

Sheerness

Port Masterplan

A 20 year Strategy for Growth

Peel Ports
More than Ports

Sheerness

Port Master Plan

A 20 year Strategy for Growth

The Port of Sheerness has always played an important part of the economy of Sheppey and the Borough of Swale. This importance grew in September 2005, when the Port of Sheerness (forming part of Medway Ports) became part of the Peel Ports Group; one of the largest port operators in the UK handling some 70 million tonnes of cargo annually. Peel Ports interests also include the Port of Liverpool and The Manchester Ship Canal, the Lancashire Port of Heysham, Clydeport on the west coast of Scotland, and container terminals in Belfast and Dublin.

The Port of Sheerness is a major player in the automotive logistics industry, retaining a strong position for the importation of cars. In addition to this, the River Medway now handles over 25% of the UK forest products imports. The Port of Sheerness provides a diverse range of other services and is unique in its ability to respond to market opportunities such as the offshore wind sector. The Port is effective in helping businesses establish a base for their growth. Through investment, the Port is not only rapidly growing its core commodities, but creating further capability for diversification.

In acknowledgment of the diverse range of services the Port provides and its stronghold in the automotive and forest products sectors, we have produced a Master Plan for the Port of Sheerness to illustrate how the Port will physically meet its predicted growth.

The Master Plan highlights five key areas, illustrating options available for the Port to physically grow. These growth options reflect the forecasted growth in port throughput which is detailed within the document.

The production of this Master Plan is important, as it is part of the strategic plan to develop and grow the Port of Sheerness over the next 20 years, reflecting Peel Ports long-term ambition to remain a key employer and driver for sustainable growth in the Swale region.

The Port of Sheerness has been a partner for the duration of the Interreg North Sea Region funded LO-PINOD project (2010-2014). Peel Ports would like to thank the North Sea Region LO-PINOD partners for their contribution, collaboration and feedback on elements of this Master Plan.

As you will see, this Master Plan has ambitious and expansive plans for investment and growth in the Port of Sheerness, which will benefit all within the Swale region. For this Master Plan to be of value to all, we need to work in conjunction with you, our partners, stakeholders and the people of this community to make sure the proposals for the Port have been considered by all.

Please spend some time reading and commenting on this Master Plan. Your comments are important to us and will assist in finalising a Master Plan for the Port of Sheerness that reflects the ambitions of the Port of Sheerness and the local community.



The Interreg IVB
North Sea Region
Programme



The Need for a Master Plan

The production of this Master Plan is important, as its part of the strategic plan to develop and grow the Port of Sheerness over the next 20 years, reflecting Peel Ports long-term ambition to remain a key employer and driver for sustainable growth in the Swale region.

The essential role of ports in the UK economy is highlighted within the National Policy Statement (NPS) for Ports (2012). As the UK is an island economy, there are limited alternatives available to the use of sea transport for the international movement of freight and bulk commodities. In the past 40 years, freight traffic through UK ports has increased by 75% with some 95% of total UK freight being handled through UK ports.

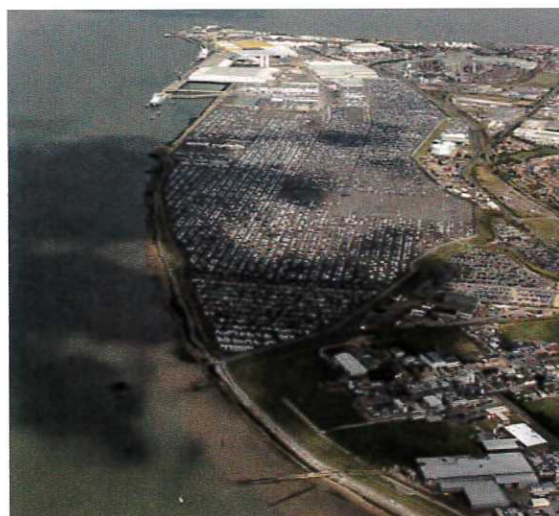
The Master Plan has been prepared using the "Guidance on the Preparation of Port Master Plans" which was published by the Department for Transport (DfT) in December 2008. The Guidance is such that that there is no requirement for a port to produce a Master Plan and furthermore it is for the port to determine its legal obligations to do so. The status of a Master Plan is non-statutory.

This Master Plan identifies the physical strategy for expansion and development of the Port of Sheerness, based upon a Port Forecasting exercise which has been undertaken. The, socio-economic and environmental considerations

associated with the proposed Master Plan strategy has also been considered, along with improvements in transportation and access to the Port.

