

Summary of responses to the consultation on the Port of Southampton Master Plan 2009

January 2010

Table of Contents

1.	Executive Summary	4
1.2	Responses from Organisations and Elected Representatives....	4
1.3	Responses from Members of the Public.....	4
2.	Introduction	6
2.1	Background	6
2.2	Purpose of this Document	6
3.	Consultation Process	7
3.1	Overview	7
3.2	Public Exhibitions	7
4.	Submission Analysis	8
4.1	Overview	8
4.2	Responses from Organisations and Elected Representatives....	8
4.3	Responses from Members of the Public.....	8
5.	Consultation Results and Revisions to the Master Plan	11
5.1	Responses from Organisations and Elected Representatives..	11
5.2	Responses from Members of the Public.....	13
6.	Summary	14

Appendices

- A List of elected representatives organisations that submitted a response
- B Consultation events held

1. Executive Summary

Associated British Ports (ABP) published its draft Port of Southampton Master Plan and accompanying draft Shadow Strategic Environmental Assessment (SEA) and draft Shadow Appropriate Assessment (SAA) for consultation in July 2009. The master plan sets out the vision for the future development of the Port over the period to 2030.

This document summarises the consultation feedback that we received during the consultation period, which ran until 13 November 2009.

In order to assist the consultation process, we:

- established a dedicated website containing copies of the master plan, SEA and SAA;
- distributed paper copies of the draft master plan to 25 libraries; and
- distributed an 8-page summary leaflet explaining in non-technical language the master plan vision for the Port.

In addition two public exhibitions were held, one in Southampton and one in Hythe, to give members of the public an opportunity to study the details of the master plan and to ask us questions about it.

The master plan consultation exercise also received extensive press coverage.

In total 52 organisations and 100 members of the public responded to the consultation.

1.2 Responses from Organisations and Elected Representatives

Responses were received from a wide variety of organisations, including elected representatives at parish, district, county, national and European levels as well as from local authorities, Government agencies, businesses, business representatives and community groups.

The emerging themes of the consultation are summarised later in this document and range from support for the Port to expand and create further economic benefits, to concerns about the impact of Port expansion on local communities and wildlife, particularly with regard to the Dibden reclaim.

Our response to those emerging themes is also summarised later in this document. The final version of the master plan has been amended in respect of the issues raised in the responses received, where appropriate.

1.3 Responses from Members of the Public

Whilst there was a recognition by many members of the public of the beneficial economic impact of the Port on the region, public opinion about the master plan was divided, with 39% of respondents supporting our master plan objectives; 44% not supporting them and 14% raising a single, specific

concern, such as the lack of ship viewing facilities at the Port. The remaining 3% of responses were unclear

Of those respondents that did not support the master plan vision, the majority (77%) lived in New Forest District, principally in the communities that immediately surround the Dibden reclaim.

As with responses from organisations and elected representatives, emerging themes are summarised later in this document. The final version of the master plan has been amended, where appropriate, in respect of the issues raised in the consultation responses received.

We would like to extend our thanks to all organisations and members of the public who took the time to respond to the consultation.

2. Introduction

2.1 Background

Associated British Ports (ABP) published its consultation draft of the Port of Southampton master plan in July 2009. ABP also published for consultation a draft Shadow Strategic Environmental Assessment and draft Shadow Appropriate Assessment of the draft master plan. The master plan sets out what we, at ABP, consider needs to be done in the interests of the Port and the community it serves, over the period 2009 – 2030.

The Port of Southampton master plan is a voluntary process by ABP developed in response to the Government's recommendation that the major UK ports (such as the Port of Southampton) produce master plans, and consult on them. While the final master plan is not an application for development consent in itself, it will inform future planning decisions made in respect of the Port and surrounding land uses with the potential to affect port operations.

The consultation draft of the master plan and accompanying documents has been subjected to a period of public consultation that started on 27 July 2009 and ended on 13 November 2009.

