



MARCHWOOD PORT DEVELOPMENT

Consultation Statement

August 2021

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1 Executive Summary

Solent Gateway Limited (SGL) appointed a multi-disciplinary team to develop proposals for Solent Gateway at Marchwood Port and commissioned Grasshopper Communications to undertake comprehensive community and stakeholder engagement and consultation for the project.

The development of the port is included under Policy ECON3 of the adopted New Forest District Council Local Plan, to allow an increase in trade and support a variety of other port and non-port related commercial activities. The development will be in addition to the port's core function of serving the ongoing Ministry of Defence (MoD) activities. It will increase the UK's port freight capacity quickly, attracting significant private sector investment. The development would support the local area by creating new employment, both directly and indirectly through the supply chain.

SGL is fully committed to consulting the local community and stakeholders about its proposals to expand the commercial uses available at the port, whilst mitigating the impact on the local community. This included a range of consultation activities to seek the opinions of local elected representatives, stakeholders, business groups, local communities and the wider public.

The consultation process was undertaken during 2020 during lockdown and social distancing restrictions put in place by the Government to help reduce the spread of the Coronavirus. SGL worked to ensure that despite the restrictions in place that everyone who was likely to have an interest in the proposals was able to view the information and have an opportunity to submit their comments. Although the focus of the consultation was online it was possible to view the proposals and respond to the consultation without the need for internet access.

Following a stakeholder project briefing and discussion forum in July 2020, SGL carried out public consultation from 10 September to 23 October 2020, utilising a range of tools to ensure local residents and were notified of the consultation and encouraged to participate. The centrepiece of the consultation was a virtual exhibition with a 3D flythrough and interactive masterplan.

Over 250 people participated in the consultation, providing a wide variety of comments over a range of topics including: port operations including: ongoing MOD operations; environmental considerations such as noise, visual impact, air quality, light, biodiversity and wildlife; and socio-economic benefits.

One of the key themes to come out of the 2020 consultation was traffic/transport however at the time of the consultation detailed traffic movement figures were not available. It was agreed that SGL would release the traffic movements figures prior to the submission of the application. Therefore, in April 2021 an E-newsletter with an update on the proposals, information on the previous consultation and the traffic movements was published. Respondents were asked to send in any further comments that they had three weeks after the newsletter was published.

The feedback received from the local community and stakeholders has given the project team a better understanding of local issues, which have been taken into account in the final proposals.

2 Policy

2.1 National policy

The 2011 Localism Act established the importance of consultation on planning applications. It states that:

61W Requirement to carry out pre-application consultation

(1) Where —

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the proposed development is of a description specified in a development order,

the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.

(4) Publicity under subsection (2) must—

(a) set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

(5) In subsection (3) “specified person” means a person specified in, or of a description specified in, a development order.

(6) Subsection (1) does not apply—

(a) if the proposed application is an application under section 293A, or

(b) in cases specified in a development order.

(7) A person subject to the duty imposed by subsection (1) must, in complying with that subsection, have regard to the advice (if any) given by the local planning authority about local good practice.

61X Duty to take account of responses to consultation

(1) Subsection (2) applies where a person—

(a) has been required by section 61W(1) to carry out consultation on a proposed application for planning permission, and

(b) proposes to go ahead with making an application for planning permission (whether or not in the same terms as the proposed application).

(2) The person must, when deciding whether the application that the person is actually to make should be in the same terms as the proposed application, have regard to any responses to the consultation that the person has received.

The scope of the consultation was agreed with the Council and SGL believe that the consultation undertaken on the proposals for the development of Marchwood Port during 2020 and 2021 meets these requirements of the Localism Act. The following chapters detail how we have met the requirements in section 61W Requirement to carry out pre-application consultation. Chapters 6 and 7 then detail how we have completed the duty to take account of responses to the consultation in section 61X.

2.2 NFDC policy

Introduced under the Planning and Compulsory Act 2004, local authorities are required to produce a Statement of Community Involvement (SCI) that sets out how it will involve people in the preparation of local development plans. It also sets out how it expects developers to consult with local people when preparing their planning applications.

New Forest District Council's Statement of Community Involvement, which provides information on dealing with planning applications, was adopted in 2015 and revised in August 2018. Under section 9.1 it states that:

"In decision-making on planning applications, as well as taking into account the advice of specialist consultees (e.g. the Highways Authority, the Environment Agency), it is important that all sections of the community have an opportunity to express their views either in support of, or objection to, the proposal. On major applications the Council is encouraging applicants to undertake community consultation prior to making a formal planning application, independent of the consultations the Council itself will undertake once an application has been received."

The Council is not prescriptive about the consultation tools used but lists the following (9.3) as means it uses to publicise planning applications:

- Site notices and neighbour letters
- Making documentation available – online and in hard copy
- Advertising in local newspapers
- Community consultation through Town/Parish Councils and relevant District Councillors
- Notifying adjoining authorities.

The Council adopted a new Statement of Community Involvement in October 2020. In the new statement section 9.3 states that:

“The Council welcomes and encourages discussion with applicants and developers before planning applications are submitted. Receiving considered advice prior to the formal submission of a planning application can ensure that the quality of a development is improved and that certainty in the outcome can be increased for the applicant. Applicants or developers are encouraged to consult with the community before submitting planning applications which are likely to generate public interest.

“Whilst there is no statutory requirement for the Council to engage with the community at the pre-application stage on pre-application schemes, paragraphs 39 to 46 of the National Planning Policy Framework (NPPF) states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties, and that good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. Entering into a Planning Performance Agreement with the Council provides an opportunity for identifying the preferred approach to community engagement.

