

## 9 PROJECT APPRAISAL FRAMEWORK FOR PORTS

### 9.1 Introduction

9.1.1 In April 2003, the DfT issued *A Project Appraisal Framework for Ports*; this built on the policy framework developed in *Modern Ports: A UK Policy* (DETR, 2000). The framework describes a new appraisal method for port projects which port owners and operators are recommended to use when putting forward development proposals for consent. It has the status of non-statutory advice in the context of an applicable consent.

9.1.2 The framework sets out a way of organising information and analysis consistent with the Governments' overall objectives for transport and specific policy objectives for ports.

### 9.2 Appraisal objectives

9.2.1 The appraisal framework is derived from that established for other modes of transport, in particular, Guidance on the Methodology for Multi-Modal Studies (GOMMMS) which develops the Governments' objectives for transport, as set out in the Transport White Paper. That is:

- *Environment* – to protect the built and natural environment;
- *Safety* – to improve safety;
- *Economy* – to support sustainable economic activity and get good value for money;
- *Accessibility* – to improve access to facilities for those without a car and to reduce severance; and,
- *Integration* – to ensure that all decisions are taken in the context of the Governments' integrated transport policy.

### 9.3 Alternatives

9.3.1 The appraisal requires developers to provide detailed information about alternatives that are within their control, such as different sites within the area of the port, different scales of development and different methods and designs for meeting the requirements of the project. The appraisal should explain how alternatives within the control of the developer (including 'do minimum') have been identified and the basis of any preliminary "sift", if this has ruled out potentially feasible alternatives.

#### *Do minimum*

9.3.2 The 'do minimum' case is one which assumes that no new investment is committed beyond that required to keep the port operation at its present level. The appraisal of the 'do minimum' case should include an estimation of what would happen to current or future traffic that could not use the Port because the development does not take place.

9.3.3 With respect to the proposed scheme and for the purposes of this assessment, the 'do minimum' case is taken to be a continuation of the existing maintenance dredging regime with no other alternations to the approach channel. In effect, the 'do minimum' case represents the existing environment conditions as described in the ES. It could, however, be argued that the proposed deepening itself represents the 'do minimum'

case, because the investment proposed is required to keep the operation of the Port of Poole at its present level.

*Better use of existing transport infrastructure*

- 9.3.4 The guidance recommends that promoters should consider alternatives at sites they control that could increase the productivity of existing quays, natural or dredged channels, operational land and buildings and landside links. In this respect, PHC do not control any ports other than Poole and are not responsible for the provision of navigational access via any dredged or natural channel other than those that are proposed to be dredged. Therefore, there are no alternatives within the control of PHC that could be developed to make better use of existing infrastructure.

*Alternative sites at the port in question*

- 9.3.5 With respect to the approach channel deepening, in order to meet the need of the proposals, the only possible alternatives are to dredge a new (i.e. different) approach channel to the Port at the required depth or to realign sections of the existing channel. Neither of these options are considered to be feasible alternatives to the proposed deepening of the existing channel, because of their environmental and cost implications. They are not, therefore, considered further.

*Alternatives at other ports*

- 9.3.6 The framework does not require promoters to make detailed comparisons of alternatives outside their control. However, in this case it is considered that there are no current alternative proposals that would meet the needs to be fulfilled by the proposed channel deepening (i.e. the improvement of navigational access to the Port of Poole).

*Assessment of alternatives*

- 9.3.7 The guidance suggests that the appraisal of 'do minimum', making 'better use of existing facilities' and 'alternative sites at the port' should assume that existing facilities at other ports remain in their current state. However, the appraisal should allow for projects that have the necessary approvals and assume that they are built to the stated time and capacity. In this case, no such other projects are known to exist.

**9.4 Appraisal Summary Table**

- 9.4.1 Following the recommended format in *A Project Appraisal Framework for Ports*, Table 9.1 presents an Appraisal Summary Table (AST) for the proposed scheme. It is not useful to present an AST for the 'do minimum' in this case as this represents the baseline conditions and, hence, a scenario does not exist for it to be assessed against. Therefore, the following assessment describes the implications of the proposed deepening compared with the existing (i.e. 'do minimum') scenario.

- 9.4.2 The appraisal framework recommends the use of a seven point scale, based on the GOMMMS approach. This scale has, where possible, been used to make an assessment of the proposed scheme against the 'do minimum' scenario, as follows:

- *Large adverse* – potential for significant negative impacts;
- *Moderate adverse* - potential for moderate negative impacts;
- *Slight adverse* - potential for negative impacts;
- *Neutral* – no changes envisaged;
- *Slight beneficial* – potential for positive impacts to occur;
- *Moderate beneficial* - potential for moderate beneficial impacts to occur; and,
- *Large beneficial* - potential for significant beneficial impacts.