Port Forecasts 2014-2034

The Port of Sheerness has several key sectors, including trade, cars, forest products, steel, containers and bulk cargoes. A Port Forecasting Study, prepared by MDST (March 2014) identifies for the Port is predicted to grow in tonnages from 2014 to 2034. These forecasts are then used to identify how the Port needs to expand in terms of its physical infrastructure and land quantum.



Commodity	Unit	2013	2014	2024	2034	% change 2013-2034	Cagr* 2014-2034
Containers (including Fresh produce)	'000 tonnes	144	138	175	204	42%	2.0%
	TEU	13,700	13,100	16,600	19,400	42%	2.0%
Motor Vehicles							
Total (excl. rail)	'000 Units	317	364	374	421	33%	0.7%
	'000 Tonnes	476	546	561	632		
Total (incl. rail)	'000 Units	317	392	542	611	93%	2.2%
	'000 Tonnes	476	588	813	917		
Forest Products	'000 Tonnes	654	700	754	839	28%	0.9%
Steel	'000 Tonnes	57	150	202	242	325%	2.4%
Scrap	'000 Tonnes	-	-	515	640		
Aggregates	'000 Tonnes	-	250	500	500		3.5%
General cargo	'000 Tonnes	2	5	10	10	400%	3.5%
Grand Total	'000 Tonnes	1,333	1,789	2,717	3,067	130%	2.7%
Including cars by rail	'000 Tonnes	1,333	1,831	2,969	3,352	151%	3.1%

* Compound Annual Growth Rate (used throughout the report)

Land Strategy

The image opposite illustrates the proposed expansion and development of the Port which is required for the Port to physically expand in order to meet its predicted growth in throughput. When the time is right for these proposals to come forward, the necessary planning, marine and environmental consents will be sought. The promotion of some of these proposals will also entail significant stakeholder consultation and will need to dovetail with the next review of the Swale Local Plan.

Option for Change 1: Garrison Point – Port and Marina Reclamation

- This Option proposes reclaiming 125 hectares of land directly off the existing shore line of Garrison Point.
- Some 71 hectares of this reclaimed land will be for operational port use, whilst the remaining 54 hectares will comprise a mixed use development incorporating a marina. A heritage boulevard is also included within this proposal.
- Consideration would be given to creating a new road access to serve the Port further south off the A249. This would remove heavy goods traffic from travelling near to Sheerness Town Centre and enable the mixed use and heritage quarter to benefit from their own separate vehicular access.
- The Reclamation Option is considered as an Option by the Port of Sheerness as the need for an additional 93 hectares of land for Port use will primarily need to come from a reclamation project. The Port is physically constrained in its current position and to find the quantum of land needed to support Port growth a reclamation project is required.

Option for Change 2: Heritage Quarter

- There are 17 listed buildings within the Port of Sheerness, along with a Scheduled Ancient Monument and a designated Conservation Area.
- This area of change proposes to open up this area of the Port by removing it from within the operational Port boundary. This will be done by relocating the current entrance to the Port further down Garrison Road, so as to allow for public access to the heritage quarter. The security fence of the Port will also be realigned to reflect the change in the operational port boundary.
- The area would ideally be for mixed use purposes including residential, office, retail and leisure

uses. This would ensure that the listed buildings are converted into beneficial re-use and occupation thereby contributing to their ongoing maintenance. The existing port warehousing in this area will be removed so as to ensure that the creation of a visually appealing heritage quarter can be achieved.

- Sympathetic infilling and new development would be promoted as “enabling” the achievement of the heritage quarter. Options for the re-use and redevelopment of this area will be explored separate to this Master Plan in conjunction with Swale Borough Council and English Heritage.

Option for Change 3: Steelworks Site








- The site is not in the ownership of the Port of Sheerness, however if the opportunity arose for it to become so, the Port of Sheerness would wish to bring the entirety, or part of the 20 hectare site into Port use.
- Access to the site would be via a new road bridge linking the existing Port with the steelworks so as to allow for direct access to the site. As the steelworks benefits from an operational rail connection this would facilitate the Port’s aspiration around increased rail freight activity particularly in the automotive sector.