Through the consultation outlined below we believe we have met with the Council’s aspirations that developers engage with the community before submitting our planning application. In our engagement we have sought to be as wide ranging as possible and to appreciate all of the different residents, councillors and stakeholders who may be interested in SGL’s plans for the port.

2.3 Consultation Plan

At the start of the project a Consultation Plan was produced that detailed the proposed political, stakeholder and public consultation to be undertaken as part of the project. It set out: who will be consulted; how/when they will be consulted; the scope of consultation; how comments will be analysed and taken into account in the final proposals; how/when feedback will be provided.

The Consultation Plan was shared with officers at NFDC, Ward Members, the County Councillor and Marchwood Parish Council and their comments sought.

The Consultation Plan was drafted in April 2020 at the start of the national lockdown due to Covid19 when the future of the pandemic was unclear. However, as the lockdown and the pandemic continued throughout the year some amendments were made to the Consultation Plan, most notably the holding of all meetings and events online. NFDC officers, ward members and Marchwood Parish Council were kept updated on these changes, which were taken in order to comply with regulations and guidance and to minimise any risk of the consultation causing the spread of Covid19 within the local community.

A copy of the Consultation Plan is included in Appendix 1.

3 Political & Stakeholder Engagement

3.1 Political meetings and briefings

In May 2020 a series of meetings were held with elected members. A presentation was given by the SGL project team that provided information on SGL, the site boundary, the opportunity for the site, current activity onsite, NFDC policy, national policy, the proposals, the benefits of the scheme, proposed consultation, the next steps and an indicative timetable.

Meetings were all conducted by telephone or held online via Zoom, Teams or Skype. Meetings were held with:

- Marchwood Parish Council Chairman and Clerk – who later also visited the port for a tour
- Rt Hon Dr Julian Lewis, MP – a tour of the port is planned for July 2021
- The site ward members for Marchwood and the Portfolio Holder for Planning at NFDC
- The county division member for Marchwood (Hampshire County Council)
- The Executive Member for Economy, Transport and Environment at Hampshire County Council
- Chairman, Chairman of the Planning Committee and Clerk of Hythe and Dibden Parish Council
- Officers at the New Forest Park Authority

Additionally, officers from NFDC and the New Forest Park Authority visited the port for a site tour. A meeting was offered to Totton and Eling Town Council but was not progressed as they did not take us up on the offer.

In October 2020, a presentation was given to the full Marchwood Parish Council at its monthly meeting. This presentation included information on site overview, site boundary, proposed operations, proposed plans, the draft masterplan, ongoing work and consultation. An example presentation is included in Appendix 2.

On 9 October 2020 an email update on the consultation was sent to the Portfolio Holder and Ward Members at NFDC, the Division Member at HCC, Dr Julian Lewis MP, Marchwood Parish Council Clerk, Hythe and Dibden Parish Council Clerk and Totton and Eling Town Council Chief Executive.

At the time of issuing the April 2021 e-newsletter, detailed in chapter 7, an offer for a briefing with the Marchwood Ward members, Division Member for Hampshire County Council and Marchwood Parish Council was made. However, this was not progressed as they all attended the Community Liaison Group meeting outlined below.

In May 2021 the inaugural meeting of the SGL Community Liaison Group was held. Whilst this group is separate to the planning process, it was attended by representatives of Marchwood Parish Council, the Marchwood ward members at NFDC and the Marchwood and Totton Division Member at HCC. At this meeting the project team gave a presentation on the proposal for the port and all guests (including local councillors) had the opportunity to ask questions.

3.2 NFDC officer meetings

The consultation was included as an agenda item on the monthly update meetings that were held between SGL and NFDC. A consultation update report was produced and circulated to Officers ahead of each meeting.

Officers were also invited to attend all political meetings and the Community Liaison Group.

3.3 Stakeholder meetings/briefings

In addition to the political engagement, meetings were held with a number of stakeholders:

- Representative of Solent Local Enterprise Partnership.
- Representative of Hampshire Chamber of Commerce. An additional briefing was given to the Hampshire Chamber of Commerce Planning & Transport Strategy Group, who have also provided a policy note in support. A copy of this can be found in Appendix 3.
- Representative of Marchwood Community Association.
- Representatives of the Solent Protection Society, which included a site tour.
- The Maritime UK Breakfast Network
- New Forest Business Partnership, Monthly Meeting – a letter of support from the partnership was received and is included in Appendix 4.
- New Forest Business Partnership Annual Marine & Maritime Update Event
- Totton & Waterside Conference
- The Solent Forum

These meetings were all held online and received information about the port proposals. The exact content of the presentation was amended depending on the current stage of the port proposals at the time of the presentation.

4 Early engagement: stakeholder discussion forum

4.1 Details & format

The remit of the stakeholder discussion forum was to bring together local elected members, business and local community stakeholders for a project briefing and discussion on a number of key topic areas in relation to the development of the port. Attendance was by invitation only and SGL invited a variety of different guests with wide ranging interests. The feedback from the forum helped to inform the wider public consultation in the autumn.

4.1.1 Dates & times

Due to Covid19 it was not possible to hold a face-to-face event and therefore an online stakeholder briefing and discussion forum was held via Zoom from 4.00-6.30pm on Thursday 30 July.

4.1.2 Format

Zoom was chosen as the best platform as it appears to have the least restrictions (in comparison to Teams and Skype) and can be accessed via the telephone as well as internet if necessary. The meeting was recorded for internal purposes and participants were notified of this both in the joining instructions and at the start of the forum.

Following an initial welcome, a short introductory presentation was given by Port Director, Richard Parkinson. He gave an overview of the current and future planned operations of the port, along with the proposed draft layout plan. Guests were asked to put any questions they had in the chat box during this presentation.