We have carefully considered all consultation responses received and, where appropriate, have taken them into account in the production of the final version of the master plan.

We would like to extend our thanks to all organisations and members of the public who responded to this consultation exercise.

2.2 Purpose of this Document

This document provides a summary of the responses received during the consultation, an outline of the method of analysis, and the themes that have emerged. Where the emerging themes have resulted in changes to the Port of Southampton master plan document, these have been identified.

3. Consultation Process

3.1 Overview

We published the consultation draft of the Port of Southampton Master Plan and accompanying documents on 27 July 2009. Copies of the draft master plan were sent to over 120 consultees, including local authorities, local MPs, Government Agencies and Non Government Organisations (NGOs).

At the same time we:

- Established a dedicated Southampton master plan website which enabled consultees to browse the content of the master plan and supporting documents and give their feedback instantly;
- Produced an 8-page summary leaflet explaining in non-technical language our master plan vision for the Port of Southampton. Copies of this document were made available for the public at libraries, the public exhibitions (see below) and other venues. A copy of this leaflet was also distributed to our employees at the Port;
- Distributed the draft master plan to 25 libraries in the Southampton and South Hampshire sub-region together with summary leaflets, advertising posters and paper feedback forms;
- Held two public exhibitions (see below);
- Gave presentations of the draft master plan to interested parties including the Southampton and Fareham Chamber of Commerce and Industry and Business Southampton. A full list appears as Appendix B; and
- Provided copies of the master plan to the media
- Issued a news release to the local media, publishing the dates of the exhibition and the availability of the website.

In each case we encouraged feedback, either electronically via the dedicated website, or in writing using a postage-paid feedback form in order to maximise responses.

3.2 Public Exhibitions

We held two one-day public exhibitions to promote the master plan – at the Southampton Civic Centre on 11 September 2009 and at Hythe Parish Council offices on 15 September 2009. Both exhibitions were advertised in advance in the local media and posters were put up in public areas, in order to encourage public participation.

The exhibitions were staffed by ABP personnel with knowledge of the master plan who were able to answer questions about the master plan.

In total over 140 people visited the exhibitions.

4. Submission Analysis

4.1 Overview

In total we received 152 responses to the master plan consultation – 52 (34%) of which were received from organisations, elected representatives etc and 100 (66%) from the general public.

4.2 Responses from Organisations and Elected Representatives

A full list of the 52 respondents appears as Appendix A. The 52 responses in this category has been further analysed by respondent and broken into sub categories as the pie chart in figure 1 shows:

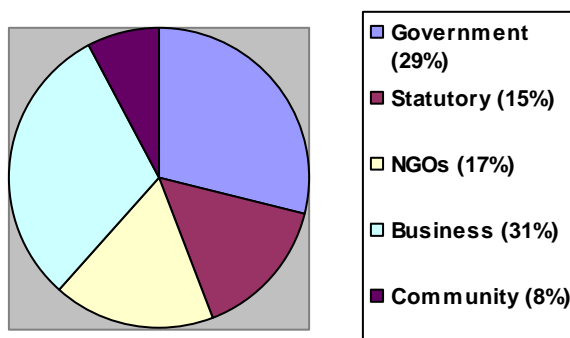


Figure 1: Pie chart showing the breakdown of respondent by sub-category

For the purposes of the analysis presented at figure 1, we have adopted the following sub-categories:

- “Government” – includes all elected representatives (local councillors, county councillors, MPs and European MPs); local authorities (including New Forest National Park) and parish councils;
- “Statutory” – includes Department for Transport, Highways Agency, Environment Agency and Natural England;
- NGOs (Non Government Organisations) such as RSPB and the New Forest Association;
- “Business” – includes individual commercial businesses as well as business organisations such as Southampton and Fareham Chamber of Commerce; and
- “Community” – community groups, for example Residents Against Dibden Bay Action Group.

The themes that emerged from these responses, together with our responses, are summarised in the section entitled “Consultation results and revisions to the master plan”.

