



Portland Harbour Authority

Further Statements West Dorset, Weymouth and Portland Local Plan and Community Infrastructure Levy Examination by Miss Sandie Wilson ID. 430

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1. OVERVIEW

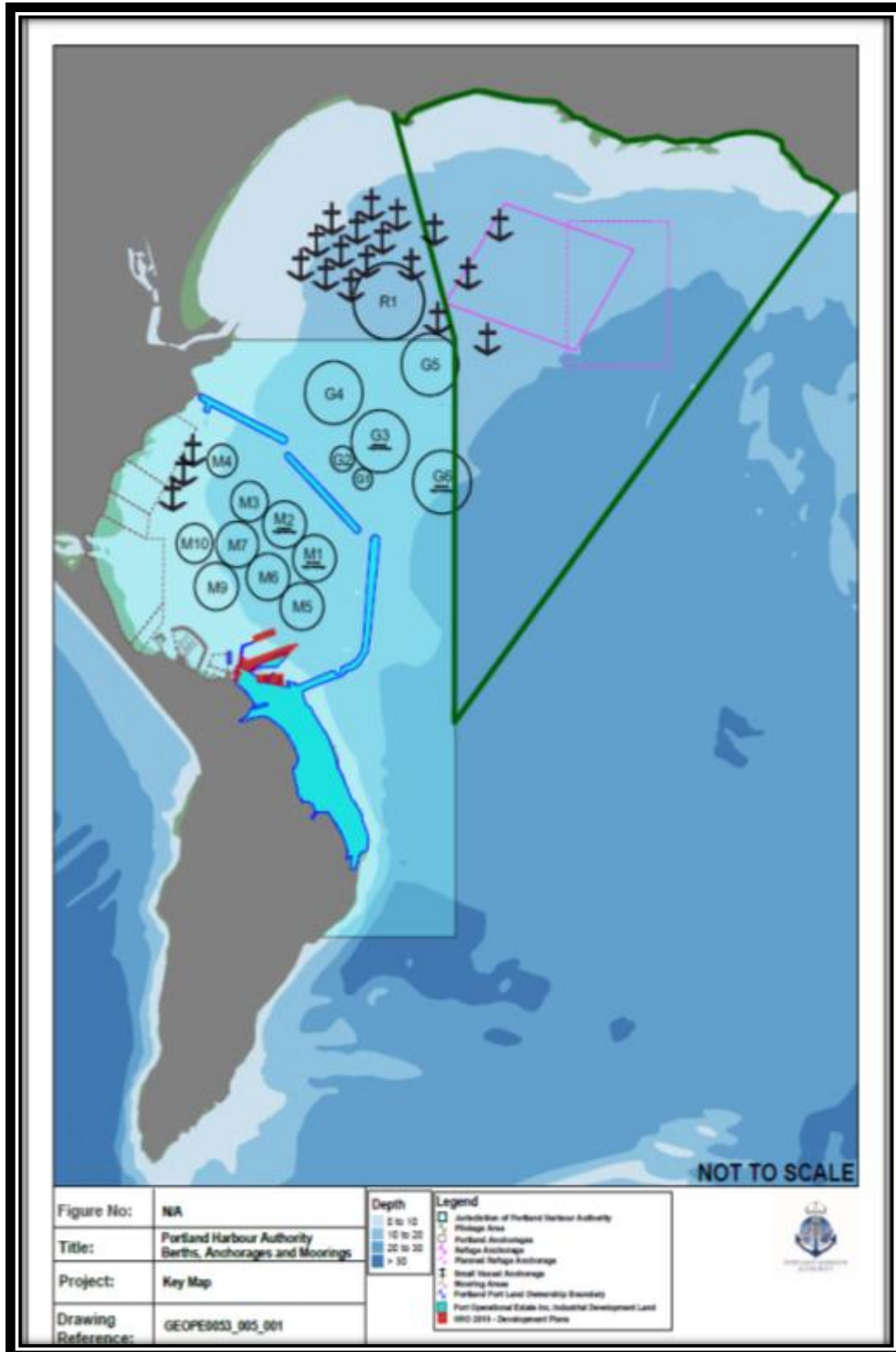
1.1.1. Portland Port and its waters were showcased when the Olympic & Paralympic Games came to Weymouth and Portland. An area of water 125 sq.km's, 50 times bigger than the London Olympic Park was under the spotlight. It is this area of deep water together with the extensive breakwater system, quayside space, industrial land and maritime supply chain that offers ever increasing potential for future economic growth for the region and the UK. This asset includes land on Portland and at Weymouth and waters that border both parts of the local authority area. It is adjacent to one of the busiest shipping lanes in the world and secures Weymouth and Portland as a gateway to domestic and international trade and a hub for shipping and maritime services sector.