Guests were then put into themed breakout rooms: Development Principles, Access & Transport, Layout & Visual Impact and Environment. Guests were asked to choose which breakout rooms they wanted to join when they confirmed their attendance at the event.

Each breakout room was given a short presentation on the given topic by a specialist from the project team, which was followed by questions and further discussion.

Everyone then re-joined the main meeting room and a representative from each room gave a short summary of the key points raised. A ten-minute comfort break was then held, followed by a second round of breakout groups so attendees were able to discuss another theme of interest to them/their groups/organisations.

A final roundup followed the second breakout group and then Richard Parkinson concluded by providing participants with information about the next steps, including the public consultation on the port development proposals in the autumn, and extending an open invitation to anyone wishing to take a site tour of the port.

Feedback and questions raised were recorded by the project team and are detailed later in this report. Attendees were advised their comments would not be attributed in the report to enable them to fully participate in the discussion. A draft of this report was circulated to all participants to ensure their comments had been captured accurately. The signed off report was published on the project website (www.solentgatewayconsultation.com) and a copy can be found in Appendix 5.

4.1.3 Invitees

Invitations were issued via email on Friday 10 July 2020, giving just under three weeks' notice of the event. Invitees were asked to complete a form confirming their preferred email address, which breakout groups they would like to join, which organisation they represented and also if they had any additional needs. Anybody who did not reply was followed up at least once via email and telephone prior to the event. A copy of the invitation and joining details can be found in Appendix 6.

Attendance at the event was accepted up until the morning of the event (30 July 2020).

Joining instructions with the details of the Zoom meeting, confirming the format and offering a trial of Zoom in advance if needed were sent on Tuesday 28 July 2020 – two days prior to the event.

Representatives from the following organisations were invited to attend:

- MP for New Forest East
- New Forest District Council (officers and members)
- Hampshire County Council (officers and members)
- New Forest National Park (officers and members)
- Marchwood Parish Council
- Hythe & Dibden Parish Council
- Totton & Eling Town Council
- Southampton City Council (officers and members)
- Hampshire Chamber of Commerce
- Solent Local Enterprise Partnership
- Marchwood Infant & Junior School
- The Churches in Marchwood
- Forestside Medical Centre
- Solent Protection Society
- New Forest Association
- Associated British Ports
- The Ministry of Defence at Marchwood Port
- M3 Local Enterprise Partnership

A total of 20 guests attended the event along with 11 members of the project team. Two representatives from the Ministry of Defence at Marchwood Port were invited to attend as stakeholders. At the start of the forum, it was confirmed that they were there as local stakeholders not to answer questions about Ministry of Defence policy.

4.1.4 Project team

Member of the project team were in attendance at the forum, including representatives from:

- Solent Gateway Limited (Port operator / developer)
- Montagu Evans (Planning consultants)
- iTransport (Transport consultants)
- Arup (Project management and multi-disciplinary)
- Grasshopper Communications (Communications)

4.2 Feedback received

Questions asked and feedback received from each of the topic groups has been amalgamated and grouped by theme. There were no questions asked in the chat box during the initial presentation.

4.2.1 Development principles discussion

1. Employment & business

- Local supply chains are key – important for procurement.
- Long term legacy of project – impacts of Covid19 – young people in particular.
- How can indigenous businesses benefit?
- Important to create jobs for all and skills for life.
- What percentage of jobs will be taken up by local people?
- Will jobs be onsite or off site?
- Will jobs be advertised locally?
- How many employees are based in the New Forest?
- Council Council's Future's initiative-training for young people fund for the construction process – would there be opportunities here?

2. Community

- Important to show the benefits to the community and tell the story.
- Local residents view the Marchwood Port development as an opportunity rather than a threat.
- Economic discussion especially difficult in the current climate.
- What are the housing implications of the scheme – will people be relatively local, or will more housing be needed?
- Opportunity for benefits for improvements along the residential boundary?

3. Ministry of Defence

- Does the MOD have priority? If they need more capacity in the future does that impact the availability of port services for other customers?
- How do the military requirements for security impact on the ecology/visual mitigation on the existing boundary?
- What type of storage will there be on site? How much will be container storage?

4. Environmental Impacts

- Concerns about containers and proximity to residential properties (visual/noise).
- Will dredging take place to accommodate larger vessels?
- Could this present a better alternative for container storage than existing storage?

5. Transport

- Will there be car storage? Will this result in additional traffic?
- How to tackle the rail crossing challenge?
- Use of rail would be a positive for Marchwood residents – reduce traffic.
- Movement of “stuff” - what proportion will be moved by rail/road?

4.2.2 Access & transport discussion

1. Overall

- Need to balance the job creation and benefits of development with the impact on the road and rail.
- Interested to hear the potential for two vessels per day.
- Concern about noise from ship engines if ships are docked overnight – this can be heard in the village. Keen for electric docking stations to reduce noise.
- Support for the creation of c. 1,100 new jobs including for school leavers.

2. Site wide development

- Interest in the volume of space to be developed and the scope of open storage provision.
- Keen to see space of higher quality provision, which will attract more activity and generate more employment.
- Concern about the potential detrimental impact on the village from the neighbouring site.

3. Rail

- Concern that increased use of the railway will cause disruption at Marchwood level crossings and in Totton level crossing and question if there is no more space available on the rail network will this impact the proposals.
- It may not be possible to secure increased use of the rail line.
- Support for use of the sea in and sea out.
- Interest in use of the rail line for freight outside of peak hours, one of the problems with a passenger line will be the crossings in the village could increase congestion.
- If there was a passenger service that stopped at Marchwood then those working onsite could come via train to work.
- A passenger service would come with level crossing improvements.
- There used to be 18 trains a day when the Fawley Refinery trains were running.

