning; PPG13 – Transport; PPS15 – Planning for the Historic Environment; PPG16 – Archaeology and Planning; PPG20 – Coastal Planning; PPS25 – Development and Flood Risk.

Development Plan Policy framework

4.50 The development plan for the Port of Southampton, which for present purposes is taken to be the land owned by ABP, consists of:

- The South East Plan – Regional Spatial Strategy for the South East (May 2009);
- City of Southampton Core Strategy Development Plan Document and relevant saved Local Plan policies;
- New Forest District Core Strategy Development Plan Document and relevant saved Local Plan First Alteration policies; and
- Hampshire Minerals and Waste Core Strategy.

The South East Plan

4.51 The South East Plan (the Regional Spatial Strategy (RSS)) is Government policy for the south east region. It replaces the policies and text of the Hampshire County Structure Plan Review (1996-2001) as providing the strategic policy context for the Port. Planning Policy Statement 11: Regional Planning (2004) gives clear guidance on the level of detail to be provided in policies in RSS, explaining that they should be locationally but not site specific and not going to the level of detail more appropriate to a local development document³.

4.52 In respect of the Port of Southampton the South East Plan recognises it "as a major international deep-sea port with significant global and economic importance" whose "infrastructure and development needs, both short and long term, require further consideration"⁴.

4.53 The policy which this text supports (policy T10) makes clear that relevant regional strategies, local development documents and local transport plans will "include policies and proposals for infrastructure that maintain and enhance the role of the following ports". The Port of Southampton is then identified as a gateway port.

¹ Paragraph 4.10. Delivering a Sustainable Transport System; Department for Transport, 2008.

² Figure 4.1. Delivering a Sustainable Transport System; Department for Transport, 2008.

³ Paragraph 1.7. Planning Policy Statement 11: Regional Planning, 2004.

⁴ Paragraph 8.33. The South East Plan, May 2009.

- 4.54 Specific reference in the policy is made to port master plans, which are identified as a “means of identifying future infrastructure requirements”. The supporting text in respect of master plans recognises that they enable better planning for planning interventions and that the transport requirements identified in a master plan “should then be taken into account in relevant national strategies, local development documents and LTPs [Local Transport Plans]”.
- 4.55 In respect of further considering the development needs of the Port of Southampton that are required to maintain and enhance its role as an international gateway, the master plan is therefore key.
- 4.56 The South East Plan contains a series of sub-regional policies. Those relating to the South Hampshire sub-region make clear that during the period to 2026 development in South Hampshire will be led by sustainable economic growth and urban regeneration (policy SH1). It is stated that this strategy set out in policy SH1 aims to improve the economic performance of the sub-region to at least match the regional average, and that this will require land for business development and house building.
- 4.57 A subsequent sub-regional policy then goes on to identify the scale, location and type of employment development required (policy SH3). The supporting text to this policy makes clear that in addition to these land requirements: “land may also be required for port uses at Southampton Port. This includes land for infrastructure that maintains and enhances the role of the Port and the protection of waterfront land that may be required for port use”⁵
- 4.58 Reference is also made to the safeguarding of sites important to the marine industry in and around Southampton and Portsmouth before cross reference is made to policies T10 (discussed above), T12 and RE3.
- 4.59 Policy T12, entitled ‘Freight and Site Safeguarding’ requires relevant regional strategies, local development documents and local transport plans to include policies and proposals that amongst other things:
- safeguard wharves, depots and other sites that are, or could be critical in developing the capability of the transport system to move freight, particularly by rail or water; and
 - safeguard and promote sites adjacent to railways, ports and rivers for developments, particularly new intermodal facilities and rail related industry and warehousing, that are likely to maximise freight movement by rail or water.
- 4.60 Policy RE3 relates to employment and land provision throughout the whole of the region. The policy explains that, in the context of having regard to strategic and local business needs and the relevant sub-regional strategy, local development documents should safeguard key sites of importance to the marine industry identified through South East England Development Agency’s (SEEDA) waterfront strategies.
- 4.61 SEEDA has produced a waterfront strategy for the Solent. In the strategy, land areas owned by ABP within the existing commercial port and the Dibden reclaim are identified as sites of importance to the marine industry in the Solent Waterfront Strategy. Other sites adjacent to the statutory port boundary, such as Marchwood Seamounting Centre and the former RAF Hythe base are also identified in the strategy.
- 4.62 Policy C1 is a specific policy relating to the New Forest National Park. Although the Dibden reclaim is outside the National Park boundary, farmland owned by ABP and the potential road and rail access may pass through areas covered by the National Park designation. It is therefore likely that this policy which seeks to enhance National Park areas and character will be relevant. Due regard will be had to the setting of the National Park in respect of any development on the Dibden reclaim.

⁵ Paragraph 16.15. The South East Plan, May 2009.

4.63 Policy NRM5 states that planning authorities and other bodies shall avoid a net loss of biodiversity and pursue opportunities to achieve a net gain across the region. The policy confirms that where a likely significant effect of a proposal on a European site cannot be excluded, an appropriate assessment will be required. This approach is discussed further in the Shadow Appropriate Assessment document, which accompanies this master plan, and can be found at www.southamptonvts.co.uk.

4.64 Policy NRM8 requires an integrated approach to management and planning in coastal areas taking account of social, economic and environmental objectives. Such a management approach is to be undertaken through dialogue between relevant organisations and across administrative boundaries.

City of Southampton Core Strategy Development Plan Document and relevant Saved Local Plan Policies

4.65 The Southampton City Council Core Strategy Development Plan Document partially replaces the City of Southampton Local Plan Review 2006. The Core Strategy will form the overall spatial vision and development framework for Southampton looking towards 2026. The Core Strategy was adopted in January 2010 and will be used as a material consideration when determining planning applications.

4.66 The Core Strategy describes Southampton as the regional centre for the growing Solent metropolitan area and recognises the importance of the Port to the history and fabric of the City. The Port of Southampton is identified as a major deep-sea port and vital part of Southampton's economy, the regional economy and a port of national importance. Support for the continued prosperity of the Port to ensure that its future is not constrained by the lack of land for associated and ancillary development is provided.

4.67 Policy CS9 specifically relates to the Port of Southampton and states that the City Council "will, where it holds the powers, promote and facilitate the growth of the Port of Southampton, provided there are no unacceptable impacts on the environment."

The New Forest District Council Core Strategy Development Plan Document 2009

4.68 The current development plan documents for the New Forest District (outside the National Park) are the New Forest District Core Strategy (adopted October 2009) and the saved policies of the New Forest District Local Plan First Alteration (adopted August 2005).

4.69 Paragraph 9.15 of the Core Strategy confirms that national and regional policy recognises the Port as being of significant global economic importance and that the Dibden reclaim is the only area of land which is "physically capable of accommodating significant expansion of the Port" subject to satisfying the requirement of the Habitats Regulations.

Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Core Strategy

4.70 This document replaces the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan. That plan required an 8 hectare area of land on the Dibden reclaim to be safeguarded for a deep-water aggregates wharf.

4.71 The Core Strategy document currently contains no strategic policy guidance regarding wharves and rail depots. This is as a result of a High Court challenge brought against the Core Strategy by ABP on the grounds that it was defective as a result of which the Court quashed those parts of the Core Strategy relating to wharves and rail depots. Hampshire County Council was consulting on proposed changes to the Strategy at the time of publication of the master plan.

ABP will continue to be involved in the development of Local Development Frameworks to protect the Port's interests in planning policy.

Implications for the master plan

4.72 The legal, regulatory and planning policy frameworks described above are complex and subject to change.

4.73 Legislative changes are expected in the short and medium term that will alter the way in which decisions are made on port proposals and the way in which the marine area is planned. As part of this, a new development planning system is being brought in that was established by the 2004 Planning and Compulsory Purchase Act. In addition, the Marine and Coastal Access Bill will also introduce marine spatial planning to the wider port area, although the precise details of how this will be achieved is still subject to consultation at the time of writing.

As a key regional and national gateway of international significance, it is important that the interests of the Port are properly represented.

4.74 It is important that the interests of the Port, as a key regional and national gateway of international significance are properly represented.

4.75 This master plan plays a central role in identifying the Port's requirements and intentions for the future, which can then be reflected in new policy documents, as they are prepared.

4.76 The Port's future is a key element of the social, economic and environmental make-up of south east England and the South Hampshire sub-region. As one of the UK's principal gateways for international trade, it is a major catalyst for wealth generation and employment.

4.77 The Port's importance in this respect is confirmed and, for the first time, quantified in the recent study of the marine industry sector carried out on behalf of SEEDA⁶.

4.78 The Solent Waterfront Strategy states that "Southampton is by far the most significant and one of the UK's key gateways for non-European trade... Southampton deals with roughly half the UK's sea-borne Asian trade." These findings need to be reflected in the master plan and in planning policies.

4.79 The Port shares the coastal waters with other users: naval vessels, leisure craft and local and continental ferries. The master plan assists in identifying the weight to be attached to the Port's needs, enabling them to be properly balanced in planning policies against the demands of others on the coastal zone. ABP recognises that the Ministry of Defence facility of Marchwood Sea Mounting Centre (MSMC) is located within the wider Port of Southampton area. The operational requirements of MSMC will be taken into account in any detailed proposal to expand the Port.

4.80 The planning framework is evolving and it is clear that future Port development proposals will need to take account of policies within the Regional Spatial Strategy (RSS) for the South East and Local Development Frameworks (LDFs). Equally the Port will continue to ensure that the emerging LDFs reflect the local, regional and national importance of the Port.

4.81 ABP will seek to ensure that the interests of the Port are recognised and suitably protected through the emerging local development documents produced by the New Forest National Park Authority and the Minerals Planning Authorities.

As one of the UK's principal gateways for international trade, the Port of Southampton is a major catalyst for wealth generation and employment.

⁶ Solent Waterfront Strategy; Adams Hendry Consulting Ltd, W S Atkins, Marina Projects Ltd, December 2007.

Policy

- 4.82 ABP will continue to engage with planning authorities and to advise of the development needs of the Port and will work with them to implement statutory regional and local policies.



Dry-bulk ship MV Ocean Light discharging cargo at the Port of Southampton

Chapter 5

Trade Demand Forecasts

Contents

5.1 This chapter looks at the likely demand for port traffic in Southampton through to 2030.

5.2 It also seeks to indicate, where appropriate, when capacity constraints will need to be addressed from a demand perspective, taking into account existing and planned infrastructure.

See
Chapter 7:
Infrastructure Requirements



Southampton is the UK's number one cruise port, second largest container port and handles almost half of all cars and commercial vehicles produced for export in Britain.

Introduction

5.3 Southampton is the UK's premier international gateway port. It is the UK's number one cruise

port, the second largest container port and handles almost half of all cars and commercial vehicles produced for export in Britain.

5.4 According to Department for Transport (DfT) maritime statistics¹, in 2007 the Port handled almost 44 million tonnes of cargo, the highest total in its history. Another record was broken in 2008 when the Port welcomed almost 1 million cruise passengers.

5.5 In recent years the growth in traffic through Southampton has been particularly strong. Between 1998 and 2007 the volume of cargo handled grew by 33%, compared to an increase in total UK port traffic of just 2% over the same period.

5.6 Between 1980 and 2007 total traffic through Southampton increased by 83%. This was in spite of two periods of economic recession in the UK during the early 1980s and early 1990s (see Figure 5.1).

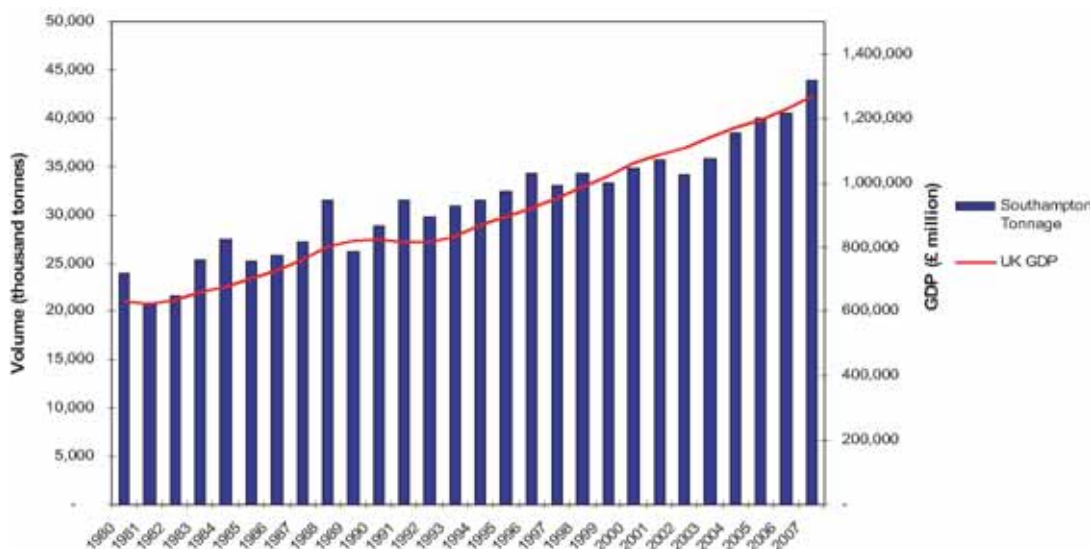


Figure 5.1: Port of Southampton volume versus UK GDP.
Source: ABP / Office for National Statistics.

¹ Maritime Statistics 2007, Department for Transport

Cargo category	000 Units	2005	2020	2030
Cruise	passengers	702	1,498	1,917
Containers	TEU*	1,382	2,694	4,204
Motor vehicles	units	724	702	844
Containers	tonnes	7,625	14,947	23,325
Motor vehicles (Ro/Ro)	tonnes	1,377	1,335	1,605
Dry bulks	tonnes	1,357	1,786	2,166
General cargo	tonnes	104	156	208
Liquid bulks	tonnes	28,367	33,739	35,359
TOTAL **	tonnes	38,830	51,963	62,663
*Twenty Foot Equivalent Unit, the industry standard measure of container capacity.				
**Does not include non-liquid bulk traffic that is handled outside the Southampton port estate.				

Table 5.1: Forecast demand analysis for the Port of Southampton to 2030.

Source: ABP

5.7 This pattern of sustained growth demonstrates why it is important to take the long term view and why, despite recent changes in the UK's short to medium term economic outlook, ABP continues to plan for growth.

5.8 Table 5.1 summarises some of the outcomes of our demand forecast analysis, which are detailed below. The demand forecast period is aligned with the DfT's national forecasts (2005-2030) and uses work carried out by MDS Transmodal, authors of the national port demand forecasts used by the UK Government.



Southampton's container terminal © Copyright DP World Southampton

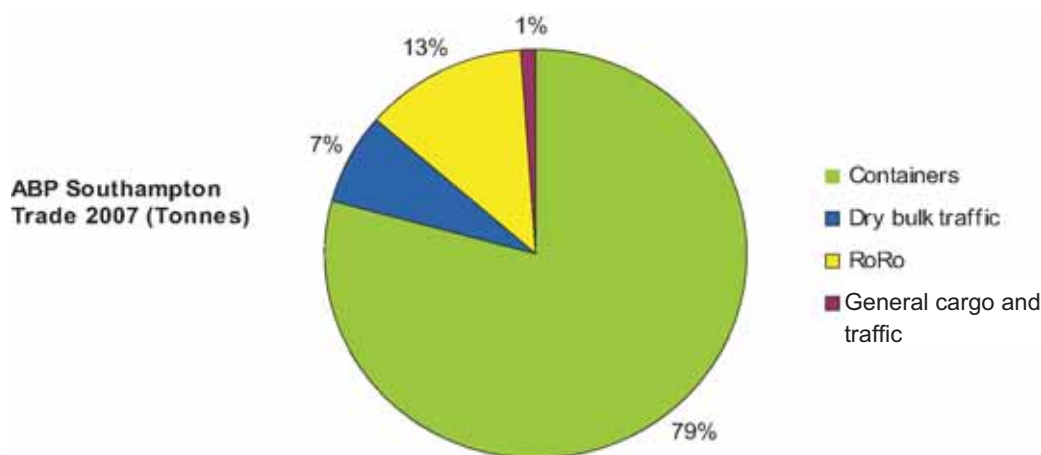


Figure 5.2: Analysis of Port of Southampton traffic in 2007.

Source: ABP

Our approach

- 5.9 In seeking to arrive at a robust view of future demand, we have conducted an analysis of the different types of traffic moving through the ABP Port of Southampton, which is shown above (see Figure 5.2).
- 5.10 We have also performed a high-level analysis of liquid bulk traffic handled at sites managed by Exxon Mobil at Fawley and by BP at Hamble, both of which fall under the jurisdiction of ABP as the Statutory Harbour Authority.
- 5.11 Our demand forecasts take into account the latest national demand forecasts produced for the Department for Transport and the detailed modelling upon which they are based.

Our demand forecasts take into account factors that are unique to the Port of Southampton.

- 5.12 All ports have their own unique set of circumstances, such as location, transport links and marine access, and can be affected by market changes in different ways. Demand for the same type of traffic can differ widely from port to port. As a result, our demand forecasts also take into account local factors that are unique to the Port of Southampton.

- 5.13 Another important point is that the UK's short to medium term economic outlook has changed since the most recent national demand forecasts were published in July 2007.
- 5.14 In January 2009 the UK economy fell into recession after a 17-year period of economic growth. The Bank of England's Inflation Report published in November 2009 states that a recovery in output is now likely, although there is still uncertainty about the exact timing and pace of that recovery - see Fig 5.3 ².

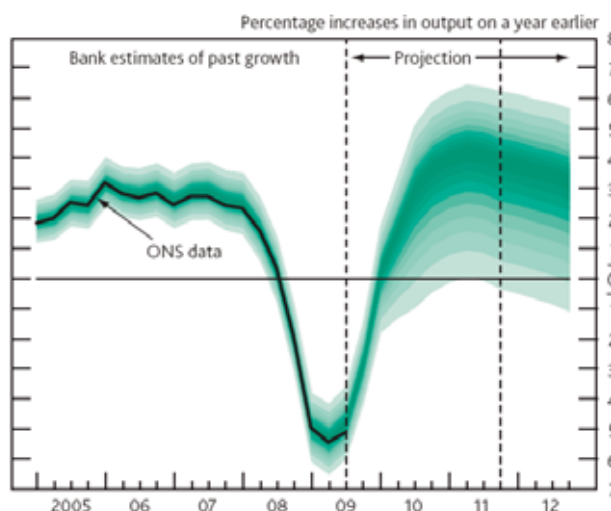


Figure 5.3: GDP projection for the UK economy to 2012.

Source: Bank of England Inflation Report (November 2009)

5.15 We have therefore endeavoured to ensure that our forecasts take into account these uncertain circumstances, by:

- Including as much data as is available;
- Using up-to-date volume projections; and
- Taking a cautious view of the recovery towards long run trends, which remains at the heart of the approach used by MDS Transmodal, the authors of the national port demand forecasts used by UK Government.



The 11,400 *Twenty Foot Equivalent Units (TEU) Andromeda, the largest container ship ever to visit the Port berths into Southampton's container terminal: April 2009.

Although the near term is uncertain, wider economic trends may lead to stronger long-term growth.

5.16 It is equally important to recognise that the wider economic trends that emerge over time may lead to stronger growth. A step change in volumes may also be achieved as a result of further new business wins, which are currently outside the scope of our analysis.

5.17 For cruise and general cargo, our forecasts have been mainly informed by our customers' market expectations. With respect to general cargo, this approach reflects the scale as well as the specific dynamics of the business in Southampton.

5.18 In this context, it should be noted that DfT national port demand forecasts do not include cruise traffic.

Containers

Market overview

5.19 Over the 10-year period from 1998 to 2007, the total volume of UK port container traffic measured in Twenty Foot Equivalent Units (TEU) increased from 6.4 million to 8.9 million TEU, reflecting a compound annual growth rate (CAGR) of 3.6% (see Figure 5.4).

5.20 This increase was mainly driven by the globalisation of world markets, the removal of trade barriers and the UK's growing appetite for goods manufactured overseas.

5.21 The CAGR of direct import/export traffic (or 'domestic' TEU) over the same period is greater at 6.7%. The reason for this is that the volume of trans-shipped containers³ has fallen away as a greater proportion of the UK's available port capacity has had to be dedicated to domestic

traffic, at the expense of transshipment trade. In other words the UK has been unable to benefit from transshipment opportunities, which the Government regards as beneficial and in the national interest⁴, because of limited port capacity.

A greater proportion of the UK's available port capacity has become dedicated to domestic traffic.

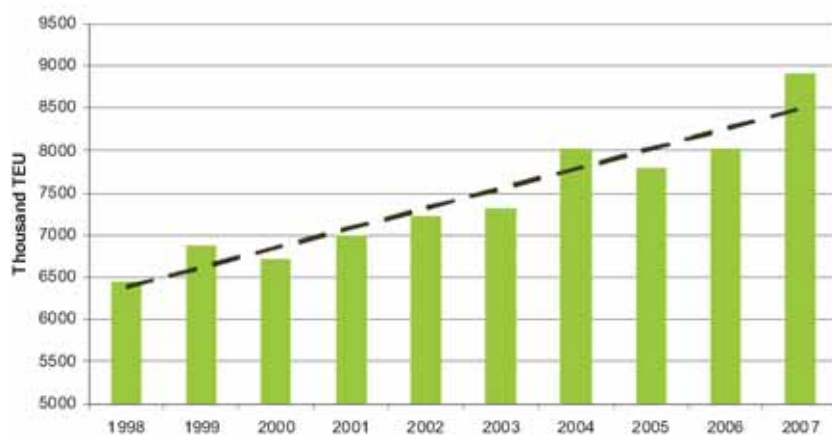


Figure 5.4: Analysis of UK container traffic 1998 – 2007.

Source: DfT.

³ 'Trans-shipped containers' are those that arrive in the port but are then transferred to another ship for onward delivery to a third country such as Ireland, Spain, Portugal and some Baltic countries.

⁴ Paragraph 2.1.4, Modern Ports, DETR, November 2000

Southampton today

Key facts

- The UK's second largest container port
- Only 28 miles from the main shipping lanes to mainland Europe
- Unique double tide

Southampton handles around one fifth of the UK's total container traffic.

5.22 Southampton is the UK's second largest container port and handles around one fifth of the UK's total container traffic. Between 1998 and 2007 the Port handled an additional one million TEU, achieving an annual growth rate of almost 10%⁵. In 2008 the Port received 624 vessel calls from 106 ships operating on deep-sea services.

5.23 This success has been driven by Southampton's prime location and its commitment to service excellence.

5.24 Southampton is located 28 miles from the major shipping lanes linking mainland Europe to the rest of the world. It is the only port on the south coast with sufficient depth of water to attract vessels operating in the global deep-sea container market. Furthermore, as a result of its location, the Port has the advantage of being the first port in to the important north European markets and the last port out of European waters.



Figure 5.5: Illustration showing Southampton's proximity to major shipping routes

5.25 Southampton enjoys a unique double high tide, which offers a longer window of high water, generating an extended marine access window to accommodate some of the largest vessels afloat.

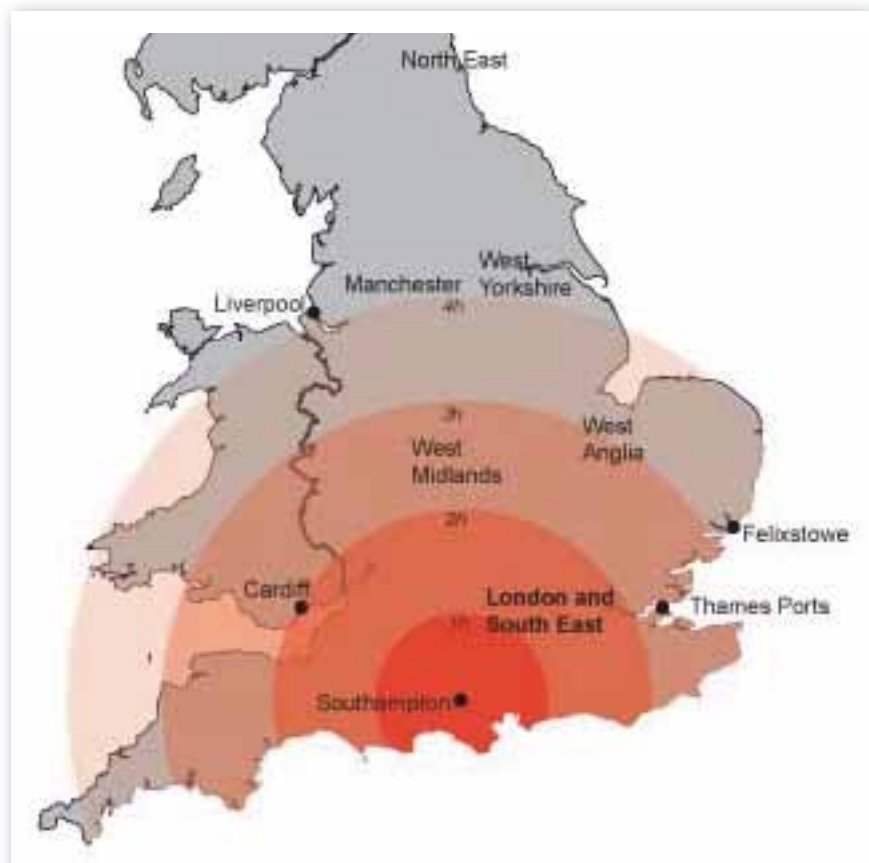


Figure 5.6: Map showing the Port of Southampton's hinterland

⁵ CAGR 9.8%

- 5.26 As a result of the local geomorphology relatively little dredging is required to maintain the deep-water navigational access channel.
- 5.27 In addition, Southampton also benefits from its close proximity to major UK markets and enjoys excellent road and rail links (see Figure 5.6).
- 5.28 The Port's ability to adapt to technological change has been critical. In particular, the Port has readily adapted to the ever-larger ships used by the world's major shipping lines.

The Port has readily adapted to the ever-larger ships used by the world's major shipping lines.

- 5.29 In 2008 the average capacity of vessels deployed on Far East / Europe trade routes stood at over 7,000 TEU, compared with 4,800 TEU five years earlier. The largest vessels today are between 10,000 and 11,000 TEU. Figure 5.7 illustrates the growth in the dimensions of container vessels since the mid 1950s.
- 5.30 The average capacity of vessels calling at Southampton has risen from 4,238 TEU in 1998 to 7,162 TEU in 2008 (see Figure 5.8).

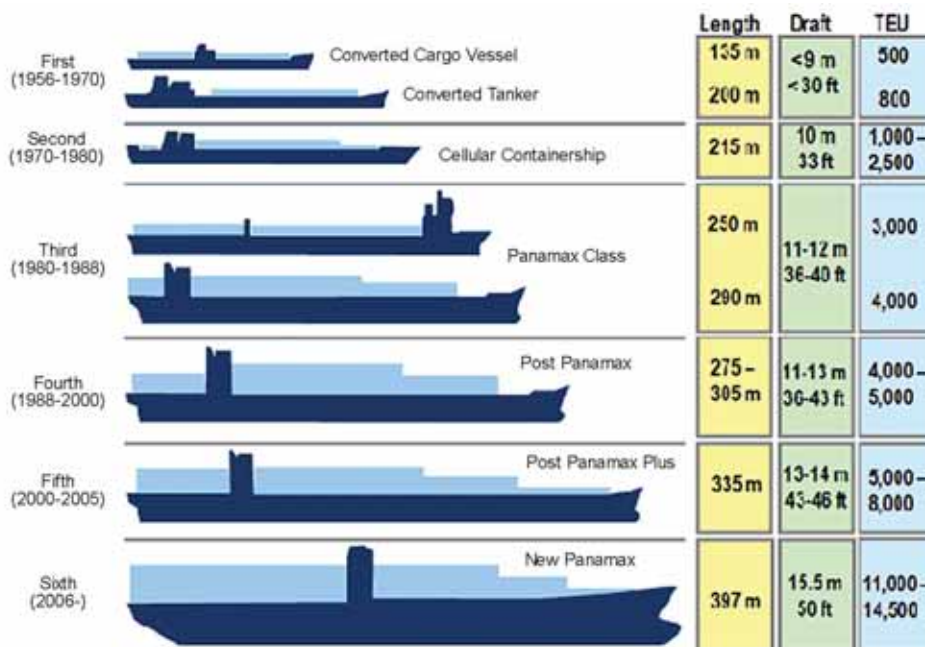


Figure 5.7: Growth in dimensions of container vessels since mid-1950s.

Source: copyright © 1998-2009, Dr. Jean-Paul Rodrigue, Department of Global Studies & Geography, Hofstra University.

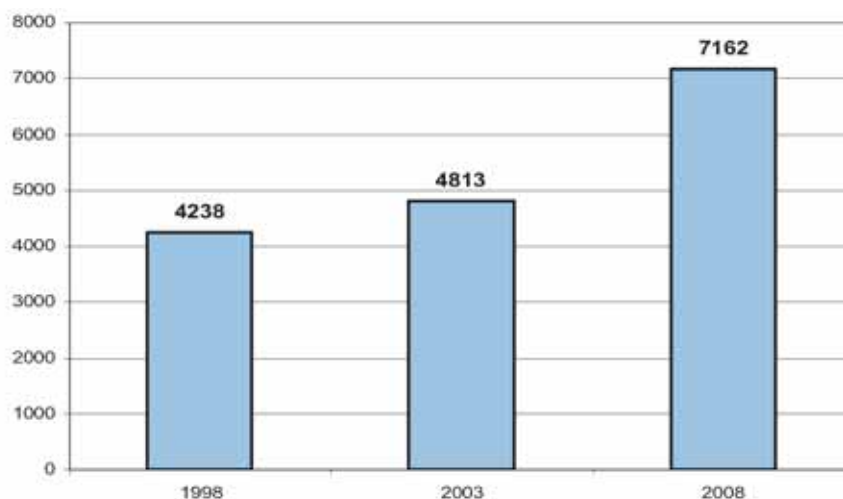


Figure 5.8: Average TEU of deep-sea container vessels calling at Southampton.

Source: ABP.

Southampton tomorrow

- 5.31 Our forecasts for container traffic growth, based on the national demand forecasts, illustrate two scenarios: unadjusted and adjusted.
- 5.32 The forecasts under both scenarios use growth rates that have been calibrated to reflect the current and future composition of Southampton's trade in terms of origin and destination. For example, 80% of all deep-sea TEU handled in Southampton originates from the East and West Asia trade lanes and only 8% from America.
- 5.33 The forecasts use the disaggregated data that underpinned the DfT's national forecasts, namely the differential growth rates that MDS Transmodal produced for 12 different container trade routes. These growth rates ranged from 3.1% for Central and South America to 4.7% for East Asia (i.e. China).
- 5.34 The forecasts do not make assumptions about future port capacity, but assume that the forecasts are unconstrained and that port capacity will be sufficient to meet future demand.

- 5.35 The unadjusted forecasts project forward volumes from 2005 and 2007 that would have been generated using the national demand forecasts.
- 5.36 The adjusted forecast seeks to capture the impact of the current economic slowdown by using ABP's own near term volume expectations and a recovery trajectory informed by the Bank of England's economic growth forecasts, published in November 2009 ⁶.
- 5.37 The adjusted forecast assumes that growth will return to the long-term trend previously forecast by MDS Transmodal for the DfT. However, the forecast does not fully factor in the step changes in volume that may emerge through new business wins that may, for example, arise from consolidation in the liner shipping industry.
- 5.38 The unadjusted and adjusted forecasts for container demand in Southampton are detailed in Figure 5.9.
- 5.39 The unadjusted forecast (base year 2007) predicts that demand for containers through Southampton will reach 4.7 million TEU by 2030. The adjusted forecast shows that 2030 throughput will be at 4.2 million TEU.

