



Port of Southampton Master Plan

Shadow Appraisal and Assessment – Consultation Draft

For Associated British Ports

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Non-Technical Summary

1. Associated British Ports (ABP) is in the process of preparing a Master Plan for the Port of Southampton. The Master Plan will set out ABP's strategy for planning the land use, infrastructure and development requirements of the Port of Southampton for the period to 2035. The Master Plan builds upon and will replace the previous Port of Southampton Master Plan 2009 – 2030.
2. Although not required on a strict, legal basis, ABP has decided to undertake a 'shadow' appraisal and assessment of its Master Plan, which incorporates the relevant requirements of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes. The term 'Shadow Appraisal and Assessment' or 'SAA' is used to describe the combined process of SA and SEA. By undertaking this process, ABP are seeking to ensure that the Port of Southampton Master Plan contributes to the achievement of sustainable development.
3. The SAA will be reported within a final Shadow Appraisal and Assessment Report (SAAR) that will support the Master Plan once finalised.
4. ABP has published its Draft Master Plan for the Port of Southampton 2016 – 2035 ('the Draft Master Plan') for consultation. This Draft SAAR has been prepared to sit alongside the Draft Master Plan during the consultation proposed. Following consultation, any amendments to the Draft Master Plan and the Draft SAAR will be considered and final documents published. A Shadow Habitats Regulation Assessment (HRA) has also been published alongside the Draft Master Plan.

Methodology

5. SEA focuses on environmental effects and the methodology addresses a number of topic areas, namely biodiversity, population, human health, flora and fauna, soil, water, air, climatic factors, material assets, cultural heritage and landscape and the interrelationship between these topics. SA, however, widens the scope of the appraisal to assess the effects of a plan on social and economic factors, in addition to environmental topics.
6. In preparing the Draft SAAR, regard has been had to the SEA Directive, the Regulations and relevant official guidance, including current Planning Practice Guidance and the Practical Guide to the Strategic Environmental Assessment Directive (ODPM, September 2005).
7. In accordance with the guidance, five principle stages of the process are identified. These are:
 - STAGE A: Setting the context and objectives, establishing the baseline and deciding on the scope.
 - STAGE B: Developing and refining alternatives, and assessing effects.
 - STAGE C: Preparing the Environmental Report

- STAGE D: Consulting on the draft plan or programme and the Environmental Report
 - STAGE E: Monitoring the significant effects of implementing the plan on the environment
8. Various detailed tasks are identified and undertaken under these stages, as explained further in section 2.

Contents and Main Objectives of the Draft Master Plan

9. The Draft Master Plan sets out the Port's strategic planning for the period to 2035 and identifies, in broad terms, how land currently owned by the Port of Southampton may be developed in the future to handle the forecast growth in trade at the Port.
10. The key objectives set out in the Draft Master Plan are to:
- Set out the Port's strategy for growth;
 - Clarify the Port's strategic planning for the medium to long term and thereby assist planning bodies, transport network providers and other stakeholders in preparing their own development strategies and in carrying out of their functions;
 - Set out the future development and infrastructure requirements needed to both maintain and enhance the role of the Port as a major international deep-sea gateway and to meet the needs identified within Government policy; and
 - Inform port users, employees and local communities on how they can expect to see the Port develop over the coming years.
11. ABP's land holdings, in the context of the Draft Master Plan and this Draft SAA, fall into four categories:
- the Eastern Docks - approximately 69ha (170 acres);
 - the Western Docks - approximately 237ha (585 acres);
 - Marchwood Industrial Park and Cracknore Industrial Park – approximately 48 ha (120 acres); and
 - a strategic land reserve, totalling approximately 325ha (800 acres), held for future port expansion, located between Marchwood Seamounting Centre and Hythe Village Marina.
12. The locations of these land holdings are identified in figures within the Draft Master Plan.

Plans and programmes relevant to the Master Plan

13. The SAA identifies international, national, sub-regional and local plans and programmes that are relevant to the Master Plan. The plans and programmes identified include the National Policy Statement for Ports (NPSfP), European directives for the protection of animals and habitats, national legislation relating to the Port of Southampton and harbours and national and local planning policy and guidance, among others. Section 4 and Appendix A consider how each of these affects the Master Plan.

The Baseline

14. The current character and state of the environment that has the potential to be affected by the strategy within the Draft Master Plan is considered within the SAAR. This is broken down into the following four areas:
 - Economic;
 - Social;
 - Environmental; and
 - Natural Resources.
15. *Economic* – The Port of Southampton is located in South Hampshire, in the South East of the UK. The sub-region has certain advantages, including its coastline and excellent transport links. However, it also suffers from a lower rate of economic growth compared to the rest of the region.
16. The Port of Southampton is the UK's number one cruise port; it has the UK's second largest container terminal and is closest to international shipping routes. In addition, Southampton is the UK's leading port for motor vehicle exports. The Port is a major gateway facility of economic significance; one which is estimated to create 15,000 jobs (both directly and indirectly).
17. *Social* – The Port of Southampton plays an important role in the social structure of the City of Southampton and the South Hampshire sub-region. In addition to its economic and employment contribution, the Port plays a number of different roles in nationally and internationally significant water-based leisure activities including the Southampton International Boat Show.
18. *Environmental* – There are a number of sites designated for nature conservation importance both within and within the vicinity of the Port. In addition, the Port is adjacent to the New Forest National Park.
19. There are a number of Air Quality Management Areas (AQMAs) within the City of Southampton and some of these are located along the access roads leading to and from the commercial port estate. In addition, there are structures within the Port estate that are listed for their heritage value.
20. *Natural Resources* – In respect of its own activities, the Port has sought to reduce its carbon footprint. This has involved entering into a partnership whereby power is supplied by a nearby combined heat and power installation and the investigation of ways in which alternative fuels can be use within the Port estate. Vessels using the Port are also now required to use low sulphur fuels, and the use of rail for inland movements of cargo is actively encouraged.

Key Sustainability and Environmental Issues and Opportunities

21. The Draft SAA has identified the following key sustainability and environmental issues and opportunities in respect of the Draft Master Plan:
- Significant long-term growth is forecast. As a result of the expected increased demand, Government policy seeks to encourage sustainable development to increase capacity within a competitive and efficient sector;
 - Economic uncertainty as a result of the UK's recent vote to leave the European Union;
 - The South Hampshire sub-region has certain advantages including key economic sectors, coastline and excellent transport links by road, rail and sea, including proximity to deep-sea shipping lanes;
 - The South Hampshire sub-region suffers from a lower rate of economic growth compared with the regional and national averages;
 - The Port of Southampton is a key employer in the sub-region, both through direct and indirect employment;
 - The Port of Southampton is located within an area that is home to a series of international, national and local sites of nature conservation importance as well as being located close to the New Forest National Park;
 - Proximity of sensitive receptors, such as residential development, to the operational port estate; and
 - The physical extent of the current operational port estate is constrained due to its prime location within the heart of the City of Southampton.

The SAA Framework

22. The Draft Master Plan has been reviewed against the wider environmental, social and economic objectives set out in the various plans and programmes, the baseline and the key sustainability and environmental issues and opportunities identified. The following eighteen SAA objectives have been developed as a result of that process:

Economic (the maintenance of high and stable levels of economic growth and employment)

1. Maintain and enhance the role of the Port of Southampton as an international deep-sea gateway port with significant global and economic importance.
2. Make effective use of established transport connections that are critical to the operation of the national economy.
3. Provide a positive contribution to meeting forecast capacity demands.
4. Provide a positive contribution to an efficient, competitive and resilient ports industry.
5. Provide a positive contribution to the economically significant marine cluster of the sub-region.

Social (social progress which recognises the needs of everyone)

6. Minimise adverse impacts on people arising from port activities.
7. Ensure security of property on the port estate.

8. Ensure safety and security of people on the port estate.
9. Contribute to the provision of recreation opportunities for the public and support local community projects.

Environmental (effective protection of the environment)

10. Maximise the efficient use of previously used or developed land.
11. Maximise the efficient use of sustainable transport modes.
12. Minimise adverse effects of port operations and related activity on climate change.
13. Minimise adverse effects of port operations and related activity on nature conservation and biodiversity.
14. Minimise adverse effects of port operations and related activity on surface and groundwater bodies.
15. Minimise adverse effects of port operations and related activity on landscape and townscape.
16. Minimise adverse effects of port operations and related activity on sites/features of historic/cultural interest within and outside the port estate.

Use of natural resources (prudent use of natural resources)

17. Minimise use of natural resources.
 18. Minimise energy use.
23. These objectives have been subject to initial testing against each other for possible synergies and incompatibilities as well as being initially tested against the objectives of the Draft Master Plan.

Assessment of the Draft Master Plan Objectives

24. The strategy outlined in the Draft Master Plan, and the potential physical developments and actions that are likely to result, have been assessed against each of the SAA objectives outlined above.
25. The strategy is assessed as having significant positive effects in respect of the economic based SAA objectives. It will maintain and enhance the recognised role of the Port as an international deep-sea gateway with significant global and economic importance, make effective use of existing transport connections which are recognised as critical to the operation of the national economy, assist the Port in making a positive contribution towards a competitive and resilient port industry, make a significant positive contribution to meeting forecast demands and economic objectives for the sub-region, and will enhance and maintain the role of the marine sector.
26. The strategy is predominantly considered to have a neutral to minor negative effect in respect of the social based SAA objectives. It will have a neutral effect on the security of property and the safety and security of people on the port estate. There will, however, be some potentially positive effects through the on-going provision of recreational opportunities and there is potential for some negative effects on people as a result of the implementation of the strategy.

27. As may be expected, the strategy is considered to have a wide range of effects in respect of the environmental based SAA objectives. The strategy is considered to have potentially significant positive effects in terms of maximising the use of previously developed or used land and in respect of the use of sustainable transport modes. Some significant adverse effects are likely on nature conservation and biodiversity, landscape, and surface and groundwater bodies. The effects of the implementation of the Draft Master Plan strategy on the environment will depend on the precise nature of future development which may come forward.
28. The strategy outlined in the Draft Master Plan, and the physical developments and actions that are likely to result within the existing port estate and industrial parks, are considered to have generally minor to moderate significant positive effects in respect of the natural resource based SAA objectives. Maximising the efficient use of existing land and operational facilities, and maximising sustainable transport opportunities, will minimise the use of natural resources and energy.

Consideration of Strategic Alternatives

29. ABP has given careful consideration to alternatives to the strategy put forward within the Draft Master Plan and has considered three potential strategic alternatives. These are:
- Restrict forecast investment so that the Port has to operate permanently within the physical limits of the existing docks;
 - Implement the investment strategy set out in the Draft Master Plan to around 2020 and thereafter limit port operations to the existing commercial docks; and
 - Implement the Draft Master Plan strategy to 2020 but thereafter expand the Port in a form or location that would have fewer adverse environmental implications.
30. These potential strategic alternatives have been assessed and it has been concluded that they do not represent acceptable, reasonable or realistic alternative strategies. The first two options would not be acceptable, given the importance of the Port of Southampton and the requirement for a competitive, efficient and resilient port sector.
31. The consideration of the third potential alternative has had regard to a number of potential alternative locations for port expansion and concluded that the strategic land reserve is demonstrably the only area of land that is physically capable of accommodating significant expansion of the Port. There is thus no credible alternative to the strategy set out in the Draft Master Plan and the expansion of the Port onto the strategic land reserve.

Conclusion

32. Within national policy, the Government recognises the importance of ports to the UK economy and encourages long-term growth within a competitive, resilient and efficient port industry. Furthermore, national policy considers that judgments about when and where new port development is required should be made by the market itself on the basis of commercial factors and should seek, amongst other things, to ensure a competitive market

within the UK. At a local and sub-regional level, the Port of Southampton's position as a key gateway to Europe and the wider global economy is recognised.

33. ABP has prepared a Draft Master Plan for the Port of Southampton. The Draft Master Plan sets out a strategy that ABP proposes should be the basis for planning the land use, infrastructure and development requirements of the Port for the period to 2035. This Draft SAAR identifies and evaluates the likely significant effects of implementing the Draft Master Plan strategy.
34. SAA objectives have been developed based on a review of environmental, social and economic objectives set out in relevant plans and programmes and by an examination of the environmental baseline of the Master Plan area. The SAA objectives have been divided into economic social, environmental and resource-use categories, reflecting the recognised aspects of sustainability. The strategy outlined in the Draft Master Plan and the potential physical developments and actions that are likely to result have been assessed against the SAA objectives, and a series of mitigation measures outlined which may be developed further to reduce effects.
35. The strategy and subsequent developments and actions are considered to have:
 - Significant positive effects in respect of the economic based SAA objectives;
 - Predominantly neutral effects in respect of the social based SAA objectives;
 - A range of effects in respect of the environmental based SAA objectives; and
 - Generally minor to moderate significant positive effects in respect of the natural resource based SAA objectives.

1 Introduction

- 1.1 Associated British Ports (ABP) is in the process of preparing a Master Plan for the Port of Southampton. The Master Plan will set out ABP's strategy for planning the land use, infrastructure and development requirements of the Port of Southampton for the period to 2035. The Master Plan builds upon and will replace the previous Port of Southampton Master Plan 2009 – 2030.
- 1.2 The 'Guidance on the Preparation of Port Master Plans' (DfT, 2008) indicates at paragraph 109, that it is for each port to determine whether or not, in producing a Port Master Plan, it is affected by the requirements of the Strategic Environmental Assessment Directive (European Directive 2001/42/EC).
- 1.3 European Directive 2001/42/EC establishes procedures whereby an assessment is required to be undertaken of certain plans and programmes that are likely to have significant effects on the environment.
- 1.4 Although the term 'strategic environmental assessment' (SEA) does not appear in the Directive, it is commonly referred to as 'the SEA Directive'. Its stated objective is "*to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development*" (Article 1). To this end, it requires the production of an environmental report, which, along with the comments of relevant authorities and the public, is to be taken into account during the preparation of the plan or programme.
- 1.5 The Directive has been implemented into national law through the Environmental Assessment of Plans and Programmes Regulations 2004, as amended ('the SEA Regulations').
- 1.6 A Sustainability Appraisal (SA) is a systematic process the purpose of which is to promote sustainable development by assessing the extent to which an emerging development plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. SAs incorporate the requirements of the SEA Regulations referred to above and ensure that potential environmental effects are given full consideration alongside social and economic issues.
- 1.7 On a strict, legal analysis port master plans do not fall within the terms of the SEA Directive, and there is no obligation on ABP to undertake a formal SEA of its Master Plan. In addition, on a strict legal basis, port master plans do not fall within the terms of the Planning and Compulsory Purchase Act 2004 in respect of sustainability matters and there is, therefore, no obligation on ABP to undertake an SA of its Master Plan.
- 1.8 ABP has decided, nonetheless, to undertake a 'shadow' appraisal and assessment of its Master Plan, which incorporates relevant requirements of the SA and SEA processes. Having regard to the objectives and aims of the SA and SEA process, this decision has

been made by ABP in order to ensure that the Port of Southampton Master Plan contributes to the achievement of sustainable development. The Shadow Appraisal and Assessment (SAA) will be reported within a Shadow Appraisal and Assessment Report (SAAR) that will support that Master Plan once it is finalised.

- 1.9 This document is a Draft SAAR of the Draft Port of Southampton Master Plan 2016 – 2035 and has been prepared by Adams Hendry Consulting Ltd to sit alongside the Draft Master Plan during its consultation. Following consultation, any amendments to the Draft Master Plan will be considered and a final SAAR will be published in support of the final Master Plan for the period to 2035.
- 1.10 This Draft SAAR has had regard to the SEA Directive, the Regulations and relevant official guidance, including current Planning Practice Guidance and the Practical Guide to the Strategic Environmental Assessment Directive, ODPM (September 2005) (“the SEA Guidance”).
- 1.11 This Draft SAAR, together with a Draft Shadow Habitats Regulation Assessment (HRA), is designed to be read as a supporting document for the Draft Master Plan. It identifies and evaluates the likely significant environmental, social and economic effects should any or all of the projects identified in the Draft Master Plan eventually be implemented. It describes how environmental considerations have been addressed in the Draft Master Plan, considering any reasonable alternatives available, and identifies those aspects of the Draft Master Plan that will require further study and/or assessment if implemented.
- 1.12 The objective of the SAA is, amongst other things, to ensure that any likely significant environmental effects of the Master Plan and its implementation have been identified, both alone and cumulatively with the effects of other plans and programmes.
- 1.13 Following this introduction, the Draft SAAR consists of the following sections.
- Section 2 explains the background to the SAA and the methodology employed in undertaking it;
 - Section 3 summarises the content of the Draft Master Plan, and explains its purpose and context;
 - Section 4 identifies other plans and programmes which provide the context for the Port Master Plan in terms of relevant policies and objectives;
 - Section 5 describes the existing environmental baseline and identifies trends, including an analysis of the baseline in the absence of the Master Plan;
 - Section 6 identifies key sustainability and environmental issues of relevance to the Port of Southampton;
 - Section 7 identifies the SAA objectives used for the purposes of assessment;
 - Section 8 tests the Draft Master Plan objectives against the SAA objectives;
 - Section 9 identifies and considers reasonable alternative strategic options; and
 - Section 10 identifies, assesses and appraises the likely effects of the master plan strategy.
- 1.14 A glossary of relevant terms is provided in Section 11.

