

## Submission of Evidence Form – National Development Framework

Name

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Date

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Title of evidence

The National Development Framework (NDF) should recognise the national significance of Associated British Ports (ABP) operations and land holdings within south Wales.

Summary of evidence

Associated British Ports (ABP) is the UK's leading ports operator and it plays a nationally significant role in providing a wide variety of port related facilities and infrastructure operations within Wales, as well as within the UK as a whole. The role of ABP within Wales is of strategic national importance and as such it should be recognised as an important economic and commercial asset to the economy of Wales within the National Development Framework (NDF).

Specifically, ABP operates five ports within South Wales located in Swansea, Port Talbot, Barry, Cardiff and Newport which are currently handling more than 12 million tonnes of cargo each year

ABP supports transport and logistics through its core operations and encourages sustainable transport by offering more efficient transport links. The scale and breadth of ABP's operations means that its current activities are deeply embedded in local economies across south Wales, as well as national and international supply chains and as a result this supports a wide base of major UK businesses, including firms which drive export growth. At Port Talbot the port specialises in servicing the Welsh steel industry and the harbour has one of the deepest berths in the UK which is one of the few capable of accommodating Capesize ships. Other sectors supported by the south Wales ports include construction, agriculture, food and drink, energy and automotive.

ABP's land holdings within south Wales have also enabled large scale regeneration projects to take place which in turn have resulted the development of successful new mixed use waterfront areas that also contribute significantly to the south Wales

economy – such as is the case in SA1 (Swansea), Cardiff Bay and Barry Waterfront.

The ports are also ideally placed to accommodate large-scale energy generation projects and the necessary supporting industries which could significantly contribute to Wales' future energy needs. Examples of potential developments such as this are the extant planning permission for a power station at Port Talbot Docks and the ability at Swansea Docks to accommodate the Swansea Bay Tidal Lagoon itself and other supporting industries such as turbine manufacturing.

According to research commissioned by ABP (ABP South Wales: Delivering Jobs and Driving Growth Summary Paper – appended to this submission as evidence), ABP south Wales contributes in the region of £1 billion to the Welsh economy and supports over 15,000 jobs within Wales and 6,000 elsewhere in the UK. ABP also supports growth and it is estimated that its planned investment will generate a further £92m for the economy every year up to 2019 with further investment expected to continue in the future.

Whilst the importance of ABP's port operations and land holdings is already recognised within the adopted and emerging Local Development Plans (LDP's) of the relevant local planning authorities, the NDF should provide strategic support for the role of ABP's operations across south Wales to assist in maximising the opportunities in both a national and a strategic or regional context.

Key extracts highlighting the importance of the various aspects and future opportunities of ABP operations from individual LDP's are set out below:

#### Cardiff LDP (Adopted 2016)

Section 4 of the LDP (Strategy, Key Policies and Key Diagram) outlines that it is important to recognise the role of the sea port, and the fact that ABP and its tenants in south Wales directly and indirectly support over £1.7 billion of gross output in Wales. The LDP further recognises the opportunities to continue to support the role of the port, particularly its potential to generate new industry and services (with reference to Competitive Capital – The Cardiff Economic Strategy 2007 to 2012, Cardiff Council).

#### Newport LDP (Adopted 2015)

Policy EM2 of the LDP outlines that the operational dock in Newport is promoted for B1, B2 and B8 uses but that the area provides a particular opportunity to provide for port related employment. The plan highlights that one aspect of this is in energy generation, where the dock has certain locational advantages, including accessibility for fuel and distance from residential or other uses upon which there might be an impact.

The plan highlights that recent schemes granted planning permission within Newport Docks have included a biomass power plant, the erection of wind turbines and the installation of solar PV panels.

#### Neath Port-Talbot LDP (Adopted 2016)

The LDP outlines that the docks at Port Talbot are an asset to the area providing for both general cargo and deep water facilities for bulk cargo (paragraph 1.1.10 refers). The plan also recognises at Policy SP20 (Transport Network) that there is significant potential for the movement of freight using the harbour, docks, river wharves and rail lines which will help to reduce road congestion and environmental effects. The use of the docks therefore provides alternatives to road transport which the LDP's strategy supports wherever possible.

Section 4 of the LDP which deals with area based policies also recognises that the Harbourside Strategic Regeneration Area is an extensive area of brownfield former dockland close to Port Talbot town centre. The area provides an important opportunity for comprehensive mixed use development in a sustainable central location with the redevelopment project being promoted by the local authority in conjunction with private sector developers.