4. Road

- Road access is difficult for Marchwood Village – route is past lots of houses.
- Consideration should be given to a direct access onto the A326 – this would require land not currently in SGL's ownership but should be explored.
- Important to ensure that HGVs/ port traffic follow the signed route and don't go through the village – could cameras or other enforcement be considered.
- It is good to create new jobs, but we also need to consider the impact on the road network of people coming for work.
- As well as making sure the signed route is followed it is also important it is at an appropriate speed.
- Important to be mindful of the Infant and Junior School and Twiggs Lane where lorries sometimes mount the pavement to pass.
- The West route and the M271 is now a Clean Air Zone – it is important that the nitrogen dioxide levels are controlled.
- Need to look at noise and air quality from the road.
- Interesting to understand how traffic from the port will be estimated, a port development is not straight forward.

- Marchwood Parish Council is in discussions with Hampshire County Council to find an integrated solution and we need to consider ABP and Fawley Waterside – everything needs to be sequenced together.
- Important to bring forward infrastructure before new development.
- One of the faults of the planning system is to say you mustn't make things worse, not that you should make them better.

5. Sustainable transport

- Need to think about how employees might be able to get to the new jobs without use of cars.

6. Construction

- When the construction works start onsite will there be parking for construction staff.

7. New access

- Keen to understand the exact location of the new access into the site.

4.2.3 Layout discussion

1. Ancillary fields

- The SGL team noted that part of the Port had been used by MoD personnel for exercising and sport (e.g. rugby), and that as part of its planned withdrawal of some operations from the site to McMullen Barracks, the MoD would need to ensure that the future needs of its personnel were adequately provided for.
- Some attendees noted that rugby studs can cause damage to the community pitches, which is a maintenance issue, and asked that consideration be given to the provision of such pitches on MOD land.

2. Community

- Potential for community access/facilities to be open for community use was raised. Although it was explained that this would not be possible due to the security required by the MOD and to safely run an active port, there are opportunities for organised tours for community groups and school trips – now and in the future.
- Public consultation and the importance of giving people the opportunity to discuss the proposals in person as well as see the information online.
- Key local stakeholders and the need to engage the local schools was stressed. It was confirmed they had been invited to the stakeholder workshop and all efforts will be made to engage with them throughout the process. The offer of school site visits was reiterated.

3. Visual Impact

- The height on container storage stacking was discussed and concern expressed that six high may be too high.
- Location of the containers and how the site layout will be designed to be ensure it is less obtrusive from key sight lines, without inhibiting the port's effective operation was discussed.
- Landscaping was discussed and the need to bunding/screening to reduce noise and visual impact. Screening using soft landscaping is being assessed as this will provide a

natural screen and have create ecological habitats.

4. Transport

- The proportion of goods being moved by sea and rail was discussed. Stakeholders are keen to understand the amount of additional road movements anticipated from the proposals, as this is a key cause of concern in the local community.
- Sequencing of road and junction improvements (as potentially driven by other developments in the area) and if this would happen before development takes place.
- Port entrance and improved speed of processing to reduce impact from queuing vehicles on local road network.
- Concern was expressed about the increase of traffic on the road – from commercial/industrial development as well as all the new houses that are being developed in the area – and whether cumulative impacts will be taken into consideration.
- The need to have a Plan B for rail movements was stressed in case the passenger line feasibility study found it to be a viable option.
- How large pieces of equipment such as wind turbines would be taken to/from the port was raised, and it was advised that they would come in and go out by sea.

5. Security

- Site security and the need for the MOD to be involved in the process to ensure its ongoing enhanced security needs are met as the commercial elements of the port are developed.

4.2.4 Environment discussion

1. Biodiversity

- Support for the opportunities for enhanced ecological areas between the residential area and the port. Suggestion that specific native species should be used.
- Question regarding habitats on site and whether any onsite habitat is subject to any designation.
- Concern that the additional hard standing would result in loss of biodiversity.
- Pumpfield Farm to the South West of the site has green areas with a wide range of species on their grazing fields.
- Importance of ensuring biodiversity net gain.
- Support for proposals for enhancing the natural environment and achieving biodiversity net gain.
- Question regarding how much mitigation would be on-site and how much would be off-site, and whether off-site locations have been identified.
- Green Halo Partnership seeks to ensure that developments enhance natural capital ie the goods and services provided by the natural environment which underpin our economy and communities.

2. Visual Impact

- Concern about the height of container unit storage and the potential adverse visual impact.
- Query over the height of the warehousing units and the importance of considering the visual impact of these buildings.

- Importance of retaining the rural aspect of views from the coast and marine area, potentially by providing landscaping near to the water's edge. Support for development of CGIs/visual assessment from the sea location.

1. Noise

- Concern over potential noise from moving container units (particularly empty units) at night based on experience of noise impacts from current operations. Proposals for locating containers as far from residential properties as possible.
- Question as to whether landscaping would have the added benefit of helping to minimise the effects of noise.

2. Sustainability

- Suggestion that there should be provision for shoreside power so the ships don't have to run their engines whilst in the dock. This would reduce the impacts of noise and air pollution.
- Encourage SGL to have policies to encourage cleaner less damaging ships to dock in the port so there would be less pollution from the additional ships.
- Question of potential for additional dredging being required.
- Opportunity to create a rail connected warehouse rather than decommissioning the railway line.
- Future South Low Carbon Group has access to funding for carbon reduction projects and may be worth consulting in relation to co-funding opportunities.
- SGL should explore opportunities for green energy eg. solar panels and opportunities for creating green jobs.

5 Public Consultation

The public consultation was open for a period of six weeks from the 10 September to 23 October 2020. This period was between the end of the summer holidays and October half term.