2 Background and Methodology

- 2.1 SEA is primarily focused on environmental effects and the methodology addresses a number of topic areas, namely biodiversity, population, human health, flora and fauna, soil, water, air, climatic factors, material assets, cultural heritage and landscape and the interrelationship between these topics. SA, however, widens the scope of the appraisal to assess the effects of a plan to include social and economic factors, in addition to environmental topics.
- 2.2 A SAA provides the opportunity to assess and appraise the ways that a plan can contribute to improving the environmental, social and economic conditions. It also provides a means of identifying and mitigating potential adverse effects that a plan might generate and, by doing so, can help to ensure that the proposals within a plan are the most appropriate when considered against reasonable strategic alternatives.
- 2.3 In preparing this Draft SAAR, regard has been had to current guidance on Strategic Environmental Assessment and Sustainability Appraisal. Section 5 of the SEA guidance advises that the process of carrying out an SEA needs to be adapted to the scale and nature of plan or programme being assessed.
- 2.4 Paragraph 009 of the current Planning Practice Guidance states that a SA should only focus on what is needed to assess the likely significant effects of the plan. As a result, it should only focus on the environmental, economic and social impacts that are likely to be significant and does not need to be done in more detail or using more resources than is considered to be appropriate for the content and level of detail in the Plan.
- 2.5 Both the Planning Practice Guidance and the ODPM guidance ('the SEA Guidance') identify five principal stages of the SA/SEA process. These are set out below, together with an explanation of how they have been addressed in this SAA.

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

- 2.6 The Guidance identifies the following five tasks under this heading.

Task 1 – Identifying other relevant plans, programmes and environmental protection objectives

- 2.7 The guidance states that the purpose of this task is to establish how the plan is affected by outside factors and to suggest how any constraints can be addressed, to help with the identification of the SAA objectives.
- 2.8 In undertaking the SAA, relevant plans, programmes and environmental objectives have

been identified and are reported in Section 4 and Appendix A. These factors have also informed the SAA objectives set out in Section 7.

Task 2 – Collecting baseline information

- 2.9 The guidance states that the purpose of this task is to provide an evidence base for environmental problems, predictions of effects and monitoring, and to help with the identification of the SA objectives.
- 2.10 Baseline data is set out within Section 5 of this SAAR. As Statutory Harbour Authority, ABP has environmental and conservation duties by virtue of various legislation, including the Harbours Act 1964. It has therefore accumulated data on the marine and coastal environment of the Authority's area. Additional information has been gathered in recent years to support consent applications for development proposals. Evidence and information gathered by other organisations, for example, local authorities in the production of their development plans, has also been considered, as appropriate. Extensive background knowledge of the environmental characteristics of the area covered by the Master Plan is, therefore, available to ABP and has been used during the Master Plan and SAA process.
- 2.11 The baseline data has also been taken into consideration in the identification of the SAA objectives, set out in Section 7 of this Draft SAAR.

Task 3 – Identifying sustainability issues

- 2.12 The guidance states that the purpose of this task is to focus on the assessment and streamline the subsequent stages, including the analysis of the baseline information and the setting of the SAA objectives as well as the prediction of effects and monitoring.
- 2.13 Issues and opportunities have been identified by reference to the relevant plans and programmes in Section 4 and the baseline data set out in Section 5. Section 6 identifies the key issues and opportunities.

Task 4 – Developing the SEA Objectives

- 2.14 The guidance states that the output of this task provides the means by which the environmental performance of the plan and alternatives can be assessed.
- 2.15 The objectives that form the framework for the SAA are set out in Section 7 of this Draft SAAR.

Task 5 – Consulting on the scope of the SEA

- 2.16 The guidance states that consultation will ensure that the assessment covers the likely significant environmental effects of the plan.
- 2.17 The publication of this Draft SAAR document for consultation alongside the Draft Master Plan provides an opportunity for comment on its scope. ABP has defined the scope, using its knowledge of the environmental issues (gained through interaction with local authorities on emerging local development documents (for which SEA and SA are statutory

requirements) and routine liaison with key stakeholders such as Natural England and the Environment Agency.

Stage B: Developing and refining alternatives, and assessing effects

2.18 The Guidance identifies six tasks under this heading.

Task 1 – Testing the plan objectives against the SEA objectives

2.19 The guidance states that this stage should identify potential synergies or inconsistencies between the objectives of the plan being assessed and the objectives developed under Stage A.

2.20 Section 7 tests the internal compatibility of the SAA objectives as well as testing the objectives of the Draft Master Plan against the SAA objectives.

Task 2 – Developing strategic alternatives

2.21 The guidance states that the purpose of this stage is to develop and refine the strategic alternatives to the plan.

2.22 Section 9 provides details on the strategic alternatives to the proposals set out within the Draft Master Plan.

Task 3 – Predicting the effects of the plan including alternatives

2.23 The guidance states that the purpose of this task is to predict the significant environmental effects of the plan and alternatives.

2.24 As required by the SEA Directive, the SAA considers short, medium and long-term, permanent and temporary, positive and negative, and secondary, cumulative and synergistic effects on:

- Biodiversity;
- Population;
- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage, including architectural, archaeological, heritage and marine archaeology;
- Landscape; and,
- The inter-relationship between the above.

- 2.25 Consideration of effects on 'population', 'human health' and 'material assets' covers economic and social aspects, enabling the SAA to balance economic, social and environmental considerations in line with the Government's principles of sustainable development.
- 2.26 Appendix C provides a comprehensive assessment of the proposals contained within the Draft Master Plan against each objective of the SAA. Section 9 provides detail about the potential effects of the strategic alternatives identified.

Task 4 – Evaluating the effects of the plan including alternatives

- 2.27 The guidance states that this stage involves evaluating the predicted effects of the plan and its alternatives to assist in the refinement of the plan.
- 2.28 Section 8 of this Draft SAAR evaluates the predicted effects of the proposals contained within the Draft Master Plan. Section 9 considers the potential effects of the strategic alternatives identified.

Task 5 – Mitigating adverse effects

- 2.29 The guidance states that this stage should seek to ensure that adverse effects are identified and potential mitigation measures are considered.
- 2.30 Potential mitigation measures are identified within Appendix C of this Draft SAAR.

Task 6 – Proposing measures to monitor the environmental effects of the plan implementation

- 2.31 The guidance states that this stage identifies and details the means by which the environmental performance of the plan can be assessed.
- 2.32 Indicators by which to monitor the success of each SAA objective are set out in Section 7.
- 2.33 Implementation of elements of the strategy put forward in the Draft Master Plan may have a significant effect on European wildlife sites. On a strict legal analysis, ABP is not required to undertake assessment under the terms of the Habitats Regulations of the Port of Southampton Master Plan. Nevertheless, in order that, insofar as is possible and practicable, all the relevant environmental issues can be properly assessed, ABPmer has undertaken a Draft Shadow Habitats Regulation Assessment (HRA) of the Master Plan. This document has been published for consultation alongside the Draft Master Plan and this Draft SAAR.

Stage C: Preparing the Environmental Report

- 2.34 The Guidance identifies a single task under this heading, namely the presentation of the predicted environmental effects of the plan or programme in a form suitable for public consultation and use by decision-makers. The results of this task are presented in the subsequent sections of this document.

Stage D: Consulting on the draft plan or programme and the Environmental Report

2.35 The Guidance identifies three tasks in this stage.

Task 1 - Consulting on the draft plan and the Environmental Report

2.36 The guidance states that the purpose of this stage is to give the public and various bodies the opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan or programme. Furthermore, this stage provides the opportunity to gather more information through the opinions and concerns of the public.

2.37 The Draft Master Plan, this Draft SAAR document and (as noted above) an accompanying Draft Shadow HRA of the Draft Master Plan have been published for public and stakeholder consultation. Consultation will provide the public and key stakeholders with an opportunity to express an opinion on the draft documents. ABP will take consultation responses into account prior to publishing the final Master Plan and accompanying documents.

Task 2 - Assessing significant changes

2.38 The guidance states that the purpose of this task is to ensure that the environmental implications of any significant changes to the draft plan or programme are assessed and taken into account.

2.39 Following consultation on the Draft Master Plan and associated Draft SAAR and Draft Shadow HRA, consideration will be given to the responses received and the documents reviewed as appropriate. The SAAR will be updated to reflect any amendments to the Master Plan prior to its publication.

Task 3 - Making decisions and providing information

2.40 The guidance states that information should be provided on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the plan or programme to be adopted.

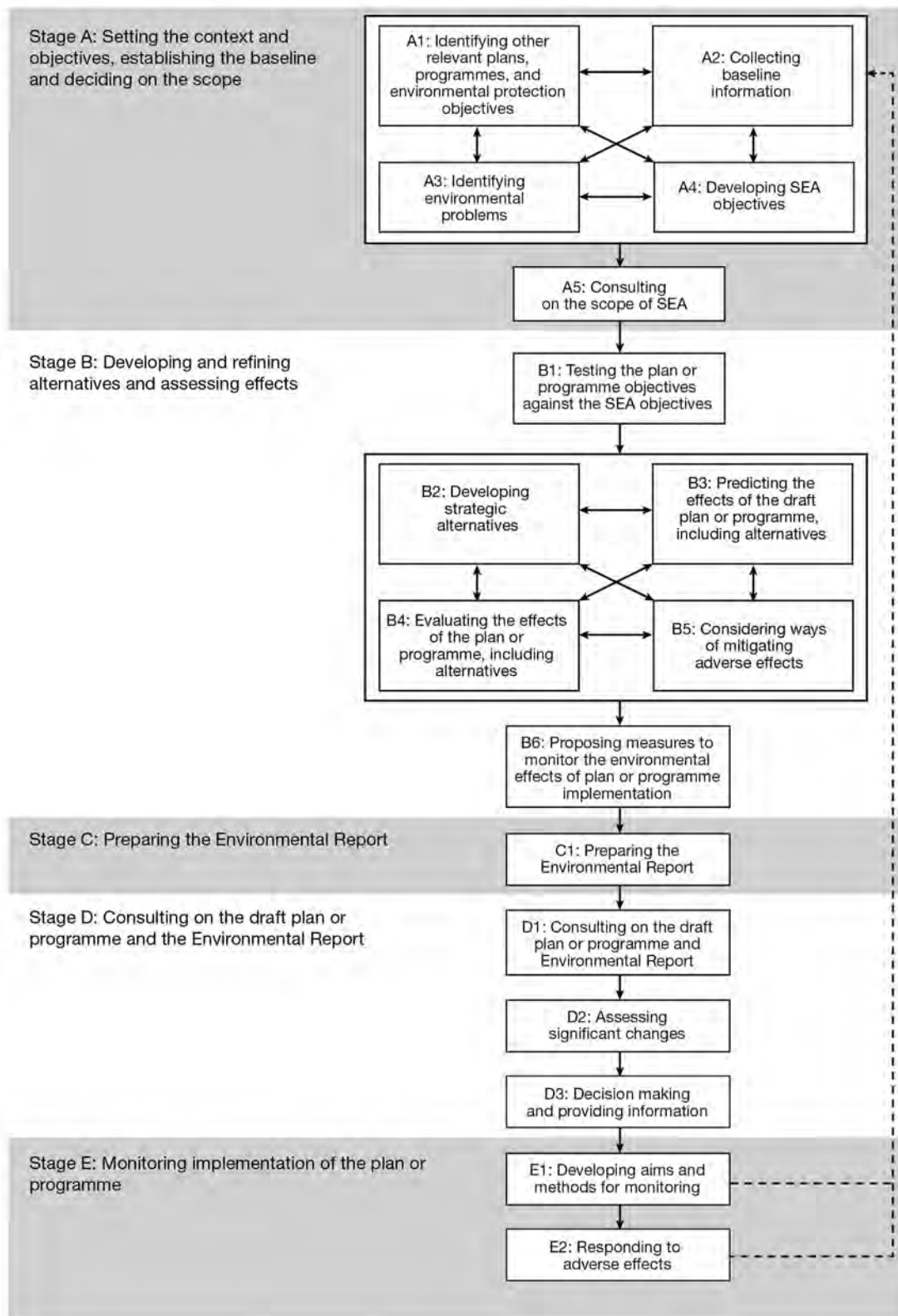
2.41 Where appropriate, both the final version of the Master Plan and the final SAAR will clearly indicate how the plan, and therefore the SAA, has been amended following feedback received during the consultation stage.

Stage E: Monitoring the significant effects of implementing the plan on the environment

2.42 Following the publication of the Master Plan, and the finalisation of the accompanying SAAR, ABP intend to monitor, review and update these documents from time to time to ensure that they remain relevant and appropriate.

2.43 Figure 2.1 shows the relationship between the various tasks which have been outlined above.

Figure 2.1 Relationship between the SAA tasks



SEA Regulations Requirements

- 2.44 Regulation 12 of the Strategic Environmental Assessment of Plans and Programmes Regulations 2004 requires the preparation of an environmental report that identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme. The report should include the information referred to in Schedule 2 of the Regulations as may reasonably be required. Table 2.1 sets out where in this SAAR the relevant information can be found.

Table 2.1 SEA Regulations Requirements

SEA Regulations requirements	Where covered in the SAAR
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Section 3 and 4, Appendix A
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Section 5
c) The environment characteristics of areas likely to be significantly affected.	Section 4 and 5
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC and 92/43/EEC	Section 4, 5 and 6, Appendix B
e) The environmental protection objectives, established at international, national or local level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 4, 5 and 6, Appendix B
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	Section 8, Appendix C
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 8, Appendix C
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Section 9
i) A description of measures envisaged concerning monitoring	Section 7, Appendix C
j) A non-technical summary of the information provided under the above headings.	Non-Technical Summary

3 The Port of Southampton Master Plan

- 3.1 The Government recommends that major ports produce Master Plans in order to help coordinate their future planning (Guidance on the Preparation of Port Master Plans, Department of Transport 2008).
- 3.2 The guidance indicates that master plans should be produced 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 developing 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.
- 3.3 The Port of Southampton published its first Master Plan in 2010, for the period to 2030. The first Master Plan set out ABP's intention to review and update the master plan to ensure that it remains relevant and appropriate. As part of that review process, ABP has published the Draft Master Plan for the period 2016 – 2035.
- 3.4 The Draft Master Plan sets out the Port's strategic planning for the short to long term and identifies, in broad terms, how land currently owned by the Port of Southampton may be developed in the future to handle the forecast growth in trade at the Port. The Draft Master Plan also identifies the approximate timescales for development and expansion requirements.
- 3.5 As with the first Port Master Plan, the Master Plan for the period 2016 – 2035 will inform planning and development plans, programmes, strategies and decisions on a local, sub-regional and national basis over that period. It is anticipated that the Master Plan, and accompanying SAA and Shadow HRA, will provide valuable assistance to sub-regional and local planning bodies as well as transport network providers in preparing and revising their development strategies.
- 3.6 The Master Plan is also intended to inform port users, employees and the local community on how the Port may develop over the coming years. Given the significance of the Port in terms of international flows of cargo, as well as its contribution to the local, regional and national economy, ABP recognises that the Master Plan needs to be shared with the Port's many stakeholders.

Objectives of the Master Plan

- 3.7 Having regard to the nature of the Port of Southampton and its operations and wider policy and guidance, the Draft Master Plan sets out a series of key objectives. Although specific, the objectives are nevertheless sufficiently flexible to allow evolution in tandem with emerging policy frameworks and to match the changing demands of the market, in accordance with the National Policy Statement for Ports (NPSfP).

- 3.8 The key objectives of the Draft Master Plan are to:
- Set out the Port's strategy for growth;
 - Clarify the Port's strategic planning for the medium to long term and thereby assist planning bodies, transport network providers and other stakeholders in preparing their own development strategies and in the carrying out of their functions;
 - Set out the future development and infrastructure requirements needed to both maintain and enhance the role of the Port as a major international deep-sea gateway and to meet the needs identified within Government policy; and
 - Inform port users, employees and local communities on how ABP envisage the Port developing over the coming years.

Geographical Scope of the Master Plan

- 3.9 The Port of Southampton is located within a city region that is home to more than 1 million people. It lies on the central south coast of England, in close proximity to international shipping lanes and mainland Europe. The sub-region in which the Port is located is recognised as an area of critical importance for marine industries and related activities.
- 3.10 ABP is the Harbour Authority for the statutory Port of Southampton, an area that includes the tidal elements of the Rivers Test and Itchen, Southampton Water and parts of the East and West Solent. They are also the Competent Harbour Authority for the provision of pilotage services, the Vessel Traffic Services (VTS) Authority and Local Lighthouse Authority.
- 3.11 Although this wider statutory port area contains strategic port facilities such as the Exxon refinery and petrochemical complex at Fawley, the BP Terminal at Hamble and the military port at Marchwood (the Marchwood Seamounting Centre), the geographical area considered in detail and encompassed within the Master Plan comprises principally the commercial dock estate and other land owned by ABP.
- 3.12 ABP's land holding in the context of the Master Plan and this SAA fall into four categories:
- The Eastern Docks - approximately 69ha (170 acres);
 - The Western Docks - approximately 237ha (585 acres);
 - Marchwood Industrial Park and Cracknore Industrial Park – approximately 48 ha (120 acres); and
 - A strategic land reserve, totalling approximately 325ha (800 acres), held for future port expansion, located between Marchwood Seamounting Centre and Hythe Village Marina.
- 3.13 The locations of these land holdings are identified on figures within the Draft Port of Southampton Master Plan 2016 – 2035.
- 3.14 The Draft Master Plan also identifies the road, rail and marine connections to the Port, which are vital to its continued successful operation and development. The consideration of these connections in the Draft Master Plan has had due regard to their economic significance.