Option for Change 4: Operational Land Changes

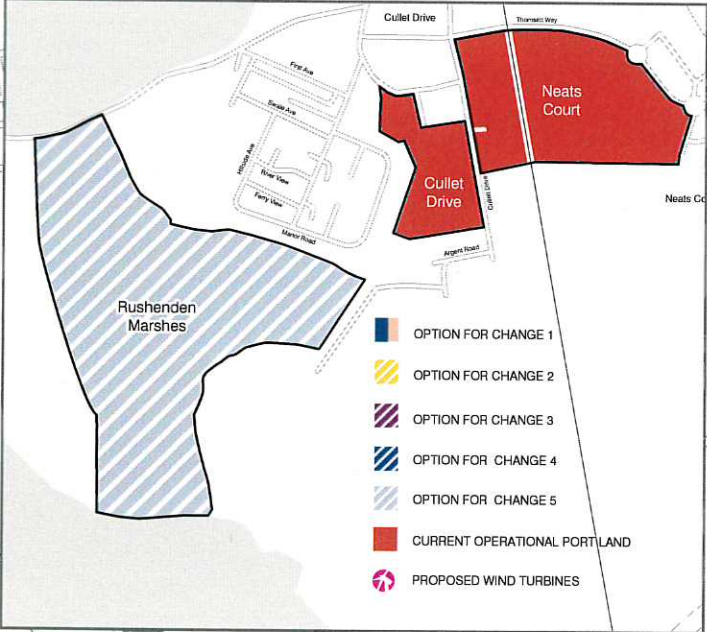
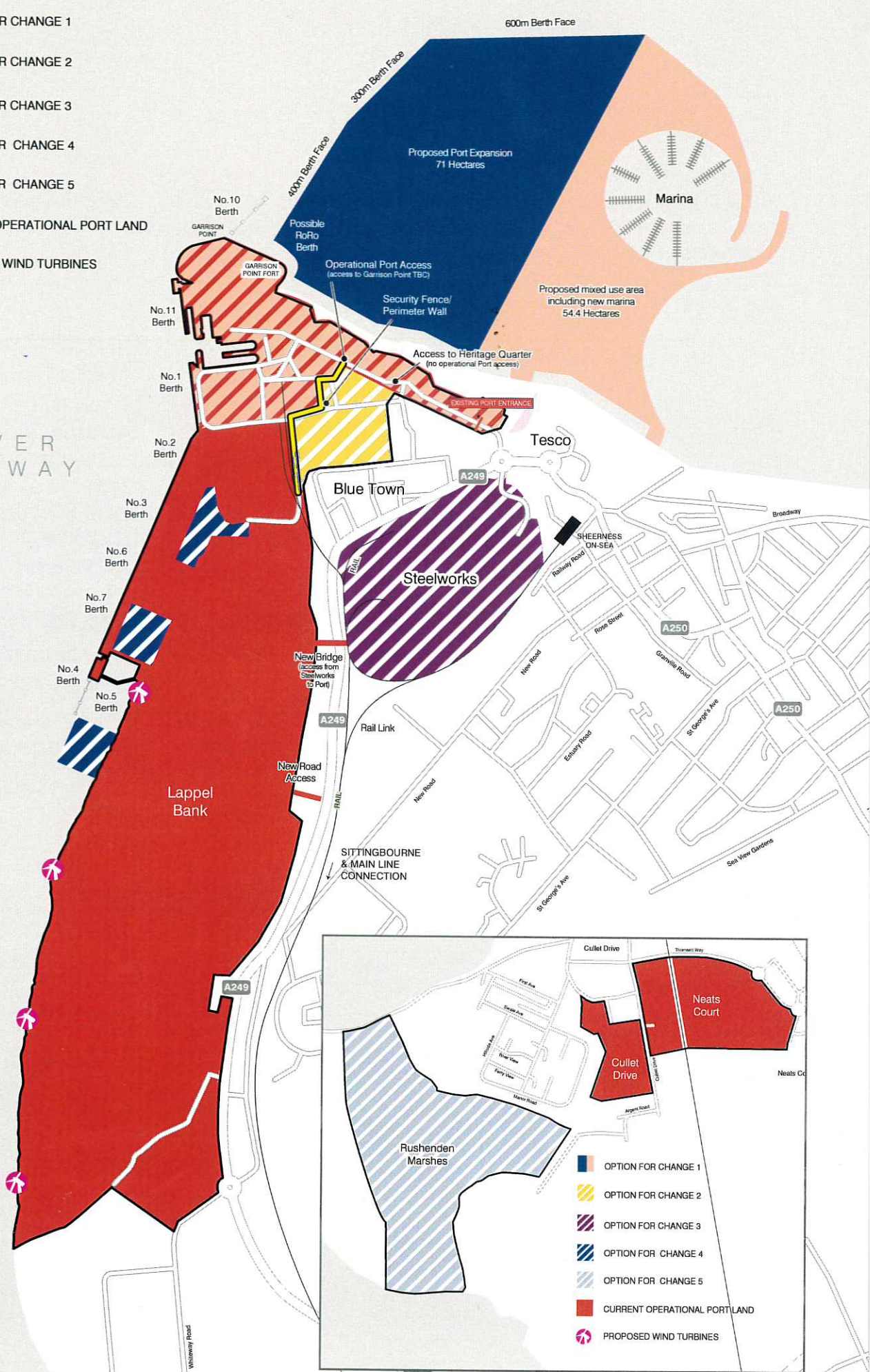
- This Area proposes the infilling of the existing water bodies behind Berths 3 and 4 and the area behind Berth 7. The infilling would increase the amount of operational land available within the Port. Also proposed is the creation of an additional ro-ro berth, adjacent to Berth 5.








