



## 4.0 CONTEXT

### 4.1 Background to Harwich International Port Limited and the Harwich Haven

Harwich International Port ("HIP") is one of two ports in the Harwich Haven owned and operated through subsidiary companies by HPUK (the UK Ports arm of the Hutchison Whampoa Group). The other port within the Harwich Haven owned and operated by HPUK is the Port of Felixstowe which, as well as being the largest container port in the UK and the fifth largest in Europe, has recently secured consent (through the Felixstowe Dock and Railway Harbour Revision Order 2002) to extend the deep water container berths at the Trinity III terminal and the associated deep-water channel within the Estuary of the River Orwell by some 270 metres.

Built as a rail ferry port in the 1880s by the Great Eastern Railway, HIP has developed and expanded over more than a century into an efficient, modern, multipurpose port.

Internationally the port provides passenger and freight ferry services, particularly to the Netherlands, Belgium, Germany, Denmark and Sweden. HIP also handles general and project cargo, grain and dry bulks, trade cars and hydrocarbons. Increasing numbers of cruise vessels are calling at the port, reflecting remarkable success by HIP in attracting calls since entering this sector in 1993.

HIP is presently based at and around Parkeston Quay. The existing quay has a significantly shallower dredged depth than Felixstowe and hence cannot accommodate the largest vessels. HIP currently supports two general berths and four Ro-Ro berths together with a significant established passenger ferry terminal with a direct link to HIP Railway Station. Harwich is also used for embarkation by cruise liners. As currently established, therefore, HIP serves a substantially different set of markets to the Port of Felixstowe.

HPUK acquired HIP in 1998. At the end of 2000 HPUK announced its purchase of Bathside Bay, an area of reclaimed land and intertidal mudflats lying between Parkeston Quay and

Old Harwich town facing onto the River Stour. Bathside Bay has been earmarked for reclamation and port development for a considerable period of time, the two most recent Acts of Parliament providing for this being the Parkeston Quay Act 1983 and the Harwich Parkeston Quay Act 1988. Following the acquisition of Bathside Bay in 2000 HPUK announced its intention to proceed with development of a new deepwater container port facility to be known as "Harwich International Port Container Terminal". The development is proposed to provide capacity to meet the pressing need for additional deepwater container handling capacity in the UK. The ability of HIP to develop new deepwater container facilities quickly is of prime importance to service the increasing demand for deepwater container handling capacity in the UK (see Section 5.2 below). If granted planning permission, the development will make HIP the second largest container port in the UK (after Felixstowe). In addition:

- The facility would be used in tandem with HPUK's existing facilities and hinterland links at Felixstowe and, therefore, would be linked to an operation that is already substantial, thereby benefiting from the extensive support infrastructure that has been developed over the last 25 years;
- The location is close to ideal from the point of view of marine infrastructure and large vessel access, as the access channel to Felixstowe is already dredged to -14.5m CD. The access window for the largest vessels currently in operation is much wider, at 80%, than elsewhere in the UK. Linking the Bathside Bay facility to the existing Harwich Haven deep water channel would represent a much smaller dredging commitment than that which would be required at any other proposed location;
- Moreover, of all current proposed major deep-water container sites, Harwich Haven is the nearest to open water and will, therefore, continue to require the least dredging input for the same access depth;



- Productivity comparisons at major European container ports (in terms of TEU per metre of quay per year) reveal that not only is Felixstowe currently the most productive UK port, but measures to raise productivity further will sustain and probably extend the port's position in this respect. Given HPUK's established track record for highly productive container handling, it can be reasonably assumed that the planned facilities at the Bathside Bay Container Terminal will be very fully utilised and at the leading edge of container port productivity, and;
- Felixstowe is the UK's only existing major deep-sea transshipment hub. The development of Bathside Bay is needed to sustain the UK's role in this important market sector. In other locations, plans for transshipment are a more speculative aspect dependant on generating sufficient volumes and a mix of carriers.

#### 4.2 Existing Port and Regional Connections

HIP is located to the west of Harwich town centre, approximately 129km (80 miles) to the north east of London and at the end of the A120. Strategically situated in the south east of England, the area benefits from good infrastructure links, which the proposed development of Bathside Bay will further enhance.