Temporal Scope of the Master Plan

- 3.15 In accordance with Government guidance on the production of port master plans, the Draft Master Plan identifies a strategy for the future of the Port over the period to 2035.

Master Plan Outcomes

- 3.16 ABP's "Strategy for Growth" for the Port is set out within the Draft Master Plan. The strategy builds upon and replaces the previous Port of Southampton Master Plan 2009-2030. The key objectives of the Port of Southampton Master Plan 2016 – 2035 and ABP's strategy for growth are to:
- Clarify the Port's strategic planning for the medium to long term and thereby assist planning bodies, transport network providers and other stakeholders in preparing their own development strategies and in the carrying out of their functions;
 - Set out the future development and infrastructure requirements needed to both maintain and enhance the role of the Port as a major international deep-sea gateway and to meet the needs identified within Government policy; and
 - Inform port users, employees and local communities as to how they can expect to see the Port develop over the coming years.
- 3.17 The Draft Master Plan has examined the implementation of this strategy alongside the likely future trade demand forecasts and has identified the following likely infrastructure and development needs over both the medium and long term.

Identified Proposals and Actions

Infrastructure proposals and actions to 2020

- 3.18 The Draft Master Plan has identified the following potential developments, land use changes and actions by 2020:
- Construction of additional multi-deck facilities in the Eastern Docks and Western Docks for the storage of import and export trade cars and for the parking of vehicles belonging to cruise passengers;
 - Marine (quay) infrastructure works for the benefit for the Automotive / Ro-Ro car trade and Container trade;
 - Additional link span for Ro-Ro trade;
 - Expansion of the bulks terminal with additional covered storage and the development of dedicated weighbridge and lorry queuing area;
 - Refurbishment works at the Fruit Terminal;
 - Improvements to rail infrastructure at the berth 109 rail terminal;
 - Develop, redevelop and intensify employment uses at the Marchwood and Cracknore Industrial Parks; and
 - Undertake necessary feasibility studies and research into how the Port can be expanded and bring forward proposals accordingly, which is likely to involve a feasibility

assessment of how the Port may seek to expand onto the onto the strategic land reserve.

Infrastructure proposals and actions between 2020 and 2035

3.19 The Draft Master Plan predicts that by 2035, aside from short-term, small scale capacity enhancements, the existing Port estate will not be fundamentally different to the position at 2020. The Draft Master Plan has, therefore, identified the following likely developments, land use changes and actions between 2020 and 2035:

- A small number of, currently unknown, short term capacity enhancements within the existing port estate;
- Continuation of the strategy to intensify and enhance, where possible port and port related development, at the Marchwood and Cracknore Industrial Estates; and
- Obtain consents, construct and commence operation of the expansion of the Port of Southampton onto the strategic land reserve.

Marine proposals and actions to 2035

3.20 In addition to land based developments and changes of use, the Draft Master Plan also gives consideration to possible marine proposals up to 2035. During the period of the Master Plan, it has been recognised that 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.

3.21 The Draft Master Plan recognises that it is possible that additional navigational improvements to the Port may, therefore, be required during the period of the master plan. As with any terrestrial developments, any such proposals may require a full environmental impact assessment as well as addressing as necessary the requirements of the Habitats Directive.

Consideration of Master Plan proposals and actions

3.22 In assessing these potential land use changes and actions against the SAA objectives, regard has been had to the more detailed information within the Draft Master Plan rather than the above summary.

4 Other Plans and Programmes of Relevance to the Master Plan

- 4.1 The following section sets out various plans and programmes at the international, national, sub-regional and local level that may be considered to be of relevance to the Port Master Plan. A summary of the principal relevant economic, social and environmental objectives set out in these documents is provided at Appendix A.

International plans and programmes

- 4.2 International plans and programmes relevant to the Master Plan include:

- Ramsar Convention 1971;
- EC Birds Directive (Council Directive 79/409/EEC);
- EC Habitats Directive (Council Directive 92/43/EEC); and
- EC Water Framework Directive (Council Directive 2000/60/EC);

National plans and programmes

- 4.3 National plans and programmes relevant to the Master Plan include:

- Port of Southampton Acts and national harbour legislation;
- The Environment Act 1995;
- Marine and Coastal Access Act 2009;
- National Policy Statement for Ports (2012);
- National Policy Statement for National Networks (2014);
- National Planning Policy Framework (NPPF) (2012);
- Planning Practice Guidance (2014 as amended);
- National Infrastructure Delivery Plan (2016);
- UK Marine Policy Statement (2011);
- Air Quality Strategy (2007); and
- UK Post-2010 Biodiversity Framework (2012).

Sub-regional and local plans and programmes

- 4.4 Sub-regional and local plans and programmes relevant to the Master Plan include:

- Hampshire Minerals and Waste Plan 2013-2030;
- Hampshire Local Transport Plan Part A (2013) and Part B (2014);
- Hampshire Biodiversity Action Plan (1998 & 2000);
- Partnership for Urban South Hampshire Spatial Position Statement (2016);

- North Solent Shoreline Management Plan (2010);
 - Solent LEP Strategic Economic Plan (2014);
 - South East River Basin Management Plan (2015);
 - The emerging South Inshore Marine Plan;
 - Solent Waterfront Strategy;
 - City of Southampton Core Strategy including changes from the Core Strategy Partial Review (2015);
 - City of Southampton City Centre Action Plan (2015);
 - Southampton Air Quality Action Plan Update (2009);
 - City of Southampton Local Transport Plan 3 (2011);
 - New Forest District Local Plan Part 1: Core Strategy (2009);
 - New Forest District Local Plan Part 2: Sites and Development Management (2014);
 - New Forest National Park Core Strategy (2010); and
 - Emerging Local Plan and Neighbourhood Plan documents.
- 4.5 Port policy at the national level highlights the importance of ports to the UK economy and encourages long-term growth within a competitive, flexible, resilient and efficient port industry, recognising the importance of meeting the needs of importers and exporters cost effectively and in a timely manner. Furthermore, it recognises the role of the sector in long-term growth and prosperity. National policy emphasises that judgments about new port development should be made by the port industry driven by commercial factors. Shipping is recognised as one of the most environmentally sustainable means of transport. Maximising the use of existing port infrastructure, therefore, is identified as generating environmental and sustainability benefits.
- 4.6 This has to be balanced with the fact that ports on the coast or in estuaries are often operating within environmentally sensitive areas. These two factors, however, are not necessarily incompatible.
- 4.7 National Ports policy recognises the ability of port development to contribute to local employment, regeneration and development; ensure competition and security of supply; and preserve, protect and, where possible, improve marine and terrestrial biodiversity, and seeks to deliver these in new port developments that come forward.
- 4.8 At a national level, policy recognises the important role of ports in local and regional economies and emphasises the need for the UK to deliver “substantial additional 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 (National Policy Statement for Ports, 2012).
- 4.9 At the sub-regional level, policy acknowledges the vital role that the sub-region’s ports play in supporting the UK economy. The Port of Southampton’s position as a key gateway to Europe and the wider global economy is recognised. Policies seek to maximise the economic strength of the region’s ports and seek to realise potential growth and increase capacity in the port sector (PUSH Spatial Position Statement, 2016).
- 4.10 Local Plans recognise the economic importance of the Port of Southampton and its forecasted future growth for the City of Southampton and the surrounding area. The maintenance of a prosperous Port is one of the bases of the Core Strategy for the City of

Southampton. In addition, the Strategy acknowledges that the long term need for port expansion would have to be met outside the boundaries of the City. New Forest District Council acknowledges the national and regional importance of the Port and recognises that ABP's strategic land reserve is the only site physically capable of accommodating significant expansion of the port.

- 4.11 The sub-region is home to a series of internationally recognised nature conservation sites in the form of Ramsar sites, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). The EC Birds and Habitats Directives afford the highest level of protection to key habitats and species on account of their biodiversity value. These Directives, which are translated into UK legislation, in combination with the *Ramsar Convention 1971*, set key environmental objectives for the protection and conservation of sites and species, and they establish procedures through which the impact of projects or plans is considered and tests that need to be met before consent is granted.
- 4.12 The Port of Southampton lies adjacent to the New Forest National Park. The twin statutory purposes of national parks are the conservation and enhancement of the natural beauty, wildlife and cultural heritage, and the promotion of opportunities for the understanding and enjoyment of the special qualities of the areas by the public. In exercising or performing any functions in relation to, or so as to affect, land in a National Park, any relevant authority must have regard to national park purposes. If there is a conflict between those purposes, authorities have to attach greater weight to the purpose of conserving and enhancing natural beauty.

5 The Economic, Social, Environmental and Natural Resources Baseline

- 5.1 This section of the Draft SAAR identifies the current character and state of the environment that has the potential to be affected by the strategy set out in the Draft Master Plan, including any existing relevant environmental problems. The baseline information is presented under topic headings, four headings, namely economic, social, environmental and natural resources. For the purposes of this assessment the baseline has been considered at a relatively strategic level. Specific detailed site information will be assessed as required and necessary in respect of future development proposals.

The Current Baseline

Economic

- 5.2 The Port of Southampton is located within what is often recognised as being the most prosperous region within the UK after London, with whose economy it is closely linked. The region contains a number of large urban areas with economies of regional and national significance.
- 5.3 The Port is in the South Hampshire sub-region, an area that covers parts of 12 unitary, county and district authority areas. The Spatial Position Statement (2016), published by the Partnership for Urban South Hampshire (PUSH) seeks to narrow the gap in economic performance between South Hampshire and the wider South East region and to support Southampton in its role as an engine of growth.
- 5.4 The Position Statement seeks to deliver forecasted growth of the Solent's economy by 2.7% over the period to 2030 and expects the number of jobs in the area to increase by 97,700 over the period 2011-30.
- 5.5 The Position Statement recognises the role of the Port as one of the sub-region's economic strengths and the potential for growth in port-related logistics, associated with the sub-region's strategic location on major shipping routes; and the potential for additional port capacity to be delivered.
- 5.6 The Port of Southampton handles over £71 billion of international trade every year (MDST, 2016) and over one quarter of the UK's seaborne trade with non-EU countries by value (HM Revenue and Customs, 2014). Trades of national significance handled by the Port include containers, cars and cruise.
- 5.7 In 2015, facilities within the statutory port area handled in the order of 37 million tonnes of cargo, making it one of the largest ports in the UK by tonnage. The Port generates in the order of £1bn to Gross Added Value (GVA).

- 5.8 It is estimated that the Port at Southampton creates in the order of 5,000 direct jobs (Arup, 2014), including employment at ABP itself, and at the Port's customers - companies that span a broad range of sectors including petrochemicals, automotive, energy, agriculture and food as well as cruise and ferry services. A further approximate 10,000 jobs are estimated to be created through indirect or induced employment through the region and the UK (Arup, 2014).
- 5.9 **Cruise** - The Port is the UK's number one cruise port. Over 1.77 million passengers passed through the Port during 2015. The Port accounts for around 70% of the UK's home port passengers (Arup, 2014), through four cruise terminals, two located within the Eastern Docks and two located within the Western Docks. In the Solent sub-region the cruise industry is estimated to generate in the order of 3,500 jobs (2011 estimate) (Arup, 2014). Each cruise that embarks or disembarks at the Port has been considered to generate an estimated £2.5 million for the national economy (Arup, 2014).
- 5.10 In addition to the cruise trade, the Port of Southampton also contains one of the key ferry terminals that provide a connection between the Isle of Wight and the mainland. Providing both car ferry and fast jet passenger only services, the ferry terminal in 2015 handled in excess of 3.4 million passengers.
- 5.11 **Containers** - Southampton is the home for the UK's second largest container terminal. It is one of the few UK ports, and the closest to international shipping routes, able to accommodate the largest container vessels in operation, a significant factor. The Port handles approximately 45% of the UK's container traffic with the Far East. Historically, container throughput at the Port has grown at a faster rate than the national average and 2015 saw the Container Terminal handling in the region of 1.895 million Twenty Foot Equivalent Units (TEU), the measure by which containers are considered.
- 5.12 **Motor Vehicles** - Southampton is the UK's leading port for motor vehicle exports, handling over 900,000 vehicles in 2015. The Port currently contains various dedicated multi-deck vehicle terminals, within the Eastern Docks.
- 5.13 The Port is also a major player in other trades, including general cargo, dry bulks and liquid bulks.
- 5.14 The Port of Southampton is served by two of the fourteen strategic national corridors that have previously been identified as key elements of the nation's transport system and critical to its economy, namely the London to Southampton corridor and the South Coast Ports to the Midlands corridor.
- 5.15 Transforming Solent – Marine and Maritime Supplement (2014) states that the marine and maritime sectors contribute 20.55% of the Solent's GVA and account for 5% of private sector jobs in the sub-region.

Social

- 5.16 The Port of Southampton plays an important role in the social structure of the City of Southampton and the South Hampshire sub-region, many elements of which are the basis of key economic generators.

- 5.17 ABP as Harbour Authority is responsible, through the Harbour Master, for navigation of leisure as well as commercial traffic. Within the statutory harbour authority area and its immediate surrounds there are estimated to be over 100 sailing and yacht clubs with a combined membership of at least 100,000. Within Southampton Water and its tributaries there are estimated to be in the order of 6,000 recreation vessels on the water.
- 5.18 The Port has initiated the Southampton Water Recreational Users Group to seek to ensure safe operating procedures are followed in Southampton Water and to promote co-ordination and dialogue between all user groups. ABP's Vessel Traffic Services (VTS), provides all 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 takes place within a safe environment.
- 5.19 Areas of the Port, along with neighbouring land in the City, are used to host the Southampton International Boat Show, which had around 110,000 visitors in 2015. The Port also actively participates with other local partners to promote the City of Southampton and the surrounding South Hampshire sub-region. Such promotional activities include the naming and inaugural celebrations of various cruise ships. The association of cruise vessels with Southampton promotes the City on a global level.
- 5.20 In addition to being a global passenger gateway, the Port also provides one of the three vital connections between the Isle of Wight and the mainland. This important link not only provides an important passenger transport function but also provides a significant economic function and a wider social function.
- 5.21 Along with the rest of the UK ports industry, the Port of Southampton operates in a highly regulated environment, with multi-agency input into the safety and security aspects of the Port. Much of the safety legislation under which the Port operates is generic and applies equally to other commercial land uses, for example the Health and Safety at Work Act 1974. Some, however, is specific to the ports industry, for example the HSE's Safety in Docks: Approved Code of Practice.
- 5.22 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 Code (ISPS Code).
- 5.23 Due to its safety, security and customs responsibilities, the commercial Port is not, and cannot be, freely open to the public. Access by members of the public has to be on a carefully controlled basis. Public access is, however, available, to parts of the area considered in the Master Plan. The Town Quay area at Southampton is publicly accessible. There are also various public footpaths to the rear of the strategic land reserve, although there is no public access to the land reserve itself.
- 5.24 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 thereby enabling the Port to remain competitive.

Environmental

- 5.25 The Port occupies a significant water frontage and uses the marine resources of the River Test, the River Itchen, Southampton Water and the Solent. In common with many other stretches of the British coast, the area in which the Port is located and operates is of high biological and nature conservation importance. There are a number of sites of designated nature conservation importance within the vicinity of the Port. These include:
- Solent and Southampton Water SPA and Ramsar site;
 - Solent Maritime SAC;
 - River Itchen SAC;
 - New Forest SPA and Ramsar site;
 - New Forest SAC;
 - Lower Test Valley SSSI;
 - Eling and Bury Marshes SSSI;
 - Dibden Bay SSSI;
 - Lee-on-the-Solent to Itchen Estuary SSSI;
 - Hythe to Calshot Marshes SSSI; and
 - North Solent SSSI.
- 5.26 Public consultation was undertaken in 2016 on the Solent and Dorset Coast potential SPA, which is proposed to extend from the Isle of Purbeck to Bognor Regis and following the coastline on either side of the Isle of Wight and into Southampton Water.
- 5.27 Appendix B provides further information on the reasons for the designation of the above sites along with an indication as to their potential relevance to the Master Plan. A plan showing the location of these sites is provided within the Draft Port of Southampton Master Plan 2016 – 2035.
- 5.28 These sites are generally protected from any actions that would result in adverse impacts. For example, EC legislation protects European sites and sets out a strict process by which development can be allowed to take place.
- 5.29 In addition to these sites, the area encompassed by the Master Plan extends into the New Forest National Park. The purposes of a National Park, as set out in legislation, are the conservation and enhancement of natural beauty, wildlife and cultural heritage of the park area, and the promotion of opportunities for the understanding and enjoyment of the special qualities of the park area by the public.
- 5.30 Southampton Water and its tributaries include, as noted below, shell fish waters designated for protection of water quality under the EC Shellfish Waters Directive; salmonid waters designated under the EC Freshwater Fish Directive and, sensitive areas (eutrophic) designated under the EC Urban Waste Water Treatment Directive (UWWTD):
- Central Solent (at the mouth of Southampton Water) designated shellfish water;
 - Stanswood Bay designated shellfish water;
 - Approaches to Southampton Water designated shellfish water;
 - Southampton Water designated shellfish water;
 - River Itchen UWWTD sensitive area;
 - River Test UWWTD sensitive area;

- River Itchen designated salmonid water (SW) above tidal limit; and
 - River Test designated salmonid water (SW) above tidal limit.
- 5.31 Appendix B provides further information on the reasons for the designation of these areas along with their potential relevance to the Master Plan.
- 5.32 A number of Air Quality Management Areas (AQMA) have been declared by Southampton City Council around roads within the city. Some of these areas are on the access roads leading to and from the commercial port estate, including around Dock Gate 4 and the entrance to the Eastern Docks and around the M271/A35 junction to the north west of Dock Gate 20.
- 5.33 These AQMAs are further detailed in Appendix B and have all been designated in relation to exceedances of standards for nitrogen dioxide and measures to achieve improvements have been set out in local Air Quality Action Plans.
- 5.34 The Port and the City have many connections with historic maritime events. For example, the City's waterfront was an embarkation point for the Pilgrim Fathers voyage to America in 1620. The RMS Titanic sailed from what is now the Eastern docks and the Eastern and Western Docks played a major role in the embarkation of troops and supplies during both world wars. There are listed structures in the docks including two former dry docks and the remains of Royal Pier.