1.1.2. Portland Port is self-financing, and has demonstrated considerable success since taking over the former naval base in 1996, capturing new long term business from market leaders and its position as a major employer in Dorset. Since acquiring the port, Portland Port has gained an enviable reputation as one of the most efficient, financially successful and fastest-growing ports in the UK and has never received from any government or public body source, financial assistance directly focussed towards the achievement of its growth and performance. The port has exhibited constant growth since its inception and now handles in excess of 900 large vessel calls per annum, most of these have been obtained by target marketing international shipping companies who have a large range of choice for port services in the UK.

See Figure 1 for Portland Port Land Ownership & Harbour Jurisdiction and other relevant geographical information.

1.1.3. Our proposition to the local authority is that maritime industries should be recognised as an important primary industry and their profile raised in the Local Plan. Furthermore, policies that support the growth of Portland Port, are of strategic importance to the successful realisation of the significant economic opportunities that the maritime industry offers the local area.

Figure 1 - Portland Port Land Ownership & Harbour Jurisdiction



2. ECONOMY

The Inspectors Questions

- 5.1 Does the spatial strategy provide an adequate basis for addressing the future needs of the two areas or would other options provide better outcomes?
- 5.5 Have the needs of primary industries (agriculture, forestry, extraction operations) been adequately addressed?

Local Employment Opportunities

2.1.1. Portland Port is by any reasonable criteria a success story, creating economic and employment opportunities for the local area obtained by attracting UK and international customers to its facilities as well as growing existing Dorset business within its dock estate. Portland Port's unique asset includes land on Portland and at Weymouth and waters that border both parts of the local authority area. Our suggestion is that maritime industries should be recognised as an important primary industry and their profile raised in the Local Plan. Furthermore Local Plan policies that support the growth of Portland Port in our view are of strategic importance to the successful realisation of this significant economic opportunity. Further information is included below on the economic opportunity that Portland Port offers to the local authority area.

The Unique Asset

2.1.2. The asset is summarised as follows:

IN EXCESS OF 35 HECTARES OF KEY EMPLOYMENT LAND only partially developed with over 2000 metres of alongside berths and 11.6 metres (C.D.) depth of water at deepest alongside berth, 24/7 operation and security, and planning permission for industrial and port type uses including permitted development powers for certain types of projects. Portland Port is supported by a maritime supply chain comprising a mix of long term tenants, companies from the local area and visiting organisations from further afield that together offer excellent growth potential, as well as education, training and skills capability locally with local government support;



17 HECTARES OF CONSENTED QUAYSIDE DEVELOPMENT LAND AND FACILITIES enabled by the fully consented 'Portland Harbour Revision Order 2010' and awaiting funding to build. This includes new berths, operational port land as well as other capabilities;

2400 HECTARES OF SHELTERED, DEEP, CLEAR HARBOUR AUTHORITY CONTROLLED WATERS with unrestricted access and no tide, lock or beam restrictions. 15 designated anchorages within the inner and outer harbour and 2000 metres of alongside berths. Depths of up to 20 metres (C.D.) in the outer harbour and 15 metres (C.D) in the inner harbour. A width of 210 metres and a depth of over 12.4 metres (C.D) at the harbour entrance. All of which offer innovative opportunities to maritime business.