The main regional highway access to the Port is via the A120, a part dual carriageway trunk road running between Harwich and Colchester, where it joins the A12. Both of these main roads perform an important national and regional function by providing freight and passenger communications between the port and the national road network. In addition, the recently upgraded A14 gives direct access to the Midlands and the northern motorway network.

The Port has good rail connections. The local branch railway line operates between Manningtree and Harwich. Heading westwards towards London it links into the North London Line, with links north through Suffolk and Norfolk to Norwich. A regional branch line operates a cross-country service through Bury St Edmunds towards Leicester and the West Coast Mainline. Further improvements are anticipated in line with the Strategic Railway Authority's ("SRA") Strategic Plan.

Locally, there is a comprehensive bus route system operating between Harwich and the neighbouring settlements and proposals are underway to upgrade the existing cycle and pedestrian network along the current route, which runs from Harwich through to Wivenhoe, via Colchester.

#### 4.3 Historical Context

Plans to reclaim and develop Bathside Bay have existed in one form or another since the 19th Century and reference has already been made in Section 1.3 above to the two most recent Acts of Parliament authorising such works in 1983 and 1988. Partial reclamation has been undertaken on the western side of the Bay under the consent granted by the 1988 Act. Prior to these Acts, authorities have been granted for a range of port infrastructure including reclamation to provide a floating dock and tidal basin (1853), reclamation of land (now the vehicle Pre Delivery Inspection ("PDI") building and secure storage area) on the eastern side of the Bay (1883) and construction of a quay wall and linkspan (1971). The accumulation of these consents over a long period of time has resulted in approximately one third of the Bay already having been reclaimed.

The recorded planning history of Bathside Bay held by Tendring District Council is extensive and dates back to 1958 when planning permission was granted on part of the site for a clean



spoil tip and tip siding. Since then, no fewer than 57 further applications have been made for temporary and permanent works, the most significant of which are summarised below.

Planning permission for the existing PDI building and secure storage area in the east of the Bay was granted in 1965. In addition, there have been numerous temporary planning permissions for the use of the adjoining land to the north of the PDI facility (an area of 2.46 ha) for the temporary storage of vehicles. Historically, this land has been used as a trailer depot by MAT group and as a vehicle (car) standage area by Mercedes Benz on an occasional basis. An application to recommence use of the land for vehicle storage has recently been approved by Tendring District Council.

In 1975 planning permission was granted for the reclamation of land in the southern part of the site, fronting the A120, for port and allied services. In 1979 and by separate application in 1984, subsequent permissions were granted for further land reclamation to the north. Both permissions related to the reclamation and use of tidal mud flats for port and allied services.

In 1992 outline planning permission was granted for development of Bathside Bay, comprising:

- A proposed industry and warehousing area (37,000sqm of floorspace situated to the southwest of the Bay);
- Business park (23,400sqm of floorspace in the central part of the reclaimed area);
- Housing (75 acres 1,250 houses at the eastern side of the Bay adjoining Harwich);
- Retail park (1,300sqm retails space);

- Hotel and leisure complex;
- Open space;
- Site for primary school;
- Local shops and community center;
- Heritage centre;
- Mooring basin;
- Footpaths;
- Associated road works; and
- Reclamation of the southern end of Gas House Creek.

Phase 1 of the scheme, comprising 57 residential units in the north east of the site was granted planning permission in 1992. The outline permission was amended in 1996. The amendments related to the relocation of the existing large proportion of the proposed residential areas to a central/southern location on the site adjacent to the A120 (T) and the relocation of a corresponding amount of retail, industry and warehousing allocations to the aforementioned residential/recreation allocations on the eastern side of the site, which adjoins the existing residential area of Dovercourt Bay. The shortfall of industry and warehousing was allocated to the Mercedes Benz distribution depot. In 1997 detailed consent was granted for 1,300 sqm of retail development on land to the north of the Mercedes Benz facility.

In 1998 the period for approval of reserved matters in respect of the above application was



extended to 4 March 2000, but the planning permission has now lapsed without any of this approved development having been implemented.