Natural Resources

- 5.35 A number of the matters discussed above in respect of the environment have implications for the use of natural resources.
- 5.36 Tackling and adapting to climate change and ensuring the prudent use of natural resources are objectives which are playing an increasingly important part in land use and development decisions. In respect of its own activities the Port has sought to reduce its carbon footprint. In 2008 the Port entered into a partnership whereby it is supplied with power generated by a combined heat and power installation. Although seasonally operational, when operational this facility provides all of the Port's electricity.
- 5.37 The movement of goods by sea going vessels is commonly recognised as one the most sustainable forms of transport. Vessels visiting the Port are required – through the definition of a 'Sulphur Emission Control Area' – to burn fuel which has less than 0.1% sulphur content.
- 5.38 In addition, there are on-going worldwide discussions regarding the possibility of vessels using a shore supply of electricity when in a port, rather than a vessel's auxiliary engines. This however, is not currently universally applicable as ports are visited by numerous different types of vessels operating various different electrical systems, nonetheless ABP will continue to monitor developments. ABP is investigating ways in which alternative fuels could be used.
- 5.39 The use of rail for the inland movement of freight also has benefits in respect of the prudent use of natural resources. The Port is a market leader in rail freight and is actively seeking to increase rail's market share.

The Future Baseline in the absence of the implementation of the Master Plan

Economic

- 5.40 The Draft Master Plan sets out the strategy and identifies likely developments and infrastructure requirements that ABP believes will be required if it is to safeguard the role of the Port as an international deep-sea gateway in the period up to 2035. If ABP fails to implement the strategy outlined in the Draft Master Plan, the Port will not be able to maintain its identified role, let alone enhance it. This would have national, sub-regional and local economic adverse implications.

Social

- 5.41 The most significant social implication that would result from failure to implement the strategy and infrastructure requirements set out in the Draft Master Plan is that of the potential impact on employment and economic activity. Inevitably in such circumstances, the Port would be unable to maintain its identified role and it follows that employment and economic activity associated with the Port would suffer accordingly.

Environmental / Natural Resources

- 5.42 Failure to implement the Draft Master Plan could also have implications for the existing environmental baseline. For example, sea level rise is predicted to result in an increased risk associated with flooding and will also exacerbate the phenomenon of coastal squeeze, whereby mudflat areas are advancing inland towards existing sea defences reducing the area of saltmarsh habitat. Development proposals and aspirations may well have implications for what would otherwise occur in this respect.
- 5.43 In respect of wider strategic environmental matters, the 'non implementation' of the Draft Master Plan would lead to reduced pressure on environmental features and sensitive receptors in the vicinity of the Port. It would, however, also have strategic environmental disbenefits in that the best use would not be made of forms of transport identified generally as being sustainable. Furthermore, as a key economic gateway facility the Port is able to explore and invest in technologies aimed at reducing environmental impact.

6 Identifying Key Sustainability and Environmental Issues and Opportunities

- 6.1 This stage of the SAA process provides an opportunity to identify key sustainability and environmental issues and opportunities.
- 6.2 Table 6.1 identifies key sustainability and environmental issues and opportunities that have been identified in relation to the Port of Southampton and its Master Plan. In addition, Table 6.1 sets out the relevant SEA topic and SAA objective, which each issue is of relevance to. The SAA objectives are detailed further in Chapter 7 of this report, and are included within Table 6.1 for completeness.

Table 6.1 Key Sustainability and Environmental Issues and Opportunities

Key issues and Opportunities	Implications for the Master Plan	Relevant SEA Topic	Relationship to SAA objectives
Significant long-term growth is forecast. As a result of the expected increased demand, Government policy seeks to encourage sustainable development to increase capacity within a competitive and efficient sector.	The strategy set out within the Master Plan should seek to ensure that the Port of Southampton can accommodate anticipated growth in the market and play its part in ensuring the UK's port industry achieves national policy goals of being efficient, resilient and competitive	Population, material assets	1, 2, 3, 4, 5, 10 and 11
Economic uncertainty as a result of the UK's recent vote to leave the European Union	At the time of writing, it is too early to judge exactly what the implications of the vote might be. As a result, the Master Plan should be sufficiently flexible to respond to any subsequent changes in the market. As an island nation, the country needs to plan for the future.	Population, material assets	1, 2, 3, 4, 5 and 10
The South Hampshire sub-region has certain advantages including key economic sectors, a coastline and excellent transport links by road, rail and sea, including proximity to deep-sea shipping lanes.	The Master Plan should seek to take maximum advantage of the benefits offered by its location on the south coast, including the proximity to international shipping routes and the significant transport links offered.	Population, climatic factors, material assets	1, 2, 3, 4, 5, 10 and 11
The South Hampshire sub-region suffers from a lower rate of economic growth compared with the regional and national averages.	Recognising the significant role of the Port of Southampton to the sub-regional economy, the Master Plan should seek to make a valuable contribution to achieving aim of improving the economic performance of South Hampshire.	Population, human health, material assets	1, 2 and 5
The Port of Southampton is a key employer in the sub-region, both through direct and indirect employment.	The strategy within the Master Plan should recognise the significant position of the Port of Southampton as a key employer and seek to retain and enhance its position, including identifying future growth opportunities to increase port related employment.	Population, human health, material assets	1, 2 and 5

<p>The Port of Southampton is located within an area that is home to a series of international, national and local sites of nature conservation importance as well as being located close to the New Forest National Park.</p>	<p>The Master Plan, and potential proposals and actions arising out of it, should have regard to the designated sites and the National Park, and ensure that necessary tests have been met.</p>	<p>Population, biodiversity, fauna, flora, soil, water, air, climatic factors, cultural heritage, landscape.</p>	<p>10, 11, 12, 13, 14, 15 and 16</p>
<p>Proximity of sensitive receptors, such as residential development, to the operational port estate</p>	<p>Proposals within the Master Plan may result in possible amenity impacts as a result of construction works, such as noise, air quality and traffic implications, and the reconfiguration and intensification of the existing port estate and consideration should be given to mitigation measures, where appropriate and necessary.</p>	<p>Population, human health, landscape and cultural heritage</p>	<p>6, 9, 15 and 16</p>
<p>The physical extent of the current operational port estate is constrained due to its prime location within the City of Southampton</p>	<p>In order to meet the growth forecast, the Master Plan should continue to consider options for increasing the capacity of the Port such as intensification and alternative locations for port activities.</p>	<p>Biodiversity, population, human health, fauna, flora, soil, water, air climatic factors, material assets, cultural heritage, landscape.</p>	<p>1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 16, 17 and 18</p>

7 Developing the SAA Framework

Use of objectives

7.1 The Draft Master Plan has been reviewed against the wider environmental, social and economic objectives that have been set out in the various plans and programmes referred to in the Section 4, together with the key issues and opportunities identified in the previous section. A series of SAA objectives have been identified. Government guidance in respect of SAA also recommends identification of indicators, which can be used in the assessment and in subsequent monitoring of effects.

Relevant SAA objectives for review of the Master Plan

7.2 In addition to a review of objectives from plans and programmes the following SAA objectives have also been informed by an examination of the environmental baseline of the Draft Master Plan area and its surrounds, to identify key linkages between the Draft Master Plan and the human, built and natural environment.

7.3 The SAA objectives that have been developed are tabulated below, in Table 7.1, together with detail as to the source for each objective and indicators where these can be identified. They have been divided into economic, social, environmental and resource-use categories, reflecting the recognised elements of sustainability.

Table 7.1 SAA Objectives

SAA Objectives	Source	Indicators
Economic (the maintenance of high and stable levels of economic growth and employment)		
1. Maintain and enhance the role of the Port of Southampton as an international deep-sea gateway port with significant global and economic importance	National, sub-regional and local policy.	Cargo throughput statistics Number of International connections
2. Make effective use of established transport connections that are critical to the operation of the national economy	National, sub-regional and local policy and guidance.	Rail, marine and road cargo movement statistics
3. Provide a positive contribution to meeting forecast capacity demands	National policy and appropriate forecasts.	Cargo throughput statistics

4. Provide a positive contribution to an efficient, competitive and resilient ports industry	National and local policy	Cargo throughput statistics
5. Provide a positive contribution to the economically significant marine cluster of the sub-region	Sub-regional policy	Cargo throughput statistics Monitoring by PUSH authorities
Social (social progress which recognises the needs of everyone)		
6. Minimise adverse impacts on people arising from port activities	National and local policy, and ABP initiatives	Number of complaints
7. Ensure security of property on the port estate	International and national legislation and policy, and ABP policy	Number of security incidents dealt with by port security
8. Ensure safety and security of people on the port estate	International and national legislation and policy, and ABP policy	Number of security and health and safety incidents
9. Contribute to the provision of recreation opportunities for the public and support local community projects	Local policy and guidance, and ABP policy	Number and range of recreational and societal projects and activities
Environmental (effective protection of the environment)		
10. Maximise the efficient use of previously used or developed land	National and local policy, and ABP policy	Cargo throughput statistics Number of businesses within the Port
11. Maximise the efficient use of sustainable transport modes	National transport and sustainability policy, and ABP policy	Rail and Marine statistics
12. Minimise adverse effects of port operations and related activity on climate change	National and local sustainability policy. Air quality legislation and guidance	Air quality monitoring by local Councils and modal split statistics
13. Minimise adverse effects of port operations and related activity on nature conservation and biodiversity	European and National legislation and policy, e.g. Habitats and Birds Directives, and local policy and ABP policy	Habitat and bio-diversity surveys and monitoring by conservation agencies

14. Minimise adverse effects of port operations and related activity on surface and groundwater bodies	National and local policy	Water quality monitoring
15. Minimise adverse effects of port operations and related activity on landscape and townscape	National legislation and national and local policy	Material consideration in designing new infrastructure
16. Minimise adverse effects of port operations and related activity on sites/features of historic/cultural interest within and outside the port estate	National legislation and national and local policy	Identify areas of known archaeological potential and historic features of interest to proposals
Use of natural resources (prudent use of natural resources)		
17. Minimise use of natural resources	National and local policy, and ABP policy	Amount of re-used or recycled materials in new developments
18. Minimise energy use	National legislation and national and local policy, and ABP policy	Amount of on-site renewable energy use and amount of energy used overall

Compatibility of objectives

7.4 Some of the identified objectives may conflict with one another. The compatibility of each objective has been tested with each of the others. This allows early identification of potential conflicts and may assist in determining mitigation to remove the conflict or in the alternative, prioritising these objectives. Figure 7.1 shows the initial conclusions reached in respect of the compatibility of the objectives in matrix form.

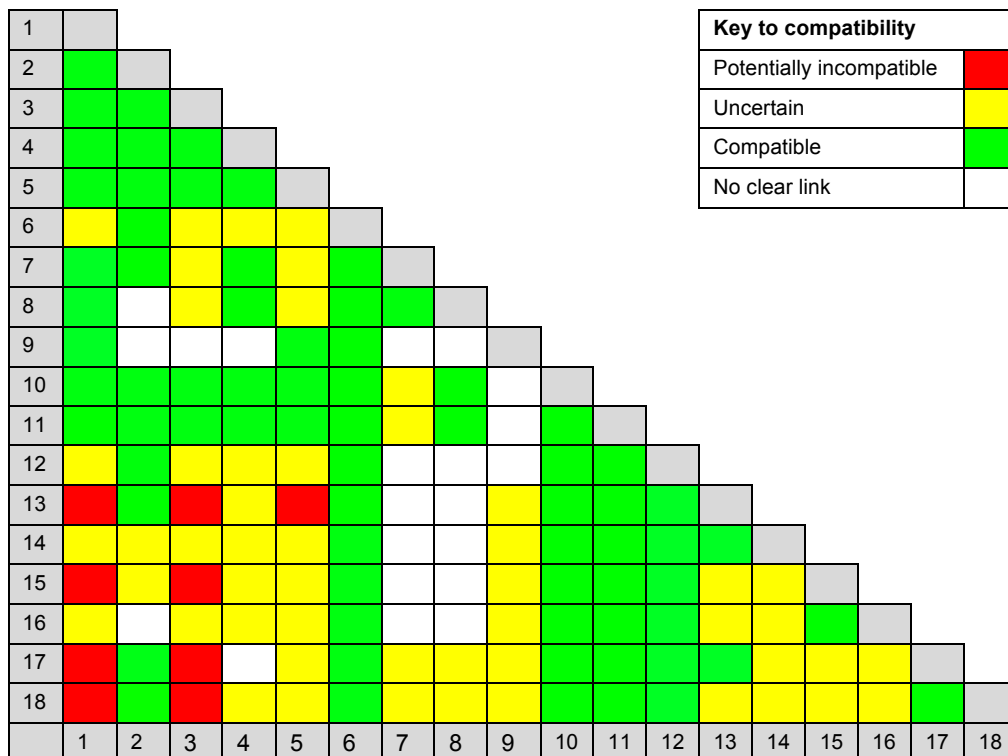


Figure 7.1 Compatibility of SAA Objectives

7.5 Table 7.2 indicates how the identified SAA objectives relate to the various receptors listed in paragraph 2.24 above, which in turn are identified within the SEA Directive itself.

Table 7.2 Relationship between SAA Objectives and Receptors

	SAA Objective	Receptors
ECONOMIC	Maintain and enhance the role of the Port	Population, material assets
	Effective use of established transport connections	Population, climatic factors, material assets
	Forecast port capacity demands	Population, material assets
	Contribution to efficient, competitive and resilient ports industry	Population, material assets
	Contribution to marine cluster	Population, material assets
SOCIAL	Effects on people	Population, human health, air
	Security of property	Population, material assets
	Safety and security of people	Population, human health
	Recreation opportunities	Population, human health
ENVIRONMENTAL	Maximise use of land	Material assets, climatic factors
	Sustainable transport modes	Population, climatic factors, material assets
	Climate change	Climatic factors, human health, population
	Nature conservation / biodiversity	Biodiversity, fauna, flora
	Surface and groundwater	Water, biodiversity, fauna, flora
	Landscape / townscape	Landscape, population, material assets
	Historic / cultural heritage	Cultural heritage
NATURAL RESOURCES	Natural resources	Material assets
	Energy use	Climatic factors, material assets

- 7.6 In addition to considering the compatibility of the SAA objectives, consideration has also been given to the compatibility of the SAA objectives with the Draft Master Plan objectives.
- 7.7 The Draft Master Plan objectives are as follows:
1. Set out the Port's strategy for growth;
 2. Clarify the Port's strategic planning for the medium to long term and thereby assist planning bodies, transport network providers and other stakeholders in preparing their own development strategies and in the carrying out of their functions;
 3. Set out the future development and infrastructure requirements needed to both maintain and enhance the role of the Port as a major international deep-sea gateway and to meet the needs identifies within Government policy; and
 4. Inform port users, employees and local communities on how they can expect to see the Port develop over the coming years.
- 7.8 Testing the SAA objectives against these Plan objectives, it is clear that the Draft Master Plan objectives 2 and 4 are compatible with all SAA objectives as they seek to provide clarity and information with the aim of informing third parties' own activities as well as keeping interested parties up to date with the Port's future development.
- 7.9 The first and third Draft Master Plan objectives are compatible with the economic objectives of the SAA. The compatibility of these Draft Master Plan objectives with the social, environmental and natural resources SAA objectives will ultimately depend on the strategy for implementing the strategy in respect of specific proposals or actions. It is considered that there is the potential for incompatibility with the following SAA objectives in particular:
- Objective 6 – Minimise adverse impacts on people arising from port activities;
 - Objective 12 – Minimise adverse effects of port operations and related activity on climate change;
 - Objective 13 – Minimise adverse effects of port operations and related activity on nature conservation and biodiversity;
 - Objective 14 – Minimise adverse effects of port operations and related activity on surface and groundwater bodies;
 - Objective 15 – Minimise adverse effects of port operations and related activity on landscape and townscape;
 - Objective 16 – Minimise adverse effects of port operations and related activity on sites/features of historic/cultural interest within and outside the Port estate;
 - Objective 17 – Minimise use of natural resources; and
 - Objective 18 – Minimise energy use.
- 7.10 The specific future potential development and land use proposals and actions identified within the Draft Master Plan have been subjected to initial testing against each of the SAA objectives in Appendix C, and the results are summarised in Section 8.