Examples of Market Sector Opportunities at Portland Port

2.1.3. Tenants, estate users and visiting ships thrive on a port location and require specialist port services to function. In an attempt to summarise the market opportunities these are grouped as follows:

- **Agriculture, Fisheries, Recyclables and other goods**
- **Cruise**
- **Defence**
- **Vessel Services, Ship Repair & Ship Building**
- **Offshore Wind, Marine Energy & other energy opportunities**

Market	Status																								
<p>Agribulk (animal feeds, grains and fertilisers), Recycled Commodities, and other cargoes</p> 	<p>(1) A significant animal feed operation commenced in 2014 and has a customer base throughout Dorset, the Southwest, Bristol and beyond. This facility rethinks import and export of agri-bulks reducing cost and placing Dorset at the cutting edge of the agricultural industry. This industry has significant growth potential. (2) The recycled commodities market has shown sustained growth throughout challenging financial times. There are both domestic and export opportunities striving towards high quality recycle products putting 'waste to work at home and abroad'. Negotiations underway with niche operators and market leaders to develop a sustainable long term new business stream at the port. (3) Fisheries related business also operate within the port and this represents a further opportunity for growth. (4) The provision of an inbound/ outbound bulk liquid transshipment and interim storage facility is also a realistic and significant opportunity that would not only place Portland and the local area on the map as Northwest Europe Hub.</p>																								
<p>Cruise</p> 	<p>The Europe cruise market commands 30% of the global market. The number of people who chose a cruise holiday in Europe has more than doubled in the last decade and attracted nearly a million passengers from outside Europe. It created more than 11'000 new jobs last year and now generates employment for more than 326,000 people across Europe. Portland Port is now the leading cruise port in the South West and proud winner of Cruise Insight Magazine "2013 Most Improved Destination" award with cruise lines attracted by the deep water, unrestricted access, handling capability at berth and the proximity of the port to nearby world class attractions. 2014 attracted 20 vessel calls and 24000 passengers. The value to local economy in terms of passenger and crew spend is currently estimated at £1.34 million and with planned investment in marine infrastructure which would open up the port to in excess of 95% of the global cruise fleet this could increase spending to in excess of £3.35 million by the end of the decade. The following table includes estimates of visitor numbers.</p> <table border="1" data-bbox="568 1854 1369 2011"> <thead> <tr> <th></th> <th>2015/16</th> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>New international visitors</td> <td>23760</td> <td>28980</td> <td>34650</td> <td>44055</td> <td>59400</td> </tr> <tr> <td>New domestic visitors</td> <td>240</td> <td>290</td> <td>350</td> <td>445</td> <td>600</td> </tr> <tr> <td>Visitor numbers (Total)</td> <td>24000</td> <td>29000</td> <td>35000</td> <td>44500</td> <td>60000</td> </tr> </tbody> </table> <p>See CLIA Europe</p>		2015/16	2016/17	2017/18	2018/19	2019/20	New international visitors	23760	28980	34650	44055	59400	New domestic visitors	240	290	350	445	600	Visitor numbers (Total)	24000	29000	35000	44500	60000
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<p>Defence</p> 	<p>Portland Port have an ongoing relationship with the Royal Fleet Auxiliary and MOD. The RFA is a civilian manned fleet owned by the MoD, which supplies the Royal Navy with fuel, ammunition and supplies, transports Army and Royal Marine personnel and supports training exercises. The RFA calls regularly at Portland Harbour. The MoD still uses Portland Port facilities in the dock estate and in the harbour authority's jurisdiction. Both the MOD and RFA continue to make an important economic contribution locally.</p>
<p>Offshore & Marine Renewables & Energy</p> 	<p>Significant opportunities in offshore wind and tidal energy. MOU in place with Navitus Bay which is National Infrastructure offshore wind Project currently being considered by the Planning Inspectorate. The port is a front runner for construction, operations and maintenance requirements. The Marine Energy Programme Board chaired by Rt Hon Greg Barker MP, Minister for state, DECC described in February 2014 a "once in a lifetime opportunity to build a new energy sector which would deliver employment and business benefits within the UK by supplying the domestic market, as well as exporting abroad." The designation of the South West Marine Energy Park in 2012 has helped to cement the UK's position as the centre of the emerging global industry. As tidal technology develops and moves from demonstration and testing to commercial scale projects, Portland Port is well placed to facilitate this unprecedented opportunity with one of the UK's best resources off Portland Bill. Recent activity includes the Crown Estate award of a seabed lease of Portland Bill to MCT Siemens as a result of the significant resource and its proximity to the port. Long term prospects include technological developments such as deepwater and floating turbines. Portland Port strives towards establishing a Centre of Excellence for Offshore Wind and Marine Renewables.</p>
<p>Vessel Services, Ship Repair & Ship Building</p> 	<p>SHIP SERVICES START HERE - Portland Port only 20NM from the main English Channel shipping lanes. 24hr unrestricted access and deep, sheltered, safe waters, makes a perfect location for: underwater class surveys; pre-dry docking services; underwater maintenance & repairs; onboard refitting & repairs; stores transfers/crew transfers/fresh water; bunkers, HFO, LS HFO & MGO; Marpol waste reception; long or short lay up. Portland is a 'service station of the seas' where vessels can fuel up, take on freshwater, have an 'MOT' or undertake repairs. Negotiations are underway to extend the range of services and enhance this service offering. Portland Port are also currently looking for a partner to set up and operate a major commercial shipyard at Portland. It's a big opportunity for an investor to create a successful North West European ship repair facility, with floating dry docks. Further information is available at http://www.portland-port.co.uk/business/Ship-Repair-Yard-Opportunity.</p>