4.3 Responses from Members of the Public

In total 100 responses were received from members of the public – in order to comply with data protection requirements, the names and addresses of those respondents are not included in this report..

An analysis of the local authority areas where respondents lived was carried out and is summarised in the pie chart in Figure 2.

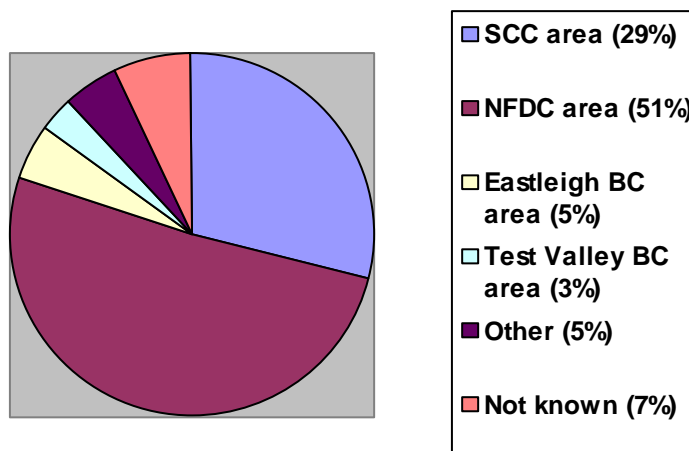


Figure 2: Pie chart showing the distribution of responses from members of the public by where respondent lives.

A little over one half of the responses (51%) were received from members of the public living in the New Forest District area. Residents of Southampton City made up the second largest category of respondent, at 29%. A much lower proportion of responses came from the public living in the Eastleigh and Test Valley Boroughs, at 5% and 3% respectively. "Other" locations were all much further afield, including Milton Keynes and Somerset.

The content of each of the 100 responses received was analysed to determine the nature of the general public's views. Each response was categorised into one of four categories, as follows:

- Supportive of the general objectives of the master plan;
- Not supportive of the general objectives of the master plan;
- Neither supportive nor unsupportive, but respondent raised a single, specific concern; and
- Response unclear.

In summary, 39% of respondents were supportive of the general objectives of the master plan, while 44% were not. A further 14% raised a single, specific concern while being neither supportive nor supportive of our plan. Finally, in 3% of cases, the response was unclear (figure 3).

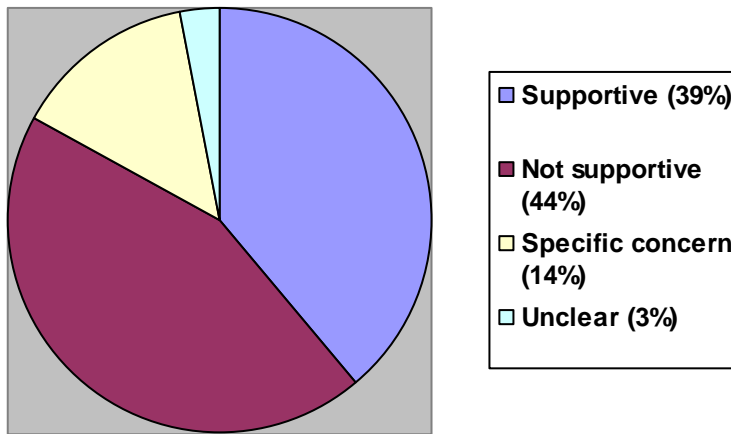


Figure 3: Pie chart showing an analysis of views of members of the public to the Port master plan.

It was also possible to analyse the correlation between support for our plan and where the respondent lived. Of the respondents living in Southampton City 66% were supportive of the plan and 7% were not (the remaining 27% being neither supportive nor unsupportive).

Conversely, 20% of respondents living in New Forest District were supportive of the master plan objectives, while 71% were not. Additionally, of all the respondents who did not support the master plan objectives, 77% of them lived in New Forest District. Concern over our long-term objective to expand the Port onto Dibden reclaim was the dominant response of members of the public living in New Forest District, who fell into this category. This is discussed further in the section entitled “Consultation results and revisions to the master plan”.