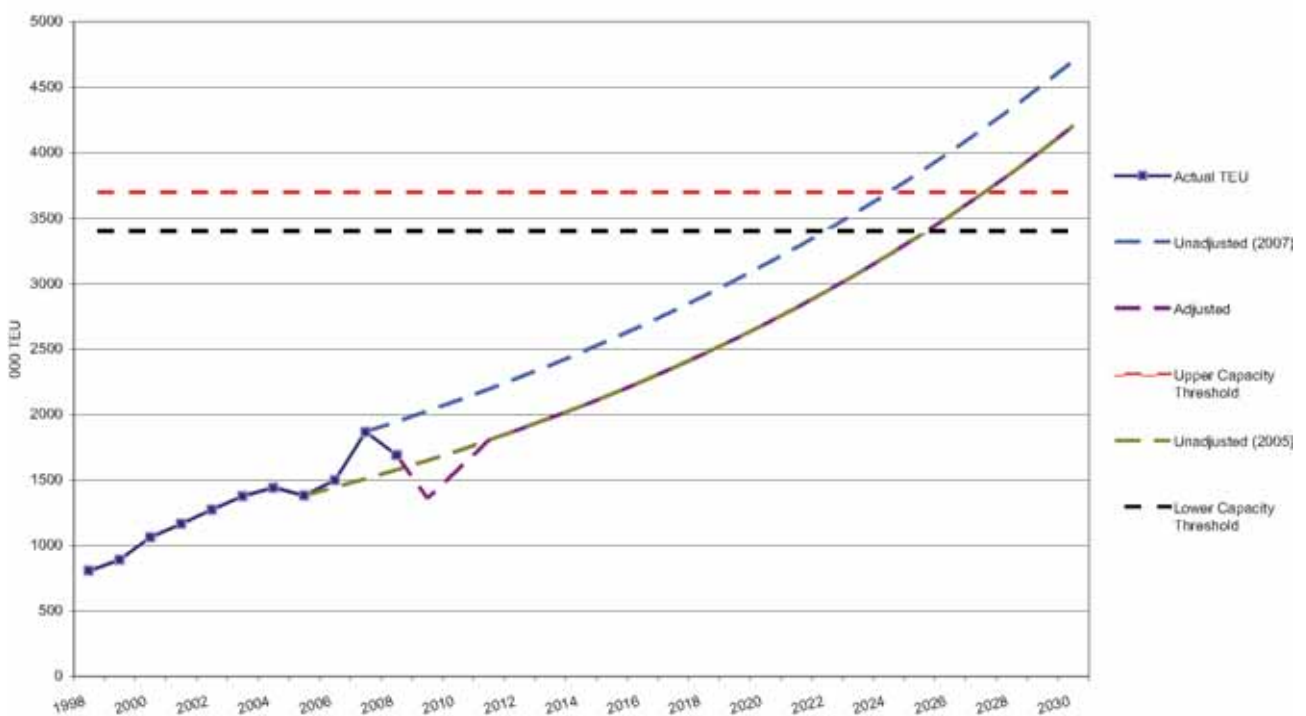


Figure 5.9: Forecast of Southampton container demand.
Source: ABP

⁶ Inflation Report November 2009, Bank of England

Infrastructure

- 5.40 Based on the Port's approach to land use intensification, taking into account likely efficiency gains over time (including assumptions regarding technological innovation) assuming consent is received to carry out the works necessary to reintroduce berths 201 and 202 for container handling, we estimate that the physical handling capacity constraint on the existing overall port land footprint is realistically in the range of 3.4 million and 3.7 million TEU.

Our forecasts indicate that port expansion will become necessary between 2021 and 2027.

- 5.41 In order for more containers to be handled, the terminal would have to expand its operations onto land currently occupied by other port uses. This would be subject to commercial negotiation with other Port users and would be influenced by the ability to extract further operational efficiencies from the particular parcels of land available.
- 5.42 In such a scenario it is estimated that realistically up to 3.7 million TEU could be handled per annum. Given the physical limitations to the number of quay cranes that can be sited and operated on berths 201 to 207, we have assumed that no further expansion beyond 3.7 million TEU per annum would be possible.
- 5.43 Our unadjusted and adjusted forecasts therefore indicate that expansion into strategic port development land will become necessary between 2021 and 2027.
- 5.44 In terms of a planning time frame, it is clear that detailed planning, design and specification consideration for port expansion will need to begin well before that time.
- 5.45 It is of course possible that expansion will be accelerated ahead of these dates due to commercial opportunities that cannot be foreseen at this time.

Motor vehicles

Market overview

- 5.46 Between 1998 and 2007, the market for import/export motor vehicles grew at a compound annual growth rate of 6%, reaching a total of 4 million vehicles.
- 5.47 These statistics reflect national industry trends. While total car production has fluctuated and has been falling since 2004, the proportion of exports has risen from about 50% to 75% (see Figure 5.10).
- 5.48 With UK car manufacturing increasingly focused on exports and home demand for new cars rising during the 1990s, a higher proportion of cars were imported, again demonstrating the extent to which the UK car industry is operating in a global market.

Southampton today

Key facts

- The UK's leading port for motor vehicle exports
- Close to main shipping lanes to the Continent
- First/last deep-sea call
- Able to accommodate the largest car carriers afloat

- 5.49 Motor vehicles shipped through Southampton are primarily cars and commercial vehicles, although the Port also handles larger roll on/roll off (ro-ro) units such as heavy wheeled vehicles (also known as 'high and heavy').
- 5.50 Regular deep-sea and short-sea services by all major ro-ro lines serve Australasia, the Far East, the Middle East, Africa, USA and South America, as well as the Mediterranean and mainland Europe.
- 5.51 A wide range of manufacturers ship vehicles through Southampton, including BMW, Ford, Honda, Jaguar, Land Rover, Renault and Toyota.

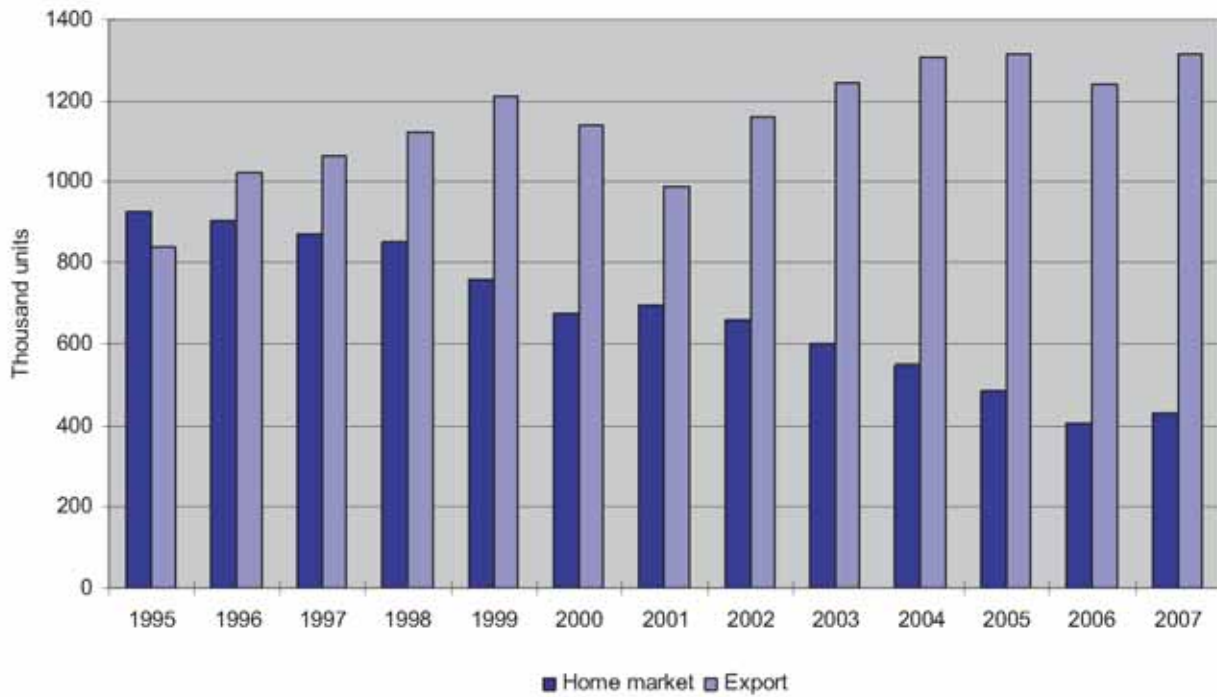


Figure 5.10: UK vehicle production 1995-2007.
Source: SMMT.

5.52 The volume of motor vehicles handled in Southampton has averaged over 700,000 vehicles per annum over the last five years, peaking at 747,000 units in 2003. Figure 5.11, which uses the latest available government data, shows that 653,000 units were handled in 2007, giving Southampton a 16% market share that made it the leading port for British car exports.

The Port of Southampton has invested heavily in new car handling facilities to accommodate growth in traffic.



The Port has three multi-deck ro-ro storage facilities

Southampton import/export motor vehicles 2007 (Source: DfT Maritime Statistics)						
	Thousand of vehicles			2007 share of port traffic		
	In	Out	All	In	Out	All
Southampton	210	443	653	8.4%	29.4%	16.2%
All major ports	2,513	1,509	4,022	62.5%	37.5%	100%

Figure 5.11: Southampton import/export motor vehicle volumes 2007.
Source: DfT Maritime Statistics.

- 5.53 To accommodate the growth in traffic, the Port of Southampton has invested heavily in car handling facilities. In February 2009 the Port opened its third multi-deck facility for the storage of cars, constructed at a cost of £7 million.
- 5.54 Southampton is the first port in the UK to innovate car handling in this way and by doing so has increased the available car storage area within the Port's existing land footprint by approximately 30 acres.

Southampton tomorrow

- 5.55 Our unadjusted and adjusted forecasts for the motor vehicle trade in Southampton are shown in Figure 5.12.
- 5.56 The unadjusted forecasts are based on the 'central case' in the DfT port demand study and therefore use generic assumptions for the whole of the UK port industry, such as the anticipated greater growth of imports over exports. They do not allow for changes in market share as a result of structural changes or changes to relative competitive advantage.
- 5.57 The adjusted forecasts seek to capture the impact of the economic downturn and other variables that are expected to have a unique effect on the future of Southampton.
- 5.58 In line with the SMMT ⁷ forecast published in January 2009, it is assumed that there will be a further significant fall in total volume through 2009 before a modest recovery begins during 2010.
- 5.59 In 2011, as consumer confidence returns, the momentum of recovery builds and growth accelerates.
- 5.60 This partly reflects the 'bounce' that can be expected after a particularly sharp drop-off in trade; for example as pent-up demand is released into the market.
- 5.61 It also reflects our view of the likely shape of recovery, which is informed by the pattern of the previous recession in the early 1990s (see Figure 5.13).
- 5.62 Another key factor captured by the adjusted forecast is the Port's increasing focus on trans-shipment business, where the Port acts as a relay point for vehicles being moved between deep-sea and short-sea destinations.

The Port acts as a relay point for vehicles being moved between deep-sea and short-sea destinations.

- 5.63 For example, large ro-ro vessels from the Far East will deposit cargoes in Southampton which will then be transferred onto smaller ro-ro vessels for onward distribution to other European destinations. This is already a feature of the 'high and heavy' trade and will have a major effect on the pace and character of volume expansion over the forecast period.
- 5.64 Southampton's key advantages in this potential growth market are:
- Close proximity to main shipping lanes;
 - Principal port of call in the UK for deep-sea services ;
 - Ability to handle some of the largest car carriers afloat;
 - The UK's principal loading port for exports, which provides a base for backloads; and
 - 'Close to quay' multi-deck car storage facilities.
- 5.65 In the short to medium term, we anticipate that the expansion of trans-shipment business will contribute to a stepped recovery in volumes.
- 5.66 In the longer term, it will mean that Southampton settles into a trend of modest export growth instead of the decline envisaged by the unadjusted forecast; the rate of import growth will also be greater.

⁷ Society of Motor Manufacturers and Traders

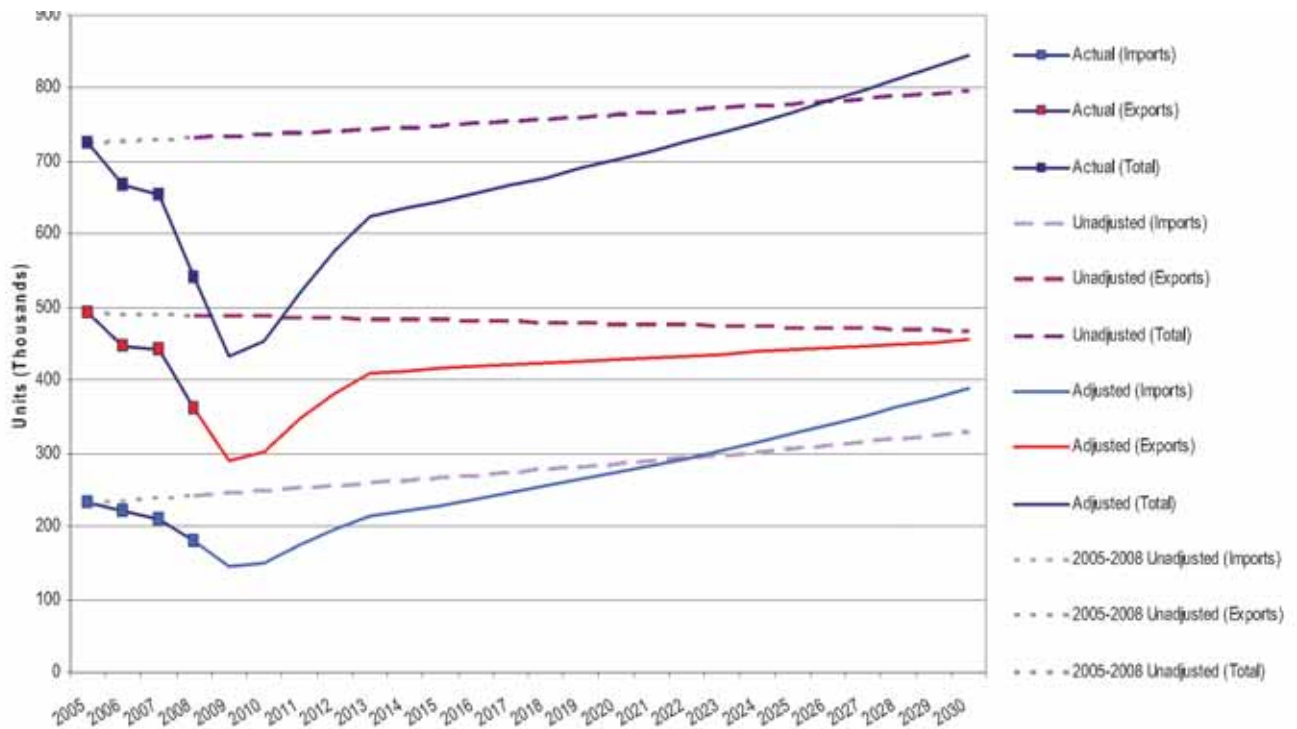


Figure 5.12: Forecast of Southampton motor vehicle demand.
Source: ABP

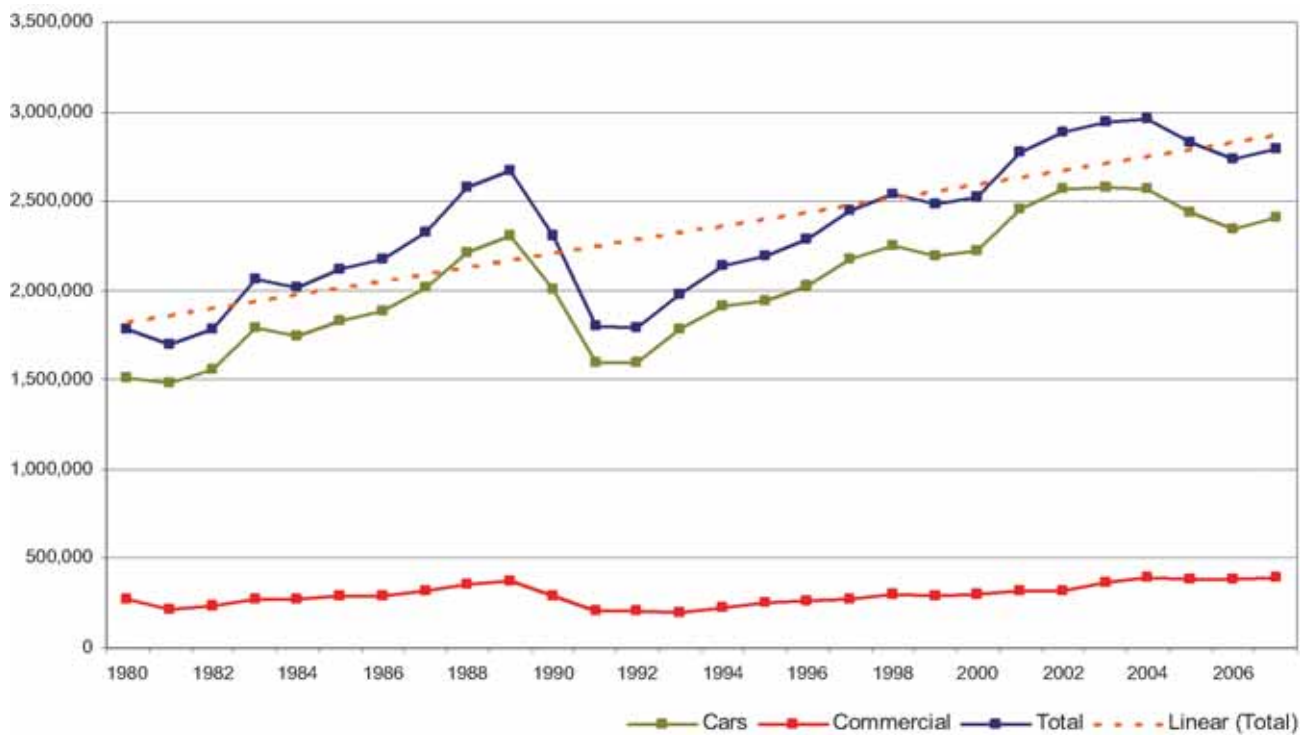


Figure 5.13: UK vehicle registration 1980 – 2007.
Source: DfT

- 5.67 These combined trends for import and export growth in the adjusted forecast will increase the total car throughput from 724,000 units in 2005 to 844,000 units in 2030, a rise of 17%. This compares to the rise of 10% predicted by the unadjusted forecast over the same period.

Infrastructure

- 5.68 At the moment motor vehicle trade in Southampton comprises approximately one-third imports and two-thirds exports. Both our unadjusted and adjusted forecasts will lead to a rising proportion of import traffic over time.
- 5.69 This re-balancing will have a significant effect on the demand for space, as imports tend to exhibit much greater dwell times as they await call-off from storage by dealers and distributors.

Up to three new multi-deck storage facilities will be needed before 2030.

- 5.70 In our view it is highly likely that the Port will require at least one more multi-deck storage facility by 2020. Taking the forecast period as a whole, up to three new multi-deck storage facilities will be needed before 2030.
- 5.71 Extra parking spaces required to accommodate cruise passenger growth will also feed into the need for new multi-deck facilities.
- 5.72 A further spatial impact will be the need to allow more space for the unloading/loading of vehicles onto rail, which reflects our objective to see a greater proportion of motor vehicle traffic moved by rail.

See
Chapter 7:
Infrastructure Requirements



Cruise

Market overview

The UK is the number one cruise market in Europe.

- 5.73 The UK is the number one cruise market in Europe and has seen remarkable growth over recent years (see Figure 5.14). The latest available figures show that between 1996 and 2007 the number of cruise passengers departing UK ports increased by over 250%.
- 5.74 One of the factors that has driven this growth is the increased capacity offered by new larger vessels such as Royal Caribbean's Independence of the Seas, P&O Cruise's Ventura and Cunard's Queen Mary 2.
- 5.75 The increase in vessel size from the 1950s to the present day is shown in Figure 5.15. As an example, the Independence of the Seas, which entered service in April 2008, is able to accommodate 4,370 passengers.
- 5.76 Figures released by the Passenger Shipping Association in May 2009 demonstrated that growth continued through 2008 with an 11% increase in passenger numbers. Total passenger numbers in 2009 are expected to show further growth despite the economic downturn.

Southampton today

- 5.77 As the UK's premier cruise port, Southampton has been at the forefront of the industry's growth. Between 1998 and 2008 the number of cruise passengers using the Port increased from around 250,000 to almost one million.
- 5.78 During the same period the number of cruise vessels visiting the Port increased from 110 to 278.

As the UK's premier cruise port, Southampton has been at the forefront of the industry's growth.

- 5.79 To cater for the growth in cruise passengers ABP has invested over £22 million in its three existing cruise terminals as well as investing a further £19 million building a fourth cruise terminal. In February 2009 the Port was voted one of the best cruise turnaround ports in the world ⁸.
- 5.80 First-class facilities are one of the reasons for the Port's success in the cruise market. In addition, the Port is able to accommodate large vessels in sheltered deep waters and enjoys excellent transport links.



Ocean Terminal opened in 2009

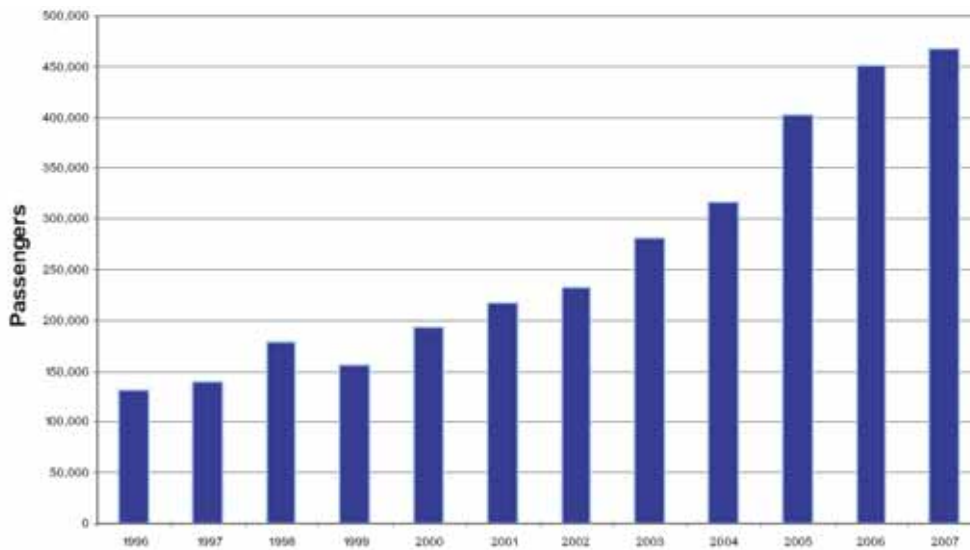


Figure 5.14: Cruise passengers departing from UK ports.
Source: Passenger Shipping Association

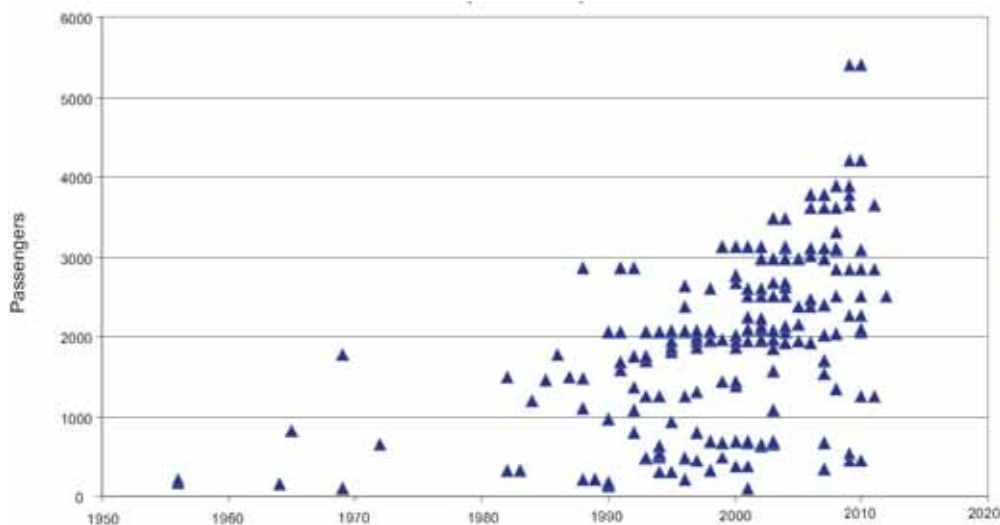


Figure 5.15: Capacity of the world's cruise fleet.
Source: ACE.

⁸ Dream World Cruise Destinations 2008 Awards – Best Turnaround Port Operations Southampton, UK

- 5.81 Southampton is only 70 miles from London and convenient for the international airports at Heathrow, Gatwick, Southampton and Bournemouth, whilst also benefitting from excellent inland road and rail connections to all parts of the UK.
- 5.82 Southampton is the home-port for Cunard and P&O Cruises; other operators from the Port include Princess Cruises, Royal Caribbean, Celebrity Cruises, Fred Olsen, Saga, Norwegian Cruise Lines, MSC and Seabourne.

Southampton tomorrow

- 5.83 ABP's forecast for cruise demand has been principally informed by our customers' own expectations. These include Carnival, who own over 60% of the cruise vessels calling at Southampton.
- 5.84 Our forecast indicates that through to 2030 the Port is likely to experience a 173% increase in passenger numbers compared to 2005, almost reaching 2 million (see Figure 5.16).

The Port is likely to experience a 173% increase in cruise passenger numbers by 2030.

- 5.85 This projection captures a period of flat demand through 2011, followed by steady growth which decelerates beyond 2020 when the market is expected to be approaching maturity.

Infrastructure

- 5.86 The need to cater for the projected passenger growth in line with the forecast, and to ensure customers continue to benefit from a first class experience, means it is likely that a fifth cruise terminal will be needed by no later than 2025.

It is likely that a fifth cruise terminal will be needed at the Port by no later than 2025.

- 5.87 The expected increase in passenger numbers will also increase the amount of space that is required for car parking, placing further pressure on the limited land space available. We anticipate that the construction of a multi-deck parking facility for cruise passenger vehicles will be required by 2020.

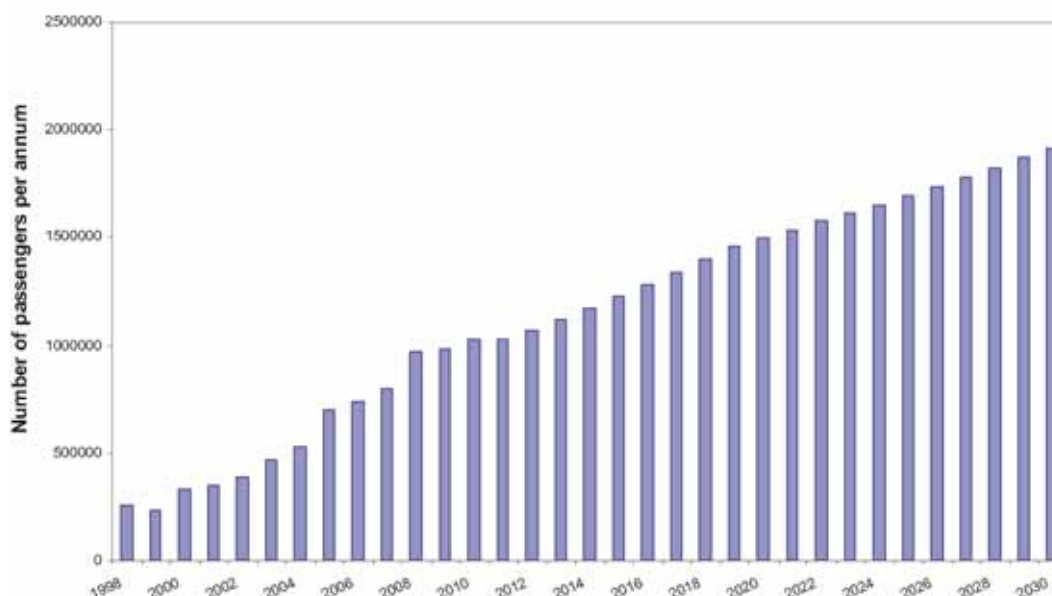


Figure 5.16: Southampton cruise passenger numbers 1998-2030.
Source: ABP.

Dry bulks

Market overview

- 5.88 Dry bulk cargoes include a very wide range of commodities including grain, fertiliser, animal feed, aggregates, cement, coal, biomass, ores, scrap metal, etc.
- 5.89 Annually, UK ports handle around 130 million tonnes of dry bulk products, representing about 22% of the UK's total port tonnage.
- 5.90 Whereas the dry bulk markets are generally slow growing, these traffics are often generated by the needs of local and regional industry and all ports play a vital role in serving this need.

Southampton today

- 5.91 In 2007 Southampton handled 1.13 million tonnes of dry bulk commodities. Over time, the major components of dry bulk commodities have been agricultural products (grain, fertiliser, animal feed) and marine aggregates (sand and gravel) and crushed rock. Recently the Port has also started a new scrap metal export operation.

Southampton tomorrow

- 5.92 ABP has produced unadjusted and adjusted forecasts for dry bulk demand. The unadjusted forecast is based on the national port demand forecasts.
- 5.93 The national port demand forecasts for agricultural products anticipate a modest decline over the period to 2030. A key factor is the decline of imported animal feedstuffs as the national herd size has reduced, although this is being offset to an extent by the increasing use of 'biomass' products in power generation.
- 5.94 The national forecasts for 'other dry bulks' also show a fairly flat market for UK ports, with the market climbing from 40 million tonnes in 2005 to 42 million tonnes by 2030, demonstrating a growth rate of just 0.2% per annum.



Dry bulks are unloaded at the Port's Bulks Terminal

- 5.95 As with agricultural products, the overall trend is underlined by decline in some markets and growth in others. One area of significant growth has been the export of scrap metal; total UK exports more than doubled in the 10 years to 2007 and are now in the region of 7 million tonnes a year.
- 5.96 Our adjusted forecast captures up-to-date projections for the near to long term and is informed by key business developments that will affect Southampton in the future.
- 5.97 In the near term the adjusted forecast includes the emerging view on likely throughput in Southampton this year. This shows an increase of 20% compared to 2008, which reflects new business and expectations regarding an improved grain harvest.
- 5.98 For the balance of the forecast period we have reflected the extension of the Bulks Terminal in the Western Docks, which has effectively doubled the size of the terminal's open storage facilities. This has overcome a significant constraint on the growth of dry bulk traffic through the Port and our short to medium term strategy is to attract more business.

The Port has already been successful in securing dry bulks contracts with new customers.

- 5.99 The Port has already been successful in securing contracts with new customers. For example, S. Norton & Co. Ltd., one of the UK's leading scrap exporters, has recently made a long term commitment to the Port that will generate a step change in traffic and raise long term growth

trends. It is also likely that Southampton will begin to play a new role as a national hub for fertiliser distribution.

5.100 The adjusted forecast therefore shows volume increasing by 60% from a relatively low base in 2005 to 2.2 million tonnes in 2030. This compares to a 2.5% increase in the unadjusted forecast over the same period. Both forecasts are illustrated in Figure 5.17.

5.101 The Port of Southampton has historically been a major importer of crushed rock aggregate. These imports are identified by the minerals planning authorities in their Minerals and Waste Core Strategy as an invaluable aggregate mineral source for Hampshire. This trade ceased with the cessation of the importer's supply contract.

5.102 The amount of aggregate which each area of the south east is required to provide is set out in policy M3 within the South East Plan. This policy is currently the subject of a review. The regional figures are themselves based upon aggregate provision guidelines produced by Government.

5.103 Although dealing with the amount of aggregate to be obtained from land-won sources there is an assumption that a certain level of aggregate imports will be provided. The amount of crushed

rock aggregate historically imported through Southampton has informed these national and regional figures.

5.104 The suggested amendments to policy M3 currently being considered through the review include reference to the need to maintain and provide sufficient capacity at wharves and rail depots to cater for the region's dependence on imports of crushed rock and marine dredged materials. The Port of Southampton (being the only location on the South Coast able to accommodate the largest size of vessel that carries crushed rock aggregate) will need to consider how to accommodate this trade during the period of the master plan. If this trade, and related trades such as other forms of aggregates and waste, were to be accommodated during the lifetime of the master plan then the forecast given in figure 5.17 would be exceeded, potentially by a significant amount.

Infrastructure

5.105 The size of the Bulks Terminal has recently been doubled.

5.106 Depending on the precise nature of additional cargo, additional handling and storage facilities may be required during the master plan period.