2.1.4. By operating across a range of markets, this ensures Portland Port has been able to ride the economic difficulties like those of recent times.

Dorset LEP Priorities and Strategic Economic Plan

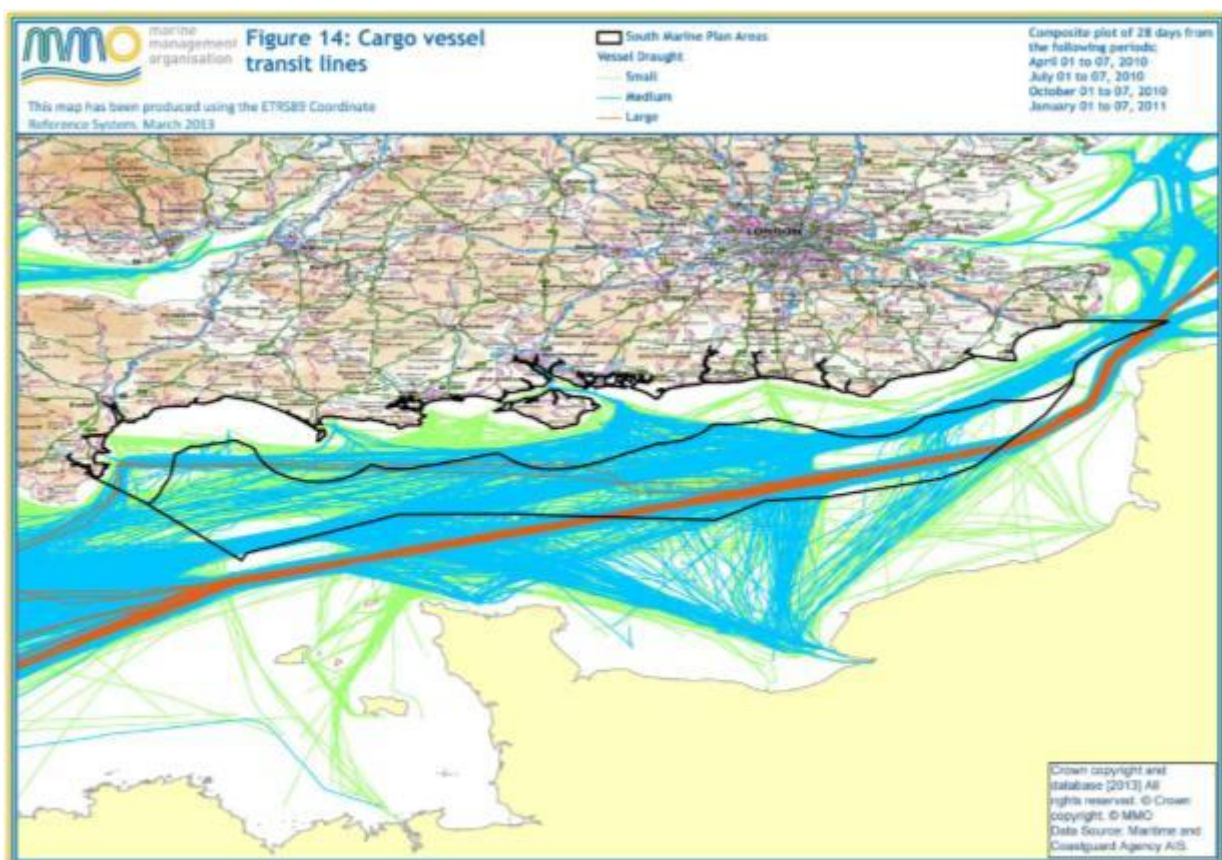
2.1.5. Dorset LEP have identified a number of priority actions to achieve its objectives and boost business in Dorset. Creating a global hub for international trade and business, focussing on Bournemouth Airport and