Option for Change 5: Rushenden Marshes

- Part of Rushenden Marshes is in the ownership of the Port of Sheerness. Historically, this area has been used for the deposit of dredged materials, however the area has not been used for the purpose for a number of years.
- The Port of Sheerness, may, if needed, explore the use of this area for Port operations. The Port is aware of the environmental protections and designations afforded to the Marshes and The Swale which lies adjacent to the Marshes. However, given the need to secure land for Port growth and expansion, the Port may look to use this area for Port operations.

-  OPTION FOR CHANGE 1
-  OPTION FOR CHANGE 2
-  OPTION FOR CHANGE 3
-  OPTION FOR CHANGE 4
-  OPTION FOR CHANGE 5
-  CURRENT OPERATIONAL PORT LAND
-  PROPOSED WIND TURBINES

RIVER
MEDWAY



-  OPTION FOR CHANGE 1
-  OPTION FOR CHANGE 2
-  OPTION FOR CHANGE 3
-  OPTION FOR CHANGE 4
-  OPTION FOR CHANGE 5
-  CURRENT OPERATIONAL PORTLAND
-  PROPOSED WIND TURBINES

Economic Benefits

The production of this Master Plan is important. It is part of the strategic plan to develop and grow the Port of Sheerness over the next 20 years, reflecting Peel Ports long-term ambition to remain a key employer and driver for sustainable growth in the Swale region.

A socio economic study, Port of Sheerness Economic Impact Assessment was undertaken by Atkins in July 2014. The study found the following:



CURRENT JOBS

There are approximately 660 full time equivalent jobs that are directly reliant on the Port of Sheerness.



CURRENT TURNOVER

It is estimated that the total direct, indirect and induced turnover generated by the Port of Sheerness is approximately £183 million.

£82.7 MILLION

CURRENT GROSS VALUE ADDED (GVA)

The GVA directly generated by the Port of Sheerness is estimated to be approximately £41.4 million. The GVA generated directly and indirectly by the Port at a regional level is estimated to be £82.7 million.

THE FUTURE WITHOUT RAIL LINK (between Sheerness and Liverpool via the Midlands)

	2014	2034	Change 2013-2034
Grand total tonnage change 2013-2034	1,333,000	3,067,000	1,734,000
Direct jobs	660	1,090	430
Direct + indirect + induced jobs	1,640	2,710	1,070

Source: MDS Transmodal, Atkins

GVA = £73 million by 2034

THE FUTURE WITH RAIL LINK (between Sheerness and Liverpool via the Midlands)

	2013	2034	Change 2013-2034
Grand total tonnage change 2013-2034	1,333,000	3,352,000	2,019,000
Direct jobs	660	1,160	500
Direct + indirect + induced jobs	1,640	2,890	1,250

Source: MDS Transmodal, Atkins

GVA = £156 million by 2034

Transportation

The success or otherwise of a port is inextricably linked to the ability for freight to be moved in or out in a congestion free and efficient manner. Therefore, port access routes (be they road or rail links) are of importance. The choice of transport mode is principally driven by commercial factors



however there are other determinants for some supply chains that include reliability, speed and minimising carbon emissions.

The Port of Sheerness neither owns freight nor takes decisions on the mode of transport to be employed. However, the Port's strategy is to promote choice for customers. As such, it is vital that the necessary infrastructure is available to effect modal shift where required.

The Port of Sheerness, over the lifetime of this Master Plan is looking to improve road access to the Port and to create a working rail access to the Port also.

Environmental Considerations

The Port of Sheerness is monitored, inspected and better by the relevant statutory authorities. In recognition of the importance of environmental and emergency response matters there is regular dialogue with a number of key agencies. Such liaison seeks to ensure that the Port of Sheerness is complying with all relevant environmental and safety legislation and ensures that the Port carries out its duties responsibly.