#### Swansea Deposit LDP (2016)

Policy T9 (Port and Docks) of the Deposit LDP outlines that the operational port and docks is an important commercial asset, providing jobs and business opportunities that contribute towards economic regeneration and international trade. The future development and viability of the port and docks is identified as an important consideration for proposals within the Fabian Way Corridor Strategic Development Area (SDA), which is a regional regeneration priority which surrounds the port.

The LDP makes it clear that proposals in the SDA and within the port/docks should complement and not conflict with each other and that a specific Supplementary Planning Guidance (SPG) document is being produced by the Council (in conjunction with Neath Port Talbot County Borough Council) to assist with the future masterplanning of the Fabian Way Corridor SDA.

#### Vale of Glamorgan Deposit LDP (2013)

Strategic Objective 8 of the Deposit LDP outlines that a strong and diverse economy is an essential component of sustainable communities providing employment opportunities and attracting investment. The Deposit LDP therefore seeks to maximise the opportunities presented by the Vale of Glamorgan's location within the South East Wales Capital Region to capitalise and focus on its economic assets such as Barry Docks to benefit the region as a whole. Policy SP8 (Sustainable Waste Management) of the Deposit Plan further recognises that the operational Port of Barry Docks are identified as suitable site for in-building waste management solutions.

The ABP South Wales: Delivering Jobs and Driving Growth Summary Paper indicates that locally ABP's operations contribute to the economy as follows:

- Barry Docks supports 3,000 jobs and contributes £231 million
- Cardiff Docks supports 2,000 jobs and contributes £121 million
- Newport Docks supports 3,000 jobs and contributes £186 million
- Swansea and Port Talbot Docks supports 7,000 jobs and contributes £454 million

In addition to the local impacts, ABP's dock operations and their future potential opportunities transcend individual authority boundaries. In this way they can fully support and contribute towards the objectives and opportunities set out for the Cardiff Capital Region and the Swansea Bay City Region. Indeed, as mentioned above, the Fabian Way Corridor Strategic Development Area SPG in Neath Port Talbot/Swansea is being taken forward on a joint authority basis in recognition of its trans-authority boundaries and the contribution it is anticipated to make to the Swansea Bay City Region objectives. ABP are heavily involved in the production of the SPG due to the importance of Swansea Docks and ABP's other land holdings in the area.

ABP's operations allow south Wales access to global markets and because the

global ports industry is a highly competitive and dynamic marketplace, investing in new facilities and infrastructure is a key component of ABP's business. The role ABP plays to the national economy of Wales should therefore be recognised, supported and promoted throughout the NDF in order to allow it to have further confidence in making such investment in the future.

Allied to this should be a recognition and support in the NDF for infrastructure, in particular transport infrastructure that complements ABP's operations. Bulk shipping is a sustainable method of transport that should be supported by the transport network that could assist in maximising the benefits of shipping. ABP itself has looked to invest in such infrastructure and in Barry it has invested £1.7 million in an intermodal terminal.

ABP provided a response to Welsh Government on the consultation on the National Transport Plan (NTP) in March 2015 including the need for the NTP to be continually updated as new evidence emerges about the pressures on the network and how ports and transport can continue to facilitate growth in the Welsh and UK economies and, in particular supported the NTP in Section 3 (paragraph 3.18.11) which specifically refers to improving connectivity to ports to respond to "economic development opportunities". ABP also welcomed the acceptance of Welsh Government (paragraph 3.18.12) of the recommendations of the Welsh Freight Task and Finish Group (on which ABP are represented). ABP consider that the economic success of Wales is very closely linked to the adequacy of its transport network and the NDF should therefore set out Wales objectives in this regard.

In summary, through the submission of this representation as evidence to the NDF, ABP are seeking to ensure that:

1. The extent of ABP's operations and land holdings are fully recognised in the NDF.
2. The economic importance of ABP's operations is fully recognised within the NDF and is supported by future national policy that seeks to provide jobs and business opportunities that contribute towards Wales' economic regeneration and maximise the benefits of global trade.
3. The NDF provides policy support for the continual improvement of port and dock facilities and operations by encouraging development of energy and infrastructure projects that are compatible with dock operations, the attraction of inward investment for manufacturing and other industries.
4. The NDF provides support for the continual improvement of port and dock facilities and operations and the contribution they can make to the Welsh economy by providing the policy support for the necessary transport infrastructure to serve the ports and docks.
5. The NDF also recognises the potential for ABP's wider land holdings to accommodating future mixed use regeneration schemes that could equally contribute to Wales' economic regeneration aims.