the Ports of Poole and Portland is top of their list. Discussions are ongoing regarding the creation of an Enterprise Area on Portland to facilitate this.

- 2.1.6. Portland Port have also submitted a proposal in March 2014 to the Dorset LEP for nearly £70 million funding. This assumes 50% would be government funded in connection with the local growth deal and 50% would come from private investment and is for capital investment projects that would improve berth capacity and the existing key employment sites within the port and this has now been included in the Strategic Economic Plan 'Transforming Dorset' as a 'Connected Dorset' priority project and negotiations regarding funding are ongoing.

The economic value of shipping and how this is realised

- 2.1.7. Figure 14 below is taken from a report prepared by the Marine Management Organisation (MMO), an executive non-departmental public body, sponsored by the Department for Environment, Food & Rural Affairs that license, regulate and plan marine activities in the seas around England and Wales so that they're carried out in a sustainable way (MMO Project No: 1042 - 'Spatial trends in shipping activity' - December 2013). Portland Port is adjacent to the English Channel one of the busiest shipping lanes in the world and the Figure 14 is evidence of the vessel traffic visiting Portland and its' international links. The report importantly states that *"the economic value of shipping is mainly realised through, and is intrinsically linked to, ports, and ships' calls at ports"*.



National Context

- 2.1.8. In terms of a national context, the essential role of ports in the UK economy is discussed in the National Policy Statement for Ports (published February 2012), which makes the point that by virtue of our long coastline and maritime history, it is the largest such industry in Europe. 95% of imports and exports by volume, and 75% by value still pass through the country's ports. Also, that for an island economy, there are limited alternatives available to the use of sea transport for the movement of freight and bulk commodities. The British Ports Association co-sponsored study (Oxford Economics, 2013) and its two sister studies consider the economic impact of the wider UK maritime services sector of which ports are a fundamental part and provides further evidence of the economic benefits of ports.
- 2.1.9. In answer to the Inspectors question 5.1 it is our view that the spatial strategy does not provide an adequate basis for addressing the future needs of the two areas there are better options provide better outcomes. In answer to the Inspectors question 5.5 it is our view that the needs of primary industries have not been adequately addressed. The ports sheltered and deep water and landside facilities offer Weymouth and Portland and West Dorset an opportunity to improve economic performance, and one only available to a select few local authorities. Our proposition is that the local authority considers the local area benefits of raising the profile of the maritime industry including its recognition as a primary industry in the economic section of the Local Plan and includes a policy that supports growth of the maritime industry and Portland Port, in addition to the existing economic policies.
- 2.1.10. We therefore propose the following policy wording and that marine-related businesses is reinstated in the text:

ECON 5. MARITIME INDUSTRY

Development proposals for marine-related businesses and research and port related development will be regarded favourably provided there are no unacceptable impacts on the environment."

3. ENVIRONMENT AND CLIMATE CHANGE

The Inspectors Questions

- 6.1 Large parts of West Dorset are covered by environmental designations. Does the Plan balance the need between growth and protection in the most effective way?**
- 6.2 Is Green Infrastructure policy comprehensive and practicable?**
- 6.3 Does the Plan provide a reasonable balance between protection and the positive use of heritage assets?**
- 6.4 Is the stance on flood risk and protection sufficiently comprehensive**
- 6.5 Has adequate consideration been given to the consequences of climate change?**

Statutory Responsibilities

- 3.1.1. The Portland Harbour Revision Order 1997 establishes Portland Port as the statutory harbour authority for Portland Harbour; defines the limits of jurisdiction of the Company and confers upon them powers of control, operation, management and regulation in relation to the harbour and the harbour premises. The Order also provides for the development and for the safe and efficient operation of a commercial port; for harbour conservancy and maintenance; for the management and encouragement of recreation and commerce; and for the conservation of the natural beauty of the harbour and its flora and fauna. In order to comply with these serious legal duties the port operates under the guidance of the Port Marine Safety

Code - national standard for every aspect of port marine safety which requires dynamic risk assessment and safety management system that applies to all port marine operations. It provides means by which the harbour authority can be accountable for the legal powers and duties which they have to run their harbours safely and help to discharge their obligations effectively and is subject to independent 6 monthly audits.