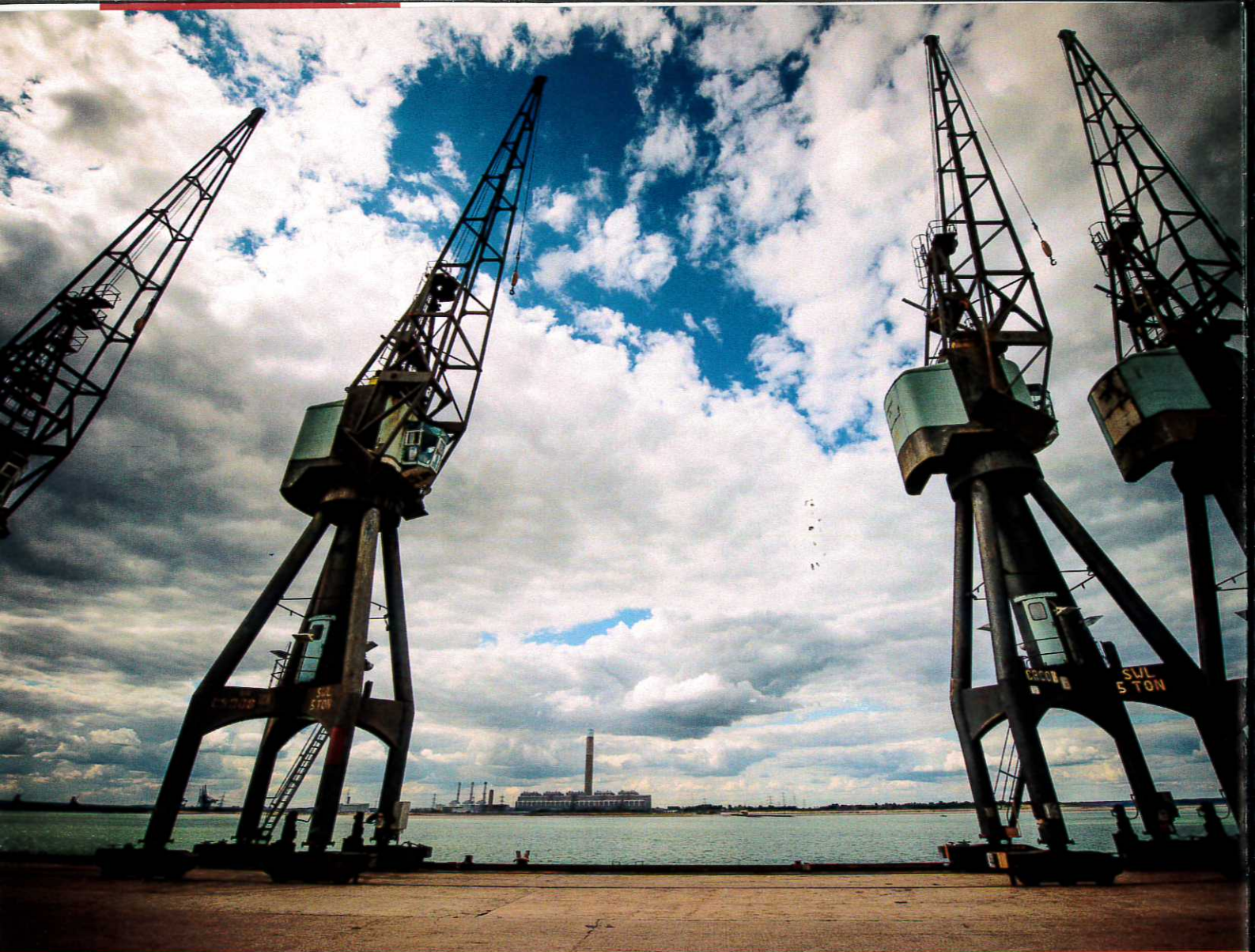
The Port of Sheerness is committed to continuing compliance with all applicable environmental legislation and other relevant requirements in pursuit of its duties and powers. These are taken fully into account in all of the Port's actions and decisions, alongside its pursuit of the sustainability objectives established by Government.

The range and diversity of environmental matters

applicable to the Port of Sheerness are illustrated below. The purpose of this Master Plan is not to go into the same degree of detail that would be necessary to accompany either a planning or harbour application, but to signpost the key considerations.

Air Quality	Bio Diversity
Climate Change	Contaminated Land
Dredging	Energy Efficiency
Flooding	Heritage
Odour	Noise
Visual Impact	Waste Management
Water Quality	





Getting in touch

There are different ways to send us your comments on the draft Master Plan proposals:



Via the website: <http://peelports.com/sheerness-master-plan>



Via email: Sheerness.Master-Plan@peelports.com



Via Post: FREEPOST RSRR-XSTE-XZLZ, Port of Sheerness Master Plan, c/o Peel Ports Group, Maritime Centre, Port of Liverpool, L21 1LA