5. Consultation Results and Revisions to the Master Plan

This section identifies what themes emerged from our consultation process, how these have been addressed in the consultation draft of the plan and the revisions to our plan that have been made as a result.

5.1 Responses from Organisations and Elected Representatives

Theme	Our response	Change(s) made to the final master plan
There was a good level of support for the Port to remain a successful business, providing local, regional and national employment and revenue.	We agree.	No changes made to the master plan.
There is a requirement for the Port to engage with stakeholders to ensure appropriate development and expansion	We agree.	No changes made to the master plan.
There is recognition that the local and regional economy is dependent on a successful "gateway" port.	We agree.	No changes made to the master plan.
There was a recurrent theme that the environmental impacts (for example impacts on nature conservation, local communities, visual amenity, traffic, light and noise) of construction and operation of port facilities at Dibden had not been fully assessed within the Master Plan document.	The purpose of the master plan is to set out the broad development objectives for the Port of Southampton, not to put forward and then carry out an environmental impact assessment of a particular development proposal. We will, however, be required to consider all the environmental impacts that will arise from the development of Dibden reclaim at the point at which an application to expand the Port is made.	We have amended the master plan to emphasise further that ABP will be required to consider all the environmental impacts of a proposal to develop Dibden reclaim. The environmental topics that we will most probably have to consider at that time are listed in Table 9.1 of the final version of the master plan.
The relevant planning policies covering the New Forest National Park has not been addressed.	A number of organisations felt that we have not fully addressed relevant planning policies in connection with the New Forest National Park. The importance of the New Forest and relevant planning considerations feature at paragraphs 9.23, 9.104 and table 9.13 of the final master plan.	Policies relating to the New Forest National Park and reference to the Environment Act 1995 have been added to the Policy Chapter and paragraph 9.104 of the master plan.
The basis for trade demand forecasts has not been sufficiently documented in the draft Plan.	Trade forecasts featuring in the master plan are government forecasts compiled by industry experts. The exception to this is the cruise passenger forecasts, which have been compiled by ABP using information provided by cruise companies (the government does not produce cruise passenger forecasts). ABP has, however, taken into account the recent economic downturn in all forecasts as figure 5.9 (containers); figure 5.12 (trade motor vehicles) and figure 5.17 (dry bulks) in the master plan show.	We believe that sufficient information on the derivation of trade forecasts and alternatives is already included in the master plan. Trade demand forecasts demonstrate, that in time, the Port of Southampton will need extra land to expand into, in order for the Port to continue at the forefront of international trade. Expansion, however, will only be considered in response to a commercial need.