## Summary of key issues/conclusions

In summary, through the submission of this representation as evidence to the NDF, ABP are seeking to ensure that:

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2. The economic importance of ABP's operations is fully recognised within the NDF and is supported by future national policy that seeks to provide jobs and business opportunities that contribute towards Wales' economic regeneration and maximise the benefits of global trade.
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5. The NDF also recognises the potential for ABP's wider land holdings to accommodating future mixed use regeneration schemes that could equally contribute to Wales' economic regeneration aims.

Why have you submitted this evidence?

The National Development Framework (NDF) should recognise the national significance of Associated British Ports (ABP) operations and land holdings within south Wales to economy.

How should this evidence inform the development of the NDF?

It should be ensured that:

1. The extent of ABP's operations and land holdings are fully recognised in the NDF.
2. The economic importance of ABP's operations is fully recognised within the NDF and is supported by future national policy that seeks to provide jobs and business opportunities that contribute towards Wales' economic regeneration and maximise the benefits of global trade.
3. The NDF provides policy support for the continual improvement of port and dock facilities and operations by encouraging development of energy and infrastructure projects that are compatible with dock operations, the attraction of inward investment for manufacturing and other industries.
4. The NDF provides support for the continual improvement of port and dock facilities and operations and the contribution they can make to the Welsh economy by providing the policy support for the necessary transport infrastructure to serve the ports and docks.
5. The NDF also recognises the potential for ABP's wider land holdings to accommodating future mixed use regeneration schemes that could equally contribute to Wales' economic regeneration aims.

How does this evidence and any actions it recommends help achieve the 7 well-being goals?

ABP operations support the following well-being objectives:

- **A Prosperous Wales:** ABP operations provide an important economic and commercial asset to the economy of Wales and is a source of wealth and employment.

- **A Resilient Wales:** ABP is committed to provide port facilities that are flexible, innovative and effective thereby supporting the ability to adapt to change.

**- A Globally Responsive Wales:** ABP's ports provide links into supply chains that frequently stretch around the globe thereby providing access to international markets for businesses across Wales

Why is the evidence of national significance?

The scale and breadth of ABP's operations means that its current activities are deeply embedded in local economies across south Wales, as well as significantly contributing to national and international supply chains and as a result this supports a wide base of major UK businesses, including firms which drive export growth. As set out in the ABP South Wales: Delivering Jobs and Driving Growth Summary Paper, the contribution is nationally significant.

Do you agree for your evidence to be made public? (Only evidence that can be made public will inform the development of the NDF)

Yes

# ABP SOUTH WALES

Newport - Cardiff - Barry - Port Talbot - Swansea

## DELIVERING JOBS AND DRIVING GROWTH



ABP's commitment to Wales



DRIVE GROWTH



SECURE JOBS



DELIVER  
INVESTMENT



Keeping Britain Trading



[www.abports.co.uk](http://www.abports.co.uk)

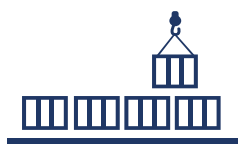


## SOUTH WALES

GATEWAYS TO TRADE  
AND GROWTH



### Promoting trade and sustainable distribution



ABP'S PORTS IN  
SOUTH WALES  
HANDLE OVER  
**12 MILLION TONNES**  
OF CARGO EVERY YEAR



NEWPORT IS THE  
**UK'S SECOND  
LARGEST**  
STEEL HANDLING PORT



ABP HAS  
**INVESTED £1.7  
MILLION IN A NEW  
INTERMODAL  
TERMINAL**  
AT THE PORT OF BARRY

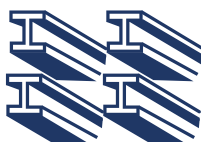


ABP CARDIFF OPERATES  
WALES' ONLY CONTAINER  
PORT AND SHIPPING LINE  
SUPPORTING WALES'  
**ACCESS TO  
GLOBAL MARKETS**

### Supporting industry and manufacturing



ABP'S FACILITIES AT PORT TALBOT  
SUPPORT LOCAL  
STEEL PRODUCTION WITH  
**2.5M TONNES**  
OF COAL AND  
**5.5M TONNES**  
OF IRON ORE  
IMPORTED EVERY YEAR



