



**Port of Newport Master Plan**  
Shadow Assessment and Appraisal - Framework  
For Associated British Ports

Adams Hendry Consulting Ltd.

March 2016

Title

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Port of Newport Master Plan Shadow Assessment and Appraisal -  
Framework

Client

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Associated British Ports

Project Number

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ABP/1380

Status

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Draft Framework for Consultation

Report Number

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ABP/1380/SAAR/FW/D1

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# 1 Introduction

- 1.1 Associated British Ports (ABP) is currently in the process of preparing a Master Plan for the Port of Newport. The Master Plan will set out ABP's strategy for planning the land use, infrastructure and development requirements of the Port of Newport for the period to 2035.
- 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).
- 1.2 On a strict, legal analysis ABP considers that Port Master Plans, such as the one being produced for the Port of Newport, do not fall within the terms of either European Directive 2001/42/EC in respect of Strategic Environmental Assessment (SEA) matters, or the Planning and Compulsory Purchase Act 2009 in respect of Sustainability Appraisal (SA) matters.
- 1.3 ABP has decided, nonetheless, to undertake a 'Shadow' appraisal and assessment of its Master Plan, which incorporates relevant requirements of both 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 Newport Master Plan contributes to the achievement of sustainable development. This Shadow Appraisal and Assessment (SAA) will ultimately be reported within a Shadow Appraisal and Assessment Report (SAAR) that will support the Port Master Plan once it is finalised.
- 1.4 As part of the early stages of the process, this document has been produced to set out a suggested framework for the SAA. It identifies the key activities that are currently considered likely to be undertaken during the SAA process, which will then be reported in corresponding sections of the SAAR. Along with the draft Master Plan, this framework document forms part of the package of information that ABP is providing for consultation purposes. Such a consultation exercise gives the opportunity for comments to be made on the scope of the proposed SAA and SAAR.

## 2 Background and methodology

- 2.1 The approach that is proposed to be used in the SAA process of the Port of Newport Master Plan is based upon the one set out in national guidance but which also has regard to the fact that the process being followed is a 'Shadow' process rather than a formal legal requirement. In undertaking the tasks envisaged, it is further envisaged that regard will be had, as appropriate, to the SA / SEA work undertaken by Newport City Council in respect of the preparation of its recently adopted Local Plan.
- 2.2 The proposed approach is one which consists of a series of tasks, which are explained in further detail in the following paragraphs and sections under convenient headings.

## Setting the context and objectives, establishing the baseline and deciding on the scope.

2.3 It is currently envisaged that to complete these aspects of the SAA work it will be necessary to:

- (i) identify other relevant policies, plans and programmes, and relevant SA/SEA themes (see Section 3);
- (ii) identify the relevant baseline position in respect of the Port Master Plan area (see Section 4);
- (iii) identify relevant key sustainability and environmental issues of relevance to the Port of Newport (see Section 5); and
- (iv) using the information identified under (i) to (iii), develop SAA objectives against which the Master Plan strategy and reasonable alternatives can be considered (see Section 6).

## Developing options, considering alternatives and assessing effects

2.4 It is currently envisaged that to complete these aspects of the SAA work it will be necessary to:

- (i) test the Master Plan objectives against the SAA objectives (see Section 7);
- (ii) identify and consider reasonable alternative strategic options (see Section 8); and
- (iii) identify, assess and appraise the likely effects of the Master Plan strategy (see Section 9).

## Preparing an Assessment and Appraisal Report

2.5 Once undertaken, it is intended that the SAA work will be presented in a report (the SAAR), which will be published alongside the final Master Plan. Following the publication of the Master Plan, and the finalisation of the accompanying SAAR, it is ABP's intention to monitor, review and update these documents from time to time to ensure that they remain relevant and appropriate.

## Consulting on the draft Master Plan and the proposed SAA process

- 2.6 ABP are consulting with both the public and key bodies and stakeholders on the draft Port Master Plan and this proposed SAA framework. Following consultation, an assessment will be made of any relevant comments made in respect of this SAA framework, and any necessary changes will be considered when taking the SAA process forward.

## 3 Identifying relevant policies, plans and programmes

- 3.1 The Port of Newport Master Plan, and its accompanying SAAR, will be set within the context of various relevant national, regional and local objectives and policies. This being the case, a review of relevant policies, plans and programmes (PPPs) will be undertaken as part of the SAA process.
- 3.2 The relevant section of the SAAR will subsequently set out the various PPPs considered to be of relevance to the Port Master Plan. A summary of the principal economic, social and environmental themes set out in relevant PPPs will be provided. A helpful starting point for identifying relevant PPPs will be the results from the same exercise undertaken by Newport City Council in respect of its recently adopted Local Plan – although not all PPPs identified during that SA / SEA process are relevant to the Port Master Plan.
- 3.3 The intention is that themes relevant to the Port Master Plan identified during this review process will then be used, along with other relevant information, to assist in determining the key sustainability issues and opportunities for the Port of Newport and the specific objectives for use within the SAA process.

## 4 The existing baseline characteristics

- 4.1 This element of the SAA process will identify the current baseline characteristics of relevance to the Port of Newport Master Plan area that have the potential to be affected by the strategy set out in the Master Plan. It is currently envisaged that the baseline characteristics of the following two areas will be identified as appropriate.

### The Current Baseline – Newport Area

- 4.2 The current economic, social and environmental baseline characteristics relating to the City of Newport and relevant surrounding area will be identified and set out. It is proposed that information will be taken from the adopted Newport Local Plan SA/SEA process and updated as necessary.