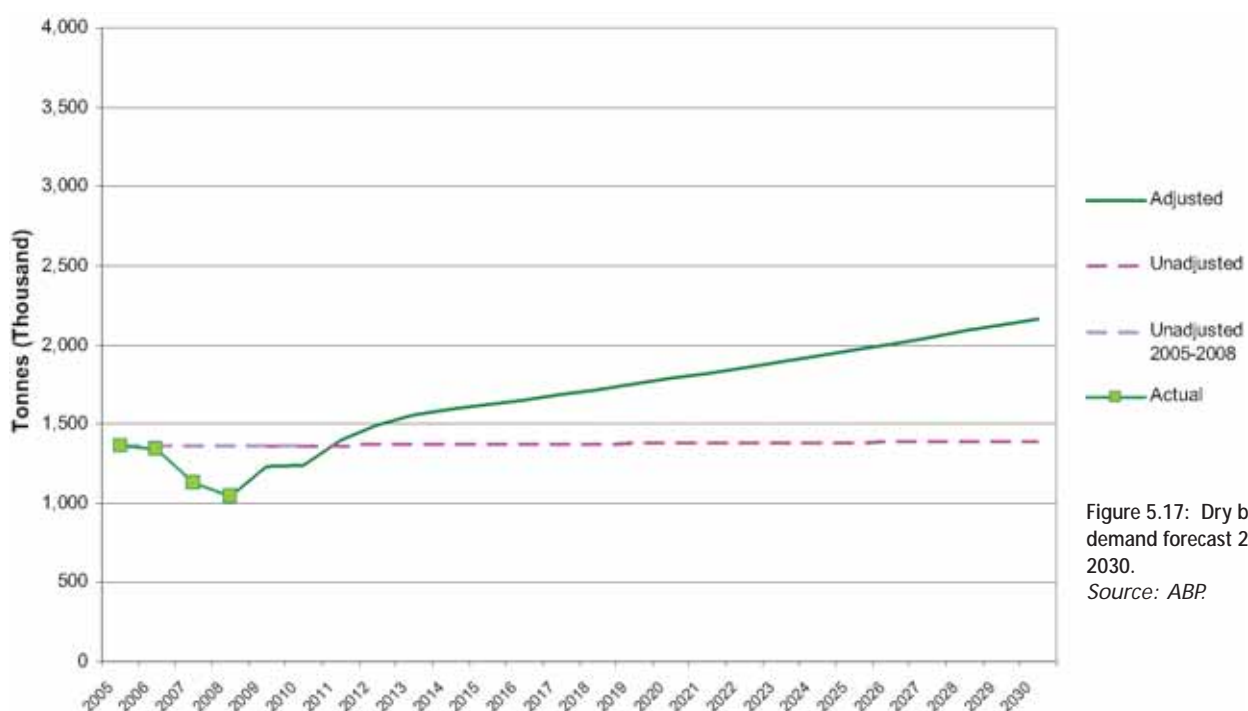


Figure 5.17: Dry bulk demand forecast 2005 - 2030.

Source: ABP.

General cargo

- 5.107 General cargo in the Port is mainly fresh produce from the Canary Islands, Southampton being the sole UK import facility for this traffic. Southampton has extensive specialist facilities for this trade. The Fruit Terminal provides 14,500 sq m of cool and cold storage and has deep water berths capable of accommodating two ships simultaneously.
- 5.108 Each year the Port handles approximately 100,000 pallets of fresh produce from the Canary Islands, consisting predominantly of tomatoes destined for supermarket shelves around the UK. Smaller volumes of peppers, avocados and cucumbers are also handled during the season, which lasts from October to May.
- 5.109 The Port expects to retain this trade and is working hard to capitalise on its excellent facilities to increase the volume of fresh produce business further. This will lead to increased utilisation of existing assets and it may be necessary to expand these facilities in line with growth in trade.

Infrastructure

- 5.110 We expect that the growth in general cargo will continue over the master plan period. Our intention is to intensify existing facilities before considering new infrastructure. This will be on an individual cargo basis and reflect prevailing market conditions.

Liquid bulks

- 5.111 Southampton is one of the UK's leading hubs for the import and export of liquid bulk cargoes, primarily oil.
- 5.112 With a major oil refinery at Fawley and tanker terminals located at Hamble, the Port handles more than 25 million tonnes of oil and oil-related products each year.



The Port of Southampton's fleet of pilot vessels

Southampton is one of the UK's leading hubs for the import and export of liquid bulk cargoes.

- 5.113 Over 300,000 barrels of oil are processed at Esso's refinery at Fawley every day, which is one of the largest and most modern in Europe. The BP Hamble oil terminal handles crude oil for refineries and petroleum products.
- 5.114 These sites are not controlled by ABP but as the Statutory Harbour Authority we have responsibilities relating to marine access.
- 5.115 Between 1996 and 2007 the volume of liquid bulks (crude oil, oil products and liquid gas) moving through Southampton grew by 15%. This compares to a 13% drop in the amount of liquid bulks handled in all UK ports over the same period.
- 5.116 The application of the growth rates anticipated in the national port demand forecasts would imply a further increase in throughput of 20% by 2030 (25% between 2005 and 2030). Most of this is brought about by increased imports of crude oil as a consequence of the predicted decrease in domestic (North Sea) oil supply.

Infrastructure

- 5.117 ABP has not been made aware of any development proposals being promoted by the operators of the Fawley and Hamble facilities. Were any such proposal to be promoted during the master plan period, ABP would be consulted as Statutory Harbour Authority.

The Port of Southampton and the low carbon economy

5.118 Climate change is a critical environmental concern facing the world today. The UK has established itself as a leading player in tackling this global challenge, and has highlighted the importance of low carbon electricity generation in ensuring that the nation develops into a low carbon economy.

5.119 The EU Emissions Trading System seeks a transition towards low carbon electricity generation and energy efficiency improvements, by placing a gradually declining cap on emissions from the power generation and industrial sectors.

5.120 Nationally, the UK Climate Change Act 2008 developed a change in approach to combating climate change in the UK by establishing legally binding targets. The UK is now committed to reducing greenhouse gas emissions by 2050 to a minimum of 80% of the 1990 level⁸ and the EU Renewable Energy Directive sets a UK target of generating 15% of its energy from renewable energy sources by 2020. The UK target represents the most challenging of all EU nations. Not only does the strategy aim to prevent climate change and gain security of energy supplies, it also aims to provide £100 billion worth of investment opportunities and create up to half a million jobs in the renewable energy sector by 2020⁹.

5.121 Due to its close proximity to large population areas, as well as providing deep-water access, the Port of Southampton is ideally located to support the numerous low carbon energy initiatives either already in progress or planned, including renewable fuels power stations and harnessing the potential of offshore wind for electricity production.

5.122 **Renewable fuels power stations:** The UK Government recognised the potential of this sector to make a genuine contribution to its

renewable energy targets and obligations. Investigations are being undertaken by a number of interested parties for the development of facilities that will generate power from alternative fuels such as biomass, which is generally imported into the UK in large dry bulk carrying ships.

5.123 The Port is ideally placed to work alongside power generating companies in developing these renewable energy plants, where there is potential for the development of small-scale renewable fuel power stations on the port estate. The Port is also ideally located to provide facilities for the import and storage of the raw materials consumed in power generation. The Port is currently in discussions with a number of interested parties regarding the opportunities in this sector.

5.124 **Wind Power:** Offshore wind will play a crucial role in meeting the UK's future energy targets. The British Wind Energy Association believes that the UK has potentially the largest offshore wind resource in the world, due to favourable factors of relatively shallow waters and a strong wind resource. Estimates suggest that the UK has over 33% of the total European potential offshore wind resource, easily sufficient to supply the UK with all of its energy requirements¹⁰.

5.125 As well as reducing the nation's carbon footprint, the development of offshore wind offers the UK a great opportunity to become a market world leader by becoming the home for key manufacturing and innovation sites.



The Port of Southampton is ideally located to service the on-shore and off-shore wind industry

⁸ DECC - Building a low carbon economy: a framework for the development of clean coal (April 2009)

⁹ DECC - The Renewable Energy Strategy 2009

¹⁰ British Wind Energy Association

5.126 The phased development of the offshore wind industry in the UK has been categorised into 'Rounds' by the UK Government and The Crown Estate. The industry will experience massive changes over the coming years as it moves beyond the development stages of Rounds 1 and 2 and starts to see the major offshore wind installations under Round 3.

5.127 The Crown Estate has now signed agreements with wind energy companies to develop a number of offshore projects around the UK coast. All the projects will require significant land-based infrastructure. Two zones are proposed off the south coast. The first is off the coast of Hastings and the second is to the west of the Isle of Wight (see Figure 5.18).

5.128 The Department for Energy and Climate Change (DECC) recognises that ports are a key component of the offshore wind industry¹¹ and the UK's push towards a low carbon economy. It has identified them as future bases for the construction, manufacture, operation and servicing of the turbine technology. The report also identifies the Port of Southampton as being ideally situated for the planned offshore wind projects, acknowledging the already considerable experience that ABP has working with the wind industry.

5.129 Establishing a strong and reliable supply chain is crucial to the success of the industry and Southampton is ideally placed to form part of it. Development sites can be made available within the Port's strategic land reserves for pre-assembly, manufacturing and construction of wind turbines. The Port is already in discussions with a number of the industry's key stakeholders and remains optimistic of the future opportunities in the renewables sector and the role it could play.

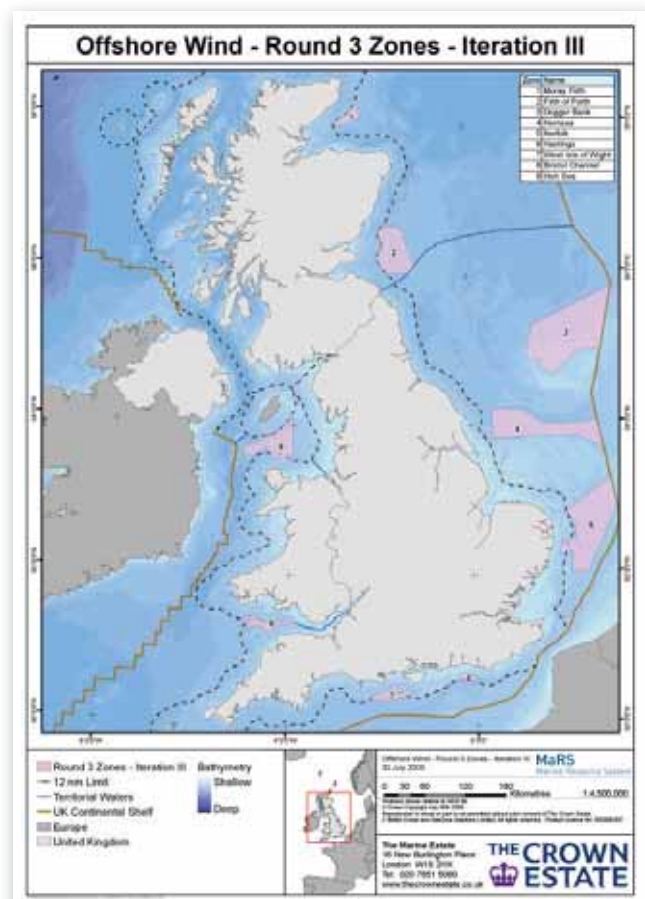


Figure 5.18: Round 3 Offshore Wind Zones.
Source: The Crown Estate January 2010

Policy

5.130 As the UK's premier international gateway port, ABP will continue to protect, identify and where appropriate provide facilities to support the growth of:

- deep-sea container hub port trade;
- trans-shipment and coastal container shipping;
- motor vehicles (ro-ro) including trans-shipment;
- cruise shipping (both turnaround and transit calls);
- dry bulks;
- general cargo; and
- low carbon technologies

by actively working with stakeholders and to deliver that growth in a sustainable and environmentally acceptable manner.

¹¹ DECC – UK Offshore Wind Ports Prospectus (May 2009)



A container ship berthed at the container terminal

Chapter 6

Issues and Options

- 6.1 History clearly shows that the fortunes of the Port of Southampton and its sub-region depend on its ability to exploit its unrivalled assets as a sheltered, lock-free port at the head of a deep estuary centrally located on the UK's south coast facing the main trade route between Europe and the rest of the world.
- 6.2 In noting the Port's recent success, it is important to acknowledge the debt owed to its founders and subsequent owners, who left a legacy without which it would not have been possible to meet the huge challenges of the last few decades. Far-sighted decisions taken in the past (as long ago as the turn of the 20th century to extend the eastern docks, and in the 1920s to build the western docks and allow for their subsequent extension up the east bank of the River Test) have enabled ABP and its predecessors to grow the modern Port.
- 6.3 Legacies, however, do not last forever. Several practical boundaries of the Port have already been touched, and finite constraints on capacity are well in sight. The demand forecasts show clearly that the Port's inheritance will not see it through the master plan period. Without continued development and expansion its current role and function as a major international deep-sea port, with significant global and economic importance, will be lost.
- 6.4 In terms of quay length, the limits of the legacy were reached as long ago as 1997, with the completion of berth 207 at the head of the estuary. Since then, the number of large vessels that can be accommodated at one time has reduced, as the length of successive generations of vessels has increased.
- 6.5 The bequest of port land behind the quays, in the 1920s, was initially generous. A large area was set aside for industrial development that did not materialise on the scale predicted. The retrieval and maximisation of the use of this land for Port purposes has been the key to the Port's ability to continue to grow in the last decades of the 20th century and the early years of the 21st.
- 6.6 This process, however, is coming to an end. The docks are landlocked by the urban area and have a finite capacity, which is being approached.
- 6.7 The biggest challenge facing the Port, therefore, and hence the most important strategic issue for this master plan, is that within the lifetime of the plan it will be necessary for the Port to expand to maintain and enhance its role.
- 6.8 No other conclusion is possible. It would not be responsible to plan for a future Port of Southampton on the basis solely of the land and quays available within the area of existing docks, with no expansion possible. To do so, it would be necessary to countenance an entirely different Port, one that would be increasingly marginalised as a major deep-sea international port.



Southampton's container terminal is the second largest container port in the UK

- 6.9 ABP is unable to identify any alternatives to expansion of the Port at the Dibden reclaim. Furthermore, no credible alternatives that meet the needs of the Port of Southampton were submitted to ABP during the consultation period of the draft master plan.
- 6.10 We have not investigated the scenario of not expanding the Port beyond its current boundary in detail because we judge it to be unacceptable. It would have significant adverse effects not only on the Port and those who work there but also on the economic well-being of the Port's hinterland including the City of Southampton, the sub-region, the South East region and on the UK's global competitiveness.
- 6.11 In reaching this conclusion we have taken into account the expectation, expressed in national port policy and reflected in policies for the South East Region and the Partnership for Urban Southampton (PUSH) area, that port planning will continue to be market-led, and that the Port will play an important role in generating the improvement in economic output that is to be positively planned for.
- 6.12 Since the mid 1960s, when a detailed study of the Port's needs was carried out for the South Hampshire Structure Plan, consideration has been given on several occasions to the appropriate location for Port expansion should it be required.
- 6.13 The common conclusion has been that the land at Dibden Bay, reclaimed for the purpose, is not only the most suitable, but also the only option, with much of the land at Dibden specifically created for future port use. We have revisited it for this master plan and can confirm its validity. The Dibden reclaim offers a unique combination of advantages for the expansion of the Port of Southampton. These include its size; proximity to the deep-water channel; and proximity to an existing railway and to the primary road network.



Port land at Dibden acquired in the 1960s to enable port expansion

- 6.14 In identifying the Dibden reclaim as the only possible location for port expansion, ABP is fully aware of the nature conservation value of the site and the adjoining foreshore. Port development could only proceed if the procedures set down in European Directives and UK regulations are followed.
- 6.15 Nature conservation is one of many considerations that will have to be borne in mind before it would be possible to begin to assemble a proposal for port development on the Dibden reclaim (see Table 9.1). The demand forecasts indicate that a detailed development proposal is not required for several years. ABP intends to use this time to engage with key stakeholders such as Natural England, the Environment Agency and local authorities and communities to put together a brief identifying how best the site may be planned.
- 6.16 ABP considers this course of action to be the only way that the future prosperity of the Port of Southampton can be secured beyond the medium-term. If the Port is to remain the major international deep-sea gateway required by national and regional policy the challenges of preparing a sustainable proposal for the Dibden reclaim have to be faced, by ABP, in partnership with stakeholders. ABP does not underestimate the difficulties, but considers it to be achievable.



Aerial shot of the Eastern and Western Docks and DP World Southampton operated container terminal



HLV Canute, the Port of Southampton's floating harbour crane that provides customers with the flexible cargo handling facilities

Chapter 7

Infrastructure Requirements

Contents

- 7.1 This chapter sets out the requirements for the development of the Port's infrastructure by 2020 and up to 2030.

Introduction

- 7.2 The history of the Port is one of continual reuse of land coupled with intensification of land utilisation, in response to constantly changing customer requirements and growth in international trade.
- 7.3 To place ABP's future growth strategy in context, it is necessary to explore how the Port has developed to date.

The history of the Port is one of continual reuse of land coupled with intensification of land use.

The Port today

- 7.4 Today's Port of Southampton has developed over the last 170 years in anticipation of, and in

response to, the growth in international trade.

The Eastern Docks were initially developed in the 1840s and were followed by the Western Docks, which have developed throughout the 20th century.

See
Chapter 7: Planning for a
detailed history of the Port

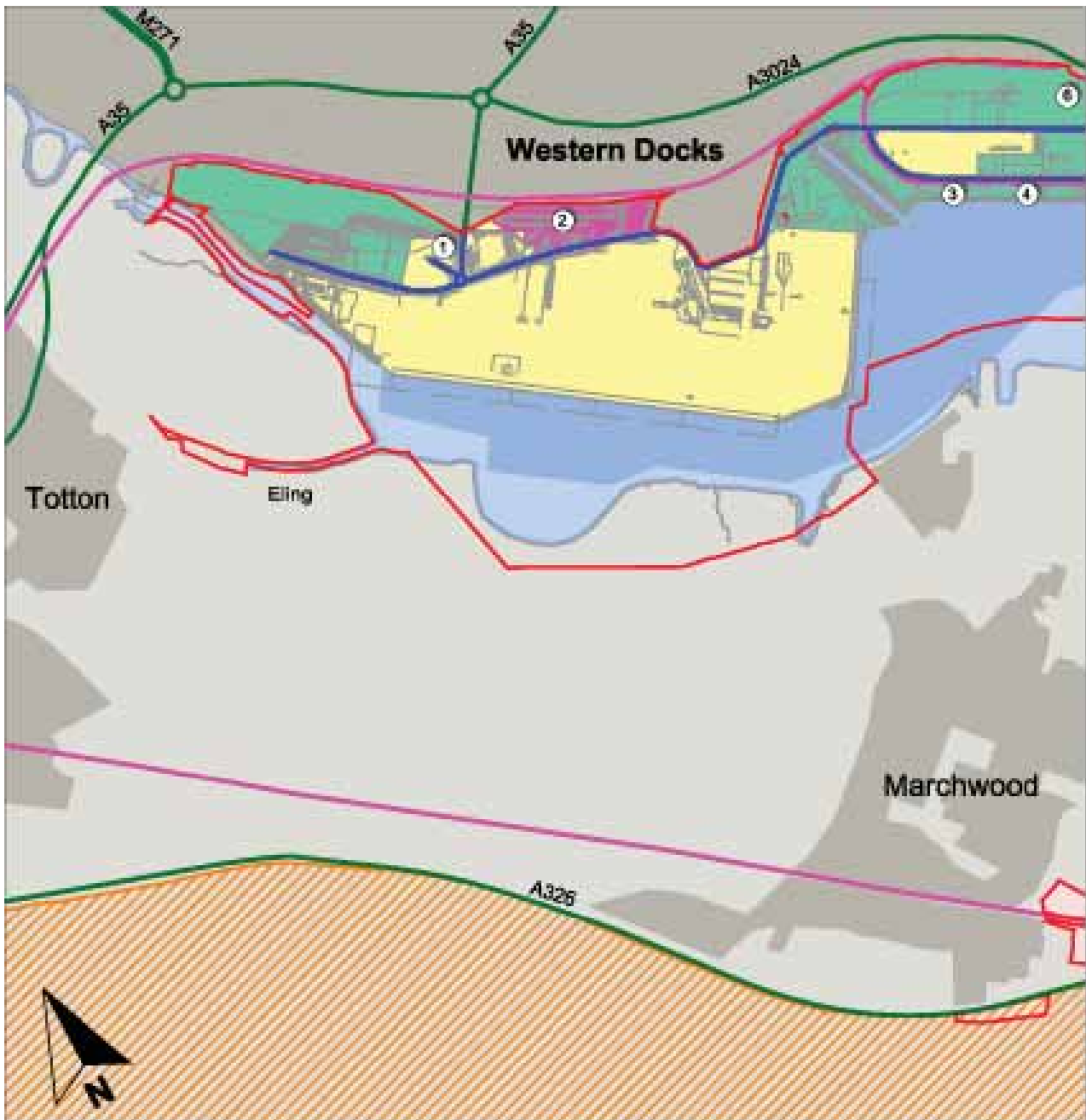


- 7.5 Details of the facilities offered by the Port can be found at www.abports.co.uk.
- 7.6 Land use within the Port is summarised in Figure 7.1
- 7.7 The current Port estate can be sub-divided into the following broad categories of land use:
- Port related areas;
 - Non-port related areas; and
 - Future expansion land.

The Port has continually developed in anticipation of and in response to the growth in international trade.



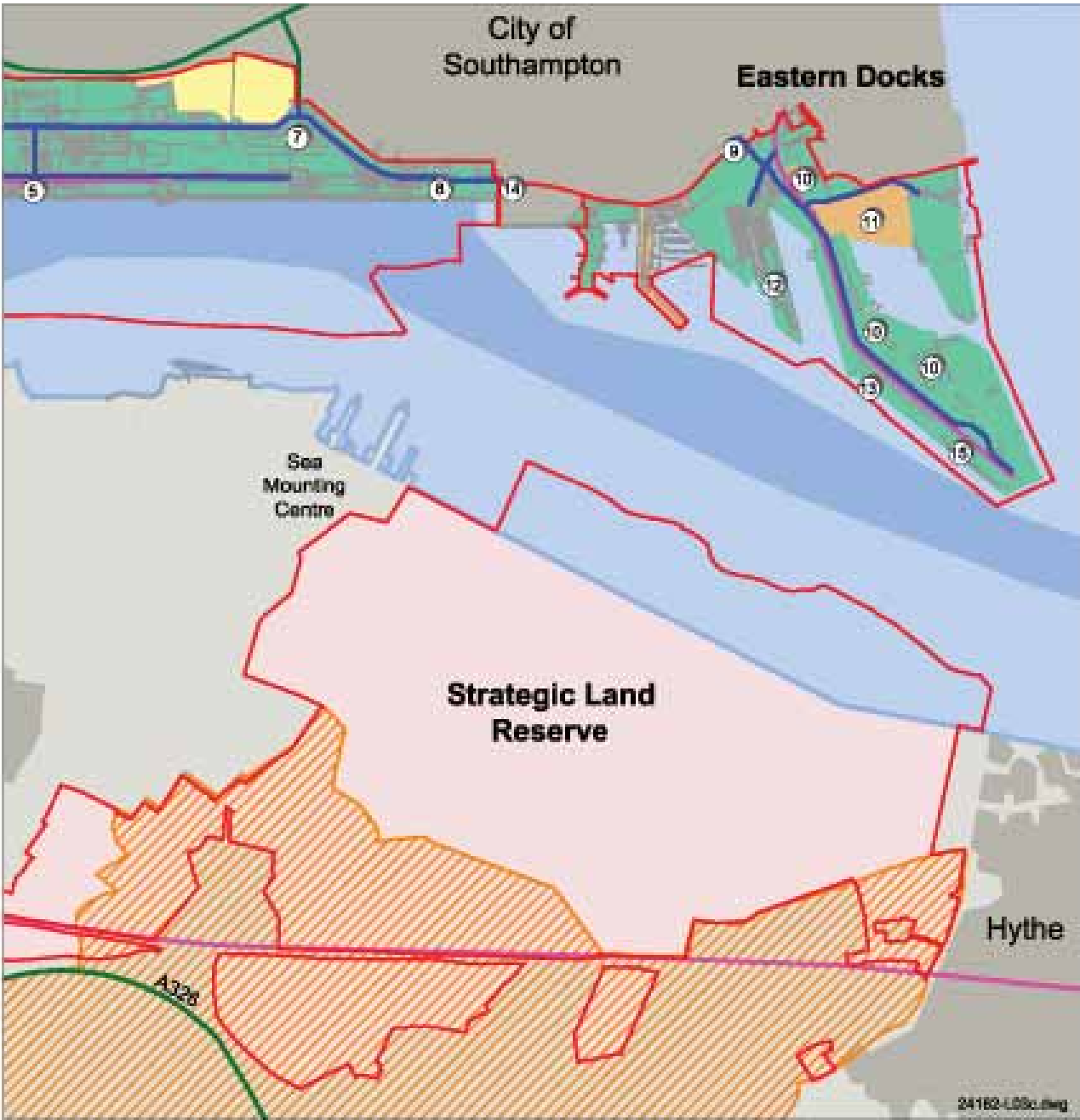
Map of the Port of
Southampton



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Figure 7.1

ABP Port of Southampton Land Use 2009



Key

	ABP Port Ownership
	New Forest National Park
	Deep Water Channel
	Port-Related (Excluding Containers)
	Port-Related (Containers)
	Non-Port Related
	Road
	Port Road System
	Rail Line
	Port-Rail System and Rail Terminals
	Strategic Land Reserve (Currently grazing, agriculture, woodland and foreshore)

Key to Facilities

	Dock Gate 20		Dock Gate 4
	Rail Terminal (Intermodal Containers)		Multi Deck Vehicle Storage Terminal
	Rail Terminal (Bulk Produce & Scrap)		National Oceanography Centre
	Rail Terminal (Intermodal Containers)		Ocean Cruise Terminal
	Mayflower Cruise Terminal		Rail Terminal (Cars)
	Rail Terminal (Cars)		Dock Gate 8
	Dock Gate 10		QE II Cruise Terminal
	City Cruise Terminal		

The UK's premier cruise port

Southampton is home to the UK fleets of both P&O Cruises and Cunard Line – part of the Carnival Group – and is also regularly used by Royal Caribbean International, Fred Olsen Cruise Line and Saga Holidays.

The Port's cruise business has seen impressive growth over the last six years. The number of passengers passing through the Port has doubled, ushering in a new heyday of cruising.

To cater for this growth ABP has invested over £22 million in major refurbishment programmes at its Mayflower and Queen Elizabeth II passenger terminals as well as providing the new City Cruise Terminal.

In December 2007, ABP announced plans for a fourth cruise terminal backed by a major 20-year contract with Carnival. The new £19 million terminal became operational in May 2009.

Port related areas

7.8 Port related areas sub-divide into:

- Open storage and covered transit sheds for both goods and passengers.

Since the 1840s the Port has provided areas for the storage of import and export cargoes, some of which are weather sensitive and therefore require storage under cover.

Traditionally these storage areas have been used flexibly by a variety of trades, with the cargo being stored changing every few days in response to vessel arrivals and departures.

- Areas occupied by businesses under tenancy and other agreements.

These businesses rely on the trade flows through the Port. Often processing of the goods takes place within the Port. An example of such a business is Huelin-Renouf Shipping, which occupies a dedicated lift-on/lift-off logistics terminal providing shipping and freight forwarding services to and from the Channel Islands.

such that today very few non-port related activities remain. An example of this strategy is the recently demolished Dana Wix vehicle component factory, which first occupied a site within the Western Docks in the 1930s. Demolition of this factory has enabled 12 acres of land to be transferred to port related uses.

Future expansion land

7.11 The Port maintains a future strategic expansion area on predominantly reclaimed land at Dibden on the western shore of Southampton Water, further details of which are provided in this chapter.

Trends in port land use

During the last 10 years there has been considerable growth in the key trades that use the Port.

Non-port related areas

7.9 Some businesses within the estate are not related to the Port. Historically some businesses have taken advantage of land availability to establish major manufacturing, storage and distribution facilities.

7.10 A successful strategy of removing non-port uses has been implemented over the past decade,



A mobile harbour crane at DP World Southampton



The Port has intensified land use across a range of sectors

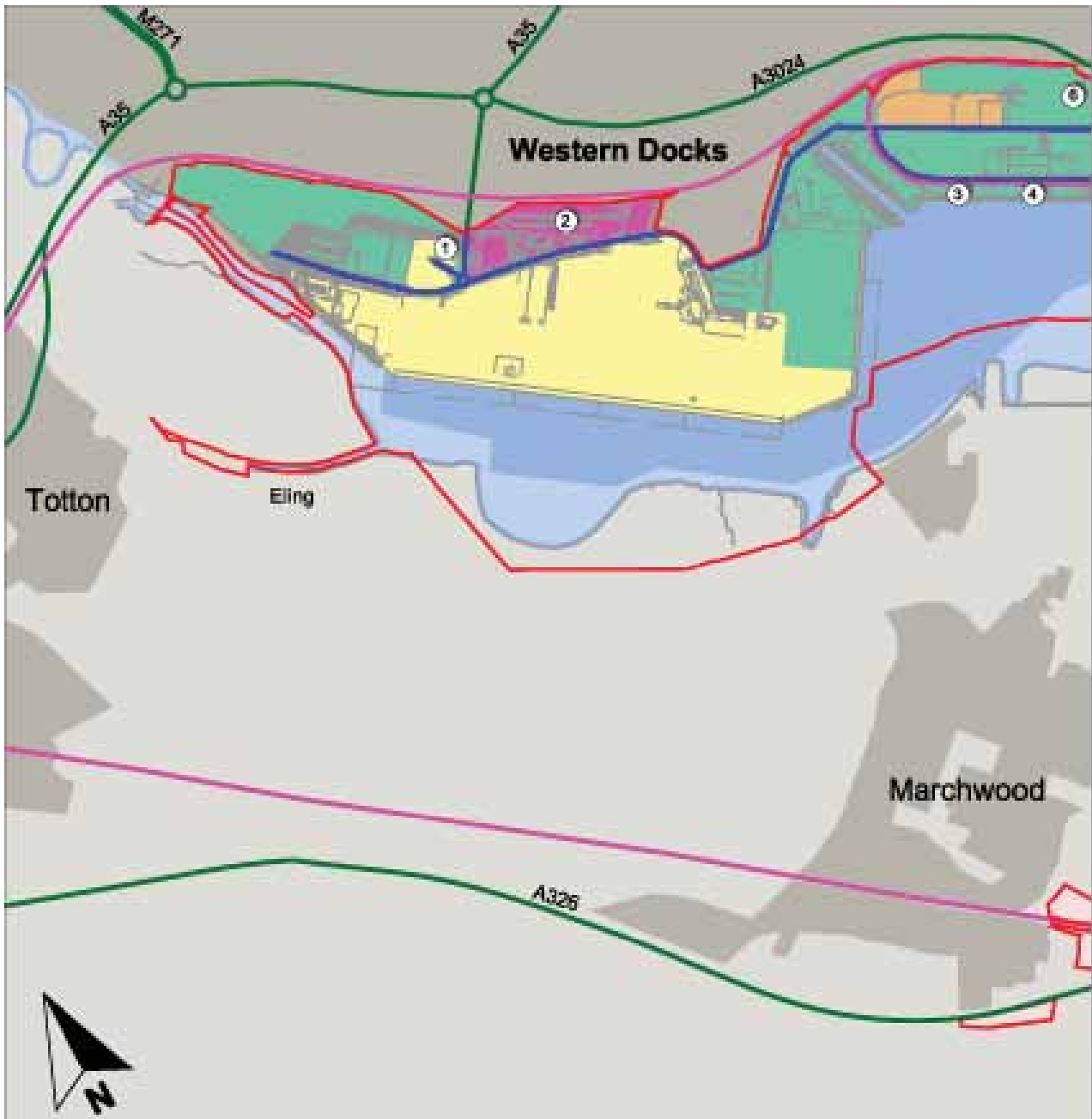
7.12 Land use today is summarised in Figure 7.1.

7.13 This plan shows that the Eastern and Western Docks are almost exclusively occupied by port related businesses, servicing the Port's key trades.

7.14 It is possible to identify a number of trends in land use within the Port – by comparing land use today (Figure 7.1) with land use a decade ago (Figure 7.2).