The initial intention had been for the public consultation to be in two parts – an online consultation with a virtual exhibition accessed from the project website and two public exhibitions. Due to Coronavirus restrictions, it was not possible to hold a public exhibition and instead SGL planned to hold consultation surgeries for the 24 September 2020 (stakeholders only), 25 and 26 September 2020 (general public) – by appointment.

However, in the week of the planned events the Covid rate was rising, and the Government once again urged people to work from home. Therefore, SGL took the decision to regrettably cancel the surgeries.

5.1 Notification of consultation

5.1.1 Consultation zone

A newsletter with details of the consultation and the proposals (see section 5.1.3) was sent in hard copy to 5,831 residential addresses and 174 business addresses in the consultation zone, which was identified at the start of the project and was discussed with NFDC Officers and other local representative during discussions on the draft Consultation Plan.

The consultation zone covers the whole of Marchwood, the southern part of Totton and a northern portion of Dibden. A map of this area is included in Appendix 7. This area was chosen to include all residents and businesses in Marchwood including those living closest to the port, as well as residents to the South in Dibden and North in Totton on the basis that this area would include and stretch beyond the residents most likely to be affected by the port development plans. The A326 provided a physical boundary to the West and the A35 providing a barrier of separation to the North. The residents on the northern end of Dibden were also included on the basis they could be impacted by development at the port to the North.

5.1.2 Stakeholder list

The newsletter was also emailed to all stakeholders in the stakeholder list that was included as part of the draft consultation plan. A copy of this list is included in Appendix 8.

5.1.3 Newsletter

The newsletter was a double sided A4 sheet folded in half to create an A5 leaflet. The leaflet was printed in colour and included information on consultation dates, the proposals, the masterplan, details of the project website and contact details, how to book an appointment for the consultation surgery and a QR code linking straight to the consultation website.

The envelope was printed with “Marchwood Port Consultation – Important Information Please Read” on the front. A copy of the newsletter is included in Appendix 9.

5.1.4 Press advertising

Quarter page colour adverts were placed in the Advertiser and Times (broadsheet) on 11 and 18 September and the Daily Echo (tabloid) on the 14 and 21 September. The adverts included information on the consultation dates, the consultation website and the contact details as well as the QR code. A copy of the advert can be found in Appendix 10.

5.1.5 Press release

A press release was issued to the Advertiser & Times and the Daily Echo ahead of the launch of the consultation and resulted in coverage in both papers. A copy of the press release can be found in Appendix 11 and a copy of the articles in Appendix 12. The coverage included:

- 31 August Advertiser and Times: *“Plans for major expansion at port to create jobs – and traffic”*
- 10 September Advertiser and Times: *“More than 1,000 jobs would be created in Marchwood port revamp, operator says”*
- 14 September Daily Echo: *“Marchwood Port proposal could create 1,100 new jobs”*

An article appeared in the autumn edition of the Marchwood Village News and can be found in Appendix 13.

Information was also provided for the Solent LEP Maritime Network Newsletter in November and a copy of this newsletter can be found in Appendix 14.

5.1.6 Social media

The SGL Facebook and LinkedIn pages were used to promote the consultation with regular posts about the consultation encouraging viewers to visit the website and participate in the consultation.

The Facebook posts combined had just under 4,000 people reached. The SGL LinkedIn page has just under 9,900 organic impressions. Examples of these posts are included in Appendix 15 and Appendix 16.

The details of the consultation were also shared on the following Facebook pages:

- Marchwood Parish Council
- Councillor David Harrison
- Marchwood Mums
- Marchwood Community Facebook Group

5.1.7 Posters

A4 laminated posters with information about the consultation dates, the consultation website and the contact details as well as the QR code were displayed at locations in the local area including:

- Marchwood Infant School
- Marchwood Junior School
- Marchwood Parish Council
- Marchwood Village Hall
- Marchwood Co-op

A copy of the poster is included in Appendix 17.

5.2 Consultation tools

5.2.1 Website

A dedicated project website - www.solentgatewayconsultation.com - was set up at the start of the project.

It was launched in July 2020 with a single page providing information on the outline proposals and the future consultation. Contact details were also provided along with an opportunity to sign up to receive project updates.

This website was updated for the public consultation and contained the following pages and information:

- Home: the home page provided a welcome and overview for the consultation. It also included a direct link to the consultation page (made predominant in the header), a link to the SGL website, an updates box and the form to register for updates.
- Site: this included a red line plan of the site and information on its location and supporting national and NFDC planning policy. There was also a link to view the flythrough and to download a map showing the site's connections to the strategic road network.
- Proposals: this provided details of the emerging proposals and included an image of the draft masterplan, along with site considerations and information about the socio-economic benefits. This page included a link to the interactive masterplan, had a plan showing which areas detailed permission is being sought for and which will be outline available for downloads and a link to open a larger version of the masterplan.
- Access/Transport: this page contained information on the sea, rail and road connections. It also had a detailed plan of the new port entrance, which was available for download, and a link to view/download the exhibition boards.
- Environment: with details of ecology onsite, visual impact and the Environmental Impact Assessment, this page included a copy of the EIA Scoping Report as well as a plan showing the different environments onsite.
- Consultation: this page included the consultation materials, including links to view the flythrough, interactive masterplan and virtual exhibition, download the exhibition boards, complete the feedback form online or download a copy to complete and return via email or in the post. The page also included details of how to register to attend a consultation surgery, data protection and the project timeline as well as the project contact details.
- News: for the latest updates including a copy of the newsletter, the report from the stakeholder discussion forum and the EIA scoping report.
- Q&As: this page contained the answers to eight of the questions most frequently asked during the earlier phases of engagement.
- Contact us: including contact details for the consultation and the opportunities to register for project updates.