## The Current Baseline – Port of Newport

4.3 The current economic, social and environmental baseline characteristics relating to the Port of Newport will be identified and set out. This information will reflect and draw upon the position outlined in the draft Port Master Plan and is currently envisaged to cover various matters such as:

- the overarching economic context of the Port and its operations;
- types and amount of cargo which is, or which could be, handled at the Port;
- potential opportunities for growth and further development within or through the Port;
- the relationship between the Port and the local community;
- and specific relevant environmental issues and matters which the Port has to have particular regard to; and
- the traffic and transport characteristics of the Port and its operations.

## 5 Identifying key sustainability issues and opportunities

5.1 This element of the SAA process – which will be reported in the corresponding relevant section of the SAAR – will involve the identification of key sustainability issues and opportunities for the Port of Newport. These will, along with other matters, then feed into the ongoing development of the SAA objectives and framework (which is further explained in Section 6 and 7). These key issues and opportunities will, in turn be informed by the analysis of relevant policies, plans and programmes (see Section 3), and the analysis of baseline characteristics (see Section 4).

## 6 Appraisal and assessment framework

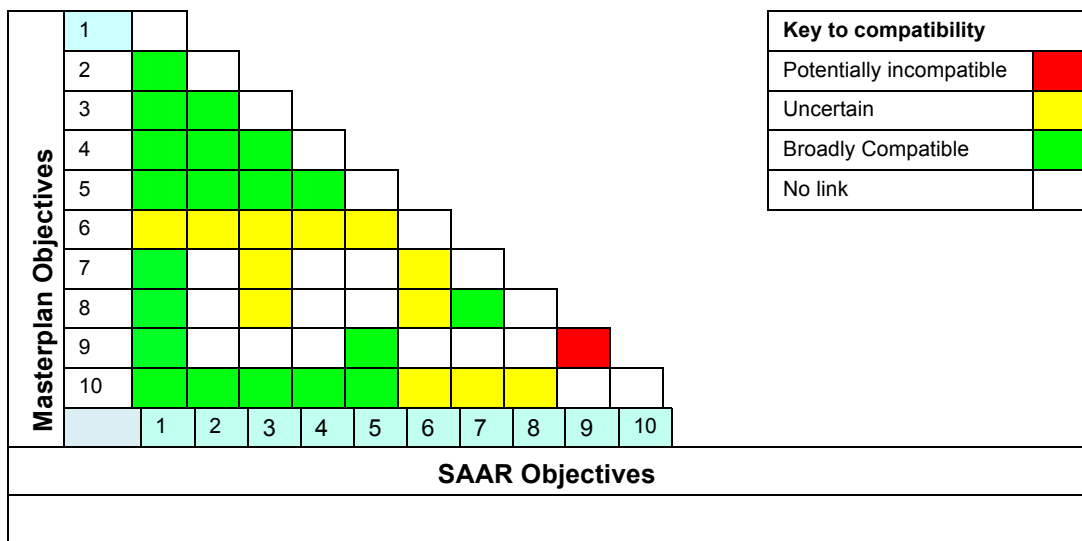
6.1 The appraisal and assessment framework is a key component of the SAA process. Although relevant legislation and guidance does not specifically require the use of objectives or indicators, they are an acknowledged and accepted way in which social, environmental and economic effects can be evaluated and compared.

6.2 Therefore, it is proposed that the appraisal and assessment framework will comprise a series of objectives and indicators (the SAA objectives) against which the performance of the Port Master Plan can be predicted and evaluated. This element of the SAA process, which will be reported in the corresponding section of the SAAR, will, therefore, identify the SAA objectives that will be used to assess the performance of the Port Master Plan.

6.3 The determination of objectives and indicators will also have due regard to the list of relevant objectives and potential indicators determined by Newport City Council in respect of its emerging Local Plan. It is clear, however, from a review of this information that the Local Plan objectives and indicators are unlikely, in all respects, to be relevant to the Port of Newport Master Plan. The information determined during the Local Plan process will, therefore, very much be taken as a starting point for working up the Port Master Plan SAA objectives and indicators.

## 7 Testing the Master Plan objectives against the SAA objectives

- 7.1 The aim of this element of the SAA process will be to test, as far as is possible, to what degree the Port Master Plan objectives are consistent with the SAA objectives. The purpose is to aid the consideration of the Master Plan against the principles identified.
- 7.2 In order to assess this it is proposed to complete a compatibility matrix, which rates each of the plan objectives against the SAA objectives. An example of such a matrix can be found below. It is proposed that a simple traffic light system (as shown) is used to determine the compatibility of the Master Plan objectives with the SAA objectives.



## 8 The Master Plan strategy

- 8.1 This element of the process will set out the context for the preparation of the Port Master Plan and will outline the different options that ABP has considered in developing its strategy for the future of the Port, as set out in the Master Plan.
- 8.2 The information to be provided within this section of the SAAR will seek to fulfill the requirements of the SEA Directive which requires the report produced to identify, describe



and evaluate reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme and to give an outline of the reasons for selecting the alternatives dealt with.

- 8.3 Information relating to why the Master Plan is being produced, the geographical and temporal scope of the Master Plan and the strategy and desired outcomes of the Port Master Plan will be provided.

## 9 The assessment of the Master Plan strategy

- 9.1 The purpose of this element is to assess and appraise the proposed strategy option set out in the Port Master Plan. It is envisaged that a systematic approach to assessment and appraisal will be reported. It is proposed that the assessment undertaken will, as far as it is able, contain a qualitative assessment of likely effects of identified Master Plan outcomes along with an assessment of the effect of the relevant outcome on relevant SAA objectives.

## 10 Conclusion

- 10.1 The section of the SAAR will draw together the findings and highlight the overall significance of effects of the Master Plan.