8 Assessment of Draft Master Plan Strategy Effects

- 8.1 The following section summarises the likely significant positive and adverse effects of the Draft Master Plan Strategy. In line with recognised guidance a systematic approach to assessment and documentation of effects has been undertaken. This is provided in the tables in Appendix C, which predict and evaluate possible effects of each Draft Master Plan outcome against each SAA objective.
- 8.2 The following text in this section summarises the results of the assessment documented in the SAA worksheets.
- 8.3 The assessment undertaken has followed what is largely current practice in respect of such appraisals, and consists of a largely broad brush evaluation of effects based upon the following seven-point scale of easily understandable terms. As set out in Table 8.1, in general terms, major and moderately positive and negative effects are considered of significance, whereas neutral and minor positive and negative effects are considered non-significant.

Table 8.1: Criteria for Assessing Significance of Effects

Assessment Category	Significance of Effect
Major Positive	Significant
Moderate Positive	
Minor Positive	Not Significant
Neutral or no obvious effect	
Minor Negative	
Moderate Positive	Significant
Major Positive	

Economic Assessment

- 8.4 The strategy outlined in the Draft Master Plan, and the potential physical developments and actions that are likely to result, are considered to have significant positive effects in respect of the five economic based SAA objectives.
- 8.5 The strategy and subsequent developments and actions identified will both maintain and enhance the recognised role of the Port of Southampton as an international deep-sea gateway port with significant global and economic importance. In doing so, effective use will be made of the existing transport connections of the Port (road, rail and marine) that

- are recognised as being critical to the operation of the national economy. For the majority of potential development projects identified, local direct connections to the wider transport network are already available. In respect of potential development at the strategic land reserve, however, some enhanced local connections would be required to be provided before use can be made of existing road, rail and marine networks.
- 8.6 The Port handles trades which are nationally significant and which are predicted to grow. In respect of many of these trades the Port is where those operating in these trades want to be located. As such the strategy set out in the Draft Master Plan will make a significant positive contribution to the meeting of forecast port capacity demands and national policy objectives of flexibility, competition and resilience within the market led port sector.
- 8.7 The Port of Southampton is a key element of the sub-regional economy and the success of the Port is a key factor in achieving the sub-regional priority of securing sustainable economic growth. Maintaining and enhancing the role of the Port through the implementation of the Draft Master Plan strategy will make a significant positive contribution to raising economic performance.
- 8.8 The strategy within the Draft Master Plan will increase the efficiency of the existing Port estate and increase capacity. In doing so, the strategy will assist the port in making a positive contribution towards a competitive and resilient port industry.
- 8.9 The economic significance of the marine industries sector within the sub-region is recognised within the South Hampshire Spatial Position Statement and Solent Local Enterprise Partnership's Strategic Economic Plan. These strategies recognise the importance of the Port in this sector. A successful, growing and prosperous Port will make a significant positive contribution to the maintenance of the sector within the sub-region and will increase the attractiveness of the area to marine industries.
- 8.10 Overall, the Draft Master Plan strategy is considered to generate a positive effect of major significance in respect of the economic SAA objectives.

Social Assessment

- 8.11 The strategy outlined in the Draft Master Plan, and the potential physical developments and actions that are likely to result, are considered to have predominantly neutral effects in respect of the four social based SAA objectives.
- 8.12 The strategy and subsequent developments and actions within the existing operational port are generally considered to have a neutral to minor negative significant effect on the objective of minimising adverse effects on people arising from port activities. Possible amenity impacts may arise from construction activities, including noise, air quality and traffic. The reconfiguration and intensification of certain existing port operations may also give rise to amenity effects for nearby receptors, although undertaking development projects entirely within the existing operational port and industrial parks will limit the effects to a considerable degree. The potential construction of new port facilities on the strategic land reserve is expected to have a potential major to moderate significant negative effect on this SAA objective. Further studies and assessment work will be required as necessary to define potential effects more clearly as appropriate at the project application stage.

- 8.13 With regard to the security of property and the safety and security of people using the port, implementation of the Draft Master Plan strategy is considered to have a neutral effect. Safety and security in the port estate is of paramount importance and all new developments will be designed, operated and monitored so as to be safe and secure. Opportunities will be taken to improve safety and security where possible.
- 8.14 In terms of the contribution to the provision of land and water based recreation opportunities for the public, the strategy set out is likely to result in a neutral effect, as the various physical developments and actions do not involve the direct provision of recreational facilities. The Port does however facilitate a wide range of leisure and recreational opportunities. Potential development of the strategic land reserve may have a minor to moderate positive effect in respect of improvements to the local footpath network and local recreational opportunities

Environmental Assessment

- 8.15 The strategy outlined in the Draft Master Plan, and the physical developments that are likely to result, are considered to have a range of effects in respect of the seven environmental based SAA objectives.
- 8.16 The strategy is considered to have a moderate to major significant positive effect in terms of maximising the use of previously developed land. Through the implementation of the identified developments, the use of existing land will be efficiently maximised and potential expansion of the port is then only required once the intensity of land use within the existing Port estate approaches its efficient limits.
- 8.17 Shipping and rail transport are recognised as environmentally sustainable means of transport. Maximising the use of the existing Port is identified as generating environmental and sustainability benefits in this regard. The potential developments and actions identified in the Draft Master Plan will help to maximise the use of sustainable transport, by making further effective use of established rail transport and shipping connections resulting in a likely moderate to major significant positive effect on this objective.
- 8.18 If capacity for growth is not provided for at the Port, trade and passengers will choose alternative locations and modes of transport. Against this context, the Port represents one of the most sustainable locations to accommodate growth, and shipping one of the most sustainable means of transport. Maximising the efficient use of existing land and operational facilities (before expanding the port), and maximising the sustainable transport opportunities it affords, will minimise the adverse effects of port operations on climate change. The potential developments and actions identified in the Draft Master Plan are considered to have a predominantly minor significant positive effect on objective 12 – the minimisation of adverse effects of port operations on climate change. Mitigation could include the implementation of sustainable design and construction measures and sustainable operation measures.
- 8.19 Most of the identified potential developments and actions involve the reconfiguration of port operations and, with the exception of intensification of uses within the Marchwood and Cracknore Industrial Parks, will be entirely within the existing operational port. These

- developments are considered unlikely to have any direct significant impact on nature conservation or biodiversity.
- 8.20 The potential construction of port facilities on the strategic land reserve will likely require construction and dredging to take place within, or close to, internationally and nationally protected habitats, and it is likely the proposals will result in a loss, to a greater or lesser degree, of intertidal area. The design, construction and operation of any proposals should seek to minimise adverse effects on nature conservation and biodiversity, and, although not certain, some residual significant impacts are likely to remain. Replacement habitats, controlled dredging operations, pollution prevention measures, and best practice construction and operation methods are just some of the potential mitigation measures available. Further studies and assessment work will be required to further define potential effects and appropriate mitigation at the project stage.
- 8.21 Construction activity presents risks to surface and ground water quality through spillage of materials such as diesel, oils, cement, chemicals as well as disturbance of any contaminated land. The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing port boundary and industrial parks are considered likely to have a generally neutral effect on surface and groundwater bodies, provided best practice mitigation is employed. The potential construction of port facilities on the strategic land reserve could potentially have a minor significant negative effect although controls and mitigation would be proposed. Further studies and assessment work will be required to define potential effects and appropriate mitigation at the project stage.
- 8.22 The strategy set out in the Draft Master Plan and the various potential developments and actions this is likely to result in within the existing port boundary are considered to have a generally neutral to minor significant negative effect on landscape and townscape. There is potential for the reconfiguration of port activities, new structures and lighting to have some limited negative effects on landscape and townscape beyond the boundaries of the Port. However, these proposals would be entirely within the existing operational port and as such would be seen within the context of existing port activities. Maximising the efficient use of the existing industrial parks may lead to some new structures and lighting that may have some limited adverse effects beyond the boundary of the industrial parks but, with sensitive design, these are not predicted to be significant and would be seen in the context of the existing development and activity at the industrial parks. The potential construction of port facilities on the strategic land reserve is likely to have a range of effects. The proximity of the New Forest National Park and potential impacts upon it will be a key consideration and proposals to enhance the landscape character and quality of the area may need to be considered. Further studies and assessment work will be required to define potential effects and appropriate mitigation at the project stage.
- 8.23 The strategy set out in the Draft Master Plan and the various physical developments this is likely to result in are considered to have no significant effect on sites or features of historic, archaeological and cultural interest within or close to the Port estate.

Natural Resource Assessment

- 8.24 The strategy outlined in the Draft Master Plan, and the potential developments and actions that are likely to result within the existing Port estate and industrial parks, are considered to have generally minor to moderate significant positive effects in respect of the two natural resource based SAA objectives.
- 8.25 Maximising the efficient use of existing land and operational facilities (before expanding the port) and maximising the sustainable transport opportunities it affords will minimise the use of natural resources and energy.
- 8.26 Potential port development on the strategic land reserve will consume natural resources as part of the construction process in terms of land take, energy, materials (and consideration of new technologies) and is likely therefore to have a negative effect on the use of natural resources and energy. Further studies and assessment work will be required to define potential effects and appropriate mitigation at the project stage.
- 8.27 Sustainable design and construction measures and the maximisation of recycled materials are just some of the mitigation measures that could be employed to minimise negative effects. Sustainable operation measures should be employed where possible together with opportunities for on-site renewable energy supply.

9 Consideration of Strategic Alternatives

9.1 ABP has given careful consideration to alternatives to the strategy put forward in the Draft Master Plan. Three potential strategic alternatives to the strategy set out in the Draft Master Plan have been considered, as follows.

1. Restrict forecast investment so that the Port has to operate permanently within the physical limits of the existing docks.

9.2 A decision would be required to the effect that the Port should not take up opportunities to grow its trade, meaning that it would cease to be in the first rank of UK and international ports. This scenario is not acceptable to ABP and would be contrary to national and local policies. It would result in significant adverse implications not only for the Port but also for the wider economy. This alternative strategy would have potentially severe adverse economic and social impacts on the Port and the economy of the local area and the South East region and limit the ability of the UK to participate in global trade. There would be no guarantee that the Port would secure a 'niche' role to replace its current status. Such a strategy would clearly not maintain and enhance the identified role of the Port, and would not make a positive contribution to a competitive, efficient and resilient port sector as set out in National Policy. For these reasons summarised above, this option is demonstrably unacceptable and is therefore not a reasonable or realistic alternative.

2. Implement the investment strategy set out in the Draft Master Plan to around 2020 and thereafter limit port operations to the existing commercial docks.

9.3 This is a variation of the first alternative. The difference is that the point at which the role of the Port would decline would, at least in theory, be delayed. This option suffers from the same disadvantages as the first option. Moreover, it might prove to be an illusory option. The companies that constitute the Port's primary customer base might be reluctant to make significant investments in Port infrastructure if it was clear that the Port could not thereafter accommodate their future expansion plans. As the Master Plan makes clear, if a Port cannot accommodate all of a customer's needs, it generally does not get the chance to provide for just a part of those needs. This alternative strategy might, therefore, turn out to be little different to the first option, in that it would be impossible to maintain and enhance the role of the Port beyond the short term. Like the first option, its adoption would have significant adverse effects on the Port, the people who work there or in related industries and the economic well-being of the City, the sub-region and UK's global competitiveness.

9.4 Thus, this option is also considered unacceptable. It should, however, be noted that it would effectively form the 'default strategy' for the Port in the absence of consent for port expansion, underlining the significance of port expansion if the policy objectives for the Port set out in local and sub-regional policy or the national policy requirement for a

competitive, efficient and resilient port sector are to be achieved. For these reasons summarised above, this option is demonstrably unacceptable and is therefore not a reasonable or realistic alternative.

3. Implement the Draft Master Plan Strategy to 2020 but thereafter expand the Port in a form or location that would have fewer adverse environmental implications

- 9.5 Implementation of the Draft Master Plan strategy to 2020 would take the Port to the point at which further significant overall growth would not be possible within the existing docks. The Port could maintain and enhance its role beyond this point only if permitted to expand elsewhere.
- 9.6 The question of where the Port might expand after the efficient capacity of the existing docks has been reached has been researched on a number of occasions since the 1960s. The consistent conclusion of these analyses has been that the strategic land reserve is the only location where substantial port development can take place. This conclusion has strengthened over the years as other potential port development opportunities have been developed for other uses.
- 9.7 Historic studies carried out in 2000/2001 identified and investigated 16 other possible locations that, on paper, appeared at that time to have potential for Port expansion. They concluded that the strategic land reserve was the only one of these locations on to which the Port of Southampton could, in practice, expand. This conclusion was supported by an independent Public Inquiry Inspector and confirmed by the Secretary of State for Transport. Furthermore, in the New Forest District Council's Core Strategy, the Council has acknowledged the national and regional importance of the Port and concluded that the strategic land reserve is the only site physically capable of accommodating significant expansion of the port.
- 9.8 The sixteen possible alternative locations considered were as follows:
- A. Redbridge;
 - B. Berths 201/202;
 - C. Western Docks;
 - D. Mayflower Park, Town Quay and Royal Pier;
 - E. Trafalgar Dry Dock;
 - F. Ocean Dock;
 - G. Empress Dock;
 - H. Eastern Docks;
 - I. Eastern Docks extension;
 - J. Weston Shore;
 - K. Warsash (Solent Breezes);
 - L. Bramble Bank;
 - M. Fawley Power Station;
 - N. Fawley Oil Refinery;
 - O. Fawley Industrial Complex; and
 - P. Site of former Marchwood Power Station.
- 9.9 Nine of these possibilities were small or relatively small-scale seaward extensions to the existing docks (Alternatives A-I). Alternative B, the redevelopment of berths 201/202 was

- completed by ABP in 2014 and the additional capacity provided is now included within the Draft Master Plan as existing capacity. Mixed use development proposals at Alternative D, Mayflower Park and Royal Pier, is currently being brought forward. Alternative E will be the new home to the relocated Red Funnel ferry service, as the result of the development at Royal Pier and the rest of these nine suggestions are demonstrably impractical and/or would deliver very little benefit.
- 9.10 The six larger scale development possibilities: coastal locations at Woolston (Alternative J), in the Fawley area (Alternatives M-O) and at Hook (Alternatives K and L), are presently part intertidal or permanently under water. ABP has no property interests in any of them and Fawley Power Station (Alternative M) has recently been purchased by a developer for residential and marina development.
- 9.11 The implementation of major port development in locations J, K, N and O would have significant direct and/or indirect effects on European and/or European Marine sites. Lack of sufficiently detailed information about proposals precludes a conclusive judgment that these effects would be greater than those associated with developing the strategic land reserve. None of the major possibilities considered currently exist as land suitable for port development. In several cases existing uses would have to be displaced to build a port.
- 9.12 Other marine and terrestrial infrastructure would also be required that would likely have adverse impacts on the environment. There would be little or no realistic prospect of achieving a rail connection or a suitable road connection to port development at Alternatives J, K and L, and this consideration alone would rule them out as locations for major port facilities for all the trades for which expansion land and berths might be sought. The Fawley locations could potentially be provided with a rail connection, but they are further from national transport networks than the strategic land reserve, and the required improvements to road as well as rail connections would have a correspondingly greater impact. Fundamentally, however, the importance of the Fawley refinery and associated complex has increased over recent years due to the removal of refinery capacity from elsewhere within the UK.
- 9.13 The former Marchwood Power Station site (Alternative P) has now been redeveloped as a power station and as an Energy Recovery Facility. Whilst ABP has now bought the freehold of the area around these sites, those areas are occupied on long term leases by a variety of employment uses that are themselves significant in terms of local and sub-regional employment provision. Furthermore, the Draft Master Plan strategy already seeks to intensify employment uses on these areas, particularly for vital port supporting and related uses.
- 9.14 The possibility of establishing a shipping facility at Bramble Bank (Alternative L), located out in the estuary, can be dismissed as impractical.
- 9.15 The Marchwood Sea Mounting Centre, located between the Cracknore Industrial Estate and the Port's strategic land reserve, has also previously been identified as a possible site for expansion of port operations. There is, however, no longer the possibility of the site being available to ABP in respect of the needs of the Port of Southampton as a long term concession agreement for the running of the site has been signed with third parties. The facility, therefore, cannot provide for the needs of the ABP Port of Southampton. Furthermore, although a concession for the site has been signed, ABP understands that

the facility will remain first and foremost a port facility where the needs of the Ministry of Defence still take precedence.