The website was designed so that it would work well and be easy to read and navigate on monitors, laptops, tablets and mobile phones. All pages had the consultation email address and phone number in the footer.

Examples pages from the website are included in Appendix 18.

5.2.2 Supporting visuals

Given the scale and nature of the site and the proposals, and the fact that there is no public access to the site, it was considered important to develop a set of visuals that would allow those interested in the proposals to be able to feel as if they were standing in the port and to look and experience the proposed plans and the operation of the port. The following were developed:

- A flythrough video of the proposals with the port with a descriptive voiceover.
- An interactive masterplan where visitors could go and stand in 10 different locations around the port.

These visuals have been widely shared throughout the consultation and were accessible via the consultation website.

5.2.3 Virtual exhibition

Over the course of the consultation period there were 1,016 entrances to the virtual exhibition. On the day the consultation launched (10 September) there were over 300 views of the virtual exhibition page. Since the close of the consultation the exhibition has remained accessible online.

The virtual exhibition was accessible from the consultation website. The virtual exhibition was set up on the augmented reality of the quayside of the port as shown in the interactive masterplan.

The exhibition started with a short introductory video from the Port Director, Richard Parkinson welcoming people to the exhibition. There was also a set of 10 boards that visitors could navigate around. The boards were:

- Welcome: this board welcomed visitors to the exhibition and included information about SGL, showed a red line plan of the site and encouraged visitors to leave feedback.
- Policy support: this board included information on National and Local policy support for the scheme.
- Key considerations: this board detailed the opportunities and constraints of the site and included CGIs of the quayside and one of the proposed warehouses.
- Proposals: this detailed the key elements of the masterplan and included a copy of the masterplan (which was included on the newsletter).
- Access and Transport: this board provided information on the sea, rail and road connection and included a plan of how the port connects into the strategic road network.
- Ecology: this board included information on habitats, water and wetland areas, wildlife and the provision of a biodiversity net gain.
- Environment: this board provided information the Environmental Impact Assessment, construction and port operations.
- Local considerations: this board included information on visual impact, amenity, ancillary pitches and other elements such as flood risk and proximity to the New Forest.
- Key benefits: this board contained information on the key benefits including growth and investment, employment, training and apprenticeships and MOD support.

- Thank you: this board thanked people for attending the exhibition and included details of how to send feedback and a link to complete the feedback form online. The board also included an indicative timetable for progression of the proposals.

A copy of the exhibition boards can be found in Appendix 19.

To make the materials as accessible as possible for everyone all boards had a voiceover to assist anyone who had trouble viewing them on screen. It was also possible to request a hard copy of the boards be sent out in the post or it was possible to download the exhibition boards from the website as a pdf.

5.2.4 Consultation surgeries

Those wishing to attend the consultation surgeries were asked to pre-book places and information regarding social distancing and attending the surgeries were provided in advance. The intention was that no more than three households would attend a surgery session of 30 minutes and walk through a one-way display of the exhibition boards whilst wearing a mask and gloves. Track and trace would also have been in place. Only two members of the project team would have been in attendance at any time. Marchwood Village Hall was booked as a Covid secure venue, where there was ample space for social distancing. 32 people booked spaces to attend.

In the week of the planned events, the Covid rate was rising and the Government once again urged people to work from home. Therefore, SGL took the decision to regrettably cancel the surgeries.

The surgeries had been arranged to ensure that anyone who could not view the proposals online still had the opportunity to view the information. By contacting all those who had booked a session for the surgery by telephone and offering to send a hard copy of the exhibition boards in the post, everyone had a chance to view the information and ask questions without the need to access the internet.

Three local residents were unhappy about the cancellation of the surgeries and were keen for a face-to-face meeting. Therefore, individual Zoom calls were held with these residents. In addition, the two stakeholders who had booked sessions on the Thursday attended Zoom meetings. These were:

- Two members of Hythe and Dibden Parish Council
- Two representatives of DL Marinas from Hythe Marina

Two follow up telephone calls were also completed in addition to the Zoom calls.

5.3 Feedback mechanisms

5.3.1 Feedback form

The feedback form was available to complete online, or in hard copy and sent back to a freepost address (Freepost GRASHOPPER CONSULT). This information was displayed on the project website, advertising and the exhibition boards.

The feedback form consisted of six questions and then an opportunity for comments. A total of 173 survey forms were completed. 170 were completed online and 3 forms were sent in the post. A copy of the feedback form can be found in Appendix 20. A map showing the location of those who gave

their feedback online is included in Appendix 21. Of those who gave us their postcode over 100 were from the village of Marchwood.

The questions asked:

Q1: Reflecting on the information that you have read on the Welcome and Policy boards: Do you agree that SGL's proposals for the development of Marchwood Port meet the aspirations of both National and Local Planning Policy? Please select only one option

Strongly Agree, Agree, No Opinion, Disagree, Strongly Disagree

Q2. Reflecting on the information that you have read on the Considerations and Proposals boards: Do you agree that the proposals for Marchwood Port will make more effective and efficient use of the site? Please select only one option

Strongly Agree, Agree, No Opinion, Disagree, Strongly Disagree

Q3 Reflecting on the information you have read on the Access & Transport board: Do you consider that additional port related development should preferably be on sites that offer both rail and road access and look to prioritise sustainable transport modes? Please select only one option

Strongly Agree, Agree, No Opinion, Disagree, Strongly Disagree

Q4. Reflecting on the information you have read on the Environment & Ecology Boards: Are there any surrounding areas, other than the Solent and Southampton Water Special Protection Area (SPA)/Ramsar & Dibden Bay SSSI and the New Forest that SGL should give special consideration to?