Sustainable port development and existing consents and future requirements

- 3.1.2. The principle that development of the port is sustainable has been tested and demonstrated time and time again within a sensitive environment that includes almost all forms of environmental designations. The evidence is the planning permissions and consents that allow for its growth.
- 3.1.3. It is however impossible to foresee everything that an existing business or prospective customer or investor may require in the future. Experience shows that consents may need to be varied to reflect a particular customer's needs, renewed due to the length of time it can take for a project to secure finance or new consent may be required. Projects may require more space therefore and extension of the employment land may be necessary to accommodate them.

The need to balance growth and the environment

- 3.1.4. With this in mind, Portland Port has worked hard to engage with the Local Authority on environmental policies to ensure it balances the need for growth of the port with protection of the environment having an eye on National Planning Policy and National Ports Policy. The improvements to the wording of the environmental policies have been welcomed, and we would certainly discourage further changes to policy wording that would impact on growth. This is important environmentally as it is the income derived from existing commercial business and from growth that enables the port to deliver upon its statutory duties effectively now and into the future. Portland Port's unique status within the local authority area as a statutory harbour authority further justifies the importance of supportive policies that help it deliver upon its statutory objectives.
- 3.1.5. In terms of the decision to delete the policy Port 1 – Portland Port our understanding is that this was a drive to protect the environment with a particular focus on the European Habitats Directive and this halted any further discussion on a suitably worded policy.
- 3.1.6. Our proposition to the local authority is that any further changes to policy wording that would impact on growth is discouraged**
- 3.1.7. Also that the policy wording included in the economy section, community needs and infrastructure and Port-1 section is encouraged. Regarding PORT-1 wording later in this document it is our view that this meets with any habitat regulations tests and have checked this legally. Any future growth would still be subject to all of the regulatory habitats directive tests on a case by case basis.**
- 3.1.8. We would also welcome the opportunity to discuss opportunities to improve the wording of certain environmental policies and this includes referring to new development only rather than including key employment sites.**

4. COMMUNITY NEEDS AND INFRASTRUCTURE

The Inspectors Questions

- 7.1 Is there sufficient detail in the Local Plan covering the key areas of infrastructure provision including type, cost, funding sources and timescales for delivery?**

7.3 Does the policy framework provide an effective basis for assessing traffic issues?

- 4.1.1. The ports sector gave a strong welcome to the Treasury commissioned Transport Study by Sir Rod Eddington published in December 2006. Portland Port were particularly pleased to see the report's recognition that, given the international nature of the UK's economy, good links to international gateways such as ports were crucially important, offered a high rate of return and should be a priority area for future investment. It highlighted a compelling link between the transport system and economic prosperity throughout history.
- 4.1.2. Recent investment in the Weymouth Relief Road in connection with the 2012 Olympic & Paralympic Games has already secured new business for the port and demonstrates the power transport connectivity can have in securing economic development. Additional investment in transport infrastructure linking Portland with Bristol and beyond would further compliment the port offering and help realise its greater potential. The same can be said for the east/west trunk route between Ferndown and Honiton.
- 4.1.3. Portland Port continue to encourage government to invest in this infrastructure and have engaged with the LEP and Highways Agency in seeking to strengthen freight linkages to the port outside the Weymouth and Portland area.