- 9.16 In conclusion, the position is that the strategic land reserve is demonstrably the only area of land that is physically capable of accommodating significant expansion of the ABP Port of Southampton. There is thus no credible, reasonable or realistic alternative to the strategy set out in the Draft Master Plan and the expansion of the Port onto the strategic land reserve.
- 9.17 Any future application for consent to develop the strategic land reserve would have to be supported by evidence, at the time the application is submitted, that there is no suitable alternative to the specific development proposed that either does not affect European sites or does them less harm. A judgment about alternatives will require detailed knowledge of the proposals being promoted, their effect on designated sites, and the measures that are included in the application to avoid and reduce the effect of the proposals. The information required will not be available until detailed proposals have been drawn up. For the purposes of the Draft Master Plan, the Draft Shadow HRA and this document, it is, however, reasonable to conclude that the evidence supporting such a conclusion is likely to be strong.

10 Conclusion

- 10.1 Through the NPSfP, Government recognises the importance of ports to the UK economy and encourages long-term growth within a competitive, flexible, resilient and efficient port industry. Furthermore, the NPSfP considers that judgments about when and where new port development is required should be made by the market itself on the basis of commercial factors and should seek, amongst other things, to ensure a competitive and resilient market within the UK. At a local and sub-regional level, the Port of Southampton's position as a key gateway to Europe and the wider global economy is recognised.
- 10.2 ABP has prepared a Draft Master Plan for the Port of Southampton. The Draft Master Plan sets out a strategy that ABP proposes should be the basis for planning the land use, infrastructure and development requirements of the Port for the period to 2035. This Draft SAAR identifies and evaluates the likely significant effects of implementing the Draft Master Plan strategy.
- 10.3 Eighteen SAA objectives have been developed based on a review of environmental, social and economic objectives set out in relevant plans and programmes and by an examination of the environmental baseline. The SAA objectives have been divided into economic social, environmental and resource-use categories, reflecting the recognised aspects of sustainability. The strategy outlined in the Draft Master Plan and the potential developments and actions that are likely to result have been assessed against the SAA objectives, and a series of mitigation measures outlined which may be developed further to reduce effects.
- 10.4 The strategy is assessed as having significant positive effects in respect of the economic based SAA objectives. It will maintain and enhance the recognised role of the Port as an international deep-sea gateway with significant global and economic importance, make effective use of existing transport connections which are recognised as critical to the operation of the national economy, assist the Port in making a positive contribution towards a competitive and resilient port industry, make a significant positive contribution to the meeting of national forecasts and economic objectives for the sub-region, and will enhance and maintain the role of the marine sector.
- 10.5 The strategy is predominantly considered to have a neutral effect in respect of the social based SAA objectives. It will have a neutral effect on the security of property and the safety and security of people on the port estate. There will, however, be some potentially significant effects on the provision of recreational opportunities and there is potential for some significant effects on people as a result of the implementation of the physical developments and actions set out.
- 10.6 As may be expected, the strategy is considered to have a wide range of effects in respect of the environmental based SAA objectives. The strategy is considered to have potentially significant positive effects on the maximisation of land within the existing port estate, the use of sustainable transport, and climate change. Some significant adverse effects are likely on nature conservation and biodiversity, landscape, and surface and groundwater

bodies. The effects of the implementation of the Draft Master Plan on the archaeological interests will depend upon the nature and setting of each development proposal.

- 10.7 The strategy outlined in the Draft Master Plan, and the potential physical developments and actions that are likely to result within the existing port estate and industrial parks, are considered to have generally minor to moderate significant positive effects in respect of the two natural resource based SAA objectives. Maximising the efficient use of existing land and operational facilities, and maximising the sustainable transport opportunities it affords, will minimise the use of natural resources and energy.

11 Glossary

ABP	Associated British Ports
Air Quality Management Area (AQMA)	Area declared by the Local Authority as a result of review and assessment identifying that air quality objectives are not being met.
Baseline	A description of the present and future state of an area, in the absence of any plan or development, taking into account changes resulting from natural events and from other human activities
Environmental Report	Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme.
GVA	Gross Added Value
Habitats Regulation Assessment (HRA)	Assessment undertaken in accordance with the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations)
Habitats Regulations	The Conservation of Habitats and Species Regulations 2010 These regulations transport 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 Port in the Western Solent and an imaginary line between Hill Head and Old Caste Point on the Isle of Wight.
Indicator	A measure of variables over time often used to measure achievement of objectives
Mitigation	Used in this document to refer to measure to avoid, reduce or offset significant adverse effects.
National Policy Statement for Ports (NPSfP)	National planning policy relating to ports.
Natura 2000	Network of nature protection areas within the territory of the European Union made up of SACs, SPAs, Ramsar sites as well as marine sites (Marine Protected Areas (MPAs))
ODPM	Former Office of Deputy Prime Minister (succeeded by the Department of Communities and Local Government)

Partnership for Urban South Hampshire (PUSH)	Partnership of local authorities committed to improving sustainable and economic-led growth and the overall prosperity of the area. See www.push.gov.uk
Ramsar site	Area listed under the International Convention on Wetlands of International Importance, especially as waterfowl habitat signed at Ramsar, Iran in 1971
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
Shadow Appraisal and Assessment (SAA)	A process that combines the requirements of Sustainability Appraisal and Strategic Environmental Assessment. The term 'shadow' refers to the fact that the SAA is not required on a strict, legal basis.
Shadow Appraisal and Assessment Report (SAAR)	Environmental Report that identifies, describes and appraises the likely significant effects of proposals on the relevant environmental, economic and social objectives.
Significant effect	Effects which are significant in the context of the SA of the Plan (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects)
Site of Special Scientific Interest (SSSI)	Area protected under the Wildlife and Countryside Act 1981 for the protection and conservation of flora and fauna
Special Area of Conservation (SAC)	Area protected under EEC Directive 92/42/EEC on the conservation of natural habitats and of wild fauna and flora (The Habitats Directive)
Special Protection Area (SPA)	Area protected under the EEC 79/409/EEC for conservation of wild birds (The Birds Directive)
Strategic Environmental Assessment (SEA)	Assessment of a plan or programme to meet the requirements of the Strategic Environmental Assessment Directive (European Directive 2001/42/EC)
Sustainability Appraisal (SA)	A systematic process whose purpose is to promote sustainable development by assessing the extent to which an emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.
Twenty Foot Equivalent Units (TEU)	The measure by which containers are considered
VTS	Vessel Traffic Services

Appendix A Relevant Plans and Programmes

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
International		
Ramsar Convention 1971	The conservation and wise use of all wetlands through local, regional and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world	Ramsar wetland sites likely to be affected by development on the strategic land reserve. Such sites could also be affected by dredging activity.
EC Birds Directive (79/409/EEC)	<p>The maintenance of the favourable conservation status of all wild bird species across their distributional range (Article 2) with the encouragement of various activities to that end (Article 3).</p> <p>The identification and classification of Special Protection Areas (SPA) for rare or vulnerable species, as well as for all regularly occurring migratory species, paying particular attention to the protection of wetlands of international importance (Article 4).</p>	SPA sites likely to be affected by development on the strategic land reserve. Such sites could also be affected by dredging activity.
EC Habitats Directive (92/43/EEC)	Establishes a network of nature conservation sites (Special Areas of Conservation) and a system of species protection. The main aim is to promote the maintenance of biodiversity.	SAC sites in proximity to Draft Master Plan area. Port development proposals may have implications for these areas.
EC Water Framework Directive (2000/60/EC)	<p>Requires Member States to manage all of their waters: rivers, canals, lakes, reservoirs, groundwater, protected areas (including wetlands and other water dependent ecosystems), estuaries and coastal waters. Member States must:</p> <ul style="list-style-type: none"> • prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters; • aim to achieve at least good status for all waters by 2015. Where this is not possible, good 	<p>Water resources and conditions can potentially be affected by Port development.</p> <p>Existing Port estate provides a degree of flood protection for the City of Southampton.</p>

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
	<p>status should be achieved by 2021 or 2027;</p> <ul style="list-style-type: none"> • promote sustainable use of water as a natural resource; • conserve habitats and species that depend directly on water; • progressively reduce or phase out the release of individual pollutants or groups of pollutants that present a significant threat to the aquatic environment; • progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants; • contribute to mitigating the effects of floods and droughts. 	
National		
Transport Act 1981 (Section 9)	ABP have a duty to provide port facilities at its harbours to such an extent as it may think expedient, and in doing so will have due regard to efficiency, economy and safety of operation as respects the services and facilities it provides.	The Draft Master Plan sets out the port facilities ABP consider will be expedient to provide in the period to 2035.
Southampton Harbour Acts and Order 1863 to 1968	Confirm that ABP is both a statutory harbour authority and statutory dock authority as successor to the Southampton Harbour Board and various dock and railway undertakers.	The Draft Master Plan sets out how statutory harbour and dock authority envisage the port developing in the future.
Harbours, Docks and Piers Clauses Act 1847 (Section 33) (incorporated into the above Southampton Harbour Acts)	Amongst other things, requires that upon payment of the rates payable, the harbour, dock and pier shall be open to all persons for the shipping and unshipping of goods and the embarkment and loading of passengers.	Effectively requires ABP to provide the port facilities required by its customers.
Harbours Act 1964 (section 48A)	Places duties on ABP in respect of environmental and conservation matters in respect of having regard to the conservation of the natural beauty of the countryside and of flora, fauna and geological or physiological features of special interest when considering any proposal relating to its functions.	Requires ABP to have regard to environmental and conservation matters when considering any proposal relating to its functions.

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
Environment Act 1995 (section 61 and 62)	Requires that in exercising or performing any functions in relation to or as to affect land in a National Park, the relevant authority shall have regard to National park purposes, which are: (i) conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park; and (ii) Promoting opportunities for the understanding and enjoyment of the special qualities of the area by the public. If there is a conflict between the two purposes, authorities shall attach greater weight to the purpose of conserving and enhancing the natural beauty.	The area covered by the Master Plan includes land located within the New Forest National Park.
Marine and Coastal Access Act 2009	The 2009 Act established a marine planning system and the Marine Management Organisation (MMO), whose remit includes: preparation of plans for the marine areas around the UK coast; consideration of applications for port development below the Nationally Significant Infrastructure Project threshold; and streamlining of marine consents.	Future consents for some development proposals covered by the draft Master Plan may fall under this Act.
National Policy Statement for Ports (2012)	<p>The National Policy Statement for Ports (NPSfP) guides the decision makers in the determination of applications for port infrastructure, having due regard to the legislative framework, environmental impact and economic benefits of a proposed development.</p> <p>The NPSfP sets out the approach that decision-makers should take to proposals, including the main issues that, in the Government's view, need to be addressed to ensure that future development is fully sustainable, as well as the weight to be given to the need for new port infrastructure and to the positive and negative impacts it may bring.</p> <p>The NPSfP recognises the important role of ports in local and regional economies and emphasises the need for the UK to deliver "substantial additional 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 NPSfP sets out the Government's policy for Ports.</p>	The NPSfP sets out the Government's policy to encourage sustainable port development to cater for the long-term forecast growth within a competitive and efficient port industry, contributing to long-term economic growth and prosperity and to allow judgements about new port-related developments to be taken by the port industry operating within a free market environment.
National Policy Statement for National Networks (2014)	The National Policy Statement for National Networks recognises the need to improve the integration between transport modes, including linkages to ports and airports, for improvements to the Strategic Road Network to reduce congestion, accommodating the modal shift to rail and expanding the network of Strategic Rail Freight Interchanges (SRFIs).	The Draft Master Plan should have regard to the Government's objectives for national networks.
National Planning Policy Framework (2012)	The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied and is a material consideration in	The Draft Master Plan puts forward likely development proposals that will

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
	planning decisions. The NPPF is based on a presumption in favour of sustainable development in both plan-making and decision-taking.	have to take account of the policies contained within the NPPF as appropriate.
Planning Practice Guidance (2014 as amended)	The Planning Practice Guidance (PPG) provides Government planning guidance on the implementation of the NPPF and other matters, and includes consideration of the economic, social and environmental impacts of proposed development.	The Draft Master Plan puts forward likely development proposals that will have to have regard to relevant sections of the PPG as appropriate.
National Infrastructure Delivery Plan 2016 - 2021 (2016)	The National Infrastructure Delivery Plan 2016 - 2021 sets out the Government's vision for investing in infrastructure and improving its quality and performance. The Plan reinforces the Government's objective of ensuring the delivery of sufficient port capacity and the ability to handle the largest and deepest vessels in the world. The Plan seeks to encourage sustainable port development that will cater for long-term growth and facilitate a competitive and efficient port industry that will contribute to long-term economic growth and prosperity.	The Draft Master Plan puts forward proposals to achieve the Government's objectives set out in the Plan.
UK Marine Policy Statement (2011)	The Marine Policy Statement (MPS) provides a framework for preparing Marine Plans and taking decisions affecting the marine environment. The MPS recognises the value of a Port Master Plan in providing a strategic view of the potential direction of future port development for consideration in the preparation of a Marine Plan. The MPS states that when considering any potential increase in shipping activity, the social and economic benefits and environmental impacts should be taken into account and impacts should be considered in line with sustainable development principles.	The Draft Master Plan puts forward likely development proposals that will have to take account of the principles contained within the MPS.
Air Quality Strategy (2007)	Sets out air quality objectives and policy options to further improve air quality in the UK into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect the environment.	Air quality an important consideration in respect of port operations and future development proposals.
UK Post-2010 Biodiversity Framework (2012)	<p>The UK Biodiversity Framework seeks to deliver the Aichi Targets and the EU Biodiversity Strategy and cites the Convention on Biological Diversity's visions that 'by 2050, biodiversity if valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people'.</p> <p>The framework is based on the five strategic goals within the Strategic Plan for Biodiversity 2011-2020 (CBD, 2010): A – Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society;</p>	Issues relating to biodiversity are of relevance to ongoing port operations and future development proposals.

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
	<p>B – Reduce the direct pressures on biodiversity and promote sustainable use; C – To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity; D – Enhance the benefits to all from biodiversity and ecosystems; and E – Enhance implementation through participatory planning, knowledge management and capacity building.</p>	
Sub-regional / Strategic		
Partnership for Urban South Hampshire (PUSH) Spatial Position Statement (2016)	The Position Statement seeks to deliver sustainable, economic-led growth and regeneration to create a more prosperous, attractive South Hampshire. The Position Statement recognises the role of ports as one of the sub-region’s economic strengths, the potential for growth in Port-related logistics, associated with the sub-region’s strategic location on major shipping routes, and the potential for additional port capacity to be delivered.	The Draft Master Plan puts forward proposals to continue the growth and prosperity of the Port of Southampton.
Hampshire Minerals and Waste Plan 2013-2030	The Plan recognises the potential for the Port of Southampton to play a regional and national role for minerals and waste if additional capacity can be found in the future. The Plan safeguards the operational port land and the strategic land reserve for a minerals and waste wharf in the longer term, under certain circumstances.	The Draft Master Plan has included consideration of the potential of the Port of Southampton to provide for minerals and waste requirements.
Hampshire Local Transport Plan Part A (2013) and Part B (2014)	<p>The Hampshire Local Transport Plan is in two parts; Part A, the 20-year strategy document, was published in 2013 and Part B, the 3-year implementation plan, was published in 2014.</p> <p>The Plan recognises the major contribution of the Port of Southampton to the Hampshire and national economy through significant international flows of passengers and wide ranges of freight and goods traffic, both for export and import. The Plan considers the continued competitiveness and success of the region’s ports depends on having reliable strategic transport links to connect them with the wide hinterland they serve.</p> <p>Strategic policies include working with the ports, together with other relevant stakeholders, to ensure that people and goods can flow easily and reliably to and from the region’s gateways; and to further develop the role of water-borne transport within the Solent Transport area.</p>	Part of the area of the plan is covered by the Draft Master Plan.

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
North Solent Shoreline Management Plan (2010)	Sets out a strategy for coastal defence taking into account natural coastal processes and other human and environmental influences and needs. Local Authorities should take account of the SMP and its policies when formulating their planning strategies and determining applications affecting the future development of the shoreline.	The shoreline management plan contains advice in respect of the shoreline in the Draft Master Plan area.
Solent LEP Strategic Economic Plan (2014)	Sets out a plan for sustainable economic growth in the Solent area between 2014-2020. The plan recognises the significant and anchoring role of the Port of Southampton within the local economy. The plan defines the provision of suitable employment sites for the growing marine, maritime and advanced manufacturing sectors in close proximity to the Port and other key economic assets as a key economic challenge. Despite recent investment, the plan considers the future growth of the Port to be jeopardised by a lack of space of expansion and the continues competitiveness and development of both Ports in the sub-region to be dependent on lifting the capacity constraints as well as ensuring good and reliable surface accessibility.	The Draft Master Plan puts forward proposals to continue the growth of the Port of Southampton.
Hampshire Biodiversity Action Plan (1998 & 2000)	Audits the nature conservation resource of Hampshire and identifies habitats and species of priority nature conservation concern, including those which are locally distinct. Identifies the importance of sites designated under European Directives and other marine habitats.	Biodiversity matters are of relevance to any future port development proposals
South East River Basin Management Plan (2015)	The plan provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, the plan informs decisions on land-use planning. The Plan highlights the responsibility of ports and navigation authorities to implement mitigation measures and monitoring and report their progress.	Part of the area of the plan is covered by the Draft Master Plan.
The emerging South Inshore Marine Plan (winter 2015-2016)	Within the Options report published in 2015, objectives of particular relevance to the Port of Southampton included reducing contributory drivers of climate change that result from human activities; safeguarding space for the natural marine environment; considering the impact of development on the seascape of an area; investment in activities that improve socio-economic conditions in the coastal communities	Once adopted, part of the area of the plan will be covered by the Draft Master Plan.
Solent Waterfront Strategy (2007)	The objectives of the Strategy are to: <ul style="list-style-type: none"> • achieve national and regional support for Solent marine industry; • promote innovation and growth and support the core marine clusters; • safeguard strategic marine sites; • address work force development; 	Areas covered by the Draft Master Plan are identified as strategic sites of existing or potential national importance in the Waterfront Strategy.