Theme	Our response	Change(s) made to the final master plan
A number of respondents indicated that the master plan had insufficient consideration on alternatives to the development of Dibden reclaim.	We will continue to develop the existing eastern and western docks to optimise their potential. By 2020, however, we believe that the Port will be approaching the practical limits of land use optimisation and it will be necessary to expand the Port. In our view there are no practical alternatives to the development of Dibden reclaim and, indeed, none have been put forward by respondents during the consultation process.	No changes made to the master plan. The matter of alternatives is covered in the Shadow Strategic Environmental Assessment (SEA)
The implications of growth within the existing port footprint are not covered appropriately within the document, for example, reference should be made the impact on local roads, architecture and off-site infrastructure.	The master plan outlines the nature of development envisaged for the future. It does not and cannot at this stage refer to detailed design of any proposal. In relation to organic growth, ABP will continue to engage with relevant parties about future infrastructure provision. As specific proposals emerge, detailed plans will be developed and design and infrastructure considerations will be taken into account.	No changes made to the master plan.
Climate change adaptation measures should feature in the Plan.	We agree.	The Environment Chapter now includes an overview of ABP's intended approach to address climate change adaptation.
There was general consensus that port activities and operations within the existing port should be intensified to make the best use of the existing footprint.	We agree. ABP has identified measures in the master plan which documents steps already taken to intensify throughput within the current footprint of the Eastern and Western Docks (see Chapter 7 covering land use trends). This approach will continue, but at some point, the practical limits of land use optimisation within the existing docks will be reached and it will be necessary to expand the Port.	No changes made to the master plan.
Safeguarding of Marchwood Sea Mounting Centre's (Military Port) operational capability has not been taken into account in the master plan.	We agree that it will be necessary to reflect the operational requirements of the Sea Mounting Centre in any plan to develop additional port capacity at Dibden reclaim.	The master plan has been amended at paragraph 4.79 to make the point that the requirements of the Sea Mounting Centre will have to be taken into account in any detailed proposal to expand the commercial Port.
National Policy Statement (NPS) for Ports and the updates to the Hampshire County Council's Minerals and Waste Strategy, New - Forest District Council's Core Strategy and the South East Plan should be accounted for within the Master Plan.	We agree. The draft ports NPS was issued by government on 9 November 2009 and ABP has made a response to that consultation document. Updates on the other three planning documents have been released since the draft master plan was issued for consultation.	The master plan has been updated to reflect NPS and other planning policy documents.
The draft Strategic Environmental Assessment (SEA) is incomplete. One respondent indicated that ABP's vision for the expansion of the Port in response to a commercial need does not take account of current development proposals.	The master plan contains our vision for the continued development of the Port, rather than a development proposal. At the point at which we make a detailed development proposal to expand the Port, it will be necessary to determine the extent of in-combination effects. Each development, when it is brought forward for assessment, will consider all other development proposals, including non-ABP developments, at the appropriate time.	No changes made to the master plan. This point has been made clearer in the Shadow Strategic Environment Assessment.

Theme	Our response	Change(s) made to the final master plan
One respondent was concerned that the Shadow Appropriate Assessment (SAA) and the master plan should contain more reference to cultural heritage matters.	We agree.	The SEA and the master plan has been amended to reflect these views on cultural heritage.
One respondent was concerned that the issue of alternatives to Dibden was not adequately covered in the SAA.	We believe that the position with respect to alternatives is covered within the SAA. In the absence of any detailed proposal, no further information can be added to the text.	No changes made to the master plan. Alternatives also covered within the shadow Strategic Environmental Assessment.

5.2 Responses from Members of the Public

The following themes emerged from the comments received from members of the public:

Theme	Our response	Change(s) made to the final master plan
There was a recurrent theme of the need for the Port to grow from respondents in favour of the general objectives of the master plan.	We agree.	No changes made to the master plan.
There was recognition amongst this group of the importance of the Port of Southampton and the beneficial impact it has on the local and regional economy.	We agree.	No changes made to the master plan.
ABP should not expand the Port into Dibden Bay because the A326 is already over-loaded, especially at peak times.	We recognise that any application to expand the boundaries of the Port will require a careful consideration of the traffic implications of that development. In the absence of a proposal, however, it is not possible to identify potential issues and solutions in advance of a specific development application.	The need to fully assess the impact of the development of Dibden Bay on the A326 is already stated in sections 7.44 and 8.37 of the draft master plan (now 8.39 of the master plan). Additional explanation is included in the final version of the master plan.
ABP should not expand the Port into Dibden Bay on ecological grounds. Many respondents cited the environmental designation of the Dibden reclaim (a Site of Special Scientific Interest) as a reason to resist further expansion of the Port.	We believe that our trade demand forecasts demonstrate that, in time, the Port of Southampton will need extra land to expand into, in order for the Port to continue at the forefront of international trade. For any development proposals at Dibden we will be required by law to offset the effects of any port development on protected environmental areas, to the satisfaction of the Government's environmental and nature conservation regulators.	The situation is already stated in paragraphs 6.13, 7.45 and table 9.3 of the consultation draft of the master plan. No changes to the master plan are therefore proposed.