Infrastructure Provision

- 4.1.4. Locally we are disappointed that saved policy T14 for the A354 Rodwell and Wyke Regis Relief Road has been deleted. This policy safeguarded land for a new bypass route which would have provided a good quality Freight Route to Portland Port removing HGV from local streets such as boot hill.
- 4.1.5. We are concerned that the deletion of this policy may have an impact on the ability of the port to attract trade and so may have an impact on the economic effectiveness of Weymouth and Portland.
- 4.1.6. We understand that the primary reason for deletion of the policy was the current lack of funding for the scheme however would suggest that this situation may change in the future and so ongoing safeguarding should be commended.
- 4.1.7. In response to the Inspectors question 7.1 we consider that there is not sufficient detail in the local plan due to the deletion of a policy key to the future growth of a significant economic asset at Portland Port.
- 4.1.8. We therefore propose that the Council should reinstate policy T14 as a new policy COM 7 vi as follows:

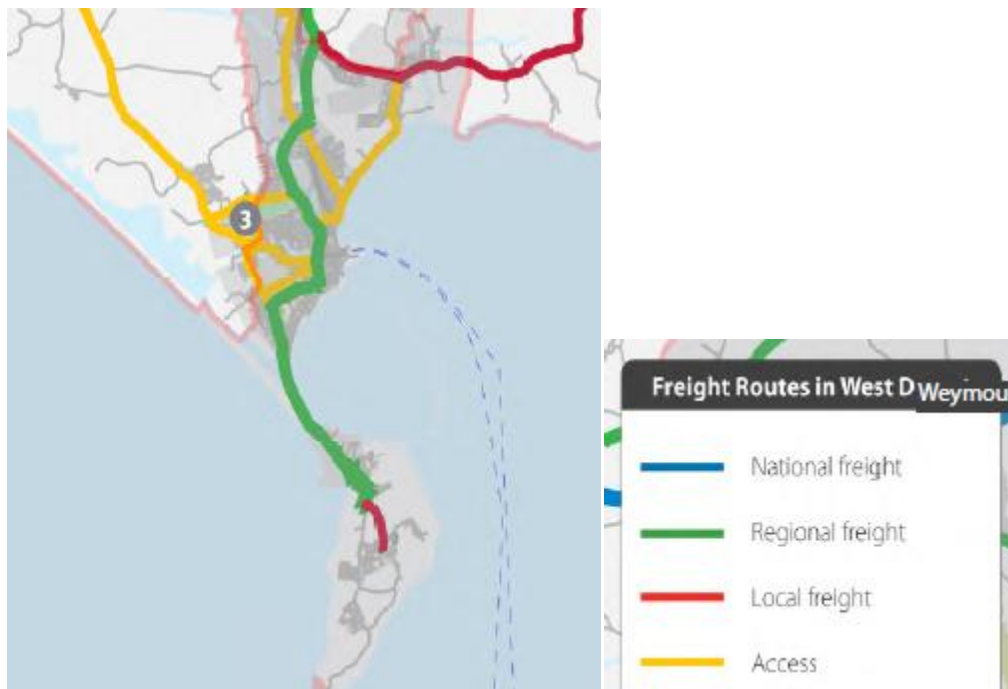
Policy COM 7 vi) A354 Rodwell and Wyke Regis Relief Road

*Land is safeguarded for the construction of the A354 Weymouth to Portland Relief Road.
Development which would prejudice the eventual construction of this road will not be permitted.*

Assessing traffic issues

- 4.1.9. The traffic impacts associated with future growth at the Port have been assessed through the ES submitted within the 1997 and 2010 HRO Applications and agreed with Dorset County Council as local highway authority.

- 4.1.10. A traffic management agreement is in place with Dorset which permits contributions to be made by the port when certain triggers are reached to allow Dorset to undertake minor works on the identified Freight Route.
- 4.1.11. A route was identified in the Dorset CC Transport Studies Overview report (Buro Happold 2011) as shown on the extract from Figure 4-2 Freight Routes in Weymouth and Portland below:



- 4.1.12. This clearly shows a freight route onto the island of Portland that uses the A354 providing HGV access to the port.
- 4.1.13. In answer to the Inspectors question 7.3 we do not consider that the policy framework provides an effective basis for assessing traffic issues as there is no recognition of a freight route through Weymouth via the A354. This lack of policy may lead to unforeseen economic impacts should the issues of HGV on the A354 be considered without any regard to potential impacts on Port operations.
- 4.1.14. We therefore propose an additional freight related policy (COM 7 vii) be added to identify that freight route as below

COM 7vii) The use of the A354 through Weymouth and onto Portland is recognised as a key freight route onto the island and to Portland Port. The impact of other development upon that route should be assessed and development that might have a negative impact upon the route for freight use should be resisted. .