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
	<ul style="list-style-type: none"> • re-dress the economic/environmental balance; • seek to provide affordable land and premises; • respond to climate change and sea level rise; • simplify, strengthen and more proactive administrative arrangements; • consider long term strategic planning arrangements for the Solent. <p>The Strategy quantifies the economic importance of the Solent marine industry, identifies the Port as a key element of this sector and puts forward a series of recommendations, including the protection of waterfront sites considered to be of strategic importance to marine industries.</p>	
Local		
City of Southampton Core Strategy including changes from the Core Strategy Partial Review (2015)	Recognises the importance of the Port of Southampton and that it is forecast to grow. Seeks to promote and facilitate the growth of the Port.	Forms part of the statutory development plan for part of the area covered by the Draft Master Plan.
City of Southampton City Centre Action Plan (2015)	Recognises the importance of the Port of Southampton and that it is forecast to grow. Gives regard to the national, regional and local significance of the Port when considering development affecting the immediate area around the Port and access to the Port.	Forms part of the statutory development plan for part of the area covered by the Draft Master Plan.
New Forest District Local Plan Part 1: Core Strategy (2009)	Recognises the economic significance of the Port of Southampton and concludes that the strategic land reserve is the only site on which the port can physically expand.	Forms part of the statutory development plan for part of the area covered by the Draft Master Plan.
New Forest District Local Plan Part 2: Sites and Development Management (2014)	Policies include encouraging development, redevelopment and intensification at Marchwood and Cracknore Industrial Parks, noting their particular suitability for marine-related businesses.	Part of the statutory development plan area is covered by the Draft Master Plan.
New Forest National Park Core Strategy (2010)	Sets out the long-term vision and objectives for the National Park. Objectives include: Plan for the likely impacts of climate change on the Special Qualities of the area and reduce the overall environmental footprint of the National Park; Conserve the wealth of individual features that contribute to local distinctiveness and resist	Forms part of the statutory development plan for part of the area covered by the Draft Master Plan.

Identified Plan, Programme or Legislation	Summary of Relevant Objectives	Relevance to Port of Southampton Master Plan 2016 – 2035
	the gradual loss of landscape character; and Maintain, extend and enhance the tranquillity of the National Park.	
Southampton Air Quality Action Plan Update (2009)	Puts forward a range of measures aimed at reducing nitrogen oxide emissions in Southampton, in order to achieve the national air quality objective for nitrogen dioxide, including port related transport issues.	Part of the plan area is covered by the Draft Master Plan.
Southampton Local Transport Plan 3 (2011)	<p>To achieve a step-change over time in both the quality and effectiveness of the City's transport network through reducing journey lengths and overall demand for travel, improving the management of the existing network and investment in new infrastructure.</p> <p>The LTP identifies the Port as a major driver of the local economy. The evidence points to continuing significant increases in the levels of both freight and passenger traffic through the port over the coming years. The transport network needs to be able to accommodate this without adversely impacting on the lives of residents.</p>	This Local Transport Plan covers part of the area covered by the Draft Master Plan.
Emerging New Forest District Council Local Plan Review	The Local Plan Review seeks to bring planning policies for the area fully in-line with national government planning policies and will look at the development needs and opportunities in the area up to 2036.	Once adopted will form the statutory development plan for part of the area covered by the Draft Master Plan.
Emerging New Forest National Park Local Plan Review	The Local Plan review process commenced in 2015 and seeks to update the planning policies to ensure they provide a clear framework reflected recent changes to the national planning system.	Once adopted will form the development plan for part of the area covered by the Draft Master Plan.
Emerging Hythe and Dibden Neighbourhood Plan	The designation of Hythe and Dibden Parish as a Neighbourhood Area was confirmed by the District Council on the 17 th November 2015.	Once adopted, will include part of the area covered by the Draft Master Plan.

Appendix B Designated and Protected Areas Relevant to the Master Plan

Site Name	Reason for designation/protection	Relevance to Port of Southampton Master Plan 2016 – 2035
Solent and Southampton Water SPA / Ramsar site	Breeding: common tern, little tern, roseate tern, sandwich tern, Mediterranean gull. Wintering: black-tailed godwit, dark bellied Brent goose, ringed plover, teal. >20,000 waterfowl.	Potential effects on habitat from dredging or intertidal construction. Potential direct loss of habitat at the strategic land reserve. Potential disturbance due to Port operations.
Solent Maritime SAC	Primary: estuaries, <i>Spartina</i> swards, Atlantic salt meadows. Secondary: sandbanks, mudflats, lagoons, vegetation of drift lines, vegetation of stony banks, <i>Salicornia</i> community on mud and sand, dunes	Potential effects on habitat from dredging or intertidal construction
River Itchen SAC	Primary: <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation, southern damselfly, bullhead. Secondary: white-clawed crayfish, brook lamprey, Atlantic salmon, otter	Potential for effects of dredging on water quality and underwater noise affecting fish migration
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	Potential disturbance from Port operations or traffic
New Forest SAC	Woodland, heath and associated habitats	Limited potential for disturbance from Port operations or traffic
Lower Test Valley SSSI	Chalk stream flora and fauna	Potential for effects of dredging on water quality affecting fish migration
Eling and Bury Marsh SSSI	Saltmarsh and intertidal mudflats	Potential effects on habitat from dredging or intertidal construction
Dibden Bay SSSI	Invertebrate assemblage, breeding lapwing	Potential direct loss of habitat
Lee-on-the Solent to Itchen Estuary SSSI	Intertidal mudflats with littoral fringe of saltmarsh, reedbed, grasslands and deciduous woodland	Potential effects on habitat from dredging or intertidal construction
Hythe To Calshot Marshes SSSI	Saltmarsh and intertidal mudflats	Potential effects on habitat from dredging or intertidal construction

Site Name	Reason for designation/protection	Relevance to Port of Southampton Master Plan 2016 – 2035
North Solent SSSI	Intertidal mudflats and saltmarsh as well as shingle beaches and spits, fresh and brackish marshlands	Potential effects on habitat from dredging or intertidal construction
New Forest National Park	Extensive areas of semi-natural habitat and traditional pastoral farming in lowland England. Internationally recognised for its landscape quality and nature conservation value.	Potential effects of development on the strategic land reserve on landscape
Central Solent – 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.	Potential for effects of dredging on water quality affecting fishery
Stanswood Bay – designated shellfish water (SFW)	As above	Potential for effects of dredging on water quality affecting fishery
Southampton Water and Approaches to Southampton Water – designated shellfish water (SFW)	As above	Potential for effects of dredging on water quality affecting fishery
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	No effect unless any site drainage directed to freshwater river
River Test – UWWTD ‘sensitive area’	As above	No effect unless any site drainage directed to freshwater river
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.	Potential for effects of dredging on water quality affecting salmonid fish migration
River Test – designated SW above tidal limit	As above	Potential for effects of dredging on water quality affecting salmonid fish migration
AQMA 1 – Bevois Road	AQMA for nitrogen dioxide (NO ₂)	Contribution of port related road traffic to (NO ₂) emissions
AQMA 4 – Town Quay	AQMA for nitrogen dioxide (NO ₂)	Contribution of port related road traffic to (NO ₂) emissions
AQMA 5 – Millbrook Road and Redbridge Road	AQMA for nitrogen dioxide (NO ₂)	Contribution of port related road traffic to (NO ₂) emissions
Listed Grade II – No. 6 Dry Dock	Trafalgar Dry Dock constructed in 1905 and enlarged in 1913 and 1922. Built of concrete, included for historical interest for its connection with the earlier ocean going liners.	Within operational estate
Listed Grade II– No. 7 Dry Dock and pumping station	King George V Dry Dock has special historic interest both locally and nationally as a rare survival from the heyday of the transatlantic liner era.	Within operational estate
Listed Grade II - Royal Pier and gatehouse	Pier opened 1833 by Princess, later Queen, Victoria. The entrance is an early C20 building with a dome with pineapple finial band windows,	Pier within ABP ownership

Site Name	Reason for designation/protection	Relevance to Port of Southampton Master Plan 2016 – 2035
	console brackets and stylised flambeaux.	
Listed Grade II – Gates no.8 and no.10 of entry to the Western Docks	Circa 1933-4, built by Southern Railway Company. Rare survival of dock gateways dating from inter-war period during passenger liner travel.	Within ABP's estate.
Southampton Town Centre Conservation Area	Protection of historic town centre within the Town Walls.	Adjacent to parts of ABP's estate in the Town Quay area
Conservation Areas in New Forest	Protection of historic environments in these locations.	A number of Conservation Areas lie in proximity to the proposed port expansion on the strategic land reserve, including the Hythe Conservation Area.

For nature conservation citations and conservation status reports see <http://www.jncc.gov.uk> and <http://www.sssi.naturalengland.org.uk/Special/sssi/reportIndex.cfm>

Appendix C SAA Assessment Worksheets

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
1. Maintain and enhance the role of the Port of Southampton as an International deep sea gateway port with significant global and economic importance	Construction of multi deck car compounds in the Eastern and Western Docks	Will provide additional storage areas for a key trade within the Port for which significant growth is predicted. Will maintain and enhance the Port's status as a market leader in this trade.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Works will enable the Port to accommodate forecasted growth in automotive/ro-ro and container trade.	Minor to moderate significant positive effect	None required
	Additional link span for ro-ro trade	Works will enable the Port to accommodate forecasted growth in automotive/ro-ro.	Minor to moderate significant positive effect	None required
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Will provide additional storage capacity and facilities for key port uses.	Moderate significant positive effect	None required
	Refurbishment works at the Fruit Terminal	Will update and improve facilities to accommodate growth in general cargo sector.	Minor significant positive effect	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Will improve rail infrastructure in support of different trades in which growth is predicted.	Minor to moderate significant positive effect	None required
	Small number of short term capacity enhancements within the existing port estate	Works will support the continued growth and efficiency of existing and future port operations.	Minor significant positive effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Continued intensification of uses including the potential accommodation of port related employment uses that are being moved out of the Port estate.	Minor to moderate significant positive effect	None required

	Construction of port facilities on the strategic land reserve	Additional facilities required once efficient use has been made of the existing dock estate, will provide for the long-term future of the Port by providing capacity to meet predicted long-term demand.	Major significant positive effect	None required
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered overall to have a major significant positive effect on the achievement of the objective of maintaining and enhancing the recognised role of the Port of Southampton as an international deep sea gateway port with significant global and economic importance.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
2. Make effective use of established transport connections that are critical to the operation of the national economy	Construction of multi deck car compounds in the Eastern and Western Docks	Would make further effective use of the existing established significant marine, road and rail connections that directly connect to the existing port.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Would make further effective use of the existing established significant marine, road and rail connections that directly connect to the existing port.	Minor to moderate positive significant effect	None required
	Additional link span for ro-ro trade	As above	Minor to moderate positive significant effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Would provide additional cargo storage facilities thereby increasing amount of trade passing through the dock estate. Would make further effective use of established transport connections.	Moderate significant positive effect	None required
	Refurbishment works at the Fruit Terminal	Will upgrade and improve facilities for general cargo thereby increasing amount of trade passing through the dock estate. Would make further effective use of the established transport connections.	Minor significant positive effect	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Would make effective use of the existing established significant marine, road and rail connections that directly connect to the existing port.	Minor to Moderate significant positive effect	None required
	Small number of short term capacity enhancements within the existing port estate	Would make further effective use of the existing established significant marine, road and rail connections that directly connect to the existing port.	Minor positive significant effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Through the potential relocation of port related employment from the existing port estate, will make further effective use of the existing established significant marine, road and rail connections that directly connect to the existing port for key port trades.	Minor to moderate significant positive effect	None required

	Construction of port facilities on the strategic land reserve	Port facilities on the strategic land reserve would make use of the established marine, rail and road connections / networks that serve the existing Port, but would require the creation of suitable local connections to those networks.	Major significant position effect	None required
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered overall to have a major significant positive effect on the achievement of making effective use of established transport connections recognised as critical to the operation of the national economy.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
3. Provide a positive contribution to meeting forecast capacity demands	Construction of multi deck car compounds in the Eastern and Western Docks	Would provide additional storage capacity of a trade predicted to grow in a location where the market wants to be located.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Works would facilitate increase in capacity to meet forecasted growth in automotive/ro-ro trade and container trade	Moderate significant positive effect	None required
	Additional link span for ro-ro trade	Works would facilitate increase in capacity to meet forecasted growth in automotive/ro-ro trade	Minor to moderate significant positive effect	None required
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Will increase capacity to accommodate forecast growth.	Moderate significant positive effect	None required
	Refurbishment works at the Fruit Terminal	As above	Minor significant positive effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	Works would facilitate the ability of the Port to meet the forecasted growth in trades using the terminal	Minor to moderate significant positive effect	None required
	Small number short term capacity enhancements within the existing port estate	Works would facilitate the ability of the Port to meet the forecasted growth in port trades	Minor significant positive effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Through the potential relocation of port related employment from the existing port estate, will make further effective use of the existing use of the existing established significant marine, road and rail connections that directly connect to the existing port for key port trades.	Minor to moderate significant positive effect	None required
	Construction of port facilities on the strategic land reserve	Precise trades to be handled unknown at this stage. However, whatever trades handled, this will allow the overall port estate to handle more trade.	Major significant positive effect	None required

	<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered overall to have a major significant positive effect on the achievement of providing a positive contribution towards meeting forecast national port capacity demands.</p>
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Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
4. Provide a positive contribution to an efficient, competitive and resilient ports industry	Construction of multi deck car compounds in the Eastern and Western Docks	Will provide additional storage areas for a key trade within the Port for which significant growth is predicted. Will increase capacity and enable a more competitive, resilient and efficient port.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Works will enable the Port to accommodate forecasted growth in automotive/ro-ro and container trade. Will increase capacity and enable a more competitive, resilient and efficient port.	Moderate significant positive effect	None required
	Additional link span for ro-ro trade	Works will enable the Port to accommodate forecasted growth in automotive/ro-ro trade. Will increase capacity and enable a more competitive, resilient and efficient port.	Minor to moderate significant positive effect	None required
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Will provide additional storage capacity and facilities for port uses. Will increase capacity and enable a more competitive, resilient and efficient port.	Moderate significant positive effect	None required
	Refurbishment works at the Fruit Terminal	Will update and improve facilities to accommodate growth in general cargo sector. Will increase capacity and enable a more competitive, resilient and efficient port.	Minor significant positive effect	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Will improve rail infrastructure in support of trades in which growth is predicted and will assist in increasing capacity and efficiency.	Minor to moderate significant positive effect	None required
	Small number of short term capacity enhancements within the existing port estate	Works will support the continued growth and efficiency of existing and future port operations. Will increase capacity and enable a more competitive, resilient and efficient port.	Minor significant positive effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Will increase efficiency of port-related industrial parks.	Minor to moderate significant positive effect	None required

	Construction of port facilities on the strategic land reserve	Additional facilities required once maximum efficient use has been made of the existing dock estate will provide for the long-term future of the port by providing capacity to meet predicted long-term demand. Will increase capacity and enable a more competitive, resilient and efficient port.	Major significant positive effect	None required
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered overall to have a major significant positive effect on the achievement of providing a positive contribution towards an efficient, competitive and resilient ports industry.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
5. Provide a positive contribution to the economically significant marine cluster of the sub-region	Construction of multi deck car compounds in the Eastern and Western Docks	Will further establish the Port as a major UK port and therefore maintain its position at the centre of the economically significant marine cluster of the sub-region.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Will assist in further establishing the Port as a major UK port and therefore assist in maintaining its position at the centre of the economically significant marine cluster of the sub-region.	Moderate significant positive effect	None required
	Additional link span for ro-ro trade	As above	Minor to moderate significant positive effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Moderate significant positive effect	As above
	Refurbishment works at the Fruit Terminal	Will allow additional trade to be handled at the port that, in turn, will help maintain the Port's position at the centre of the economically significant marine cluster of the sub-region.	Minor significant positive effect	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Will assist in further establishing the Port as a major UK port and therefore assist in maintaining its position at the centre of the economically significant marine cluster of the sub-region.	Minor to moderate significant positive effect	None required
	Small number of short term capacity enhancements within the existing port estate	Will support the growth and efficiency of the Port	Minor significant positive effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Will assist in further establishing Marchwood and Cracknore Industrial Parks are centres for marine related businesses.	Moderate significant positive effect	None required