7.15 This analysis shows:

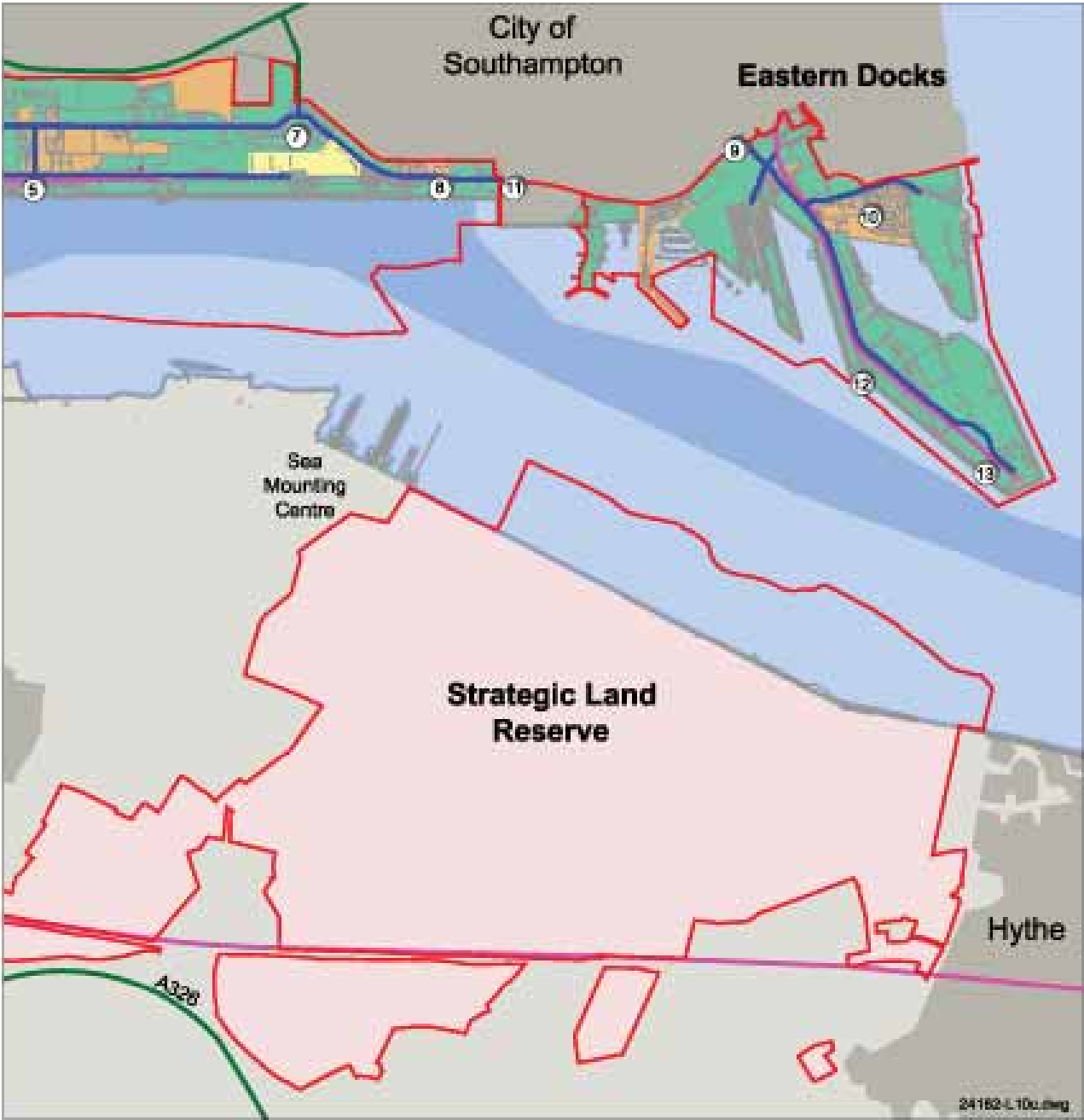
- **Trend 1: That land is increasingly allocated to the Port's key trades;**
- **Trend 2: The elimination of non-port related land uses;**
- **Trend 3: The intensification of land use; and**
- **Trend 4: The increasing specialisation in port related land use.**



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Figure 7.2

ABP Port of Southampton Land Use 2000



Key

- ABP Port Ownership
- Deep Water Channel
- Port Related (Excluding Containers)
- Port Related (Containers)
- Non Port Related
- Road
- Port Road System
- Rail Line
- Port Rail System and Rail Terminals
- Strategic Land Reserve
(Currently grazing, agriculture, woodland and foreshore)

Key to Facilities

- 1 Dock Gate 20
- 2 Rail Terminal (Intermodal Containers)
- 3 Rail Terminal (Bulk Produce & Scrap)
- 4 Rail Terminal (Intermodal Containers)
- 5 Mayflower Cruise Terminal
- 6 Rail Terminal (Cars)
- 7 Dock Gate 10
- 8 City Cruise Terminal
- 9 Dock Gate 4
- 10 National Oceanography Centre
- 11 Dock Gate 8
- 12 Rail Terminal (Cars)
- 13 QE II Cruise Terminal

One of Europe's leading container ports

Southampton's container facility – operated by DP World Southampton – is the second largest container operation in the UK.

The container terminal sits on over 210 acres of operational land, with 1350m of continuous quay (berths 203 to 207).

The terminal handles approximately 40-45% of the UK's deep-sea trade with the important economies of the Far East and China.

A port call at Southampton's container terminal requires the minimum deviation from the main shipping channels through the English Channel, and thus the least time and lowest fuel cost for a UK port call, by ships on the Europe/Far East liner services.



Southampton's container terminal © Copyright DP World Southampton

Trend 1: Land is increasingly allocated to the Port's key trades

7.16 During the last 10 years considerable growth has been experienced in many of the key trades that use the Port. Thus, today, containers, cruise activities and cars occupy a greater proportion of the port estate than in the past.

7.17 Examples of trade growth include:

- **Passenger cruise trade** – in response to the growth in passenger numbers using Southampton the Port added two additional cruise terminals between 2000 and 2009 and has refurbished the two existing passenger Terminals;
- **Containers** – container volumes through the Port have increased dramatically over the last

10 years, which has resulted in the container terminal at the Port increasing in size from approximately 180 acres a decade ago to around 210 acres today. This has necessitated the relocation of various port related activities to other parts of the Port, which has been achieved through intensification of land use; and

- **Roll-on/roll-off trade cars** – there has been a significant increase in the numbers of trade cars being imported and exported through the Port, including major brands such as BMW, Ford, Honda, Jaguar, Land Rover and Renault.

7.18 In summary, the organic growth in the key trade sectors that use the Port has meant that greater areas of the Port have been utilised by the cruise, containers and car trades. This has placed

additional pressure on the port estate, a trend that is forecast to continue into the future.

Trend 2: Elimination of non-port related land uses

7.19 In recent years opportunities have arisen to return a number of non-port related sites to port operational usage in order to facilitate further growth in trade and cargo handling. Land is now allocated increasingly to port related users.

Almost all non port related land uses have been eliminated from the port estate.

7.20 From a comparison of figures 7.1 and 7.2, it can be seen that almost all non-port related land uses have been eliminated from the estate. The few that remain, such as the National Oceanographic Centre (NOC) in the Eastern Docks, are subject to long-term land agreements.

7.21 The Port today therefore largely comprises port related land uses, made up of a mixture of port operational areas (open and covered) and areas occupied under longer-term agreements by port related customers.

7.22 Few opportunities to eliminate non port related land use remain.

Maximising port related land use

Eliminating non-port related land uses has been a way of maximising the use of the port estate for port related purposes.

In the last decade, for example, the Dana Wix vehicle components factory occupying some 12 acres of the port estate has been demolished and returned to port related land use.

Similarly, the 11-acre site that was occupied by a Royal Mail sorting centre has now been cleared and also returned to port related use.

There are now, however, few opportunities to eliminate further non port related land uses from the Port.

Trend 3: Intensification of land use

Intensity of land use within the port estate has increased significantly in the last decade.

7.23 The intensity of land use within the port estate has increased significantly in the last decade, requiring more sophisticated solutions to handle and store greater quantities of cargo on a given area of land.

7.24 A typical example of the intensification of land use has been the development at the Port of the UK's first multi-deck car storage terminals, three of which have now been constructed. This has produced an additional 30 acres (approximately)

of storage above ground level and dramatically increased the land use efficiency in the Eastern Docks. We expect to build more multi-deck car terminals in the period of this master plan in response to customer requirements.

7.25 Another example is the demolition of a non-port related, single-storey Royal Mail sorting office to create high-capacity container storage areas in the Western Docks for empty containers awaiting shipment back to the Far East. The new area allows for the storage of empty containers in block stacks of up to seven containers high, thereby increasing the intensity of land use within the Port.

Intensifying land use

The need to intensify land use within the estate has led to some notable innovations at the Port, such as the UK's first multi-deck car storage terminals.

Three terminals have been built to date. Each produces approximately 12.5 acres of car storage on a typical footprint of approximately 2.5 acres, creating approximately 30 acres of above-ground storage to the Port and dramatically increasing the efficiency of land use.



One of several dedicated multi-deck car terminals at the Port that maximises vehicle storage

Trend 4: Increasing specialisation in port related land use requires dedicated facilities

7.26 Over the past decade land use within the Port has also tended to become increasingly specialised, with bespoke facilities being constructed to meet particular identified uses.

7.27 An example of this is the container terminal, which has been used for the loading and discharge of containers to and from large container ships that call at the Port. Specialised cargo handling equipment is used for this purpose.

The trend towards specialisation of facilities is set to continue as demand for dedicated bespoke cargo handling facilities increases.

7.28 Specialisation also applies to other trades in the port – for example trade cars are increasingly stored in dedicated car storage compounds (often multi-deck in the case of Southampton). As the cruise trade has increased through the Port, new cruise terminals have been constructed and transit sheds have been converted for dedicated passenger use.

7.29 This trend towards increasing specialisation of facilities, and hence land use, is set to continue as demand for dedicated bespoke cargo handling facilities increases.



The UK's leading vehicle-handling port

With an average of over 700,000 vehicles per annum handled over the last five years, Southampton is the leading vehicle handling port in the UK.

Southampton's superb facilities, handling experience and excellent transport connections make the Port an increasingly popular location for roll-on / roll-off traffic, including trade cars, especially in the deep-sea car trade.

Regular deep-sea and short-sea services serve Australasia, the Far East, the Middle East, Africa, USA and South America, as well as the Mediterranean and mainland Europe.

A wide range of vehicles are imported and exported through the Port

Future development of the Port of Southampton

7.30 This master plan sets out our objectives for the development of the Port to 2030. We have also included an interim reference point of 2020 to help explain how we expect land use to change between today and 2030.

Land use in 2020

Eastern and Western Docks

7.31 By 2020, the Port is expected to be handling:

- Almost 2.7 million containers (TEU);
- Over 700,000 motor vehicles;
- Almost 1.8 million tonnes of dry bulks; and
- Around 1.5 million cruise passengers.

See
Chapter 5: Trade Demand
Forecasts for a more detailed
analysis of the expected
growth of the Port

7.32 We expect to accommodate this growth by further enhancing the efficiency of land use within the Eastern and Western Docks.

7.33 In general terms the four land use trends outlined above are expected to continue and will, collectively, increase the land use pressure on available land in the Eastern and Western Docks.

7.34 An indicative land use plan as at 2020 appears in Figure 7.3.

- Construction of multi-deck car compounds in the Eastern and Western Docks for the storage of import and export trade cars and for the parking of vehicles belonging to cruise passengers:
 - Possible zones are indicated in Figure 7.3.
- Re-commissioning of berths 201 and 202 in the Western Docks into container use to accommodate longer and deeper-draughted container ships:
 - Although these berths were originally developed for lift-on / lift-off container traffic, there is currently insufficient water depth alongside to berth modern container ships.
 - An application has been made to Government to undertake works to bring these berths back into service for deep-sea container use.
- Displacement of trade car and roll-on/roll-off storage areas by additional container storage areas in the Western Docks:
 - Possible zones for the expansion of container storage areas are indicated in Figure 7.3.
- Construction of additional cargo sheds in response to customer demand
- Appropriate re-routing of dock roads which may be required by land use changes.

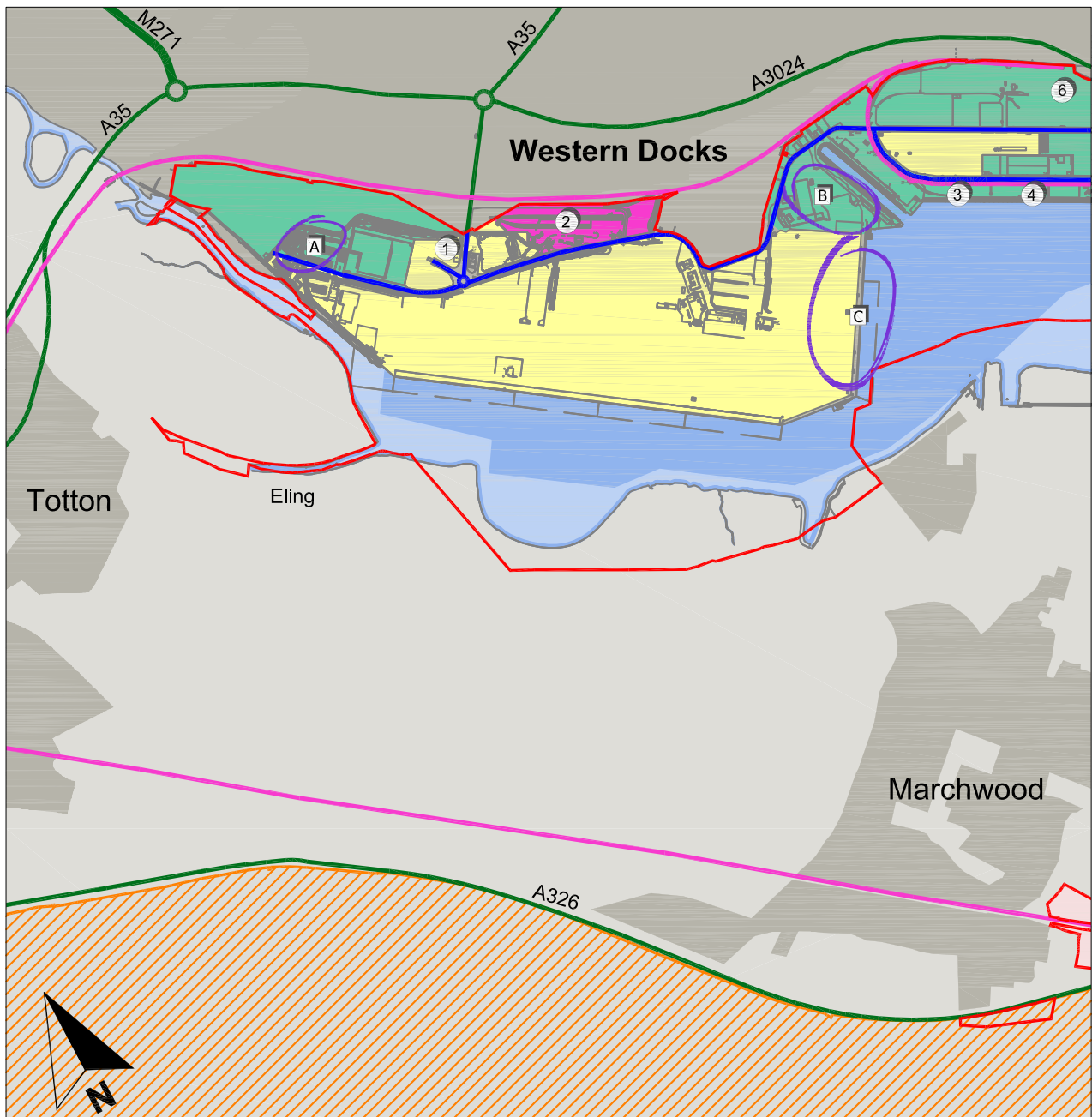
7.36 By 2020 we consider it likely that the intensity of land use in the Eastern and Western Docks will have increased to the point where the Port will be approaching the practical limits of land use optimisation within this part of the estate.

Prevailing trends will increase land use pressure on the available land in the Eastern and Western Docks.

7.35 In comparison to current land use (see Figure 7.1), we expect the following major spatial changes will occur in the Eastern and Western Docks by 2020:



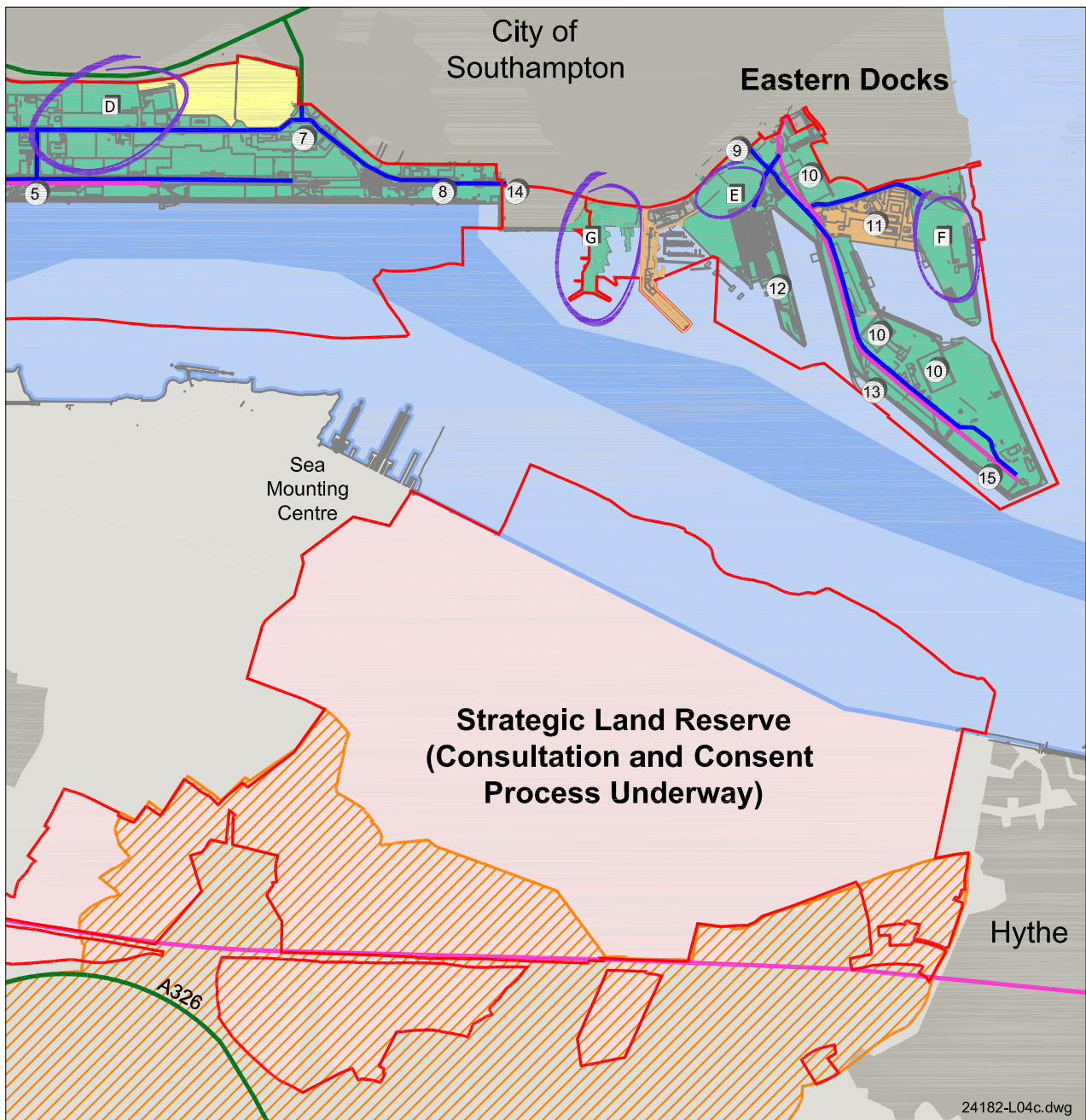
An impression of future container handling facilities at the Port of Southampton



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Figure 7.3

ABP Port of Southampton Indicative Land Use 2020



Key

	ABP Port Ownership
	New Forest National Park
	Deep Water Channel
	Port Related (Excluding Containers)
	Port Related (Containers)
	Non Port Related
	Road
	Port Road System
	Rail Line
	Port Rail System and Rail Terminals
	Strategic Land Reserve (Currently grazing, agriculture, woodland and foreshore)

Key to Facilities

1	Dock Gate 20
2	Rail Terminal (Intermodal Containers)
3	Rail Terminal (Bulk Produce & Scrap)
4	Rail Terminal (Intermodal Containers)
5	Mayflower Cruise Terminal
6	Rail Terminal (Cars)
7	Dock Gate 10
8	City Cruise Terminal
9	Dock Gate 4
10	Multi Deck Vehicle Storage Terminal
11	National Oceanography Centre
12	Ocean Cruise Terminal
13	Rail Terminal (Cars)
14	Dock Gate 8
15	QE II Cruise Terminal



Future Development Areas

A	Container Terminal - Offices and Ancillary Area
B	Container Storage Expansion
C	Berths 201/2 Deepening
D	Additional Multi-Deck Car Compounds
E	Additional Multi-Deck Car Compounds
F	Additional Multi-Deck Car Compounds
G	Royal Pier Redevelopment Area

Royal Pier

- 7.37 ABP has examined the feasibility of Royal Pier redevelopment over a number of years. We are committed to continued close liaison with Southampton City Council and potential private sector partners to deliver a viable redevelopment plan.
- 7.38 Care will be taken to ensure that any mix of commercial, retail, leisure and business use that may be identified will form the basis for the sustainable regeneration of this key waterfront area, retaining the Red Funnel Terminal, whilst co-existing with the Port's long-term growth strategy.
- 7.39 The redevelopment scenarios evaluated seek to provide long-term traffic management benefits for the city as well as delivering attractive architecture and public realm infrastructure.

It is likely that the Port will be approaching the practical limits of land use optimisation within the Eastern and Western Docks by 2020.

Dibden reclaim expansion land

- 7.40 The Dibden port development land comprises over 500 acres of land reclaimed between the 1930s and the late 1970s as a result of various dredging operations in the Solent area, together with land sufficient to provide road and rail access to the reclaim.
- 7.41 Given the considerable lead-time inherent in preparing the necessary applications, securing consent and constructing the first phase, it is considered necessary to commence the process of seeking approvals to develop the Dibden reclaim some time before 2020. It is thought prudent to adopt a lead in time of 9 years prior to the requirement for port uses on the Dibden reclaim.

See
Chapter 4: Planning for the
current position in relation to
the Dibden reclaim

- 7.42 Although the evidence suggests that it is likely that additional capacity for container handling will be required, it is also evident that there will be a need for other port uses to potentially be accommodated on the site. The need for the Port of Southampton to expand onto the Dibden reclaim is needed during the lifetime of this master plan in order that the Port maintains and enhances its role as an international deep-sea gateway, as required by Government through the regional spatial strategy.
- 7.43 While no conceptual design work has been carried out recently, a previous application to the UK Government included six berths for container and ro-ro ships and a dedicated aggregates-handling berth.
- 7.44 Any future proposal to develop the Dibden reclaim for port use will need to address the requirements for new road and rail access to the site.
- 7.45 Any future development of the Dibden reclaim will undergo an environmental impact assessment and address the requirements of the Habitats Regulations, and will follow the consent procedures applicable at the time (see Table 9.1).

See
Chapter 9:
Environment




The land acquired in the 1960s at Dibden to enable expansion of the Port

Land use in 2030

Eastern and Western Docks

- 7.46 By 2030, the Port is expected to be handling:
- 3.4-3.7 million containers (TEU) (operating at capacity);
 - Over 840,000 motor vehicles;
 - Over 2.1 million tonnes of dry bulks; and
 - Almost 2 million cruise passengers.

See
Chapter 5: Trade Demand
Forecasts for a more detailed
analysis of the expected
growth of the Port



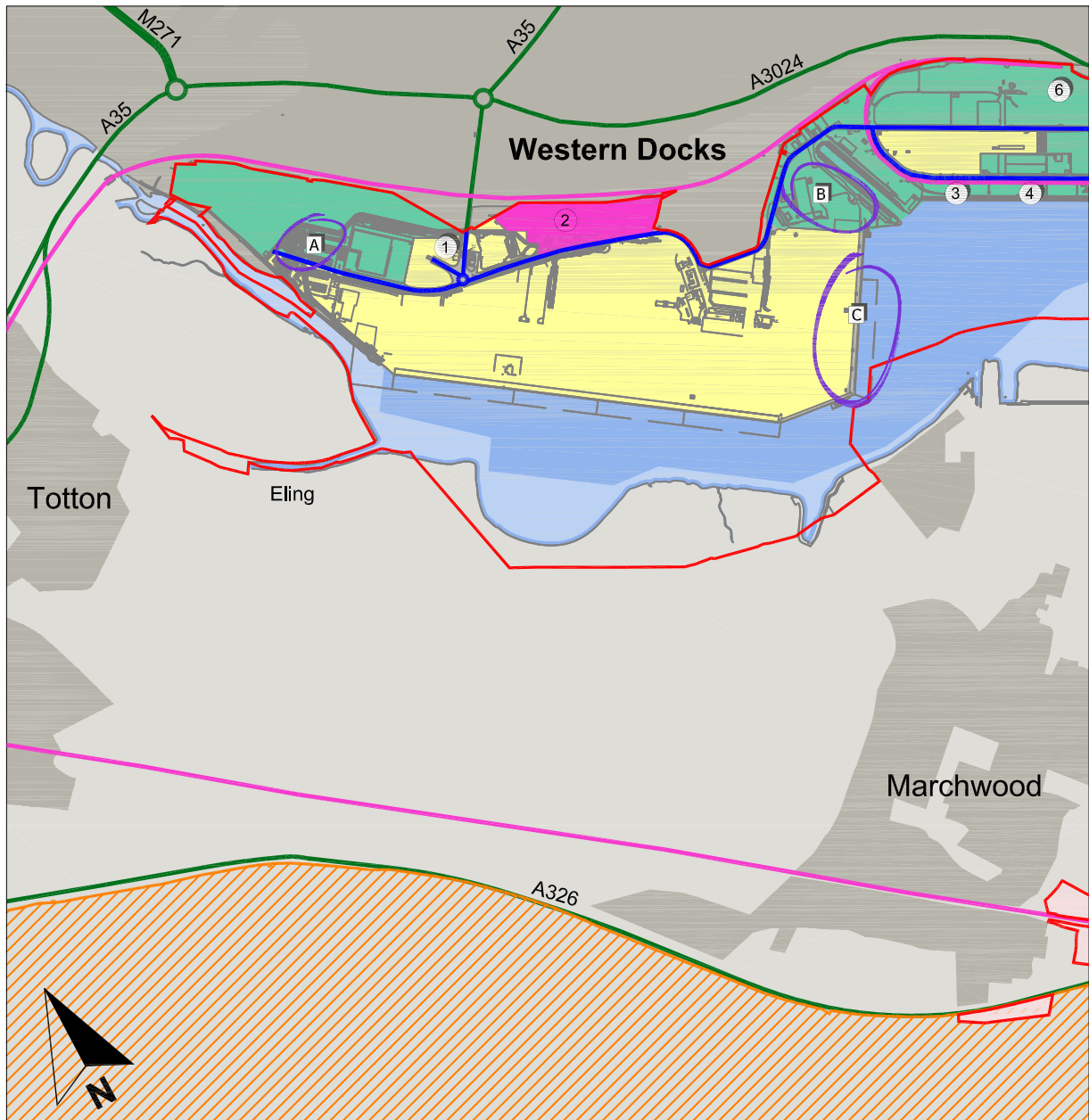
- 7.47 An indicative land use plan as at 2030 appears in Figure 7.4.
- 7.48 We expect the following major spatial changes will occur in the Port between 2020 and 2030:
- Construction of further multi-deck car compounds for the storage of import and export trade cars and for the parking of vehicles belonging to cruise passengers:
 - Possible zones are indicated in Figure 7.4.
 - Further expansion of the container terminal, together with the intensification of container handling operations to optimise the efficiency of land use:
 - Possible zones for the expansion of container storage areas are indicated in Figure 7.4.
 - Construction of additional Port facilities on the Dibden reclaim
 - Construction of a fifth passenger cruise terminal, most probably in the Western Docks, to accommodate anticipated growth in the cruise market
 - Appropriate re-routing of dock roads which may be required by land use changes.

Dibden reclaim expansion land

- 7.49 As discussed earlier in this chapter, we have been unable to identify any realistic or practicable alternatives for growth of the Port within the

port estate, given that opportunities to intensify land use will have been fully utilised during the life of the master plan. This absence of a realistic alternative to the development of Dibden reclaim for port use was reinforced during the public consultation exercise carried out in relation to the master plan, with no credible alternative means for the Port to expand being suggested by consultees.

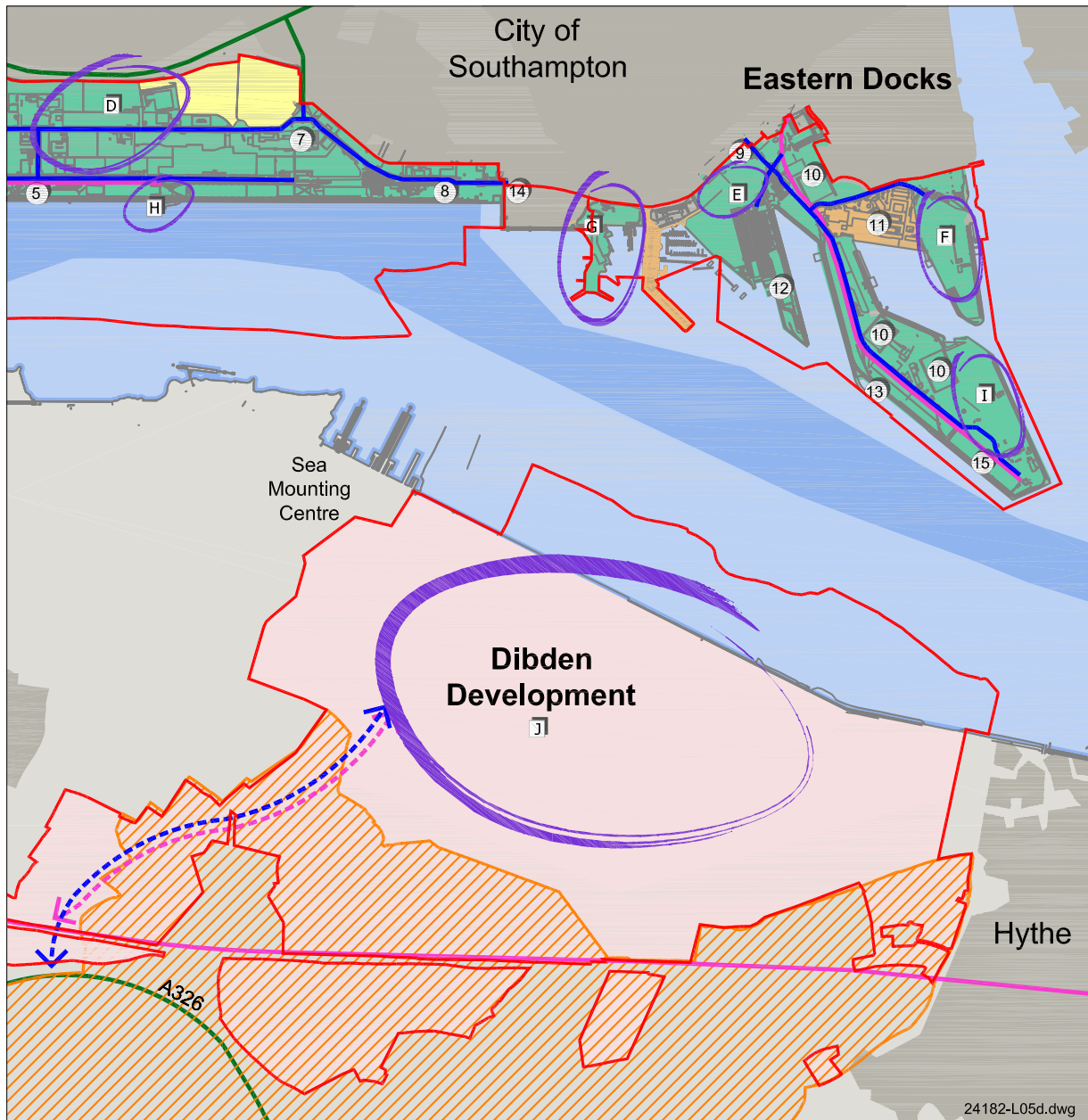
- 7.50 The actual timing of any Dibden reclaim development will be driven by commercial demand and the planning process, both factors being outside the direct control of ABP.
- 7.51 Commercial demand to expand onto the Dibden reclaim may come from existing users of the Port who have outgrown their facilities and when further intensification is not practicable. Given the high levels of growth in containerised trade over the past 20 years it has generally been assumed that the need for additional container facilities would be the likely driver to initiate the development of the Dibden reclaim.
- 7.52 However it is possible, although in ABP's view less likely, that the growth in containerised trade slows and that other existing traffic grows more rapidly. In this scenario it should not be ruled out that ABP would seek to develop the Dibden reclaim for other existing trades such as cruise, cars or bulk commodities.
- 7.53 It is also possible that entirely new industry sectors which do not use the Port today, may form the basis of a need to expand the Port. For example, opportunities relating to the development of the low carbon economy may arise over the period of the master plan. Chapter 5 highlights the importance of ports in supporting the future development of the offshore wind industry. Within the early part of the master plan period a major wind turbine manufacturer may be attracted to the Dibden reclaim site as a location for UK facilities. No such discussions have taken place as at the date of this master plan but such interest may bring forward our planning timeframe.