**Table 9.1 Appraisal Summary Table for the proposed approach channel deepening**

Objective and sub-objectives	Qualitative assessment	Quantitative assessment/score
<b>SAFETY</b>		
Health and safety of workers at the port	Accident rates at the Port of Poole are low and the scheme does not have the potential to affect this. The nature of goods handled at the Port would be unchanged	Neutral
Risks to surrounding population	Given that the nature of goods handled would be unchanged, no change to the level of risk is predicted	Neutral
Marine safety in approaches to the port	Port Marine Safety Code procedures will continue to ensure that the risk of incidents to vessels in the Port are minimised	Neutral
Accidents on road and rail network accessing the port	The scheme would not result in a change in the level of risk of accidents on the road and rail network	Neutral
Physical security of port users and workers	There would be no change from the existing situation as a result of the scheme	Neutral
<b>ECONOMY</b>		
Cargo owners/passenger leisure/port operators	The scheme would allow the Port to maintain its existing ferry business and accommodate the general trend towards larger vessels, thus ensuring the long term viability of the Port. Without the proposed deepening the Port would be likely to become less competitive and would lose business to other ports	Large benefit
Port workers	The proposed deepening is not expected to generate significant additional employment but, in the absence of the deepening, job losses would be expected as a result of a long term loss of competitiveness and, therefore, a loss of business	Moderate benefit
Ship operators	Larger vessels would be able to be accommodated, thus enabling existing operations at the Port to continue given the general trend for larger vessels in the shipping industry	Moderate benefit
Government	N/A	N/A
Surface access providers	The scheme would not result in changes to existing access providers (e.g. rail)	Neutral

Objective and sub-objectives	Qualitative assessment	Quantitative assessment/score
Regeneration and redistribution of economic activity/productivity growth across the economy	Port activity generates both direct and indirect benefits to the region and would continue to do so. In the absence of the deepening, the overall level of business at the Port would decline, with negative knock on effects for the regional economy. The deepening would therefore enable the continuation of the generation of direct and indirect economic benefits and potentially attract additional investment	Moderate benefit
Foreign direct investment and trade	Improved water depth would enhance the attractiveness of the Port for investors and trade	Slight benefit
Benefits to particular industries	There is the potential for indirect knock-on benefits to a range of local and regional activities, but marine/port related industries and tourism would be the main beneficiaries	Moderate benefit
<b>ENVIRONMENT</b>		
Noise, dust and vibration	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Local air quality	There would be no change from the existing situation as a result of the proposed scheme and no adverse effect on air quality objectives	Neutral
Climate change	The proposed scheme would not result in a significant change to carbon dioxide emissions	Neutral
Landscape	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Townscape	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Biodiversity	The overall impact of the scheme on designated and non-designated habitats and species is considered to be minimal. Although effects are predicted, an adverse effect on the designated status of nature conservation sites (e.g. SSSI, SPA, cSAC or Ramsar) is not	Slight adverse
Heritage	The proposed dredging has the potential to directly and indirectly affect known and potential sites of archaeological importance. Some adverse and some beneficial impacts are identified. It is proposed that a detailed mitigation strategy would be developed and agreed with English Heritage and other specific mitigation measures are being developed for specific features	Slight adverse
Water	A number of effects are predicted (e.g. changes to tidal range and sediment budget). These effects in themselves are neither positive nor negative, but manifest themselves in changes to habitats within the Harbour and coastal system (i.e. they have the potential to affect 'biodiversity')	Neutral

Objective and sub-objectives	Qualitative assessment	Quantitative assessment/score
<b>ACCESSIBILITY</b>		
Access by non-road modes	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Access for disabled people	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Option of access to port facilities	There would be no change from the existing situation as a result of the proposed scheme	Neutral
Severance of local trips	There would be no change from the existing situation as a result of the proposed scheme	Neutral
<b>INTEGRATION</b>		
Transport interchange facilities at ports	The proposed scheme is in accordance with relevant national port policies in that the proposed channel deepening would make use of existing infrastructure at the Port and promote UK and regional competitiveness by encouraging reliable, efficient distribution to markets. In addition, <i>Modern Ports: A UK Policy</i> states that there is a presumption in favour of making best use of existing infrastructure where possible	Slight beneficial
Land use policy	N/A	N/A
Local transport strategy	The scheme is in accordance with policies relating to transport in the Bournemouth, Poole and Dorset Structure Plan (i.e. "the port facilities at Poole should be improved subject to safeguarding the ecological value of the Harbour and its use for recreation")	Slight beneficial
Economic strategy for the area	The proposed scheme is in accordance with policies to enhance economic activity in the area	Slight beneficial
Environmental protection policies	The scheme is in accordance with relevant policies	Slight beneficial
Regeneration policies	N/A	N/A
Other Government policies	The most relevant Government policies are those set out in <i>A New Deal for Transport and Modern Ports: A UK Policy</i> ; the proposed scheme is in accordance with the principles of these policies	Slight beneficial