TATA STEEL  
SUPPORTS OVER  
**8,000 JOBS**  
IN SOUTH WALES



THE PORT OF BARRY HANDLES LARGE  
QUANTITIES OF LIQUID BULKS  
FOR LOCAL INDUSTRY –  
SILICONE MANUFACTURERS  
DOW CORNING  
PRODUCE OVER  
**200,000 TONNES**  
OF PRODUCT EACH YEAR AND  
**EMPLOY OVER 600  
PEOPLE**

ABP makes a vital contribution to the economy



OUR PORTS IN SOUTH WALES SUPPORT  
**15,000 JOBS**  
IN WALES  
AND

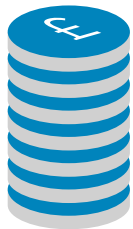


**6,000 JOBS**  
ELSEWHERE IN THE UK



ABP'S PORTS IN SOUTH WALES CONTRIBUTE

**£1.4 BILLION**  
TO THE UK ECONOMY  
EVERY YEAR



INCLUDING ALMOST  
**£1 BILLION**  
FOR WALES

OUR PORTS' CONTRIBUTION TO THE LOCAL ECONOMY:

Swansea  
Port Talbot  
Barry  
Newport  
Cardiff



BARRY:

**3,000 LOCAL JOBS**



CARDIFF:

**2,000 LOCAL JOBS**



NEWPORT:

**3,000 LOCAL JOBS**



SWANSEA & PORT TALBOT:

**7,000 LOCAL JOBS**

ABP supports growth

ABP'S PLANNED INVESTMENT OVER THE NEXT 5 YEARS WILL GENERATE ANOTHER

**£92 MILLION**  
FOR THE ECONOMY EVERY YEAR



BARRY:

**£231 MILLION**



CARDIFF:

**£121 MILLION**



NEWPORT:

**£186 MILLION**



SWANSEA & PORT TALBOT:

**£454 MILLION**

## CASE STUDY

### ATTRACTING INVESTMENT

ABP's commitment to South Wales is helping to attract new investment and jobs. ABP has invested nearly £3 million in new storage and handling facilities at the Port of Cardiff and in doing so has helped to bring new manufacturing business to Wales through HDM Tubes. The steel tube manufacturing firm recently invested several million pounds in advanced tube welding lines alongside ABP's investment in new facilities at the port.

HDM Tubes' decision to relocate manufacturing operations from elsewhere in Europe has already seen the creation of 35 new jobs, with more to come as production increases. This is one example of investment by ABP that will raise our ports' annual contribution to the economy by £92 million every year, adding to the estimated £1 billion our ports in South Wales already contribute.

## ABP GROUP



ABP CONTRIBUTED  
**£5.6 BILLION**  
TO THE UK ECONOMY  
IN 2012



ABP PORTS SUPPORT  
**84,000 JOBS**



**ONE QUARTER OF UK  
SEABORNE TRADE**  
PASSES THROUGH ABP'S  
STATUTORY HARBOUR AREAS



**5 OF THE UK'S  
LARGEST 20 PORTS**  
BY TONNAGE ARE  
OPERATED BY ABP



ABP PORTS ARE **CRITICAL TO  
THE SUPPLY CHAIN OF MAJOR UK  
INDUSTRIES AND EXPORTERS:**



CONSTRUCTION: **2,036,000 JOBS**



AGRICULTURE: **409,000 JOBS**



FOOD & DRINK: **339,000 JOBS**



ENERGY: **327,000 JOBS**



AUTOMOTIVE: **133,000 JOBS**

ABP IS A MAJOR PRIVATE  
SECTOR INVESTOR:



**£837 million**

OF CAPITAL AND OPERATIONAL INVESTMENT  
OVER THE NEXT 5 YEARS WILL ADD AN EXTRA

**£1.75 billion**

TO THE UK ECONOMY EVERY YEAR

## ARUP ECONOMIC IMPACT STUDY

### About

This summary paper is the outcome of a major study looking at the economic impact of ABP's 21 ports around Britain.

The study identifies direct, indirect and induced jobs associated with ABP's ports. It also measures ABP's economic impact by identifying each ports' Gross Value Added (GVA) contribution. GVA is a measure of Gross Domestic Product (GDP) which excludes taxes and subsidies.

As well as current GVA, the report looks at the additional GVA contribution which will be generated by ABP's programme of investment across the group.

The framework for the study was developed with reference to government guidance on evaluation and economic impact assessments, in particular guidance from HM Treasury and the Homes and Communities Agency.

### Contact Information

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**SOUTH WALES**  
GATEWAYS TO TRADE  
AND GROWTH



[www.abports.co.uk](http://www.abports.co.uk)

ARUP