	Construction of port facilities on the strategic land reserve	Precise trades to be handled unknown at this stage. However, whatever trades handled, this will allow the overall port estate to handle more trade and maintain its position at the centre of economically significant marine cluster of the sub-region.	Major significant positive effect	None required
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered overall to have a major significant positive effect on the achievement of providing a positive contribution to the economically significant marine cluster of the sub-region.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
6. Minimise adverse impacts on people arising from port activities	Construction of multi deck car compounds in the Eastern and Western Docks	Possible amenity impacts arising from construction activities, including noise and traffic. Reconfiguration of port operations may give rise to amenity impacts for nearby receptors although proposal would be entirely within the existing operational port.	Neutral or minor significant negative effect	Mitigation of the impact of construction activities and employment of sensitive operating procedures to minimise impacts. To be achieved on a case by case basis
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral or minor significant negative effect	As above
	Additional link span for ro-ro trade	As above	Neutral or minor significant negative effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral or minor significant negative effect	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral or minor significant negative effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral or minor significant negative effect	As above
	Small number short term capacity enhancements within the existing port estate	As above	Neutral or minor significant negative effect	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Not applicable	Not applicable	Not applicable

	Construction of port facilities on the strategic land reserve	Amenity impacts on new receptors from construction and operation of new port facilities. Precise details and impacts/effects can only be determined at project specific stage	Moderate to major significant negative effect	Mitigation of the impact of construction activities and employment of sensitive operating procedures to minimise impacts
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing operational port are considered to have a neutral to minor negative significant effect on this SAA objective. The construction of new port facilities on the strategic land reserve is expected to have a moderate to major significant negative effect on this SAA objective.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
7. Ensure security of property on the port estate	Construction of multi deck car compounds in the Eastern and Western Docks	Security at the operational port is of paramount importance and all new developments will be designed and operated so as to be fully secure. Opportunities will be taken to improve security where possible.	Neutral	None required – appropriate security measures will be built in to the design of all new developments.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral	As above
	Small number short term capacity enhancements within the existing port estate	As above	Neutral	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Not applicable	Not applicable	Not applicable
	Construction of port facilities on the strategic land reserve	The new port facilities on the strategic land reserve will be designed and operated so as to meet the highest standards of safety and security.	Neutral	None required – appropriate security measures will be built in to the design of all new developments.
Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a neutral effect on the achievement of ensuring security of property on the port estate, and appropriate security measures will be built into the design of all new developments.				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
8. Ensure safety and security of people on the port estate	Construction of multi deck car compounds in the Eastern and Western Docks	Safety and security of people in the port estate is of paramount importance to ABP and all new developments will be designed and operated so as to be fully safe and secure. Opportunities will be taken to improve safety and security where possible.	Neutral	None required – appropriate safety and security measures will be built in to the design and operation of all new developments.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral	As above
	Small number of short term capacity enhancements within the existing port estate	As above	Neutral	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Not applicable	Not applicable	Not applicable
	Construction of port facilities on the strategic land reserve	New port facilities on the strategic land reserve will be designed and operated so as to meet the highest appropriate standards of safety and security.	Neutral	None required – appropriate safety and security measures will be built in to the design of all new developments.

	<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a neutral effect on the achievement of ensuring the safety and security of people in the port estate, and all new developments will be designed and operated so as to be safe and secure.</p>
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Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
9. Contribute to the provision of recreation opportunities for the public and support local community projects	Construction of multi deck car compounds in the Eastern and Western Docks	The Port facilitates a wide range of leisure and recreational opportunities. This development is not likely to have any effect on this.	Neutral	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral	As above
	Improvements to rail infrastructure at berth 109 rail terminal in support of bulks, container and automotive trades	As above	Neutral	As above
	Small number short term capacity enhancements within the existing port estate	As above	Neutral	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Neutral	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>Development on the strategic land reserve is unlikely to generate a significant conflict between marine recreational interests and port development. Development here may have a positive effect in respect of improvements to the local footpath network and recreational opportunities.</p>	<p>Minor to moderate positive</p>	<p>Sensitive design, construction and operation measures to ensure impacts on land and water based recreation activities are minimised, including through the provision of alternative footpath routes / recreational opportunities.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a generally neutral effect on the achievement of this SAA objective, as they do not involve the provision of recreational facilities. Development on the strategic land reserve may have a positive effect in respect of improvements to the local footpath network / recreational opportunities.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
10. Maximise the efficient use of previously used or developed land	Construction of multi deck car compounds in the Eastern and Western Docks	Will provide additional storage areas for a key trade within the Port for which significant growth is predicted, ensuring the use of existing land within the port estate is maximised.	Major significant positive effect	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	Will provide upgraded facilities for automotive/ro-ro trade, maximising the existing use of the port estate.	Minor to moderate significant positive effect	None required
	Additional link span for ro-ro trade	Will increase the efficiency of the existing and new automotive/ro-ro facilities within the Port.	Minor to moderate significant positive effect	None required
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Will provide additional storage capacity and facilities for port uses, maximising the existing use of the port estate.	Major significant positive effect	None required
	Refurbishment works at the Fruit Terminal	Will provide upgraded facilities and additional capacity for general cargos, maximising the existing use of the port estate.	Major significant positive effect	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Will provide upgraded facilities for trades, maximising the existing use of the port estate.	Minor to moderate significant positive effect	None required
	Small number of short term capacity enhancements within the existing port estate	Will improve facilities or increase capacity to maximise the existing use of the port estate, as appropriate.	Minor to moderate significant positive effect	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Master Plan outcomes will make further effective use of these existing sites.	Moderate to major significant positive effect	None required

	<p>Construction of port facilities on the strategic land reserve</p>	<p>Through the implementation of the above actions, the use of the existing Port estate will be approaching the practical and efficient limits of land use optimisation. For the Port to retain its role and function, expansion will be required at the strategic land reserve. Any new development will be designed so as to maximise the effective use of land. Strategic land reserve was created for Port expansion purposes.</p>	<p>Neutral, as use of existing land within the Port estate will be maximised before expansion onto the strategic land reserve.</p>	<p>None required</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a predominantly moderate to major significant positive effect on the maximisation of land within the existing port estate. Through the implementation of these developments, the intensity of land use within the existing Port estate will be approaching its practical and efficient limits and expansion will be required.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
11. Maximise the efficient use of sustainable transport modes	Construction of multi deck car compounds in the Eastern and Western Docks	Shipping is recognised as one of the most environmentally sustainable means of transport. Maximising the use of the existing port is identified as generating environmental and sustainability benefits. This development will help to achieve this.	Moderate to major significant positive effect	Established best practice operating procedures
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Moderate to major significant positive effect	As above
	Additional link span for ro-ro trade	As above	Moderate significant positive effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Moderate significant positive effect	As above
	Refurbishment works at the Fruit Terminal	As above	Moderate significant positive effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above. In addition, this development will make further effective use of established rail transport connections.	Moderate significant positive effect	As above
	Small number of short term capacity enhancements within the existing port estate	As above	Minor significant positive effect	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Neutral	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>Following the maximisation of the efficient use of the existing port, the development of new port infrastructure will further develop facilities for this environmentally sustainable means of transport. New port facilities will make use of the established marine, rail and road connections / networks that serve the existing Port, but would require the creation of suitable local connections to those networks.</p>	<p>Major significant positive effect</p>	<p>Established best practice operating procedures.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a predominantly moderate to major significant positive effect on the maximisation of sustainable transport modes.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
12.Minimise adverse effects of port and related operations on climate change	Construction of multi deck car compounds in the Eastern and Western Docks	If capacity for growth is not provided for at the Port, trade and passengers will choose alternative locations and modes of transport. Against this context, the Port represents one of the most sustainable locations to accommodate growth, and shipping and rail are the most sustainable means of transport. Maximising the efficient use of existing land and operational facilities (before expanding the Port), and maximising the sustainable transport opportunities it affords, will minimise the adverse effects of port operations on climate change.	Minor to moderate significant positive effect	Sustainable design, construction and operation measures to be implemented
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Minor to moderate significant positive effect	As above
	Additional link span for ro-ro trade	As above	Minor significant positive effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Minor significant positive effect	As above
	Refurbishment works at the Fruit Terminal	As above	Minor significant positive effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Minor significant positive effect	As above
	Small number of short term capacity enhancements within the existing port estate	As above	Minor significant positive effect	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Minor significant positive effect	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>If capacity for growth is not provided for at the Port, trade and passengers will choose alternative locations and modes of transport. Following the maximisation of use of the existing Port, the development of new port infrastructure on the strategic land reserve develop facilities for this environmentally sustainable means of transport.</p>	<p>Minor to moderate significant positive effect</p>	<p>Sustainable design, construction and operation measures. Opportunities for on-site renewable energy supply to be explored.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a predominantly minor significant positive effect on the minimisation of adverse effects of port operations on climate change</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
13.Minimise adverse effects of port operations and related activities on nature conservation and biodiversity	Construction of multi deck car compounds in the Eastern and Western Docks	Reconfiguration of port operations will be entirely within the existing operational port and would be unlikely to have any direct significant impact on nature conservation or biodiversity.	Neutral	Best practice construction and operation methods and pollution prevention measures.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral	As above
	Small number short term capacity enhancements within the existing port estate	As above	Neutral	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Use of existing industrial park for port related employment uses would be unlikely to have any direct significant impact on nature conservation or biodiversity.	Neutral	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>Will likely require construction and dredging to take place within, or close to, the SSSI, SPA and SAC and it is likely the proposals will result in a loss of some intertidal area. The design, construction and operation will seek to minimise adverse effects on nature conservation and biodiversity, although some residual significant impacts may remain. Opportunities will be taken to improve and protect biodiversity through the proposals.</p>	<p>Moderate to Major significant negative effect.</p> <p>Possible longer-term positive significant effects.</p>	<p>Replacement habitats for those lost due to development. Protection of ecological resources in the estuary by controlling dredging operations within acceptable limits. Best practice construction and operation methods and pollution prevention measures.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have a neutral towards minimising adverse effects of port activities on nature conservation and biodiversity, with the exception of construction of port facilities at strategic land reserve that is likely to have a moderate to major significant negative effect, with potential for longer term positive effects.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
14. Minimise adverse effects of port and related activity on surface and groundwater bodies	Construction of multi deck car compounds in the Eastern and Western Docks	Construction activity presents risks to water quality in surface and groundwaters through spillage of diesels, oils, cement, chemicals and so on, as well as disturbance of any contaminated land.	Neutral	Best practice construction and operation methods and pollution prevention measures.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral	As above
	Small number short term capacity enhancements within the existing port estate	As above	Neutral	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Neutral	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>Construction activity presents risks to water quality in surface and groundwaters through spillage of diesels, oils, cement, chemicals and so on, as well as disturbance of any contaminated land. The proposed development has potential for significant effects on the freshwater environment, through changes in run-off, drainage issues, potential obstruction of watercourse channels and floodplains, changes in patterns of groundwater recharge and flow, and deterioration in groundwater and surface water quality.</p>	<p>Minor significant negative effect</p>	<p>Pollution prevention measures, water quality, flows and levels will be monitored.</p> <p>Best practice design construction and operation methods to be employed.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing port boundary are considered to have a generally neutral effect on surface and groundwater bodies, provided best practice mitigation is employed. The construction of port facilities on the strategic land reserve could potentially have a minor significant negative effect following implementation of controls and mitigation.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
15.Minimise adverse effects of port and related activity on landscape and townscape	Construction of multi deck car compounds in the Eastern and Western Docks	Potential for reconfiguration of port activities, new structures and lighting to have some limited adverse effects beyond the boundaries of the port but these are not predicted to be significant through sensitive design. The proposal would be entirely within the existing operational port and as such it would be seen within the context of existing port activities.	Neutral to minor significant negative effect.	None required. The design of facility should incorporate the necessary mitigation, for example, sensitive lighting design, façade treatments etc.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Neutral	As above
	Additional link span for ro-ro trade	As above	Neutral	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Neutral to minor significant negative effect.	As above
	Refurbishment works at the Fruit Terminal	As above	Neutral.	As above
	Small number of short term capacity enhancements within the existing port estate	As above	Neutral to minor significant negative effect.	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Neutral	As above

Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	Maximising the efficient use of the existing industrial parks, including the relocation of port related employment uses, may lead to some new structures and lighting that may have some limited adverse effects beyond the boundary of the industrial parks but, with sensitive design, these are not predicted to be significant and would be seen in the context of the existing industrial parks.	Neutral to minor significant negative effect.	As above
Construction of port facilities on the strategic land reserve	Potential for new port facilities to have significant adverse effects on landscape and townscape, but should be seen in the wider estuarine setting of the existing docks and City of Southampton. The proximity of the New Forest National Park and potential impacts upon it will be a key consideration	A range of effects are likely. Ranging from possible major/moderate significant negative effects to possible positive effects due to improved landscaping proposals.	Landscape and conservation proposals to enhance the landscape character and quality of the area.
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing port boundary are considered to have a generally neutral to minor significant negative effect landscape and townscape. The construction of port facilities on the strategic land reserve is likely to have a range of effects from positive to major/moderate significant negative effects.</p>			

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
16.Minimise adverse effects of port operations and related activity on sites/features of historic/cultural interest within and outside the port estate	Construction of multi deck car compounds in the Eastern and Western Docks	No likely effects.	Neutral	None required
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	No likely effects.	Neutral	None required
	Additional link span for ro-ro trade	No likely effects.	Neutral	None required
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	Potential for interaction with listed dry dock	Neutral	None required
	Refurbishment works at the Fruit Terminal	No likely effects.	Neutral	None required
	Improvements to rail infrastructure at berth 109 rail terminal	Potential for interaction with listed dry dock	Neutral	None required
	Small number short term capacity enhancements within the existing port estate	No likely effects.	Neutral	None required
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	No likely effects.	Neutral	None required

	<p>Construction of port facilities on the strategic land reserve</p>	<p>The strategic land reserve comprises mainly dredged material placed when the land was claimed from the sea. Previous studies indicate that the near-surface archaeological resource is of minimal significance. There are no listed buildings, conservation areas or Scheduled Ancient Monuments within the vicinity. Indirect effects upon nearby receptors will need full consideration at project stage.</p>	<p>Neutral</p>	<p>A written scheme of archaeological investigation is likely to be required during construction.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in are considered to have no significant effect on sites/features of historic/cultural interest within the port estate.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
17.Minimise use of natural resources	Construction of multi deck car compounds in the Eastern and Western Docks	Maximising the efficient use of existing land and operational facilities (before expanding the port), and maximising the sustainable transport opportunities it affords, will minimise the use of natural resources.	Minor to moderate significant positive effect	Sustainable design and construction measures and maximisation of recycled materials.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Minor to moderate significant positive effect	As above
	Additional link span for ro-ro trade	As above	Minor to moderate significant positive effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Minor to moderate significant positive effect	As above
	Refurbishment works at the Fruit Terminal	As above	Minor to moderate significant positive effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Minor to moderate significant positive effect	As above
	Small number short term capacity enhancements within the existing port estate	As above	Minor to moderate significant positive effect	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Minor to moderate significant positive effect	As above

	<p>Construction of port facilities on the strategic land reserve</p>	<p>The new port facilities will require natural resources to construct, in terms of land take, energy, and materials.</p>	<p>Moderate significant negative effect</p>	<p>Sustainable design and construction measures and maximisation of recycled materials. Sustainable operation measures and technologies to be employed where possible. Opportunities for on-site renewable energy supply to be explored.</p>
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing port boundary are considered to have a minor to moderate significant positive effect on the use of natural resources. The construction of port facilities on the strategic land reserve, however, is considered likely to have a moderate significant negative effect in this respect.</p>				

Relevant SAA Objective	Draft Master Plan Outcome	Qualitative assessment of likely effects	Assessment of effect of outcome on SAA Objective	Mitigation
18.Minimise energy use	Construction of multi deck car compounds in the Eastern and Western Docks	Maximising the efficient use of existing land and operational facilities (before expanding the port), and maximising the sustainable transport opportunities it affords, will minimise energy use.	Minor to moderate significant positive effect	Sustainable design and construction measures and maximisation of recycled materials.
	Marine works for the benefit of the automotive / ro-ro car trade and container trade	As above	Minor to moderate significant positive effect	As above
	Additional link span for ro-ro trade	As above	Minor to moderate significant positive effect	As above
	Expansion of the bulks terminal with additional covered storage and dedicated weighbridge and lorry queuing area	As above	Minor to moderate significant positive effect	As above
	Refurbishment works at the Fruit Terminal	As above	Minor to moderate significant positive effect	As above
	Improvements to rail infrastructure at berth 109 rail terminal	As above	Minor to moderate significant positive effect	As above
	Small number short term capacity enhancements within the existing port estate	As above	Minor to moderate significant positive effect	As above
	Continued intensification of employment uses at the Marchwood and Cracknore Industrial Parks	As above	Minor to moderate significant positive effect	As above

	Construction of port facilities on the strategic land reserve	The new port facilities will require energy to construct and operate.	Moderate to major significant negative effect	Sustainable design and construction measures and maximisation of recycled materials. Sustainable operation measures including 'cold-ironing' to be employed where possible. Opportunities for on-site renewable energy supply to be explored.
<p>Overall Assessment: The strategy set out in the Draft Master Plan and the various physical developments and actions this is likely to result in within the existing port boundary are considered to have a minor significant positive effect on the use of energy. The construction of port facilities on the strategic land reserve however is likely to have a moderate to major significant negative effect in this respect.</p>				