Theme	Our response	Change(s) made to the final master plan
Concerns in relation to noise, light, visual impact, effect on amenity and impact on the community on humans if Dibden Bay is developed for port use.	At this stage we have no formal proposal to develop Dibden Bay for port use and, as a result, we cannot assess the human impacts of a proposal. At the point an application is made all the impacts of the proposal will have to be assessed within an Environmental Impact Assessment that will accompany the application to expand the Port. The Government will ultimately have to decide on the strength of our case in relation to the public interest.	The master plan identifies the likely topics that ABP will have to assess in Table 9.1. In addition, the master plan now includes a section indicating that a proportion of the land in ABP's ownership will be made available, as part of any future development proposals, for environmental and community use as well as for the accommodation of small-to-medium sized marine-based enterprises.
Dibden Bay is adjacent to the New Forest National Park and any port development on the reclaim should therefore be prevented.	Whilst we acknowledge the importance of the New Forest National Park in the master plan (for example see paragraph 9.23; 9.104 and table 9.13 of the plan), it is important to note that the Dibden reclaim was removed from the National Park boundary by the Secretary of State who agreed with an independent planning inspector that it did not meet the criteria for land to be included within a National Park.	The identification of relevant policies providing for the New Forest National Park has been re-emphasised in paragraphs 9.23 and 9.104.

6. Summary

The revisions to the master plan identified in the tables above will appear in the final version of the Port of Southampton Master Plan, to be adopted by Associated British Ports.

The final version of the master plan is available in electronic format on the ABP Southampton website www.southamptonvts.co.uk. ABP will review and update the master plan from time to time and at least every five years to ensure that it remains relevant and appropriate.

Appendix A

List of elected representatives and organisations that submitted a response

Organisation
Dr Julian Lewis, MP – Conservative Member of Parliament for New Forest East
Chris Huhne, MP – Liberal Democrat Member of Parliament for Eastleigh
Caroline Lucas, MEP – Green Member of European Parliament for South East England
Brian Dash, Liberal Democrat Councillor for Hampshire County Councillor
Lee Dunsdon, New Forest District Councillor for Holbury and North Blackfield
South East England Development Agency
Hampshire County Council
New Forest National Park Authority
New Forest District Council
Southampton City Council
Test Valley Borough Council
Eastleigh Borough Council
Fawley Town Council
Marchwood Parish Council
Hythe and Dibden Parish Council
Department for Transport
Network Rail
Environment Agency
Natural England
Highways Agency
Defence Equipment and Support
English Heritage
The National Trust
Solent Protection Society
Campaign for National Parks
Royal Society for the Protection of Birds
Hampshire and Isle of Wight Wildlife Trust
Campaign for the Protection of Rural England (Hampshire)

Royal Yachting Association
The New Forest Friends of the Earth
Institution of Civil Engineers
Harbour Master Port of Southampton
Business Southampton
Trucktrain Developments Limited
Solent Education Business Partnership
Road Haulage Association
Marina Developments Limited
Wainwright Bros. and Co. Limited
DP World Southampton
New Forest Business Partnership
Freightliner Limited
Heulin Renouf
Veolia Environmental Services Limited
Southampton Grain Terminal
Southampton Master Mariners Club
Hampshire Economic Partnership
Southampton Shipowners Association
Southampton and Fareham Chamber of Commerce & Industry
Hythe Marina Association (HMA) Limited
Hythe Marina Village Limited
Residents Against Dibden Bay Port
New Forest Association

Appendix B

Consultation events held

Presentations on the Port of Southampton draft master plan were made to the following organisations on the following dates:

Date	Meeting
8 July 2009	Solent Waterfront Strategy Group
9 July 2009	Port of Southampton Consultative Committee
13 July 2009	Port City Futures conference
13 July 2009	Environment Agency
21 July 2009	South East Economic Development Agency
27 July 2009	Marine Bill Team visit from Defra
2 September 2009	Southampton and Fareham Chamber of Commerce and Industry