Q.5 Reflecting on the information you have read on all the boards: Policy ECON3 requires SGL to consider the effect of the proposed development on the local area in terms of transport, ecological, amenity and visual impacts. Other policies require the scheme to be assessed in terms of its effects on matters such as contamination, flood risk and safety. Please can you rank the topics below in order of their relative importance to you? With 1 being the most important and 6 the least important. Topics for ranking:

- Increased traffic from local roads
- Risk of flooding
- Mitigation to reduce noise from port operations
- Potential contamination onsite
- Landscaping & planting to reduce the visual impact
- Safety – both in terms of onsite (secure boundary) and off site (for example a signed route for HGVs to and from the site).

Q6. SGL believes that the development of the port will provide new opportunities for local people, contribute to the local economic agenda and the post-Covid recovery. For each item below please tick the corresponding importance that they are to you:

- Creation of circa 1,100 new jobs – a combination of jobs and during the construction process
- Opportunities for training and apprenticeships
- Increased port capacity creating investment and growth in the Solent area
- Increased spend with small and medium sized enterprises during construction
- Creation of new high quality logistics space
- Increased opportunities for freight to move more sustainably by rail and sea
- Improvements to facilities to better support MOD operations

5.3.2 Emails

32 emails and 2 letters were also received as part of the feedback and the comments made in these has been included in the thematic comments section below. Where emails asked questions, these were responded to via the consultation email address.

5.4 Phone calls

A total of nine phone calls were during the consultation. Three of these calls were to give their feedback, two requested copies of the exhibition materials and feedback form, three were to make bookings for the consultation surgery and the final one was for general information.

6 Feedback and response

6.1 Summary of feedback and SGL's response

A total of 173 survey forms were completed. 170 were completed online and 3 forms were sent in the post. One resident sent photos in relation to traffic in the village.

A detailed response was also received from Hampshire County Council through the consultation email, and this has been responded to via ongoing correspondence with the County Council officers.

In response to comments from the consultation a number of changes were made to the design of the scheme. Additionally, all of the assessments undertaken as part of the Environmental Statement have shaped the scheme, to ensure that it does not harm the amenity of the local community or the wider area. A response to the issues raised can be found below in section 6.2.

In summary the design amendments include:

- Optimising the orientation of the buildings to minimise visual impact whilst considering other constraints such as accessibility.
- Reduction in the maximum container stacking heights from six down to a limit of five containers in the centre of the site and down on the quayside, and a much lower limit of only two containers high around the edge, and closest to Veals Lane.
- A reduction in the intensity of the scheme and proposed areas of hardstanding allowing for larger areas of ecological enhancement
- Locating high intensity development – activity which can be noisier, high volume activity and tall structures – at the core of the site only.
- Placing restrictions on certain operational processes during night time hours that can be performed during the day, such as the movement of aggregates to supply the concrete batching plant.
- Operational mitigation measures will be implemented for the aggregates handling/ processing plant and associated asphalt and concrete batch plants including the use of fabric dust filters, covered stock bays, enclosed plant systems, dust suppression via water sprays, and road sweeper, bunded areas, petrol interceptors and drainage silt collection systems.
- Delivering new cycle and walking connections, including a new section of footway along Normandy Way to connect with Autumn Road, and a new footway in Autumn Road to Dapple Place to connect to the open space and the walking route to the bus stops on Main Road.
- Extension of the existing cycle route through the village with an on-road cycle lane. This will take cyclists down Old Cracknore Close to a new crossing at Normandy Way and down Cracknore Hard Lane into the port.
- Extensive ecological enhancements onsite and additionally funding the creation and enhancement of ecological habitats of approximately 25 hectares on the Cadland Estate, which is approximately 9km south of the port. Unlike the green areas on the port that are being lost, this new area will be accessible to the public so that everyone in the local community that uses the area can feel the benefit.

6.2 Key issues and SGL’s response

Q1. Reflecting on the information that you have read on the Welcome and Policy boards: Do you agree that SGL’s proposals for the development of Marchwood Port meet the aspirations of both National and Local Planning Policy?

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
21	50	42	24	32
71		42	56	

169 respondents answered this question. Of those that responded, there is a higher level of agreement with the statement that disagreement with 71 (42%) strongly agreeing/agreeing, whilst 56 (33%) disagree/strongly disagree.

It is interesting that there is a high proportion of no opinion (25%). This could be due to respondents being more interested in the detail of the proposals as opposed to the principle of development.

Q2. Reflecting on the information that you have read on the Considerations and Proposals boards: Do you agree that the proposals for Marchwood Port will make more effective and efficient use of the port?

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
33	56	28	23	29
89		28	52	

169 respondents answered this question. Over half of respondents 53% either agreed or strongly agreed that the proposals for Marchwood Port will make more effective and efficient use of the port, whilst a third (31%) disagreed or strongly disagreed. 17% had no opinion in response to this question.

SGL response to Questions 1 and 2

As both questions relate to policy, these have been addressed together. SGL is pleased that a greater number of respondents agreed that the proposals meet the aspirations of national and local policy as SGL’s proposals have been developed in accordance with the policy in the adopted New Forest District Council Local Plan.

In addition to meeting several objectives of national policy for ports, supporting growth and trade, SGL is keen to support the local area in its recovery from the Covid 19 pandemic and will work with the Local Enterprise Partnership and others to achieve this. Additionally, Marchwood Port has been designated as a Tax Site and Customs Site within the successful Solent Freeport bid, which will help to attract investment into the port.

It is reassuring that the majority of respondents agreed that the proposals will make more efficient and effective use of the port. The proposed development will increase the capacity of the port by increasing its capacity for storing and processing freight.