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Figure 7.4

ABP Port of Southampton Indicative Land Use 2030



Key

	ABP Port Ownership
	New Forest National Park
	Deep Water Channel
	Port Related (Excluding Containers)
	Port Related (Containers)
	Non Port Related
	Road
	Port Road System
	Possible Road (Dibden)
	Rail Line
	Port Rail System and Rail Terminals
	Possible Rail (Dibden)
	Dibden Development - including port operational use and appropriate buffer areas

Key to Facilities

①	Dock Gate 20
②	Rail Terminal (Intermodal Containers)
③	Rail Terminal (Bulk Produce & Scrap)
④	Rail Terminal (Intermodal Containers)
⑤	Mayflower Cruise Terminal
⑥	Rail Terminal (Cars)
⑦	Dock Gate 10
⑧	City Cruise Terminal
⑨	Dock Gate 4
⑩	Multi Deck Vehicle Storage Terminal
⑪	National Oceanography Centre
⑫	Ocean Cruise Terminal
⑬	Rail Terminal (Cars)
⑭	Dock Gate 8
⑮	QE II Cruise Terminal



Future Development Areas

A	Container Terminal - Offices and Ancillary Area
B	Container Storage Expansion
C	Berths 201/2 Deepening
D	Additional Multi-Deck Car Compounds
E	Additional Multi-Deck Car Compounds
F	Additional Multi-Deck Car Compounds
G	Royal Pier Redevelopment Area
H	Possible Fifth Cruise Terminal
I	Additional Multi-Deck Car Compounds
J	Dibden Development - including port operational use and appropriate buffer areas

7.54 Our demand forecasts for containerised trade indicate that expansion beyond the operational port estate will become necessary between 2021 and 2027. As already noted, in terms of a planning time frame, it will be necessary for us to start detailed planning, design and environmental assessment well before then. As this master plan identifies, we are several years away from submitting a proposal to develop the Dibden reclaim. We intend to use this time to engage with key stakeholders to put together a brief identifying how best the site may be planned, so as to ensure that the opportunities for the site are optimised (including, as appropriate, the reservation of suitable areas of land for use by other businesses within the wider maritime sector as well as for community use).

7.55 Assuming permission is granted, the development of the Dibden reclaim is likely to be phased, according to commercial need. By 2030, phase 1 of the Dibden port expansion area could be handling:

- 0.5-0.8 million TEU containers;
- Other existing trades for which demand exists that cannot be accommodated in the Eastern and Western docks, such as crushed rock, a trade which has ceased at the Port in 2006 in part due to space constraints in the Western Docks; and
- Other new “emerging” trades for which a national need exists – for example servicing the needs of the offshore renewables energy sector.

7.56 It is envisaged that the Dibden reclaim can ultimately accommodate at least four deep-sea berths with significant associated cargo storage or processing areas and the allocation of significant areas of land:

- as an environmental “buffer zone”;
- for community uses; and
- for other maritime sector employment uses (such as yacht manufacture etc).

7.57 We fully acknowledge that a large number of factors must be taken into consideration when looking at the development of the Dibden reclaim. This includes the recognition of the Waterside communities, the presence of nature conservation features, the proximity of the New Forest National Park and any necessary off-site road and rail infrastructure improvements that would be required, proportionate to the type and extent of future development proposals. These are matters that will require detailed consideration when an application is made to expand the Port onto the Dibden reclaim.

7.58 An Environmental Impact Assessment will have to be carried out to identify and then assess any significant environmental effects of the development during both the construction and operational phases. In addition to those topics mentioned above, such an assessment is likely to include, but not be limited to, the consideration of potential effects in respect of noise, lighting, air quality, amenity and recreational issues and opportunities, nature conservation measures and compensation, navigation, the marine environment including fisheries, climate change adaptation and green technologies to minimise energy consumption. The likely environmental topics that we will have to consider are identified in Table 9.1.

See
Chapter 9:
Environment



7.59 ABP’s land holding in the vicinity of the Dibden Reclaim is extensive and allows for consideration to be given to providing for environmental, community and other marine based enterprises as part of an overall strategy for the area. As made clear earlier, ABP intends to engage with key stakeholders to determine how these possible different land uses could be provided for.

Marine proposals to 2030

We propose to deepen and widen the main navigational channel to the Port to accommodate existing and future vessels and reduce delays and congestion.

7.60 During the period of the master plan it is likely that average vessel sizes will continue to grow, reflecting a continuing trend of minimising the end-to-end unit cost of shipping goods.

7.61 In order to accommodate both existing and future vessels and to reduce delays and congestion, we have applied to the Government for permission to deepen and widen the main navigational channel to the Port.

7.62 The rationale for this is to:

- Improve the tidal access window to the Port, from the current asymmetrical (longer flood, shorter ebb) 22% for a 14.5m draught vessel to a balanced entry/exit window of 47% over all tides;

- Increase the ability of vessels to pass in the approach channel to the Port, by selectively widening the channel between Dock Head and Fawley, an area adjacent to the ExxonMobil Oil Terminal and between Hook and Hamble Spit;
- Enable the Port to handle larger vessels of up to 15.5m draught; and
- Further enhance navigational safety in the approaches to the Port.

7.63 Our proposed improvements to the approach channel to the Port of Southampton comprise deepening the main navigational channel from the current minimum depth of -12.6m Chart Datum (CD) to -13.6m CD between the Port and Fawley and up to a minimum depth of -14.8m CD between Fawley and the Nab.

7.64 In addition, we propose to widen the channel by 30m adjacent to the Western Docks and by 100m between Dock Head and Fawley, as well as widening the channel between Hamble and Hook.



Cruise calls to the Port of Southampton are forecast to increase

- 7.65 A number of other smaller-scale improvements will improve the ability to turn vessels in the Port and eliminate a small number of “high spots” in the Solent.
- 7.66 Figure 7.5 provides an illustration of the proposed deepening and widening. Proposed dredge areas of main navigation channel are shown in green. Widening sections are shown in red.
- 7.67 It is possible that additional navigational improvements to the Port may be required during the period of the master plan in order to maintain the Port’s position as the UK’s premier international gateway port to accommodate the largest ships in trades which the port handles. Any such proposal will need to undergo a full environmental impact assessment and address the requirements of the Habitats Regulations.
- 7.68 It is generally acknowledged that all vessels are becoming larger, primarily to gain efficiencies and economies of scale in transferring goods around the globe. This phenomenon applies to all classes of ships that visit the Port: ro-ro vessels, for example, in recent years have been ‘stretched’ from 200m to 230m with a draught increasingly over 10m. In practice this means that the number of berths on which they may be safely accommodated is reducing and that such quays may not be suitable in the future. Larger vessels of all classes are shortly due to enter the shipping market which may require some quays to be adapted to accommodate these new or refitted vessels.
- 7.69 Furthermore there is an ongoing requirement for the Harbour Master to review and deliver Vessel Traffic Services (VTS) in line with technological advances in navigational practices, such as e-navigation.
- 7.70 The Port Marine Safety Code, published by the Department for Transport, outlines the general duties and powers of harbour undertakings in relation to marine activities within their statutory area - these reflect the measures which harbour authorities must adopt to fulfil their duties in

accordance with agreed national standards. The latest version of the Code was published in October 2009.

Policy

- 7.71 ABP will continue, in accordance with Government policy for the South East, to plan for and provide the infrastructure needed to maintain and enhance the Port of Southampton as an international deep-sea gateway port to the benefit of the sub-region, the region and the nation in a sustainable and environmentally responsible manner.
- 7.72 ABP will continue to comply with the duties outlined in the Port Marine Safety Code and review VTS services for all harbour users, taking account of the latest technological advances.

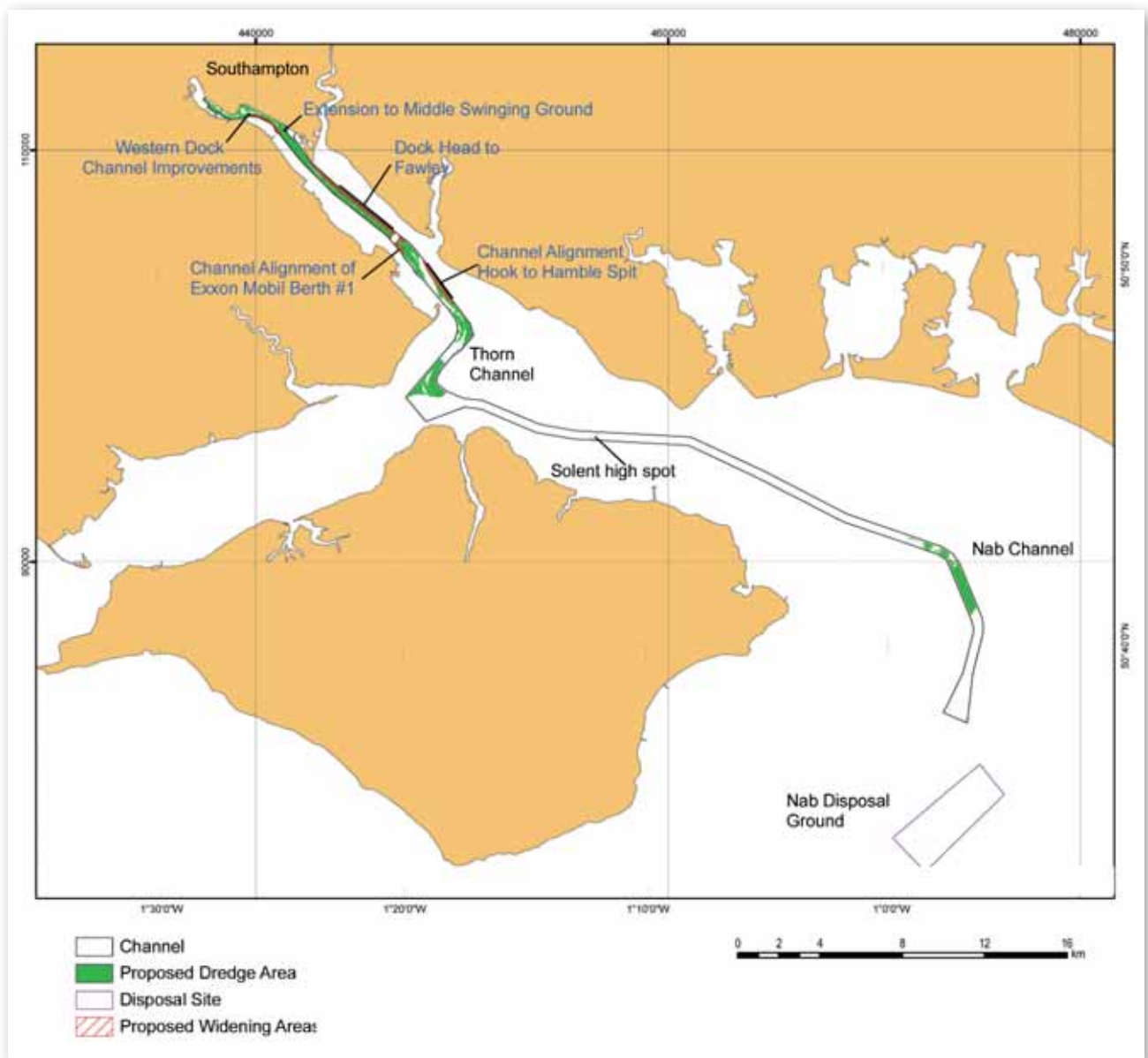


Figure 7.5: Proposed improvements to the approach channel to the Port of Southampton.
Source: ABP



Southampton's container terminal and Redbridge Vehicle Terminal © Copyright DP World Southampton

DB Schenker operates regular services from the Port



Chapter 8

Intermodal Connections

(road, rail and coastal shipping)

Contents

- 8.1 This chapter describes the Port's existing inland access routes and provides an indication of the modal split of traffic passing through the Port.
- 8.2 It considers the likely impact of the Port's growth expectations on inland access routes. It also sets out the plans of those responsible for these routes to continue to provide for the needs of the Port.

The Port of Southampton is one of only 10 ports recognised by the Government as key international gateways to the UK.

Introduction

- 8.3 Inland access routes are vital so that import and export cargoes can be transported efficiently to and from the Port with the minimum of delays.
- 8.4 Over time the modal choice of customers, and therefore the impacts of traffic growth, are likely to be mainly determined by the transport options and connectivity they find available.
- 8.5 Local, regional and national transport policy and investment will therefore have a critical role in influencing their choice going forward.

Southampton: A key transport hub

- 8.6 The Department for Transport (DfT) report 'Delivering a Sustainable Transport System' (2008) – produced in response to the Eddington study¹ and the Stern² review – sets out how the Government will deliver a sustainable transport

system, in which the strategic national transport infrastructure of the country is defined. The Port of Southampton is identified as one of 10 ports which make up the country's key international gateways and a component of the nation's transport system.

- 8.7 The report also identifies 14 Strategic National Corridors, two of which serve Southampton (see Figure 8.1):
- London – Southampton corridor (Corridor 3); and
 - South Coast Ports (Southampton and Portsmouth) – Midlands corridor (Corridor 4).
- 8.8 The DfT's report, 'Delivering a Sustainable Transport System' (DaSTS), published in November 2008, states that the UK Government is committed to investing in improved access to the nation's key international gateways³ – a theme that is critical in light of the growth forecasts for the Port.
- 8.9 In respect of the road access to the Port, the accompanying document 'Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond' proposes to classify the A35 / A33 road access from the M271 to the Port entrances as of national/international importance⁴. It is similarly proposed to upgrade the classification of the A34 between the M3 and M40 to national/international status. These proposals would result in the wider road access to the Port having a national/international status.

¹ The Eddington Transport Study, Sir Rod Eddington, December 2006.

² Stern Review on the Economics of Climate Change, Sir Nicholas Stern, 2006.

³ Paragraph 4.24 - Delivering a Sustainable Transport System, Department for Transport, November 2008

⁴ Paragraph 4.24 - Delivering a Sustainable Transport System – Consultation on Planning for 2014 and beyond, Department for Transport, November 2008

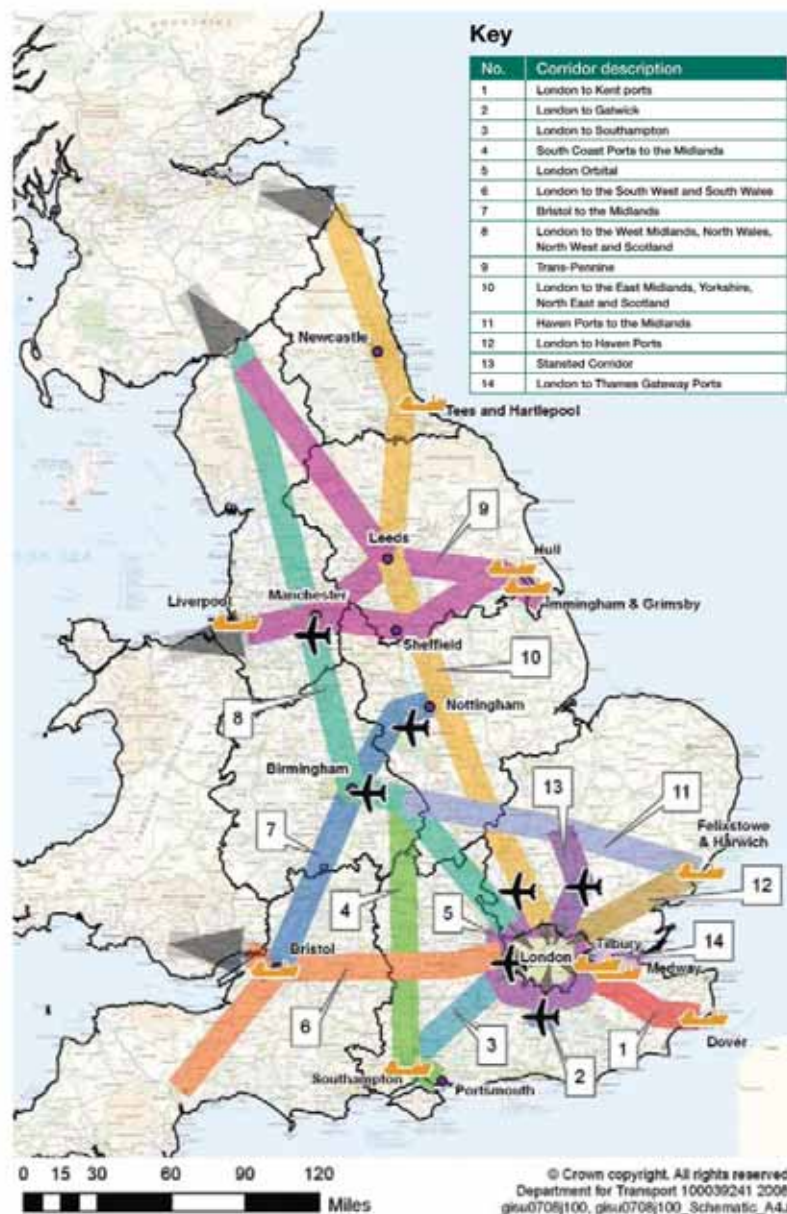


Figure 8.1: UK Strategic National Corridors.
Source: DfT.

The situation today

The principal driver of cargo flows moving to and from the Port over land is containers.

Modal share

8.10 The principal driver of cargo flows moving to and from the Port over land is containers. This traffic mainly has its origin and destination at Southampton's container terminal, which handled over 900,000 boxes in 2008 (equating to approximately 1.5 million TEU⁵).

8.11 At the moment around 70% of containers are transported to/from other destinations in Britain by road; rail moves around 25%, with coastal shipping accounting for the balance (5%).

8.12 Historically, the proportion of container cargo moved by rail has been as high as 35% but in recent years has fallen due to the increasing volume of new taller 9'6" containers. These new containers cannot be moved on standard rail wagons due to height restrictions on the existing rail network. This situation is now being addressed and should lead to an increase in rail's modal share.

⁵ Twenty Foot Equivalent Unit, the industry standard measure of container capacity

8.13 Although 10 trains per week transport motor vehicles to the Port, the majority of the Port's motor vehicle trade travels to/from the Port by road.

Road

The Port's container terminal has been at the forefront of implementing a 'smart' vehicle booking system to maximise the efficiency of the movement of containers by road.

8.14 The main road access corridors for HGV freight to and from Southampton are the A35 Redbridge Road, M271, M27, M3 and A34 to London, the West, the Midlands and the north of England.

8.15 There are four main vehicle access points from the highway network into the Port Estate – Dock Gate 4 (Eastern Docks) and Dock Gates 8, 10 and 20 (Western Docks).

8.16 Under the present lorry routing agreements between Southampton City Council, the Freight Transport Association, ABP and other commercial transport bodies, access for heavy goods vehicles to the whole of the Port is via the A35 Redbridge Road (see Figure 8.2).

8.17 A recent analysis⁶ of traffic flows from Southampton's container terminal, which represent a significant element of total traffic flows generated by the Port, showed that:

- Existing operations at the container terminal cater for around 4,000 two-way HGV movements per day; and

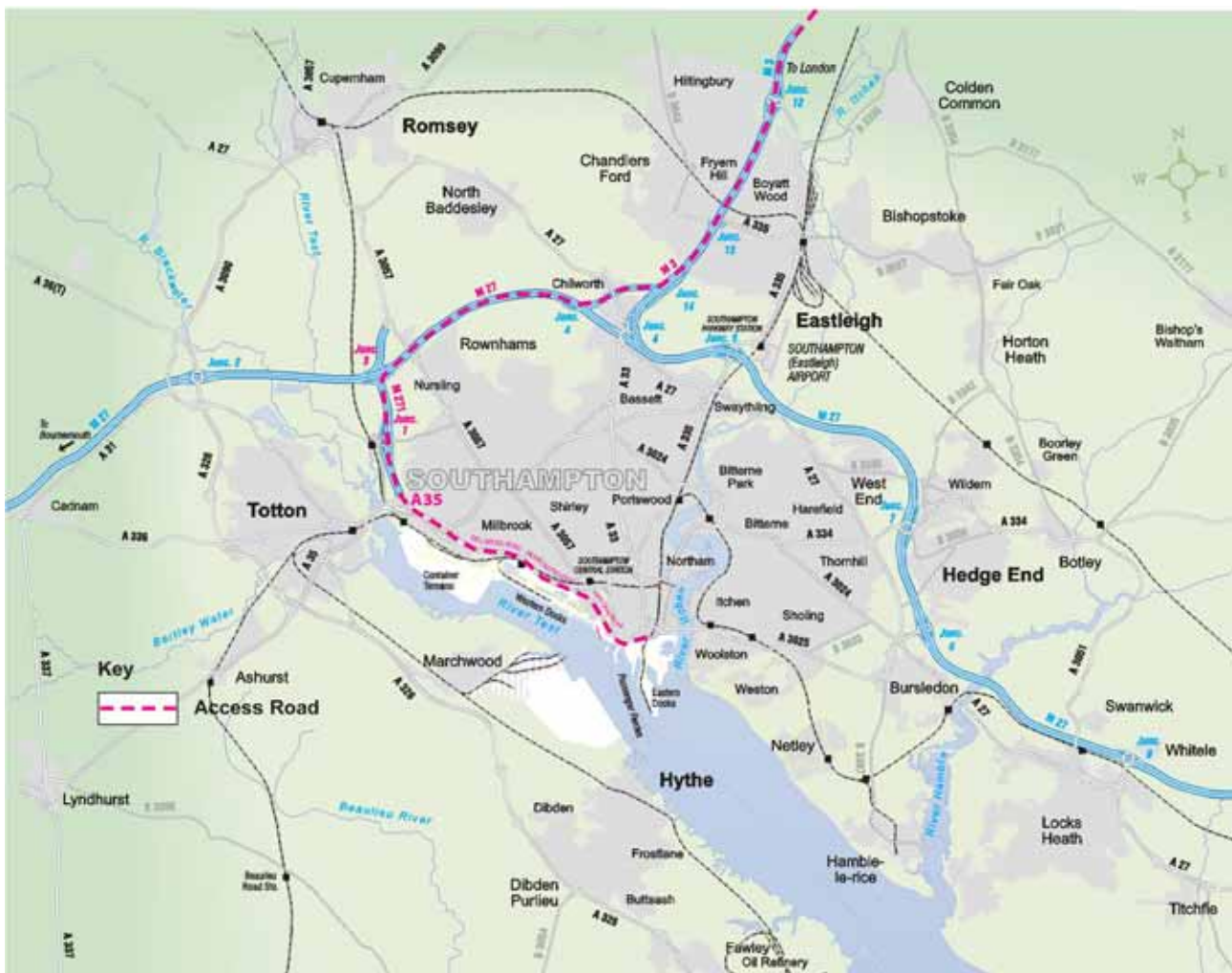


Figure 8.2: Main road access route

6 Source: David Tucker Associates, Transport Planning Consultants, 2008

- The peak throughput of the Port occurs between 1200hrs – 1600hrs and therefore does not necessarily coincide with highway peak periods.

8.18 For container traffic, Southampton's container terminal, which is operated as a joint venture between DP World and ABP, has been at the forefront of implementing a 'smart' vehicle booking system (VBS) to maximise the efficiency of the movement of containers by road.

8.19 VBS enables the terminal to control the number of HGV movements booked to arrive at the terminal, thereby assisting in smoothing out HGV flows from peak hours to off-peak hours.

Rail

The majority of rail traffic to and from the Port is from the Midlands and the North.

8.20 The recent report 'Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond' treats all rail freight as strategic. Both the London to Southampton and south coast ports to the Midlands routes are identified as strategic national corridors in respect of rail freight.

8.21 The majority of rail traffic to and from the Port is from the north, with significant flows from the Midlands, the North West and Scotland.

8.22 The main route from the Port is via Basingstoke, Reading, Didcot and Leamington Spa, where the line branches to join the West Coast Main Line at Birmingham and Nuneaton.

8.23 An alternative route via Romsey and Salisbury provides access to the west of England and offers an alternative to the main northerly route in case of engineering works, for example.

8.24 The Port's rail network has separate access to the Eastern and Western Docks, providing access to five rail terminals:

Eastern Docks

- Car terminal, currently capable of handling up to 3 trains per day
- Cruise terminal connection to the QEII Cruise Terminal for passengers travelling on charter trains.

Western Docks

- Intermodal container terminal at berth 109, capable of handling 10 trains per day and operated by DB Schenker
- Car terminal, capable of handling one train a day
- General purpose rail terminal, handling bulk products and scrap.

8.25 In addition, the rail logistics company Freightliner operates two container terminals adjacent to the Port (Maritime Terminal and Millbrook Terminal), both of which are used for high-volume intermodal container services originating from the Port's container terminal.

8.26 In total these terminals are capable of handling 16 trains a day or approximately 300,000 containers per year.

Coastal

8.27 The Port handles a number of coastal feeder services, primarily in relation to the container terminal. Ordinarily weekly services operate between Southampton and the UK's east and west coasts and Ireland.

The situation tomorrow

Increasing the use of rail and coastal shipping and maintaining effective road connections will ensure that transport connectivity is fit for purpose in the years ahead.

- 8.28 To ensure that connectivity across all modes is fit for purpose in the years ahead, we believe it is important to increase the use of rail and coastal shipping, as well as maintaining effective road connections.

Modal share

- 8.29 Our aspiration is to increase rail's share of container traffic at the Port to more than 40% by 2030 and at least treble the coastal share by the same year. We are also focused on helping to promote the use of more sustainable modes for other trades such as motor vehicle imports and exports.

- 8.30 Our aspirations are very much in line with local, regional and central Government policy. In the DfT's 'Delivering a Sustainable Transport System' the Government sets out clear goals that, as the Eddington Report emphasised, take full account of transport's wider impact.

- 8.31 These goals include:

- Supporting national economic competitiveness and growth by delivering reliable and efficient transport networks; and
- Reducing transport's emissions of carbon dioxide and other greenhouse gases to tackle climate change.

- 8.32 Both goals can be regarded as part of the basis for seeking to recalibrate the modal share of traffic moving to/from ports. Increasing the share of rail and coastal is not just a part of tackling climate change. It also part of building network resilience and a robust supply chain.

- 8.33 The ambition to increase rail's market share for containers is backed by evidence produced by MDS Transmodal. Using assumptions consistent with the national rail forecasts produced for the Rail Freight Group and the Freight Transport Association, Great Britain Freight Model modelling suggests that rail modal share from Southampton can rise to 39% by 2020 and then to 49% by 2030.



Land Rover Freelanders are exported via the Eastern Docks

- 8.34 This predicted increase largely reflects the expected impact of the increased numbers of large rail-connected warehousing sites which reduce the cost of rail transport by minimising the distance of road haul to the final destination.

- 8.35 Government at all levels, including delivery agencies such as Network Rail and the Highways Agency, will have an essential role in helping to achieve an increase in rail and coastal market share, as well as making sure road connectivity is efficient and effective.

- 8.36 ABP has a strong record of working in partnership in support of such efforts.

Government at all levels will have an essential role in helping to achieve an increase in rail and coastal market share.


Road

- 8.37 In January 2009 the DfT announced that up to £6 billion would be spent improving various national roads of importance, including the implementation of hard shoulder running between junctions 9 and 14 of the M3 (between Winchester A34 junction and Southampton).

- 8.38 As noted, the DfT's DaSTS Consultation Paper, 'Consultation on Planning for 2014 and Beyond', proposes to reclassify the A34 from regional to national/international. This is because the road provides access to a 'gateway' (i.e. the Port) and a 'strategic destination'.

- 8.39 During the master plan period we expect that the Dibden reclaim will be developed for port use. It is likely that the A326 road will require some upgrading to accommodate additional HGV movements to and from the Port extension, dependent on the nature of development.

See
Chapter 7:
Infrastructure Requirements




Rail

The Port of Southampton is viewed as strategically important by Network Rail.

- 8.40 The first step towards increasing rail's market share has already been taken. By working together with a range of partners, including the South East England Development Agency (SEEDA), DP World Southampton (DPWS), Network Rail and the UK Government, funding has been secured and work is progressing on a major project to upgrade the main rail route from Southampton to Birmingham and the West Coast Main Line at Nuneaton.
- 8.41 The £70 million Solent Midlands Advancement of Rail Transport (SMART) project has received contributions towards the capital cost from SEEDA and ABP, as well as the UK Government's Transport Innovation Fund and Network Rail. It is designed to allow the newer, taller 9'6" containers to be carried on standard height rail wagons and will therefore allow rail to improve its market share over time. The planned completion date of this major upgrade is spring 2011.
- 8.42 Additionally, the Government has agreed funding of £425 million to be spent tackling the existing bottleneck at Reading, one of the most critical rail hubs in the UK and where the northerly route from Southampton crosses the Great Western main line. Preliminary works are expected to start this year; the main works are expected to be completed in 2015.
- 8.43 The Port of Southampton is viewed as strategically important by Network Rail⁸, which is engaged in a co-ordinated strategy of continuing to improve rail access (see Figures 8.3 and 8.4).
- 8.44 Other rail enhancements that are currently being assessed include gauge enhancements to three diversionary routes used by Southampton rail traffic to provide system resilience in the event of line closure.
- 8.45 Another important issue for rail is increasing terminal capacity. Working through the SEEDA-led IMPACTE Interreg project, in 2006 ABP successfully secured part-funding towards a new £2 million rail container loading facility in the Western Docks. Operated by DB Schenker, the facility now handles up to 10 trains per day.
- We will encourage the maximum possible use of rail to transport cargo.
- 8.46 The Freightliner Maritime rail terminal has also been identified as being capable of expansion in the future by reconfiguring the terminal and upgrading cranes. This will be required to maximise the volume of container traffic carried by rail.
- 8.47 We expect that the strategic land reserve at Dibden will need to be brought into use during the master plan period. As Dibden is located close to the existing Totton to Fawley branch railway line, we intend to encourage the maximum possible use of rail to transport cargo. Possible improvements to the branch line at its junction with the London to Weymouth mainline at Totton may be required to accommodate freight movements associated with such development.

See
Chapter 7:
Infrastructure Requirements



⁸ See Network Rail Freight Route Utilisation Strategy Draft for Consultation, September 2008.