#### 4.4 Community Involvement

HPUK has undertaken a programme of public consultation on its development proposals, which started with the press release on 25 October 2000 announcing the purchase of Bathside Bay. To date this has included the following:

Timeline	Event
25 October 2000	Press release announcing HPUK purchase of Bathside Bay and intention to develop a new deep-sea port facilities to be known as Harwich International Port Container Terminal.
18 December 2000	Meeting held with Harwich Environmental Action Team (HEAT).
26 February 2001	Meeting held with representatives of Starboard (a group of Shotley residents).
22 March 2001	Press release announcing initial topographical survey work had commenced.
23 March 2001	Joint meeting with HEAT and Spindrif.
29 March 2001	Press release announcing preparatory work was progressing with the commencement of geological investigations, and that Jack-up barges were to be used to drill a number of boreholes in the bay and in the adjacent channel and approaches in Harwich Harbour.
21 June 2001	Press release announcing the NOP Research Group
25 June 2001	Presentation given to Harwich Town Council.
28 June 2001	Press release announcing a public exhibition would be held at Safeways and then the library in Harwich. The fact that local residents would be able to voice their opinion on reply cards was also highlighted.
2-20 July 2001	Public exhibition detailing the history of Bathside Bay and outlining HPUK's plans for the site displayed in Safeways supermarket, Harwich.
13 July 2001	First of a number of meetings with Harwich and Dovercourt Sailing Club.
19 July 2001	Announcement of NOP poll results. The results showed that 84% of Harwich residents supported the proposals, 7% were against the plans, with the remainder still undecided.
20 July- 30 August 2001	Public exhibition (as above) displayed in Harwich library.
August-September 2001	Information leaflet distributed at the public exhibitions. Attached to the leaflet was a Freepost tear-off reply card that sought views from the public on the proposed development. 258 of the reply cards were returned.
1 August 2001	Presentation given to Wrabness Parish Council.
23 August 2001	Presentation given to Ramsey & Parkeston Parish Council.
11 September 2001	Presentation given to the Harwich Society.
5 October 2001	Initial meeting held with the Harwich Small Boat Owners Association.
11 March 2002	90, year 10 school children given an overview of Bathside Bay with emphasis on construction issues as part of 'National



	Science Week' at the Colchester Institute Clacton-on-Sea campus	Harwich International Port/Bathside Bay, as part of activities for 'National Science Week'. Organised in co-operation with OPTEC.
15 March 2002	Presentation given to the Harwich Constituency Conservative Association/Harwich UK Club.	
8 April 2002	Letter sent to all respondents to the Reply Slip who requested further information, relaying the news that the Secretary of State had announced that a public inquiry would be held into the plans to develop Bathside Bay.	To coincide with the submission of these planning applications, advertisements will be placed in the local press announcing exhibitions to be held in Harwich and Shotley and to include details of how to obtain a brochure and the HIPCT website address (to be launched in April 2003).
9 May 2002	Meeting held with Business Link Essex.	
24 June 2002	Meeting held with local Member of Parliament, Ivan Henderson.	
August-October 2002	Consultation/meetings with Tendring Primary Care Trust in the content/scope of a Health Impact Assessment questionnaire, to be sent to 6,000 homes locally.	In addition, manned public exhibitions are planned for 22/24 April 2003 at Harwich International Port to publicise the planning applications and to provide members of the public with information to respond to Tendring District Council planning department's consultation exercise. There will also be a brochure providing details of the proposed development and copies will be sent to responders to the earlier Reply Slip that had requested further information.
15 October 2002	Presentation at Chase Lane Primary School Harwich to 90, Year 9/10 students, involved in a project on the environmental implications of the development of Bathside Bay.	
29 October 2002	Presentation to Essex business community at Essex Economic Partnership's 'Doing Business in Essex' seminar.	Further manned public exhibitions are planned for 23 April 2003 at Shotley Village Hall, 28 April 2003 at Harwich Safeway, 29 April - 2 May 2003 at Dovercourt Fiveways Superstore and for 5 - 16 May 2003 at Harwich Library.
7 November 2002	Presentation to the full committee of Harwich and Dovercourt Sailing Club.	
15 November 2002	Meeting of the Harwich International Port Local Authority Liaison Committee at which an update on progress was given to representatives of local councils.	Section 2.3 of the Environmental Statement sets out the extensive consultation exercise that has also been undertaken by HPUK and its professional consultants as part of the preparation of the Statement with organisations such as English Nature, the RSPB and the Environment Agency.
27 November 2002	Meeting with The Harwich Society.	
12 December 2002	Meeting and tour of Port of Felixstowe with representative of Shotley Parish Council.	
12 March 2003	50, Sixth Form pupils from schools in the Tendring region visited	