5. PORT 1 - PORTLAND PORT

The Inspectors Questions

10.1 What benefit is derived by the proposed deletion of policy PORT1?

PORT 1 Proposition to the local authority

5.1.1. Our proposition to the local authority is to re-instate policy PORT 1 but subject to the additional words below being included in the policy.

"i) Land within Port jurisdiction will be safeguarded for potential port operational and ancillary uses.

ii) Port-related development proposals will be regarded favourably provided there are no unacceptable impacts on the environment."

Further words have been included for the supporting text:

The relevant national policy is National Policy Statement for Ports January 2012 which identifies the planning system as key to the future development of ports

"Portland port is a port of national and international importance and is a vital part of the local economy and the south west region.

The port attracts employment and investment to the area and is a major asset to the local community.

It is important that there is sufficient land available to support port related uses.

******* *hectares has consent for port related uses however additional land may be required in the longer term to support the sustainable development of the port to cater for long term growth.*

Parts of the port are designated for employment and have existing consent and this land will be safeguarded in accordance with Policy Port 1.

Parts of the port estate are designated as Special Area of Conservation and as Sites of Special Scientific Interest and are therefore not considered suitable for development because of the requirements of the relevant European Directives and corresponding national regulations unless exceptional circumstances arise which justify otherwise. Proposals will need to comply with the requirements of the Conservation of Habitats and Species Regulations 2010, and any subsequent amendments and the requirements of the National Planning Policy Framework.

Other areas are designated for their local interest e.g. Sites of Nature Conservation Interest (SNCI), or are of landscape, geological, heritage &, archaeological importance and areas of land instability. In these other areas there is potential for development however the acceptability of proposals will be assessed by considering direct, indirect and cumulative impacts relative to the significance of the value of area, and balance them against the sustainable development objectives of the proposal. The National Policy Statement for Ports and National Planning Policy Framework will apply."

6. USEFUL SOURCES

The following table summarises information sources that have informed this paper.

Sector	Evidence/ Useful Information
General	<p> http://www.legislation.gov.uk/uksi/1997/2949/contents/made http://www.maritimeuk.org/key-statistics/ http://www.imo.org/KnowledgeCentre/ShipsAndShippingFactsAndFigures/Pages/Default.aspx https://www.gov.uk/government/publications/national-policy-statement-for-ports http://webarchive.nationalarchives.gov.uk/20090104005813/http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/ </p> <p> http://www.dorsetlep.co.uk/about-the-dorset-lep/priorities/ http://www.dorsetlep.co.uk/assets/About-Us/Publications/Draft-Economic-Plan/DLEP-Strategic-Economic-Plan-v331Mar14.pdf (relevant pages include for example pages 167-172 for Portland Port, page 248 summarises Dorset LEP priorities and 113-128 includes details on 'Destination Portland' with some information of relevance to the port) </p> <p> http://webarchive.nationalarchives.gov.uk/20140108121958/http://www.marinemangement.org.uk/evidence/1042.htm http://www.homesandcommunities.co.uk/employment-densities-guide-2nd-ed </p>
Agriculture - (Agribulk, recycled commodities & other cargo)	<p> https://www.pancanal.com/eng/index.html https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/271615/Reg_Acc_stats_Jan14.pdf </p>
Cruise	<p> http://www.europeancruisecouncil.com/MediaRoom.aspx </p>
Ship repair & enhanced vessel services	<p> http://www.portland-port.co.uk/business/Ship-Repair-Yard-Opportunity </p>
Offshore Wind, Marine Renewables & other energy	<p> http://www.renewableuk.com/en/publications/index.cfm/Maximising-the-Value-of-Marine-Energy-to-the-UK https://www.gov.uk/government/news/south-west-makes-splash-as-first-marine-energy-park http://www.orkneymarinerenewables.com/ http://www.invest-in-bretagne.org/-industrial-development-supported,370-.html http://infrastructure.planningportal.gov.uk/projects/south-east/navitus-bay-wind-park/ </p>