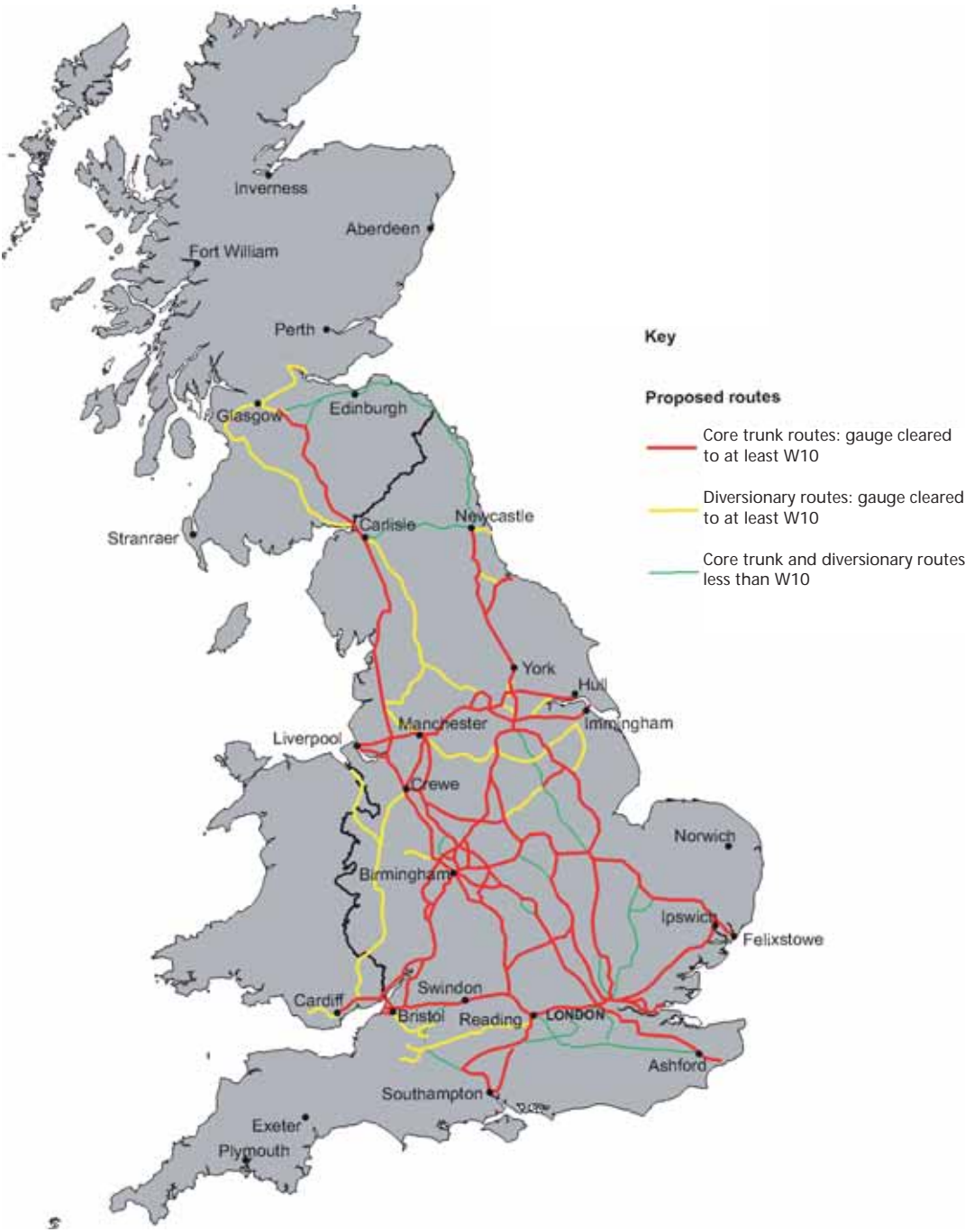


Figure 8.3: Network Rail proposed strategic freight network.
Source: *Strategic Business Plan, Network Rail (April 2008)*.

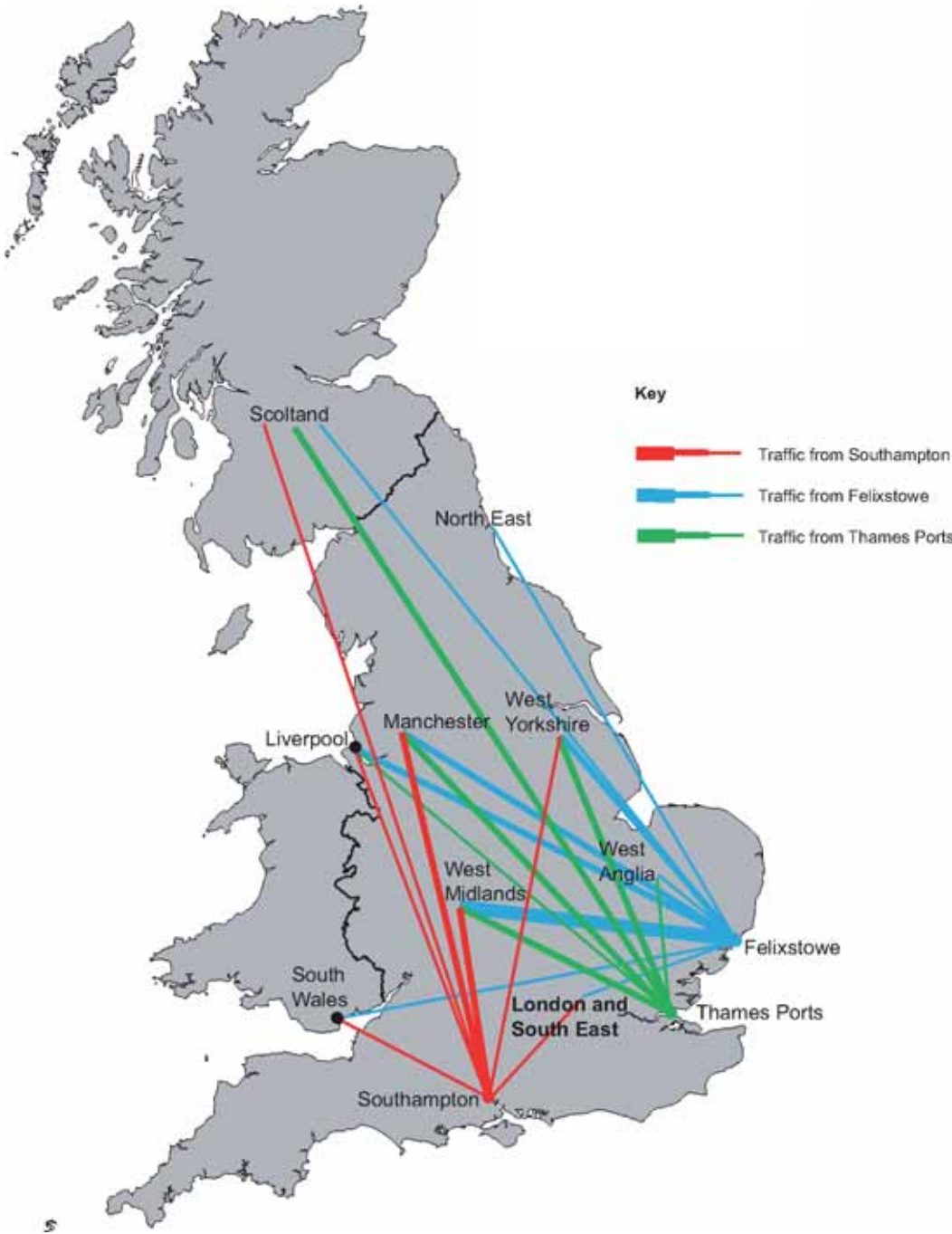


Figure 8.4: Main container flows anticipated in 2030.
Source: Strategic Business Plan, Network Rail (April 2008).

Coastal

We are working hard to encourage new coastal shipping services from the Port to increase the amount of freight moved by water.

- 8.48 ABP is a member of Freight by Water, the joint DfT/Industry body set up to promote the use of water for moving freight.
- 8.49 Coastal shipping offers a range of clear benefits, which include helping to relieve pressure on limited road and rail capacity. A port's ability to attract coastal feeder services depends on the scale of its deep-sea activities. There is a clear relationship between the ability to deliver coastal shipping services and the volume throughput of a deep-sea container terminal.
- 8.50 We are convinced that the share of cargo moved by coastal shipping between Southampton and destinations in Britain is too low and that the full potential to move cargo around our coast has yet to be realised.
- 8.51 We are therefore working hard to encourage new coastal shipping services from the Port. As part of our strategy to boost coastal volumes, the container terminal recently added a fifth berth aimed specifically at feeder vessels of up to 150m in length.
- 8.52 We are also strongly committed to supporting wider industry efforts to deliver a step-change in coastal shipping across the UK as a whole. We are in the process of building an evidence base to help Government create the necessary conditions to achieve that change.

Cruise

- 8.53 The majority of the Port's cruise passengers arrive and leave the Port by road, either by car or coach. Many also choose to use the train, including special charter trains which can have direct access to the Port's cruise terminals.



RCCL is one of the world's most prestigious cruise lines and is a regular caller to the Port of Southampton

- 8.54 Over time the modal choice of customers, and therefore the impacts of passenger growth, are likely to be mainly determined by the transport options and connectivity they find available.
- 8.55 Local, regional and national transport policy and investment will, therefore, have a critical role in influencing their choice going forward.

Policy

- 8.56 ABP will work with network providers to ensure that the Port's future access requirements and needs are included in their policies and programmes.



Cunard's two Queens at the Port of Southampton

Chapter 9

Environment

See
www.abports.co.uk
 for details of ABP's
 environmental policy



Introduction

- 9.1 This chapter provides details of ABP's environmental policy and approach to protecting the environment.
- 9.2 It encompasses such diverse matters as day-to-day good environmental practice, air quality, noise and nature conservation.

Environmental Management Systems

- 9.3 ABP's policy is to manage its obligations to the environment in a responsible manner and to develop its ports and transport business so as to meet the needs of the country's trade in a way which has due regard for sustainable development both for our business and for the environment.
- 9.4 A full explanation of our environmental policies and practices is outlined on our website and summarised below.
- 9.5 ABP's Environmental Management Framework (see Figure 9.1) identifies the roles and responsibilities of all of its employees, starting with the Chief Executive, thus ensuring a level of ownership and stewardship of environmental issues as staff are going about their everyday activities.
- 9.6 We have developed a risk-based appraisal of all activities, facilities and cargoes handled at the Port. This enables us to determine where resources and focus should be placed in order to prevent environmental damage and to determine an appropriate response should an incident take place.

As a major port operator and landlord, we recognise the need to constantly monitor our consumption of resources.

Sustainable operations

- 9.7 Our concern for the environment is not confined to the way we undertake development projects but extends to the way we operate.
- 9.8 As a major port operator and landlord, we recognise the need to monitor our consumption of resources. We monitor electricity and water usage and the Port's carbon footprint. This level of monitoring provides a baseline set of data against which we can measure resource efficiency projects and implement measures to reduce consumption within our ports.
- 9.9 We are committed to working closely with the Port's appointed waste contractors to minimise the quantity of waste generated, find ways to recycle or reuse materials and divert any waste streams, as far as possible, away from landfill.
- 9.10 We report on our environmental performance in our annual Corporate Responsibility (CR) report and a comprehensive environmental management system ensures that our staff are appropriately trained.
- 9.11 Almost every aspect of the Port's environmental function and performance is governed by UK and / or European legislation. Compliance with environmental legislation is of paramount importance and we work closely wherever possible with regulators and legislators, both at central Government level and locally, in the ongoing development and implementation of new and existing legislation.

See
www.abports.co.uk/files/2008%20cr%20report%20final.pdf
 for ABP's latest CR Report



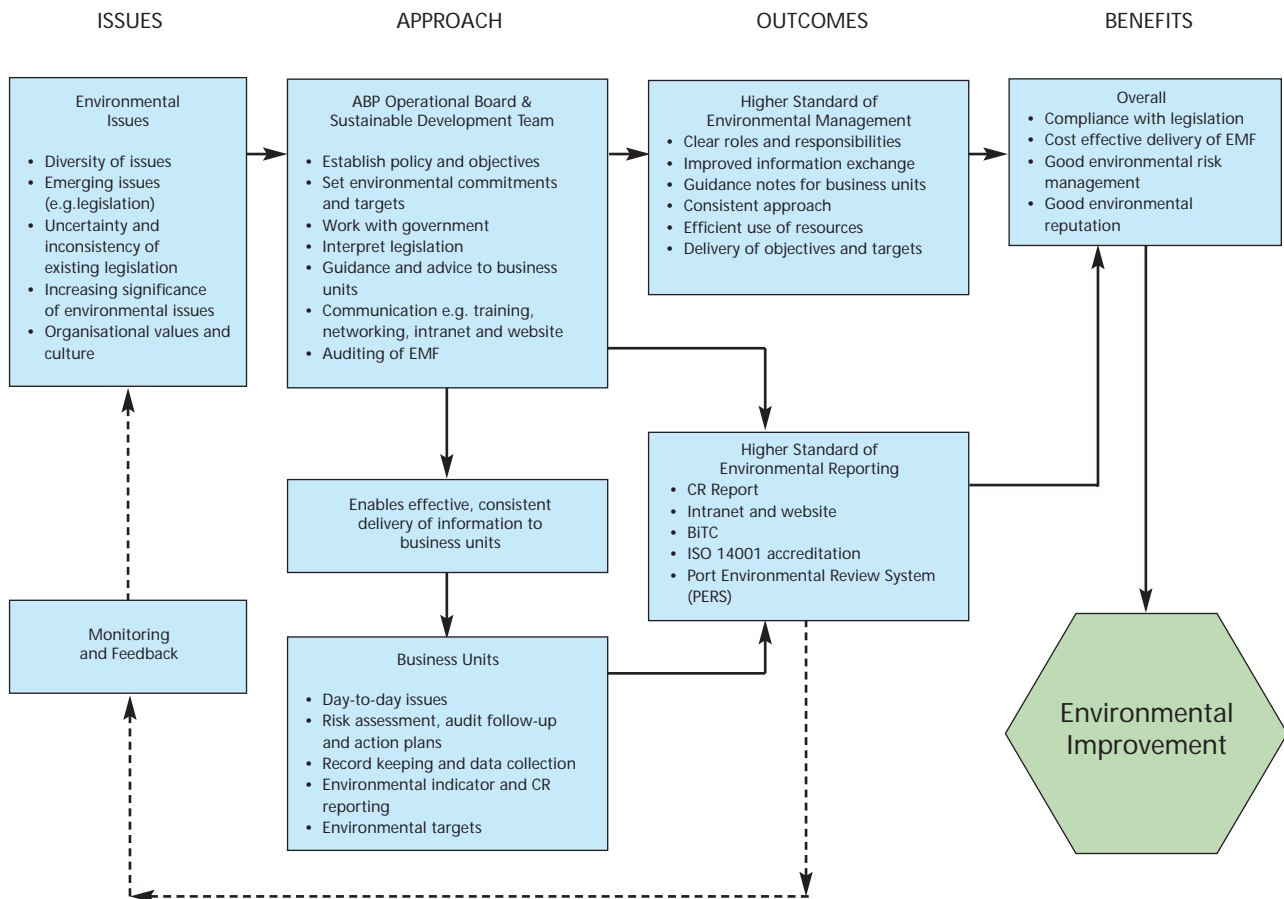


Figure 9.1: Environmental Management Framework

Planning for sustainable development

We place considerable emphasis on managing our responsibilities and obligations to the environment.

9.12 Chapter 7 identifies the following infrastructure requirements to accommodate anticipated growth in trades up to 2030. These requirements are:

- Additional container storage in the Western Docks;
- Construction of multi-deck car compounds in the Eastern and Western Docks for ro-ro cargo and cruise passenger parking;
- Appropriate re-routing of port roads in the Western and Eastern Docks;
- Construction of a fifth cruise terminal, most probably in the Western Docks; and

- Construction of port facilities on the Dibden reclaim together with required road, rail and navigational access requirements.

9.13 In addition to the above, maintenance dredging is an ongoing requirement of the Port in order to maintain safe and navigable depths of water. This activity is normally undertaken twice per year, generally during spring and autumn.

9.14 At the master planning stage it is typically not possible to identify detailed enhancement, mitigation or offsetting measures in relation to the overall development strategy. This chapter therefore identifies the likely environmental issues which will be required to be considered in detail in relation to individual development projects as and when they are brought forward whilst acknowledging that environmental impacts may vary greatly depending on location, activities and the nature of proposed development.

- 9.15 In this context it should be noted that applications for two projects, namely:
- works to accommodate larger ships at berths 201 and 202; and
 - deepening and widening the navigational approach channel,
- were submitted to the Government in December 2008, accompanied by comprehensive environmental statements. These projects are not considered further within this chapter.

See
www.mfa.gov.uk/environment/works/projects-statements.htm#southampton

- 9.16 ABP is committed to conservation and enhancement of estuaries and other important habitats close to the Port. In developing the Port we will look to work with regulators and non-governmental organisations to find cost-effective means of achieving real sustainability. In developing the Port we will have regard to appropriate environmental objectives, as well as social and economic objectives, and seek to collaborate with relevant regulators and bodies as encouraged by policy NRM8 of the South East Plan.
- 9.17 We have already demonstrated elsewhere our commitment to this type of process by the creation of new inter-tidal habitats in compensation for developments at a number of European sites in the Humber Estuary.

Expansion of Port Facilities at Dibden

- 9.18 It is recognised that any development proposal associated with the expansion of port operations on the Dibden reclaim must be managed with due regard to the features and designations applicable to the site and its surroundings. Specific consideration will be applied to the design of development proposals to identify the most sustainable way to accommodate the Port's expansion needs.
- 9.19 The Dibden foreshore has been designated as a Special Protection Area (SPA) and a Ramsar site and as a Site of Special Scientific Interest (SSSI),

whilst the Dibden reclaim has been identified as a SSSI. The Dibden reclaim adjoins the New Forest National Park.

- 9.20 Creation of deep-sea berths at the Dibden reclaim site will require construction activity as well as dredging operations to take place within, or close to, the SPA and SAC boundaries. It is anticipated that any proposal is likely to result in a loss of intertidal area.
- 9.21 Such loss of habitat would require an appropriate assessment to be undertaken in accordance with the Habitats Regulations. This assessment would take into account the implications for the conservation objectives of the relevant sites. Additional information on this process is contained within the 'Shadow Appropriate Assessment' (SAA).
- 9.22 The SAA is a framework document which identifies the likely issues which would need to be considered in respect of the development of port related facilities at Dibden. The document includes information relating to:
- The designated sites which may be directly or indirectly affected by development;
 - The requirements of Appropriate Assessment;
 - Consultation;
 - Conservation objectives and targets; and
 - In-combination effects with other plans and projects.
- 9.23 Any proposal at Dibden will also have proper regard to the adjacent New Forest National Park, and relevant policies in the South East Plan; the National Park Core Strategy and Management Plan and the New Forest District Core Strategy documents.

Environmental Considerations

- 9.24 The following sections identify the principal environmental issues, which may require consideration as part of the infrastructure development process. Each section contains a brief baseline analysis of the port and harbour area, followed by consideration of the implications for each environmental issue, concluding with the approach to be adopted by ABP.

9.25 Table 9.1 lists the environmental issues that have been identified as being likely to require consideration at the detailed design stage for each infrastructure project.

Biodiversity

9.26 Southampton Water and the Solent have long been recognised for their high biological and nature conservation importance.

9.27 There are a number of sites of designated international nature conservation interest in the vicinity of the Port. These include areas listed as Ramsar sites¹, classified as Special Protection

Environmental Topics Identified as requiring further Assessment

Identified Infrastructure Requirement	Air Quality	Agriculture	Archaeology and Cultural Heritage	Beneficial Use of Dredged Material	Biodiversity	Climate Change	Communities	Contamination	Energy Efficiency	Fisheries	Flood Risk	Landscape	Lighting	Marine Processes	Navigation	Noise	Recreation	Transport	Waste	Water Quality
Maintenance Dredging				✓	✓			✓		✓					✓	✓				✓
Additional container storage in the Western Docks	✓					✓		✓	✓		✓		✓			✓		✓	✓	
Construction of multi-deck car compounds in the Eastern and Western Docks for ro-ro cargo and cruise passenger parking	✓					✓		✓	✓		✓		✓			✓		✓	✓	
Appropriate re-routing of dock roads (Western and Eastern Docks)	✓							✓			✓					✓			✓	
Construction of a fifth passenger cruise terminal, most probably in the Western Docks	✓					✓		✓	✓		✓		✓		✓	✓		✓	✓	
Construction of additional cargo sheds (Western or Eastern Docks)	✓					✓		✓	✓		✓		✓			✓			✓	
Construction of port facilities on the Dibden reclaim and associated surface and marine access	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 9.1: Environmental issues identified as likely to require consideration at detailed design stage for each infrastructure project

¹ Ramsar sites are listed under the International Convention on Wetlands of International Importance, especially as waterfowl habitat, signed at Ramsar, Iran in 1971.

Areas (SPAs)² and designated as Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI)³. SPAs and SACs are collectively known as 'European Sites'.

9.28 Table 9.2 identifies all of the national and international sites within or adjacent to the Port which have been designated for nature conservation purposes.

9.29 Boundaries of designated land in relation to the Port estate are shown in Figure 9.2.

9.30 The Habitats Regulations 1994 set out the process by which development can be allowed to take place within European sites. UK policy, as set out in Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9), is that Ramsar sites should also be afforded the same protection.

9.31 Where a plan or project that is not primarily concerned with, or necessary to, the management of the site is likely to have a significant effect on a European site, an

Site	Summary of interest features
Solent and Southampton Water SPA and Ramsar site	Breeding: common tern, little tern, roseate tern, sandwich tern, Mediterranean gull. Wintering: black-tailed godwit, dark bellied Brent goose, ringed plover, teal. >20000 waterfowl.
Solent Maritime SAC	Primary: estuaries, Spartina swards, Atlantic salt meadows. Secondary: sandbanks, mudflats, lagoons, vegetation of drift lines, vegetation of stony banks, Salicornia community on mud and sand, dunes.
River Itchen SAC	Primary: Ranunculion fluitantis and Callitriche-Batrachion vegetation, southern damselfly, bullhead. Secondary: white-clawed crayfish, brook lamprey, Atlantic salmon, otter.
New Forest SPA and Ramsar site	Breeding: nightjar, woodlark, honey buzzard, Dartford warbler, hobby, wood warbler. Wintering: hen harrier. Mire sites feature in the Ramsar listing.
New Forest SAC	Woodland, heath and associated habitats.
Lower Test Valley SSSI	Chalk stream flora and fauna.
Eling and Bury Marsh SSSI	Saltmarsh and intertidal mudflats.
Dibden Bay SSSI	Invertebrate assemblage, breeding lapwing.
Lee on the Solent to Itchen Estuary SSSI	Intertidal mudflats with littoral fringe of saltmarsh, reedbed, grasslands and deciduous woodland.
Hythe to Calshot Marshes SSSI	Saltmarsh and intertidal mudflats.
North Solent SSSI	Intertidal mudflats and saltmarsh as well as shingle beaches and spits, fresh and brackish marshlands.

Table 9.2: Wildlife designations in Southampton Water and on surrounding land

² SPAs are classified under European Council Directive 79/409/EEC on the conservation of wild birds (The Birds Directive). SACs are designated under European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (The Habitats Directive).

³ SSSIs are classified under the Wildlife and Countryside Act 1981 (as amended) for the protection of flora and fauna.

See
Chapter 7:
Infrastructure Requirements

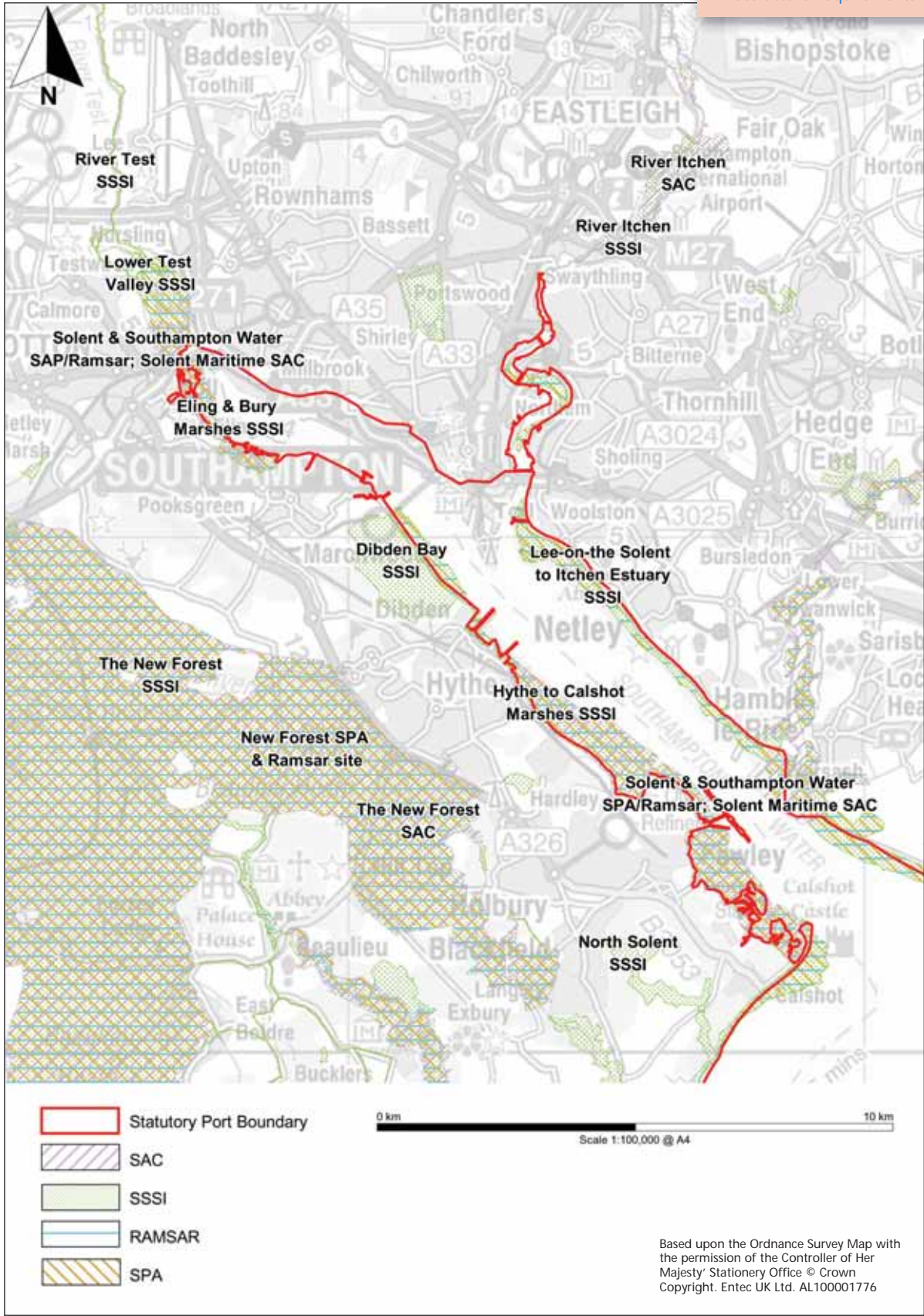


Figure 9.2: Designated wildlife sites in and around Southampton Water.

appropriate assessment must be made of the implications for the site in view of its conservation objectives.

- 9.32 If this cannot conclude that there will be no adverse effect on the integrity of the site, alone and in combination with other plans and projects, permission for the development can only be given having ascertained that there are no alternative solutions and that the project is necessary for Imperative Reasons of Overriding Public Interest (IROPI). In such cases, compensatory measures must be taken to ensure that the overall coherence of the network of European sites is maintained.
- 9.33 Development within SSSIs is subject to the policies set out in PPS9 which require special circumstances to be demonstrated before development can be approved.
- 9.34 Aquatic ecology in freshwater bodies, transitional waters (estuaries) and coastal water bodies extending one nautical mile out to sea is protected by the Water Framework Directive (WFD). This will require achievement of 'good

status', which in surface water bodies comprises good chemical and good ecological status, or, in the case of water bodies designated as 'heavily modified' or 'artificial', good chemical status and good ecological potential.

- 9.35 Southampton Water is proposed for classification as a heavily modified water body. The WFD also introduces a legal requirement of 'no deterioration' in status (e.g. from 'good' to 'moderate' ecological status).
- 9.36 ABP has worked with Defra, Natural England and the Environment Agency to develop a Maintenance Dredging Protocol (MDP). With the production of a 'Baseline Document', the MDP seeks to document historical dredging activity and consider the effects of dredging on conservation status and the integrity of European Sites. The Southampton 'Baseline Document' will accompany all future maintenance dredge licence applications.
- 9.37 Biodiversity considerations associated with identified infrastructure requirements are set out in Table 9.3.

Master Plan Considerations

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	Dredging operations have the potential to affect biodiversity directly (by removal of biota and habitat) and indirectly, for example via sediment mobilisation and redeposition or changes to the hydrodynamic regime.	<p>ABP has worked with Defra, Natural England and the Environment Agency to develop a Maintenance Dredging Protocol (MDP) which ensures consideration of the effects of dredging on conservation status and integrity of European Sites. Disposal is at a licensed marine site which is monitored by government scientific advisors to check that there are no adverse effects.</p> <p>Arisings may be re-used beneficially or disposed of through an authorised route. Environmental effects of any disposal will be addressed at project level as part of the application for authorisation.</p>
Additional container storage	Development will be on the existing commercial Port estate.	No further consideration.
Multi-deck car compounds	Development will be on the existing commercial Port estate.	No further consideration.
Re-routing of dock roads	Development will be on the existing commercial Port estate.	No further consideration.
Construction of additional cargo sheds	Development will be on the existing commercial Port estate.	No further consideration.
Development on land at Dibden reclaim	The development of the reclaim will inevitably result in the removal of habitat.	<p>A proposal for port expansion on Dibden will require appropriate assessment in accordance with the Habitats Regulations given its proximity to European sites. Impacts of the proposal will be addressed at project level as part of the application for authorisation.</p> <p>Assessment of the potential for new wildlife areas will form part of the detailed design.</p>
Creation of deep-sea berths at the Dibden reclaim site	Creation of berths at the Dibden reclaim will inevitably require construction and dredging within, or close to, the SPA and SAC boundaries and result in a loss of intertidal area.	<p>Such loss of habitat would require appropriate assessment in accordance with the Habitats Regulations. Impacts of the proposal will be addressed at project level as part of the application for authorisation.</p> <p>Appropriate selection of design and construction methodologies will minimise the impact to the features and conservation targets of the affected sites.</p>

Table 9.3: Biodiversity issues to be considered in master planning at the Port of Southampton.

Water and sediment quality

9.38 There is an overriding requirement in law to avoid causing water pollution and environmental quality standards (EQS) are set for all water bodies in relation to certain pollutants, with further standards set for water bodies protected for specific uses.

We work closely with Natural England and the Environment Agency to apply the highest environmental standards in and around the Port.

9.39 The Water Framework Directive (WFD) consolidates these requirements and will replace several earlier EC Directives in time. In particular it will introduce more comprehensive EQS for

marine waters. It also introduces a legal requirement of 'no deterioration' in status.

9.40 ABP has been working closely with the Environment Agency through the South East River Basin District Liaison Panel on the application of the WFD and the development of the River Basin Management Plan to secure an appropriate strategy for protection of water quality in Southampton Water.

9.41 Southampton Water and its tributaries include shell fish waters designated for protection of water quality for shellfish growth under the EC Shellfish Waters Directive⁴, salmonid waters designated under the EC Freshwater Fish Directive⁵ and 'sensitive areas' (eutrophic) designated under the EC Urban Waste Water Treatment Directive⁶.

Site	Summary of protection
Central Solent (at the mouth of Southampton Water) – designated shellfish water (SFW)	Limits on toxic and tainting substances, suspended solids, dissolved oxygen, pH and salinity in water and guidelines on faecal bacteria in flesh.
Stanswood Bay – designated shellfish water (SFW)	As above
Approaches to Southampton Water – designated shellfish water (SFW)	As above
Southampton Water – designated shellfish water (SFW)	As above
River Itchen – Urban Waste Water Treatment Directive (UWWTD) 'sensitive area'	Requirement for nutrient removal in major discharges of treated sewage or effluent from food factories
River Test – UWWTD 'sensitive area'	As above
River Itchen – designated salmonid water (SW) above tidal limit	EQS for freshwater reaches in terms of dissolved oxygen, biochemical oxygen demand, ammonia, zinc and copper.
River Test – designated SW above tidal limit	As above

Table 9.4: Specific areas protected for surface water quality in Southampton and its tributaries.

⁴ European Council Directive 79/923/EEC on the quality required of shellfish waters (codified version 2006/113/EC) – to be replaced by WFD in 2013.

⁵ European Council Directive 78/659/EEC on the quality required of freshwaters needing protection or improvement in order to support fish life – to be replaced by WFD in 2013.

⁶ European Council Directive 91/271/EEC concerning urban waste water treatment.

- 9.42 The designations are summarised in Table 9.4 and locations are shown in Figure 9.2.
- 9.43 There are no waters designated under the EC Bathing Waters Directive⁷ within Southampton Water.

- 9.44 Management of marine sediments is governed by the Centre for Environment, Fisheries and Aquaculture Science (Cefas) and the requirements of the Marine and Fisheries Agency. Cefas adopts the Dutch quality standards (IADC/CEDA 1997) for the assessment of the chemical quality of sediments.

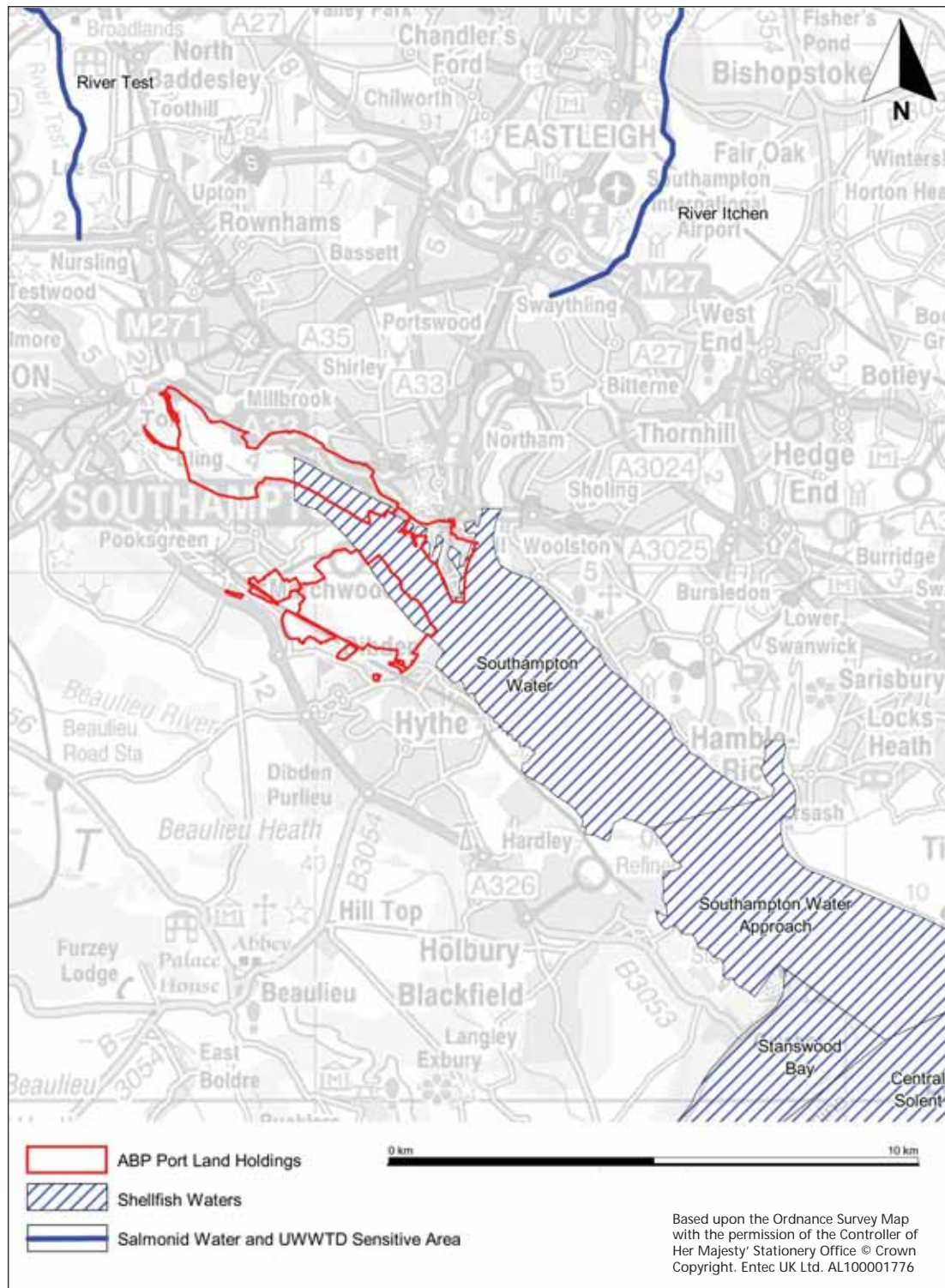


Fig 9.3: Water quality protected areas in Southampton Water

⁷ European Council Directive 2006/7/EC concerning the quality of bathing waters.

Master Plan Considerations

Redevelopment of industrial land can provide opportunities for improvement in surface water quality through use of sustainable drainage systems to reduce pollution.

- 9.45 While the salmonid waters designations for the Rivers Test and Itchen apply above their tidal limits, the fact that these rivers are used by migratory salmonid fish means that ABP must ensure that Port activities are compatible with the requirement to maintain suitable conditions for these fish in the tidal waters through which they must pass.
- 9.46 The River Basin Management Plan developed in accordance with the WFD identifies contamination of sediments by tributyl tin (TBT), formerly widely used in antifouling paints for

boat hulls, as an issue in Southampton Water. All dredged material identified for disposal is subject to a testing regime overseen by Cefas.

- 9.47 Port development has the potential to affect compliance with water quality standards, including SFW and SW standards, which could adversely affect shellfisheries in Southampton Water and the migration of salmonid fish to and from the Rivers Test and Itchen. Any proposed discharges into the Rivers Test or Itchen or Southampton Water would be subject to consents from the Environment Agency.
- 9.48 Redevelopment of industrial land can provide opportunities for improvement in surface water quality through use of sustainable drainage systems to reduce diffuse pollution.
- 9.49 Water and sediment quality considerations associated with the identified infrastructure requirements are set out in Table 9.5.

Infrastructure requirement	Key issues	Approach
Maintenance dredging	Dredging operations have the potential to affect biodiversity directly (by removal of biota and habitat) and indirectly, for example via sediment mobilisation and redeposition or changes to the hydrodynamic regime.	Determination of the type of material to be removed and the type of dredger to be employed. The majority of maintenance dredgings comprise silty material which is removed by a Trailer Suction Hopper Dredger. This methodology minimises distribution of sediments to minimise the risk of adversely affecting water quality.
	Sediments identified for removal have the potential to be contaminated from current or historical pollution	Dredgings may be re-used beneficially or disposed of through an authorised route. Environmental effects of any disposal will be addressed at project level as part of the application for authorisation. Sediment testing in accordance with Cefas requirements will be undertaken to identify a suitable method of disposal or beneficial use.
Additional container storage	Construction activity presents risks to water quality in surface and groundwaters through spillages of diesel, oils, cement, chemicals and so on, as well as from disturbance of any contaminated land.	Consideration of Sustainable Urban Drainage System (SUDS) Installation of intercepted drainage. Adoption of best construction practices.

Continued overleaf...

Table 9.5: Water and sediment quality issues to be considered in master planning at the Port of Southampton

Infrastructure requirement	Key issues	Approach
Multi-deck car compounds	Construction activity presents risks to water quality in surface and groundwaters through spillages of diesel, oils, cement, chemicals and so on, as well as from disturbance of any contaminated land.	Consideration of SUDS Installation of intercepted drainage. Adoption of best construction practices.
Re-routing of dock roads	Construction activity presents risks to water quality in surface and groundwaters through spillages of diesel, oils, cement, chemicals and so on, as well as from disturbance of any contaminated land.	Consideration of SUDS Installation of intercepted drainage. Adoption of best construction practices.
Construction of additional cargo sheds	Construction activity presents risks to water quality in surface and groundwaters through spillages of diesel, oils, cement, chemicals and so on, as well as from disturbance of any contaminated land.	Consideration of SUDS Installation of intercepted drainage. Adoption of best construction practices.
Development on land at Dibden reclaim	Construction activity presents risks to water quality in surface and groundwaters through spillages of diesel, oils, cement, chemicals and so on, as well as from disturbance of any contaminated land.	Consideration of SUDS Installation of intercepted drainage. Adoption of best construction practices.
Creation of deep-sea berths at the Dibden reclaim site	<p>Creation of berths at the Dibden reclaim will inevitably require dredging operations.</p> <p>Water quality issues, in particular levels of dissolved oxygen and suspended sediment concentrations, will be considered.</p>	Assessment of the types and quantities of materials to be dredged will influence the type of dredging plant which will minimise effects on water quality. ABP will introduce a monitoring programme to ensure checks on thresholds.

Table 9.5: Water and sediment quality issues to be considered in master planning at the Port of Southampton

Commercial fisheries

- 9.50 Southampton Water is important as a fish nursery area, particularly for bass, but fishing activity is limited, partly due to the presence of commercial shipping traffic and recreational activity.
- 9.51 There are oyster and hard clam fisheries within Southampton Water and the Solent. These shellfish production areas are Class B Areas under the EC Shellfish Hygiene Directive⁸, meaning that shellfish can only be placed on the market after purification or heat treatment.

- 9.52 There are also cockle fisheries in the central and eastern Solent which are designated as Class C areas, where more stringent controls apply.
- 9.53 The key concerns in relation to these fisheries are maintenance of benthic habitat as feeding grounds, avoidance of smothering of shellfish by re-deposition of mobilised sediment and protection of water quality. These aspects have been covered already in the sections on biodiversity and water and sediment quality.

Master Plan Considerations

- 9.54 Fisheries considerations associated with the identified infrastructure requirements are set out in Table 9.6.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	Dredging operations have the potential to affect water quality directly (by increasing suspended sediment loads and indirectly, for example via sediment deposition).	Identification of the type of material to be removed and appropriate selection of the type of dredger to be employed.
Additional container storage	Development on land is considered to have no effect on fisheries.	Not applicable.
Multi-deck car compounds	Development on land is considered to have no effect on fisheries.	Not applicable.
Re-routing of dock roads	Development on land is considered to have no effect on fisheries.	Not applicable.
Construction of additional cargo sheds	Development on land is considered to have no effect on fisheries.	Not applicable.
Development on land at Dibden reclaim	Construction activity, in particular piling, has the potential to affect migratory fisheries through the transmission of underwater noise and vibration	An assessment of the construction design options will be undertaken. The design will take into account noise and vibration transmission in the marine environment.
Creation of deep-sea berths at the Dibden reclaim	Creation of berths at the Dibden reclaim will require dredging operations, which may result in a loss of some oyster beds	Assessment of the types and quantities of materials to be dredged will influence the selection of dredging plant. Seasonal restrictions may have to be implemented. Implementation of a water quality monitoring programme to control thresholds.

Table 9.6: Fisheries issues to be considered in master planning at the Port of Southampton

⁸ European Council Directive 91/492/EC laying down the health conditions for the production and the placing on the market of live bivalve molluscs (The Shellfish Hygiene Directive).

Climate Change and Flood Risk

9.55 The global community, in recognising the impacts of climate change, will have to meet challenging targets if those impacts are to be managed. The Intergovernmental Panel on Climate Change (IPCC) advises that the sooner nations start adapting to climate change, the better equipped we will be to manage higher temperatures, increased rainfall and the other potential climatic changes.

9.56 The Department for Environment, Food and Rural Affairs (Defra) has identified a number of potential changes which may arise as a result of climate change including:

- an increase in the risk of flooding and erosion;
- greater pressure on drainage systems;
- increased likelihood of winter storm damage;
- loss of habitat for wildlife;

- summer water shortages and low stream flows;
- increased risk of subsidence (in areas where subsidence is already a problem);
- increased demand for summer cooling; and
- buildings becoming uncomfortably hot in summer.

9.57 The UK government has set some demanding targets for the country's environmental performance. By 2020 the UK Low Carbon Transition Plan⁹ identifies a 34% reduction in greenhouse gas emissions (from 1990 levels) and an 80% reduction by 2050.

9.58 One of the main challenges facing the ports industry is the increased risk of flooding. A number of factors can contribute to the causes of flooding from overtopping of quays, including sea-level rise, tidal surges, extreme wave heights, potentially in combination with fluvial (river) flood flows. Flooding may also result from overwhelming of the capacity of drainage

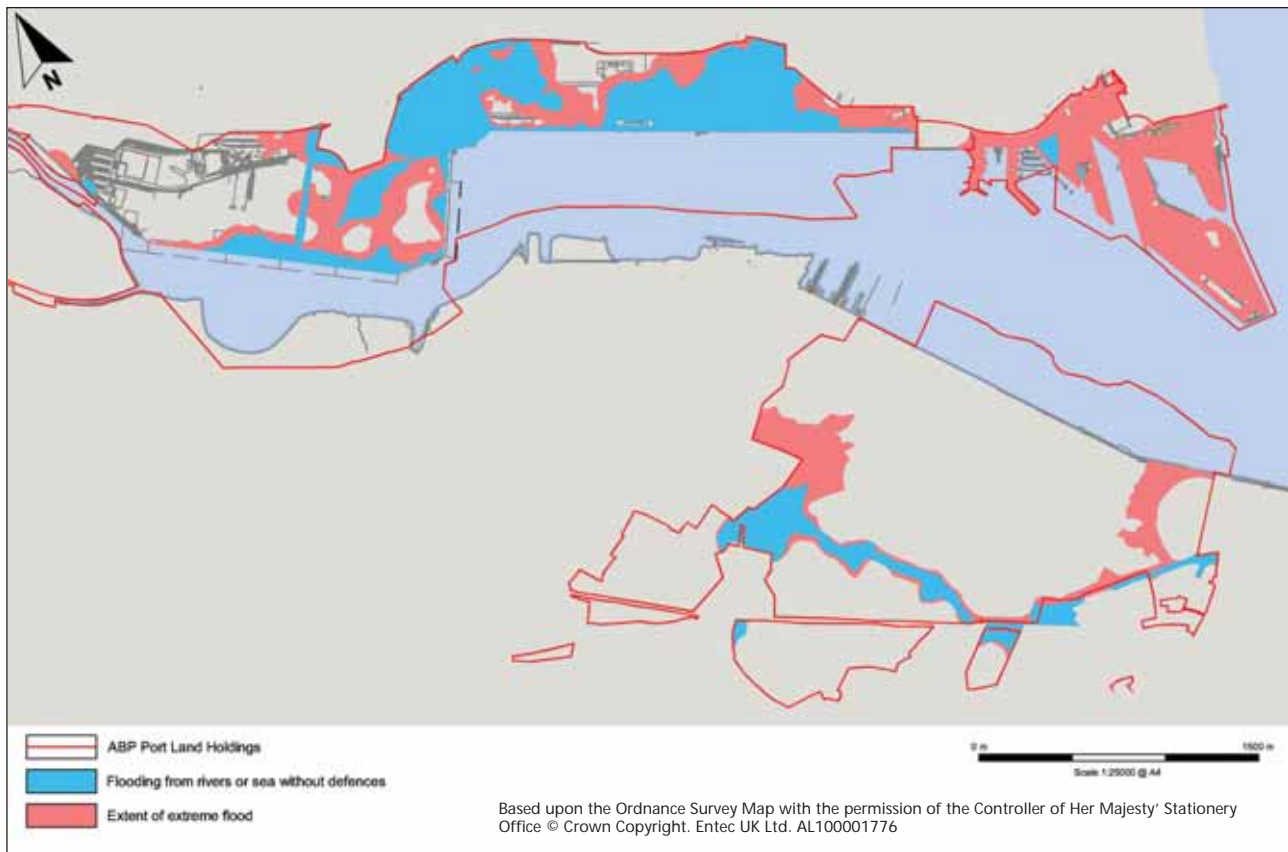


Figure 9.4: Flood risk zones in the Port of Southampton area.

9 DECC July 2009.

infrastructure, including culverts, surface water drainage and sewerage systems. Flood risk zones are mapped in Figure 9.4.

9.59 Sea level rise is a function of both isostatic changes in land movement and eustatic changes in water level due to climate change. The warming climate and the melting of the icecaps are causing sea levels to rise across the globe.

9.60 The height of the quay level at the Port is 3.5m Above Ordnance Datum (AOD), equivalent to 6.25m above Chart Datum. Mean high water levels are approximately 1.35m AOD. The highest ever water level recorded was in 2008 at 2.85m AOD.

9.61 Predicted sea rise rates, based on a vertical land movement of -0.8mm per year, and predicted extreme sea levels for events occurring on average once every 200 years and once every 1,000 years, are given in Table 9.7.

9.62 These figures show that by 2030, existing port operational areas will be at risk of flooding at a probability of between once in 200 years and once in 1,000 years.

9.63 Sea level rise will also exacerbate the phenomenon of 'coastal squeeze', whereby mudflat areas are advancing inland towards existing sea defences, reducing the area of saltmarsh habitat on the upper shore. Port development and the beneficial use of dredged material may provide an opportunity to contribute to long term estuary management.

9.64 Future decisions on infrastructure provision will take account of whether particular flood-sensitive uses should be placed on higher parts of the site or whether flood risk management measures should be implemented to protect the activity on lower parts of the estate.

Master Plan Considerations

9.65 Future decisions on infrastructure provision will take account of climate change adaptation measures, such as construction materials and identifying appropriate technologies to minimise

Years	Annual rise (mm)	1:200 year peak level mAOD	1:1000 year peak level mAOD
1990		3.0	3.2
1990-2025	4.0		
2025		3.1	3.3
2025-2055	8.5		
2055		3.4	3.6
2055-2085	12.0		
2085		3.8	4.0
2085-2115	15.0		
2115		4.2	4.4

Table 9.7: Predicted annual sea level rise and peak levels for 1:200 year and 1:1000 year events.

Source: Environment Agency.

energy use and greenhouse gas emissions with better resistance to storm events and extreme weather conditions. The ability of existing infrastructure to minimise energy use and adapt to climate change projections will be reviewed on an ongoing basis by the Port's management team and its Resource Efficiency Group which will identify measures consistent with climate change policies and guidance.

9.66 Port development will take account of flood risk due to sea level rise, tidal events, groundwater, surface water and sewers and whether particular flood-sensitive uses should be placed on higher parts of the site or whether flood risk management measures should be implemented to protect the activity on lower parts of the Port estate. These variables will be assessed in accordance with advice contained within the relevant planning policies (PPS25) and against prevailing Environment Agency guidance. The combined tidal and fluvial flood risk present at different locations in the Port estate and the predicted changes in risk over time are relevant considerations for the master plan.

9.67 If future developments incorporate the provision of intertidal compensatory habitats there may be opportunities to address the problem of coastal squeeze, which may contribute to long-term estuary management.

Infrastructure Requirements	Key issues	Approach
Maintenance dredging	No issues identified	No further consideration
Additional container storage	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers.	Flood risk due to tidal events, groundwater, surface water and sewers will be assessed in accordance with the advice contained within PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.
Multi-deck car compounds	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers.	<p>Identification and implementation of energy efficiency and climate change adaptation measures.</p> <p>Flood risk due to tidal events, groundwater, surface water and sewers will be assessed in accordance with the advice contained within PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.</p>
Re-routing of dock roads	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers.	Flood risk due to tidal events, groundwater, surface water and sewers will be assessed in accordance with the advice contained within Annex D of PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.
Construction of additional cargo sheds	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers.	<p>Identification and implementation of energy efficiency and climate change adaptation measures.</p> <p>Flood risk due to tidal events, groundwater, surface water and sewers will be assessed in accordance with the advice contained within PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.</p>
Development on land at Dibden reclaim	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers. Coastal defence will also be a material consideration	<p>Identification and implementation of energy efficiency and climate change adaptation measures. Seek opportunities to contribute to reduction of greenhouse gas emissions to assist in mitigating the causes of climate change.</p> <p>Flood risk due to tidal events, groundwater, surface water and sewers will be assessed in accordance with the advice contained within PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.</p> <p>The provision of compensatory habitat may provide opportunities for local measures to address the problem of coastal squeeze, through managed retreat or through raising levels of the intertidal zone in order to encourage saltmarsh development.</p>
Creation of deep-sea berths at the Dibden reclaim	Flood risk due to sea level rise, tidal events, groundwater, surface water and sewers. Coastal defence will also be a material consideration	Flood risk due to tidal events, will be assessed in accordance with the advice contained within PPS25 and against the criteria of the local planning framework and the Strategic Guidance contained within the Partnership for Urban South Hampshire's Strategic Flood Risk Assessment.

Table 9.8: Climate change and flood risk issues to be considered in master planning at the Port of Southampton

- 9.68 The combined tidal and fluvial flood risk present at different points in the port estate and the predicted changes in risk over time are relevant considerations for the master plan.
- 9.69 Climate change and flood risk considerations associated with the identified infrastructure requirements are set out in Table 9.8.

Land quality

- 9.70 We undertake individual site risk assessments and contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, for all areas of redevelopment, which indicate the level of remediation required for the desired use.

Master Plan Considerations

- 9.71 Land quality considerations associated with the identified infrastructure requirements are set out in Table 9.9.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	Not applicable	No further consideration.
Additional container storage	Soils have the potential to be contaminated from historical pollution	Site risk assessments and soils contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, are adopted for all areas of redevelopment. The results inform whether material can be reused on site or whether remediation is required.
Multi-deck car compounds	Soils have the potential to be contaminated from historical pollution	Site risk assessments and soils contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, are adopted for all areas of redevelopment. The results inform whether material can be reused on site or whether remediation is required.
Re-routing of dock roads	Soils have the potential to be contaminated from historical pollution	Site risk assessments and soils contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, are adopted for all areas of redevelopment. The results inform whether material can be reused on site or whether remediation is required.
Construction of additional cargo sheds	Soils have the potential to be contaminated from historical pollution	Site risk assessments and soils contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, are adopted for all areas of redevelopment. The results inform whether material can be reused on site or whether remediation is required.
Development on land at Dibden reclaim	Sediments and soils have the potential to be contaminated from current or historical pollution	Site risk assessments and soils contamination testing, based on the Environment Agency guidance outlined in CLR11, Model Procedures for the Management of Land Contamination, are adopted for all areas of redevelopment. The results inform whether material can be reused on site or whether remediation is required.
Creation of deep-sea berths at the Dibden reclaim	Not applicable	No further consideration.

Table 9.9: Land quality issues to be considered in master planning at the Port of Southampton

Air quality

We are committed to working with local authorities to reduce adverse impacts of Port related traffic.

- 9.72 Southampton City Council has declared a number of Air Quality Management Areas (AQMAs) around roads in the city, some of which are principal road access routes to the Port. New Forest District Council has also declared AQMAs in Totton and Fawley.
- 9.73 Locations of these AQMAs and principal access routes to the Port are shown in Figure 9.5.
- 9.74 AQMAs are areas requiring improvement for certain quality parameters, which may include particulates less than $10\mu\text{m}$ (PM_{10}), nitrogen dioxide (NO_2), sulphur dioxide (SO_2), carbon monoxide (CO), lead, benzene and 1,3-butadiene.

9.75 In the case of Southampton and the New Forest, the AQMAs are all designated in relation to exceedences of standards for nitrogen dioxide only.

9.76 Measures to achieve air quality improvements are set out in the local Air Quality Action Plans (AQAPs). ABP is committed to working with local authorities to reduce adverse impacts of Port related traffic.

9.77 In addition, ports handling bulk cargoes have the potential to generate fugitive emissions. The handling of large amounts of bulk products brings with it certain responsibilities, including the requirement to manage potential dust emissions.

9.78 We work with regulators and cargo handlers to ensure a high standard is maintained at all times, via

See
Chapter 5:
Trade Demand Forecasts



Figure 9.5: Air quality management areas associated with Port access routes.

monitoring of bulk handling activities and the promotion of best practice.

- 9.79 We are also committed to working with Port users to maximise the modal share of onward transport by rail and feeder shipping as a means of minimising emissions to air.
- 9.80 The English Channel is designated as an Emissions Controlled Area which means that vessels transiting this area are required to either use low-sulphur fuel or be fitted with an exhaust cleaning system. The Sulphur Content of Fuels Directive (1999/32/EC) (as amended) regulates the sulphur content of marine fuels. Vessels berthed or anchored in UK ports and harbours must not burn fuel with a sulphur content exceeding 0.1%.
- 9.81 There are ongoing industry discussions to assess the possibility of vessels using a shore supply of electricity when in port, rather than their auxiliary engines (also referred to as 'cold ironing').

We will consider the potential for providing vessels in port with more environmentally-friendly shore-supplied electricity.

- 9.82 The supply of electricity from shore based installations is, however, not the only mechanism which could reduce vessel SO₂, NO_x and particulate emissions whilst in port and its effectiveness in terms of total emissions is dependent on the method of generation of the Port's electricity.
- 9.83 Cold ironing itself is not universally applicable as ports are visited by a constant stream of vessels of differing sizes, ages and national origins operating on-board electrical systems at a variety of voltages and frequencies. A standard will need to be adopted through the IMO, to make the implementation of cold ironing a practical proposition for cargo vessels.
- 9.84 The Port will consider the potential for cold ironing in the design of new berths.

Reducing our carbon footprint

In 2008 the Port entered into a partnership with the energy company Utilicom, whereby the Port is supplied with power generated by a combined heat and power installation.

We anticipate that this will provide around 55% of the Port's annual electricity requirement and will make savings in emissions of 11,500 tonnes of CO₂, thereby reducing the Port's carbon footprint by around 30%.

Master Plan Considerations

- 9.85 Air quality considerations associated with the identified infrastructure requirements are set out in Table 9.10.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	No key issues have been identified	No further consideration.
Additional container storage	Construction activity	Adoption of best practice working methods where appropriate including dust suppression, wheel washes and engine management.
Multi-deck car compounds	Construction activity	Adoption of best practice working methods where appropriate including dust suppression, wheel washes and engine management.
Re-routing of dock roads	Construction activity	Adoption of best practice working methods where appropriate including dust suppression, wheel washes and engine management.
Construction of additional cargo sheds	Construction activity	Adoption of best practice working methods where appropriate including dust suppression, wheel washes and engine management.
Development on land at Dibden reclaim	Construction activity Operations will generate additional road, rail and vessel traffic.	Adoption of best practice working methods where appropriate including dust suppression, wheel washes and engine management. ABP will encourage use of rail transfers and coastal shipping.
Creation of deep-sea berths at the Dibden reclaim	Dredging activity	Adoption of best practice working methods.

Table 9.10: Air quality issues to be considered in master planning at the Port of Southampton

Noise

- 9.86 Like all major ports throughout the world, Southampton operates 24 hours a day, 7 days a week. It has to do so in order to provide an acceptable standard of service to shipping companies, enabling the Port to remain competitive.
- 9.87 Noise from construction projects may be of concern for its temporary effects on humans and wildlife. Such effects are addressed at project level through consultation and dialogue with local Environmental Health Authorities.
- 9.88 Noise from port operations tends to be more constant, which increases the potential for humans and animals to become habituated.
- 9.89 Occupational noise issues are a matter for the port health and safety systems rather than the master plan.

Master Plan Considerations

- 9.90 Noise considerations associated with the identified infrastructure requirements are set out in Table 9.11.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	No key issues have been identified.	No further consideration.
Additional container storage	Construction and operational activity may impact on residential and wildlife populations	Contractors will be required to seek section 61 agreements as a condition of contract.
Multi-deck car compounds	Construction and operational activity may impact on residential and wildlife populations	Contractors will be required to seek section 61 agreements as a condition of contract.
Re-routing of dock roads	Construction and operational activity may impact on residential and wildlife populations	Contractors will be required to seek section 61 agreements as a condition of contract.
Construction of additional cargo sheds	Construction and operational activity may impact on residential and wildlife populations	Contractors will be required to seek section 61 agreements as a condition of contract.
Development on land at Dibden reclaim	Construction and operational activity may impact on residential and wildlife populations	Mitigation measures will be devised in consultation with the Environmental Health Authority as part of the application process. Such measures may include, for example, construction hour restrictions, appropriate construction methodologies, acoustic screening, noise monitoring. Contractors will be required to seek section 61 agreements as a condition of contract.
Creation of deep-sea berths at the Dibden reclaim	Dredging activity may impact on residential and wildlife populations	Mitigation measures will be devised in consultation with the Environmental health Authority as part of the application process. Such measures may include, for example, construction hour restrictions, appropriate construction methodologies, acoustic screening, noise monitoring. Contractors will be required to seek section 61 agreements as a condition of contract.

Table 9.11: Noise issues to be considered in master planning at the Port of Southampton.

Cultural heritage

The Port forms an integral part of Southampton's rich maritime history.

- 9.91 There is evidence that the Solent and Southampton Water have been used for shipping for over 2,000 years. As a consequence, while impacts of dredging on marine archaeology will be minor in areas already affected by dredging, dredging of new areas may have the potential for significant impacts. However, these can be mitigated if appropriate schemes of initial investigation and finds reporting are put in place.
- 9.92 The Port of Southampton has many connections with the area's maritime past. The city's waterfront was an embarkation point for the Pilgrim Fathers' voyage to America in 1620 and the RMS Titanic, sailed from what is now the Eastern Docks in 1912. The Eastern and Western Docks also played a major role as a main embarkation point for troops and supplies during both world wars.
- 9.93 Listed structures within the port estate comprise two former dry docks and the remains of Royal Pier.
- 9.94 Locations of sites of cultural heritage interest with potential for interaction with the master plan area have been considered.
- 9.95 Most archaeological remains within the developed Port estate will already have been disturbed significantly during the evolution of the Port.

- 9.96 Port land at Dibden comprises mainly dredged material, placed when the land was claimed from the sea. Previous studies undertaken by ABP indicate that the near-surface archaeological resource is of minimal significance. However, a full assessment of the likely significant effects will be carried out as part of any application process.

Master Plan Considerations

Any development of previously undisturbed areas will be subject to detailed assessment.

- 9.97 Listed building consent will be required for any changes to listed structures but this is considered to be a project level issue.
- 9.98 Cultural heritage considerations associated with the identified infrastructure requirements are set out in Table 9.12.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	No key issues have been identified.	Although unlikely, any potential for impacts on cultural heritage will be considered at project level.
Additional container storage	No key issues have been identified.	Although unlikely, any potential for impacts on cultural heritage will be considered at project level.
Multi-deck car compounds	No key issues have been identified.	Although unlikely, any potential for impacts on cultural heritage will be considered at project level.
Re-routing of dock roads	No key issues have been identified.	Although unlikely, any potential for impacts on cultural heritage will be considered at project level.
Construction of additional cargo sheds	No key issues have been identified.	Although unlikely, any potential for impacts on cultural heritage will be considered at project level.
Development on land at Dibden reclaim	Development will have to take account of identified cultural heritage designations.	A full assessment of the likely significant effects will be carried out as part of any application process. The detailed design will be discussed with local authority curators to determine significance and any identified mitigation.
Creation of deep-sea berths at the Dibden reclaim	Development will have to take account of identified cultural heritage designations.	A full assessment of the likely significant effects will be carried out as part of any application process. The detailed design will be discussed with local authority curators to determine significance and any identified mitigation.

Table 9.12: Cultural heritage issues to be considered in master planning at the Port of Southampton.

Landscape

Effects on the setting of and views from the National Park of developments on the Dibden site are a material planning consideration.

9.99 The docks and the vessels that use them are characteristic features of the marine and terrestrial landscape of Southampton and the Waterside, the lower reaches of the Rivers' Test and Itchen and of Southampton Water. They are an important part of the identity of the city and its sub-region and marine activities attract interest from available viewing points on both shores of the Test and Southampton Water. The importance of the City's connections with the water through Town Quay and Mayflower Park is noted in the Southampton Local Plan.

9.100 The New Forest National Park adjoins the Dibden reclaim. At this point the boundary follows the line of the former shore. Fields and woodland in ABP's ownership are within the National Park. The reclaimed Dibden Bay is bordered to the north by the MoD's Sea Mounting Centre, which is served by jetties and a rail connection to the Fawley branch line. Hythe and Hythe Marina Village are to the south.

9.101 The landscape of the existing Port is not expected to change substantially during the plan period. Individual visible infrastructure, such as cranes, require replacement from time to time, and the master plan identifies that new buildings, for example cruise terminals, multi-deck car parks, and cargo sheds are likely to be required to serve trade growth. As they are set in an active port landscape, these structures are unlikely to have a wider impact.

9.102 The Dibden reclaim is opposite the Eastern Docks and next to the Sea Mounting Centre. Consequently, its use for Port purposes would not generally be out of character with the established landscape of the Lower Test. Nevertheless, such development will have a significant visual impact on surrounding areas, which, as noted above, include local communities and the National Park. ABP owns sufficient land to the west of the reclaim to enable a substantial mitigation package to be provided and this would be a consideration for discussion with stakeholders representing the interests in the area before proposals for development are assembled.

Master Plan Considerations

9.103 Landscape considerations associated with the identified infrastructure requirements are set out in Table 9.13.

9.104 Any proposed development at Dibden will take account of the Environment Act 1995 in connection with conserving and enhancing the natural beauty, wildlife and cultural areas of the New Forest, as well as promoting opportunities for the understanding and enjoyment of the National Park.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	The issue of lighting will be considered.	No further consideration
Additional container storage	The issue of lighting will be considered.	Lighting considerations will take account of re-angling or partially shielding light sources; installation of passive infra red (PIR) controls where appropriate; using lower power lamps.
Multi-deck car compounds	The issue of lighting will be considered.	Lighting considerations will take account of re-angling or partially shielding light sources; installation of passive infra red (PIR) controls where appropriate; using lower power lamps.
Re-routing of dock roads	The issue of lighting will be considered.	Lighting considerations will take account of re-angling or partially shielding light sources; using lower power lamps.
Construction of additional cargo sheds	The issue of lighting will be considered.	Lighting considerations will take account of re-angling or partially shielding light sources; installation of passive infra red (PIR) controls where appropriate; using lower power lamps.
Development on land at Dibden reclaim	The visual impacts of the development will depend on the type of operation, which may include normal port infrastructure, such as cranes and port lighting.	<p>A full assessment of the likely significant effects will be carried out as part of any application process. Development will have to take account of the special character of the New Forest National Park.</p> <p>Lighting considerations will take account of re-angling or partially shielding light sources; installation of passive infra red (PIR) controls where appropriate; using lower power lamps.</p>
Creation of deep-sea berths at the Dibden reclaim	The visual impacts of the development will depend on the type of operation, which may include normal port infrastructure, such as cranes and port lighting.	<p>A full assessment of the likely significant effects will be carried out as part of any application process. Development will have to take account of the special character of the New Forest National Park.</p> <p>Lighting considerations will take account of re-angling or partially shielding light sources; installation of passive infra red (PIR) controls where appropriate; using lower power lamps.</p>

Table 9.13 Landscape issues to be considered in master planning at the Port of Southampton.

Recreation and access

9.105 As Harbour Authority, ABP is responsible for navigational safety of commercial and recreational craft in Southampton Water and the tidal Test and Itchen. ABP also has pilotage responsibilities for a wider area. These waters and others such as the Solent itself, Hamble and Lymington Rivers, are renowned as one of the most popular and intensively used watersports areas in north-west Europe. Recreational activity includes yachting, dinghy sailing, jet-skiing, waterskiing and windsurfing.

9.106 There are in excess of 70 yacht and sailing clubs within the Solent area. In addition there are some 40 marinas in and around the port environs, the

largest of which are Ocean Village and Swanwick Marina (River Hamble).

9.107 Activity takes place all year round and generally intensifies between March and October.

9.108 The Royal Yachting Association (RYA) has 60,000 registered members living in the Solent area alone, although it is speculated that the actual number of RYA members who use the area may be double this figure.

9.109 Informal coastal recreation and tourism, as well as organised activities, are important on the Solent coastline and in the southern half of Southampton Water. ABP, as harbour authority, plays a significant role in managing and co-ordinating a number of large events, such as the Round the Island Race, throughout the year.

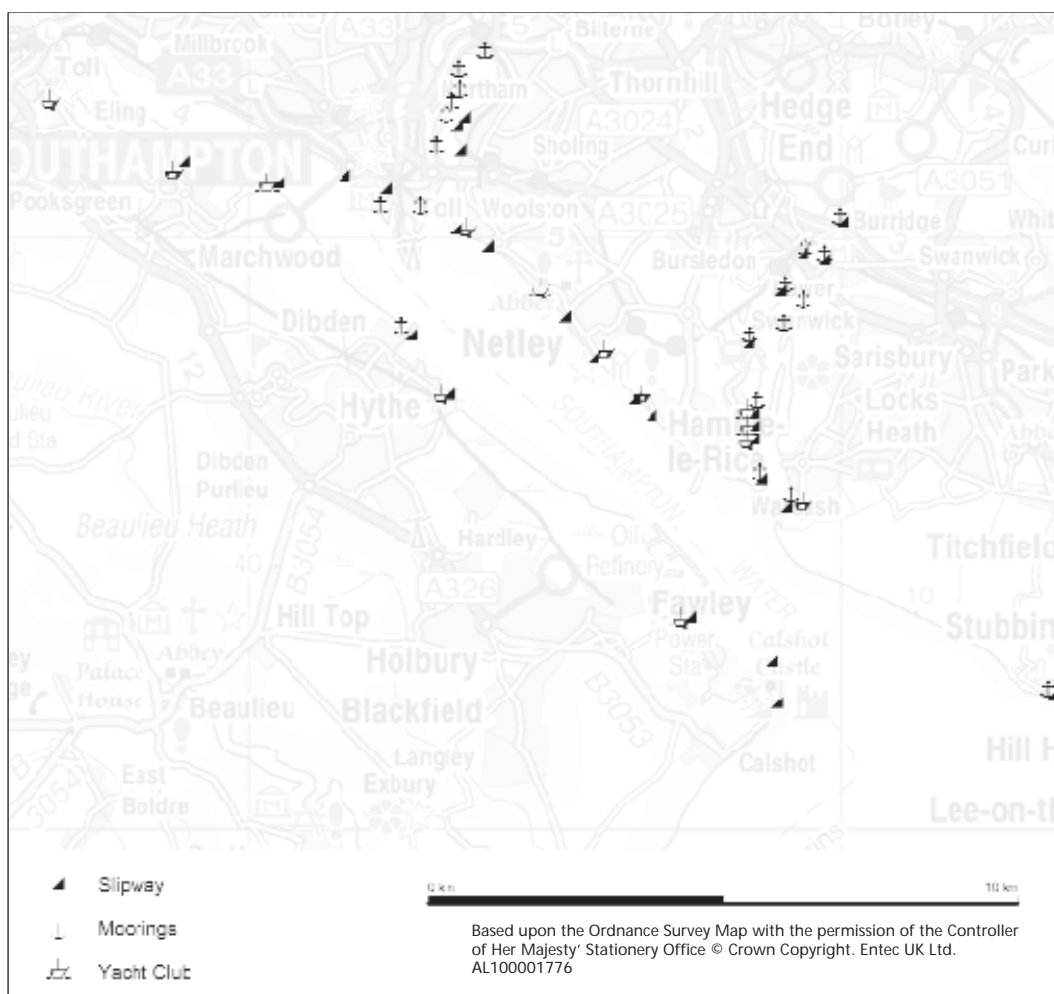


Figure 9.6: Marine recreation facilities in Southampton Water.

Infrastructure Requirement	Key issues	Approach
Maintenance dredging	No key issues have been identified.	Notice to Mariners advising of dredging activities are published by the Harbour Master.
Additional container storage	No key issues have been identified.	No further consideration.
Multi-deck car compounds	No key issues have been identified.	No further consideration.
Re-routing of dock roads	No key issues have been identified.	No further consideration.
Construction of additional cargo sheds	No key issues have been identified.	No further consideration.
Development on land at the Dibden reclaim	Development on the Dibden reclaim itself is unlikely to generate a conflict between marine recreational interests and port development, although it is recognised that there may be an impact on the existing footpath network	Consideration to the route and the condition of the footpath network in the area affected by the detailed design will be a major consideration.
Creation of deep-sea berths at the Dibden reclaim	Interaction between the Port and recreational activities may arise from shared use of Southampton Water, the Solent and tributary estuaries by an increased number of commercial vessels and recreational craft and may also include changes in use of areas in the harbour authority jurisdiction currently used for recreational craft moorings; changes in siltation regimes arising from capital dredging.	Before finalising designs, ABP will consult with recreational users including the Harbour Masters of the Port, the River Hamble, Cowes, the Queens Harbour Master at Portsmouth, the Royal Yachting Association and yacht and dinghy associations / sailing clubs to minimise or remove any concerns.

Table 9.14 Recreational issues to be considered in master planning at the Port of Southampton.

Ensuring navigational safety for commercial and recreational craft is a priority.

9.110 Figure 9.6 demonstrates recreational and access locations, including marine recreational facilities around Southampton Water. A public right of way exists to the west of the Dibden reclaim.

Master Plan Considerations

9.111 Ensuring navigational safety for commercial and recreational craft is a priority for the Port and is managed through the Southampton Vessel Traffic Services (VTS) system and a system of Notices to Mariners.

9.112 Recreational and access considerations associated with the identified infrastructure requirements are set out in Table 9.14.

Policy

9.113 ABP's environmental policy is:

- to manage and reduce the environmental risk of our operations;
- to use natural resources in an efficient and responsible manner;
- to ensure all new development and business growth prospects have regard for the environment and look for opportunities of environmental improvement;
- to effectively communicate our environmental performance to all relevant stakeholders; and
- to prepare for and respond efficiently to all environmental incidents or emergencies.



Chapter 10

Socio Economic Impact

Contents

- 10.1 This chapter considers the socio economic environment in which the Port operates and explains the nature of the Port's contribution in that context.
- 10.2 In particular, it looks at how further development of the Port can benefit the region and the south Hampshire sub-region.

Introduction

In 2007 the UK's ports industry contributed an estimated £7.7 billion to GDP.

- 10.3 The ports industry makes a huge contribution to the UK's economy. A study published by Oxford Economics in February 2009 estimated that the ports sector directly employs 132,000 people and in 2007 contributed around £7.7 billion to GDP¹ and around £3 billion in tax revenues¹.
- 10.4 Ports serve the national interest, supporting the competitiveness of national and regional economies. The Government makes it clear in national ports policy that it is in the national interest that the UK's ports remain able to handle UK trade and its potential development efficiently and sustainably.
- 10.5 The Port of Southampton is recognised by Government in its spatial strategy for the region, the South East Plan, as a major international deep-sea port with significant global and economic importance.

- 10.6 The Port of Southampton handles one fifth of the UK's trade with non-EU countries by value and is the UK's premier international maritime gateway.
- 10.7 The Port is at the heart of marine industries within the Solent sub-region, a sector which has been calculated to generate a total GDP of £5.5 billion, around 27% of the total value of the Solent economy, supporting in the order of 77,000 jobs².
- 10.8 The Port is also an important part of the community, a role which is not limited to providing jobs and income. It also provides support for the community by facilitating leisure activities and through its strong commitment to Corporate Responsibility.

The Port is an important part of the community, a role which is not limited to providing jobs and income.

"The Port is extremely important to the taxi trade in Southampton and for our livelihoods. The cruise ships, for example, bring in a lot of business. This is especially important in the current economic climate. The Port is also crucially important for Southampton as a whole."

Ian Hall, Chairman, Southampton Hackney Association

¹ The economic contribution of ports to the UK economy, Oxford Economics (February 2009)

² Solent Waterfront Strategy, South East England Development Agency, Marine South East, Partnership for Urban South Hampshire (2007)

Jobs and income

The Port's economic influence is varied and widespread.

Wallenius Wilhelmsen Logistics (WWL) is a leading shipping company and global provider of vehicle logistic services. World-wide, WWL transport around 3.3 million units each year; 1.7 million by sea and 1.6 million inland. They employ around 3200 people worldwide.

WWL's UK base is a 125 acre site within the Eastern Docks, known as the International Vehicle Terminal. This facility was the first multi-storey vehicle export facility when it opened in May 2002. The Terminal features the latest car handling safety mechanisms and computer technologies which provide instant electronic data interchange to the major car manufacturers.

The Port of Southampton was chosen as WWL's main hub facility in the UK because of its location – providing proximity to the main shipping lines and good rail and road connections to inland markets and suppliers. Unrestricted berthing access for vessel calls is also significant. A stabilised and harmonious labour force and relatively high skill levels also contributed to the choice of Southampton.

"The Port is a major driver of the local economy."

Southampton City Council

"I started working for an international grain company in 1977 and relocated my family to Southampton in 1996. Solent Stevedores offered me a job as Assistant Berth Manager at the bulk terminal in 2001 and I moved up to Berth Manager in 2007.

The role is challenging. Cargo throughput has increased as a consequence of the investment that Solent Stevedores and ABP have jointly put into upgrading and expanding the terminal.

My family has settled into life very well since we moved here and find it a very happy place to live."

Jerry Board, Berth Manager, Solent Stevedores.

"I graduated with a degree in Marine Biology from Plymouth University in 2004. I am part of ABP's Sustainable Development Team, which is based in Southampton. I moved from London to Hampshire in 2008."

Liz English, Sustainable Development Officer, ABP



The Port is a major employer of local people



Canary Islands' tomatoes are imported into the Port of Southampton



Container handling at the Port's container terminal

Serving the world's leading cruise operator

Carnival is the world's leading cruise operator. Its brands include Cunard, P&O Cruises, Princess, Costa and Holland America.

Carnival opened its brand new headquarters in Southampton in 2009, which looks after the company's Australian, New Zealand and UK operations. The headquarters accommodates more than 1,000 employees.

The company has also recently commenced operations from the new multi-million pound Ocean Terminal at the Port of Southampton.

10.9 The Port of Southampton's economic influence is both varied and widespread. In particular, it drives an extensive cluster of marine related activities that range from shipping agents to academic research.

10.10 It is estimated that the Port supports around 10% of the city's workforce³. Including multiplier effects, the impact of the cruise industry alone in the sub-region was estimated in 2005 to be £202 million per annum or 2,400 jobs⁴. The cruise industry at Southampton has seen considerable growth since this time.

10.11 The last estimate of jobs supported by the commercial port itself were made during the mid 1990s. At that time it was estimated that in the order of 7,000 jobs were dependent on the commercial Port. The Port has experienced

significant growth since the time of these estimates.

10.12 A recent study has identified the Port as central to the Solent maritime economy, which is estimated to support up to 77,000 jobs and be worth £5.5 billion⁵.

10.13 There is a connectivity between increased activity in the Port and the intensification of activity in the surrounding urban areas. A consequence of the continued intensification of the Port estate is that subsidiary activities such as transport depots, open storage, warehouses and distribution depots have progressively been excluded from the Port estate, and need to be relocated onto alternative locations within the surrounding area.

³ 'The Economic Role of Ports', Chamber of Commerce West Flanders / ECSA (funded by the SEEDA-led EU Interreg Project, IMPACTE). (2008)

⁴ Southampton Cruise Tourism Report (2005)

⁵ Solent Waterfront Strategy Study (2008)

Building our future

The central role that the Port has in the economy today means it also has a vital role in driving the economy of tomorrow.

Creating employment opportunities

Intensification of activity within the existing commercial Port and the future expansion of the Port will result in a significant number of employment opportunities associated with both the construction and operational phases of these works.

The precise scale of such opportunities cannot be determined in the master plan, as the number of jobs created will depend on the nature and scale of any development proposed.

Contrary to many common perceptions port operational jobs are significant high value, high productivity and high skilled activities. Port operational jobs tend to be well paid. The type of job created by port activities are those which align with the policy focus for 'smart' growth advocated by the Regional Economic Strategy and the South East Plan. We envisage that the workforce from the local and sub-regional areas would fulfil the employment requirements associated with terminal operations, business and regulatory functions.

10.14 The central role that the Port has in the economy today means it also has a vital role in driving the economy of tomorrow. During the master plan period we envisage the expansion of the Port to the Dibden reclaim, which will generate employment opportunities during both the construction and operational phases. Whilst it is not possible to be specific as to the number of jobs that could be generated by development, as this will depend on the precise nature of port development, we expect significant employment potential to be associated with the expansion of the Port.

10.15 As explained in further detail below, the spatial strategy for the sub-region over the lifetime of the master plan will be led by sustainable growth and economic regeneration. ABP is already committing to driving the economy of the future.

10.16 In 2008 the Port invested more than £61 million, the highest annual total in its history. This included the construction of a new £19 million cruise terminal, Ocean Terminal, which opened in May 2009.

10.17 The Port is also helping to attract new investment and jobs in other ways. For example, Lloyds Register is relocating to Southampton from its historic base in the City of London.

10.18 One of the main reasons is that some of the firm's major shipping clients have offices in the area. The move will create 400 jobs, around one third of which will be available for local people⁶. It is hoped that by helping to create a Marine Centre of Excellence, the Lloyds switch will attract yet more investment and jobs.

"What we are doing will attract a number of our major clients to come and bring their activity to Southampton."

David Moorhouse, Executive Chairman, Lloyds Register⁷

National Oceanography Centre, Southampton (NOCS)

The National Oceanography Centre, based in the Port of Southampton, is one of the world's leading institutions devoted to research and technology development in oceanography and marine geosciences.

NOCS has over 550 staff spanning all major oceanographic disciplines. It participates in European and international initiatives and hosts numerous national and international projects. It also provides major services and facilities to the entire UK marine science community.

⁶ Lloyds Register News Release, 21/04/06

⁷ 'Lloyds Register Plans Southampton Move', Boating Business, 01/11/08

Meeting the challenges of tomorrow

Southampton can attract businesses by ensuring it continues to be a major international deep-sea port with significant global and economic importance.

10.19 Looking ahead, the region and the sub-region face many economic and social challenges. A number of documents prepared by local and regional policy makers set out key socio economic objectives that a growing and successful port can help deliver.

10.20 The most significant of these is the Government's spatial strategy for the region, the South East Plan. The strategy for the South Hampshire sub-region set out in this plan aims to improve the sub-region's economic performance to at least match the regional average, with a target of achieving a gross value added (GVA) of 3.5% per annum by 2026. The strategy recognises that this will involve an increase in jobs as well as productivity, requiring land for business development.

10.21 In setting out the amount of land needed the sub-regional strategy highlights that land may be required for port uses at the Port of Southampton, recognising that this includes land that maintains and enhances the role of the Port. Elsewhere the strategy makes clear that the role of the Port which needs to be maintained and enhanced is as a major international deep-sea gateway port with significant global and economic importance.

10.22 As has been explained elsewhere in this master plan the South East Plan makes it clear that the Port's master plan document is the means by which the future infrastructure requirements of the Port should be identified, to then be taken account of in relevant national strategies, local development documents and local transport plans.

10.23 This master plan therefore sets out the infrastructure requirements of the Port of Southampton that are considered to be required to ensure that the role of the Port of

Southampton is maintained and enhanced and thereby significantly assist in the achievement of the strategy for the sub-region and the region as a whole.

10.24 Other documents containing socio economic objectives include those prepared by:

- Southampton City Council;
- New Forest District Council;
- Southampton Partnership;
- Partnership for Urban South Hampshire (PUSH); and
- South East England Development Agency (see Table 10.1).

10.25 The Partnership for Urban South Hampshire (PUSH) Strategy published in 2006 aims to create 59,000 jobs by 2026 and increase productivity by raising skills and innovation. Research quoted in the Solent Waterfront Strategy reveals that each employee in the maritime sector has a productivity value of £125,000, significantly higher than the national average of £48,000.

10.26 The City of Southampton Core Strategy points out that Southampton can attract businesses by ensuring it continues to be the UK's premier cruise port and a major European container port. Southampton City Council's Local Development Framework describes the Port as one of the city's 'key strengths'.

10.27 The New Forest District Core Strategy sets out as one of its objectives the making of a positive contribution to the delivery of the South East Plan's strategy for the regeneration and improved economic performance of the South Hampshire sub-region. As the master plan explains, the Port will play a significant role in the achievement of this objective.

10.28 The South East Regional Economic Strategy states that "if the South East is to continue to attract and retain investment, it will be vital to improve the infrastructure that businesses require to respond to the pressures of the global economy. This includes not just the road network, but also the rail, airport and port infrastructures."

Plan / Strategy	Target / Objective	Can the Port Help?
Planning Southampton to 2026 Southampton City Council	<ul style="list-style-type: none"> A growing regional centre within a prosperous South Hampshire. A major regional centre for economic growth, providing jobs in new and growing businesses, including the Port of Southampton. 	✓
The City of Southampton Strategy – A 20 year vision Southampton Partnership and Southampton City Council	<ul style="list-style-type: none"> A dynamic business environment. A world-wide profile, attracting visitors, new citizens and businesses by being the UK's premier cruise liner port, a major European container port and the local city for one of the UK's top airports. 	✓
PUSH Vision and Strategy Partnership for Urban South Hampshire (PUSH)	<ul style="list-style-type: none"> Promoting economic success by seeking to create a diverse economy where business, enterprise and individuals can flourish, underpinned by modern skills. Investing in infrastructure and sustainable solutions. 59,000 jobs by 2026. 	✓
Solent Waterfront Strategy South East England Development Agency (SEEDA), Marine South East, PUSH	<ul style="list-style-type: none"> Promote innovation and growth and support the core maritime clusters. Investing in infrastructure and sustainable solutions. 	✓
South East Regional Economic Strategy South East England Development Agency (SEEDA)	<ul style="list-style-type: none"> Global competitiveness. Increase the number of businesses in the south east operating internationally from an estimated 8% in 2003 to 21% by 2016, maximising the region's share of global Foreign Direct Investment. Smart growth. Sustainable prosperity. 	✓

Table 10.1: Summary of planning documents prepared by local and regional policy makers.

"Relevant regional strategies, local development documents and local transport plans will include policies and proposals for infrastructure that maintain and enhance the role of Southampton as a gateway port. The Port of Southampton is recognised as a major international deep-sea port with significant global and economic importance"

'The South East Plan' (May 2009), Government Office for the South East

"Southampton will have developed as a major regional centre for economic growth. It will be providing jobs in new and growing businesses, including the Port of Southampton."

'Planning Southampton to 2026', Southampton City Council (2006)

"Southampton will have a world-wide profile, attracting citizens and businesses by being the UK's premier cruise liner home port, a major European container port and the local city for one of the UK's top airports."

'The City of Southampton Strategy – A 20 year vision', Southampton Partnership and Southampton City Council (2006)

"If the South East is to continue to attract and retain investment, it will be vital to improve the infrastructure that businesses require to respond to the pressures of the global economy. This includes not just the road network, but also the rail, airport and port infrastructures, as well as information and communications technologies."

'The Regional Economic Strategy 2006-2016: A framework for sustainable prosperity' - South East England Development Agency (2006)

The Port and the community

10.29 The Port of Southampton is strongly committed to supporting the community. This commitment ranges from supporting local charity work to raising the city's national and international profile. It also means that we always aim to strike the right balance with the operational needs of the Port.

10.30 ABP was awarded the Silver Standard in the Corporate Responsibility Index by Business in the Community for its work in 2008.

"The Southampton Master Mariners Club (The Cachalots) was founded in 1928. Our members are great supporters of the Port. The long history between The Cachalots and ABP ranges from technical contributions on maritime matters to social events such as the annual Sea Pie Supper and Shipping Festival Service. We look forward to contributing to the aspirations and objectives contained within this master plan."

John Mileusnic, ABP Pilot and Captain of the Southampton Master Mariners 'The Cachalots'

Leisure

10.31 The Port of Southampton is an important part of the city's every day life. Apart from providing jobs and income, the Port facilitates a wide range of leisure activities.

10.32 For example, the Port has initiated the Southampton Water Recreational Users Group (SWRUG), which exists to ensure safe operating procedures within Southampton Water and to promote co-ordination and dialogue between all user groups.

10.33 Vessel Traffic Services (VTS) provides vessels with advice and guidance on navigational safety and plays an essential role in helping to make sure that all recreational sailing on the Solent can take place in a safe environment. This is a major task bearing in mind that the combined membership of yachting and sailing clubs in the Solent area is well in excess of 100,000.

10.34 The Solent Cruising and Racing Association (SCRA), which comprises 73 clubs from the Solent region, was involved in organising over 400 sailing events in 2007. The Solent is also home to a number of world-renowned yachting events, including Cowes Week, the Round the Island Yacht Race and the Little Britain Challenge Cup, which together attract almost 3,000 boats each year.

10.35 The Port is pleased to support many of these events. For example, every August the Cowes Week sailing regatta holds up to 40 races per day. ABP provides volunteer pilots to ensure the safe passage of shipping and yachts.

"The way that we work with ABP and the volunteer pilots is wonderful. The system has dramatically reduced the amount of races being delayed and the number of incidents on the water, which is great news for us and the Cowes Week competitors."

Stuart Quarrie,
Chief Executive of Cowes Week Ltd

Promoting the City of Southampton and the sub-region

10.36 The Port actively participates with local partners to help promote the City of Southampton and sub-region on a number of levels. This ranges from working with the local Southampton and

Fareham Chamber of Commerce to hosting many prestigious cruise events and ceremonies.

10.37 For example, the Port has been the location for:

- The meeting of Cunard's three 'Queens' in April 2008;
- The naming of Cunard's Queen Victoria by the Duchess of Cornwall;
- The naming of Ventura by Dame Helen Mirren; and
- The naming and inaugural celebrations of Royal Caribbean's Independence of the Seas.

10.38 Another important role the Port plays in helping to promote the city is through the Southampton International Boat Show, one of the world's largest boat shows with over 121,000 visitors in 2009.



The Port is an active supporter of the Boat Show



Cunard is one of Carnival UK's prestigious cruise lines

- The Health and Safety Executive;
- The Maritime and Coastguard Agency;
- The Office of the Rail Regulator; and
- Relevant local authorities.

10.42 UK, EU and international legislation and guidance is applied to safely manage the vast range of activity within the ports.

10.43 Much of this legislation and guidance is generic, in the sense that it applies equally to all commercial operations and workplaces, for example the Health and Safety at Work Act 1974. Some is very specific to the ports industry, for example the Docks Regulations 1988.

10.44 Due to the ports forming a strategic hub for storage and distribution, there are also facilities within and adjacent to the ports, in the control of both ABP and others, which fall under the Control of Major Accident Hazards Regulations 1999.

10.45 Materials handled under the COMAH Regulations generally include chemicals and petroleum products. These regulations are enforced by the HSE with input from other local regulators and stakeholders, and prescribe safe storage and handling systems and plans relevant to the type and quantities of materials involved.

10.46 As part of our corporate Safety Policy, we set clear systems, structures and objectives across all of our operations, including employing health

See
<http://csr.abports.co.uk/workplace/healthsafety/policy.htm>
 for further information on our corporate safety policy and safety management system.

Port Health

10.39 Southampton Port Health Services, part of Southampton City Council, is responsible for carrying out all the statutory functions of the Port Health Authority at the Port of Southampton. The Port Health Authority monitors container movements, shipping movements and cruise ship arrivals in connection with environmental health control functions. As the Port grows in futures years, it is recognised that the Port Health Authority will need to be part of that growth. It is therefore the responsibility of ABP to liaise with Port Health Services on a regular basis to ensure that statutory functions continue to be managed and resourced effectively.

Port safety and security

10.40 The UK ports industry operates in a highly regulated environment, with multi-agency input into the safety and security aspects of the operation and development of facilities and services.

10.41 The regulation of safety in the ports involves agencies such as:

and safety professionals in all regions to monitor and advise on safety performance and to work with our managers, employees, regulators and other stakeholders to properly apply the vast range of legislation and guidance under which our ports operate.

- 10.47 Similar to safety, the security regimes surrounding UK ports are heavily regulated, and again involve multi-agency approaches to managing risk.
- 10.48 Since the 2001 terrorist attacks in the United States, the International Maritime Organisation (IMO) has implemented a series of amendments to the Convention on the Safety of Life at Sea 1974 (SOLAS) and a new International Ship and Port Facility Security Code (ISPS Code).
- 10.49 Additionally, in 2004 a European Union Regulation on Enhancing Ship and Port Facility Security came into force. Although the regulation does not stipulate security standards, it provides a basis for consistent implementation of the IMO requirements in all EU member states.
- 10.50 In the UK, implementation of the IMO requirements forms part of the National Maritime Security Programme (NMSP). This programme brings together the UK's previous maritime regime and various international and European initiatives to provide a comprehensive protective security regime for UK ships and ports.
- 10.51 The Transport Security and Contingencies Directorate (TRANSEC) of the Department of Transport has overall responsibility for the policy development and implementation of programmes for port facility and passenger ship security.
- 10.52 The Maritime Coastguard Agency (MCA), of the Department for Transport, assists TRANSEC with ship security within a policy framework agreed with TRANSEC.
- 10.53 In the UK, TRANSEC has provided Port Facility Security Instructions detailing instructions and guidance on the implementation of the required security measures, although the preparation of Port Facility Security Plans is a matter for individual ports, subject to the oversight of TRANSEC.
- 10.54 The Port of Southampton is a Category 2 responder under the Civil Contingencies Act 2004. This requires the Port to share information with Category 1 responders, which include the Government and emergency response agencies. Notwithstanding the requirements of the Act, the Port has in place separate contingency plans to deal with on-site emergencies.
- 10.55 In summary, all UK ports operate within a comprehensive regime of regulations designed to promote safe and secure operation. However, within this framework, which is subject to constant change based upon the evaluation of risk, there is a need to be able to respond quickly and effectively in the provision of new facilities, services and systems to meet the needs of UK and international trade.

Policy

- 10.56 ABP will through the application of the Infrastructure Requirements policy and the maintenance and enhancement of the role of the Port through the master plan period, ensure significant socio economic benefits are generated.
- 10.57 ABP will continue to provide, within the wider statutory Port area, for water-based leisure activities and promote, as it is able, the City of Southampton and sub-region.
- 10.58 ABP will continue to liaise with Southampton City Council to ensure that sufficient resources are available to facilitate the statutory duties of the Port Health Authority.
- 10.59 The Port will continue to work with Category 1 responders as defined by the Civil Contingencies Act to ensure comprehensive and effective emergency planning.

Glossary of Terms

Backload – a return load usually carried at a discount because the vessel or lorry would otherwise be empty of cargo.

Deep-sea – port traffic between the UK and Africa (excluding Mediterranean countries), America (both North and South America), Asia (excluding Mediterranean and Black Sea countries) and Australasia.

GBFM (Great Britain Freight Model) – modelling technique used by the Department for Transport.

Habitats Regulations – The Conservation (Natural Habitats, &c.) Regulations 1994. These regulations transpose Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora into UK legislation.

Harbour Area – area for which the Harbour Master of the Port of Southampton has jurisdiction. This covers an area bounded by the upper reaches of the Rivers Test and Itchen, Southampton Water and bounded by a line from Egypt Point to Stansore Point in the Western Solent and an imaginary line between Hill Head and Old Castle Point on the Isle of Wight.

IMPACTE (Intermodal Port Access and Commodities Transport in Europe) – project co-funded under the European INTERREG IIIB programme for North West Europe and led by SEEDA to promote and facilitate sustainable port based development and distribution of freight, focusing on economic, social and environmental benefits.

Lift-on/lift-off cargo (lo-lo) – cargo lifted on and off ships by crane. In the context of the Port of Southampton, this usually refers to containers being loaded on and off ships using dedicated container cranes.

Multi-deck – facility for the intensive storage of ro-ro traffic (import or export) awaiting onward transportation; similar to a multi-storey car park.

PUSH (Partnership for Urban South Hampshire) – partnership of local authorities committed to improving sustainable and economic-led growth and the overall prosperity of the area. See www.push.gov.uk.

Roll-on/roll-off cargo (ro-ro) – cargo capable of being wheeled on and off ships. In the context of the Port of Southampton, this usually refers to motor vehicles that can be loaded and unloaded under their own power.

Rail Freight Group – organisation comprising shipping lines, logistics providers, suppliers, terminal operators, ports and freight train operating companies whose aim is to promote cost effective rail solutions for freight.

Ramsar sites – areas listed under the International Convention on Wetlands of International Importance, especially as waterfowl habitat, signed at Ramsar, Iran in 1971.

SAC (Special Area of Conservation) – areas protected under European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (The Habitats Directive).

SEEDA (South East England Development Agency) – government agency tasked with the delivery of sustainable economic development and regeneration of the south east. See www.seeda.co.uk.

Short-sea – port traffic between the UK and EU or Albania, Algeria, Azerbaijan, Croatia, Egypt, Georgia, Gibraltar, Malta, Iceland, Israel, Lebanon, Libya, Monaco, Morocco, Norway, Cyprus, Russia, Syria, Tunisia, Turkey and Ukraine.

Solent Waterfront Strategy – analysis of the Solent marine sector led by SEEDA. See www.seeda.co.uk/Solent_Waterfront

SMART (Solent Midlands Advancement of Rail Transport) – programme of works to upgrade rail infrastructure between Southampton and the Midlands to facilitate the movement of 9'6" high containers on standard rail wagons.

SMMT (Society of Motor Manufacturers and Traders) – organisation which promotes the interests of the UK automotive industry. See www.smmt.co.uk

Southampton Partnership – local strategic partnership with members from the private, public, voluntary and community sectors whose objective is the implementation of measures to improve quality of life within the Southampton area. See www.southampton-partnership.com

SPA (Special Protection Area) – areas protected under European Council Directive 79/409/EEC for the conservation of wild birds (The Birds Directive).

SSSI (Site of Special Scientific Interest) – areas protected under the Wildlife and Countryside Act 1981 for the protection and conservation of flora and fauna.

Strategic National Corridor – transport corridors which link key centres of population to each other and to the busiest international trade gateways.

TEU (Twenty-foot Equivalent Unit) – the industry standard measure of container capacity. Most containers today are 40 feet in length and are therefore the equivalent of 2 TEU.

Transport hub – facility where cargo (or passengers) are handled in such quantities that opportunities for onward transportation (road, rail, coastal shipping) are more likely as a result of the critical mass.

VTs (Vessel Traffic Services) – surveillance and communications system operated by the Harbour Master designed to provide vessels operating within its area of coverage with advice and guidance on matters of navigational safety.



Aerial of the Eastern Docks of the Port of Southampton



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