Q3. Do you consider that additional port related development should preferably be on sites that offer both rail and road access and look to prioritise sustainable transport modes?

Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
52	54	13	21	27
106		13	48	

167 respondents answered this question. 63% either agreed or strongly agreed that additional port related development should preferably be on sites that offer both rail and road access and look to prioritise sustainable transport modes, which aligns with concerns over traffic movements being the most prevalent issue throughout all engagement to date. A third (29%), however, disagreed or strongly disagreed.

SGL response to Question 3

SGL is pleased that the majority of respondents feel that ports with the transport connections offered by Marchwood Port were preferable locations for additional port related development. SGL will look to encourage businesses on the site to use the sea and rail connections and to encourage sustainable transport, subject to individual occupier’s commercial requirements.

SGL has already been working with companies to promote sustainable travel. For example, sections of rail arrive by sea are stored onsite and are then transported to Eastleigh by rail. Most recently a local contractor brought all materials for works onsite in via sea.

Q4. Reflecting on the information you have read on the environment and ecology board: Are there any surrounding areas, other than the Solent and Southampton Water Special protection Area (SPA)/Ramsar & Dibden Bay SSSI and the New Forest that SGL should give special consideration to?

96 respondents answered this question, while 34 stated that they have nothing else to add. A summary of the key points raised are included.

Environmental considerations	SGL response
The residential area of Marchwood including impact on local residents from traffic, noise and pollution	Information on the traffic movements anticipated are included within the traffic responses later in this document. Further analysis is also included in the traffic assessment. A detailed assessment of Air Quality including full information on all proposed mitigation can be found in Chapter 6 of the Environmental Statement. Key aspects and outcomes include:

	<p>An outline Construction Environmental Management Plan (CEMP) will be developed by the Contractor prior to construction and will ensure pollution control measures are implemented as described in the Environmental Statement.</p> <p>Operational mitigation measures for the aggregates handling/processing plant and associated asphalt and concrete batch plants include the use of fabric dust filters, covered stock bays, enclosed plant systems, dust suppression via water sprays, and road sweeper, bunded areas, petrol interceptors and drainage silt collection systems.</p> <p>Land within the site will be safeguarded to allow for shore power electrical infrastructure to be installed in the future so that vessels in berth would be able to run auxiliary systems with shoreside grid connected power rather than using auxiliary engines.</p> <p>Electric Vehicle (EV) charging points are to be introduced and a sustainable transport plan have been produced to encourage the use of electric vehicles onsite and travelling to the port.</p> <p>An Environmental Management System ISO 14001 is to be adopted within the next two years for the operation of the site.</p> <p>A full noise assessment has been completed as part of the application. We have designed a number of elements into the proposals to ensure that noise from the port is as limited as possible and remains within acceptable levels. This includes:</p> <ul style="list-style-type: none"> • Locating high intensity development – activity which can be noisier, high volume activity and tall structures – at the core of the site only. • Placing restrictions on certain operational processes during night time hours such as the movement of aggregates to supply the concrete batching plant. • Soft landscaping proposed around the site, including a large area of planting adjacent to Normandy Way to reduce noise and improve air quality.
<p>Biodiversity & wildlife Including the woodland near the port, Eling and Bury Marshes SSSI, Lower Test SSSI, Eling Conservation Area</p>	<p>The Environment Bill is currently working its way through the Parliamentary process. This Bill requires that new developments deliver a Biodiversity Net Gain of 10%. An assessment needs to be undertaken at the start of the planning process to calculate the number of biodiversity units the site currently provides.</p> <p>Any new development will have to provide the same number of units plus an additional 10%. These biodiversity units can be provided on the site as part of the development plans or off site in another location.</p>

	<p>This will be achieved by SGL by:</p> <ul style="list-style-type: none"> • Retaining, where possible, and enhancing existing trees, woodlands, hedgerows, scrub, wetland and grassland habitats • Creating new areas of habitat along the boundaries of the site and through the centre to create green linkages. • Creating new ponds to the west of the site to provide aquatic habitats for the existing reptile population whilst also supporting invertebrate and local amphibians. • This on-site habitat creation and enhancement will provide foraging and breeding opportunities for reptile and bird populations, while the wider area beyond the site will still provide ample agricultural and pastoral habitats to support these populations, e.g. Dibden Bay SSSI and the wider landscape to the south. • New planting onsite will include specimen tree planting to aid habitat creation; sections of native woodland and scrub planting to improve the site's biodiversity. • Planting of seasonal bulbs in areas of existing poor semi-improved grasslands and amenity grasslands which will aid pollinator's habitats. • Plants have been chosen to maximise biodiversity net gain with 98% as native species and a variety of plants to maximise biodiversity on the site. • At the new site entrance semi-mature specimen planting is proposed to provide an immediate visual impact and semi-mature habitat for the local wildlife. • Our new planting and enhancements have been designed to increase connectivity across the site, and with the wider landscape (including with Dibden Bay SSSI and the New Forest National Park). • Increased connectivity will allow for the expansion of local wildlife populations and help them to be more resilient to the impacts of climate change and a buffer to any local population extinctions off-site. • Additionally, SGL is funding the upgrade of approximately 25 hectares on the Cadland Estate, which is approximately 9km south of the port. Unlike the green areas on the port that are being lost, this new area will be accessible to the public so that everyone in the local community that uses the area can feel the benefit. • At the Cadland Estate the enhancements will include areas of grassland (lowland dry acid grassland),
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	<p>heathland and shrub (gorse scrub) and woodland and forest (wood-pasture and parkland).</p>
<p>Contamination, Pollution and air quality</p>	<p>A detailed assessment of Air Quality including full information on all proposed mitigation can be found in Chapter 6 of the Environmental Statement.</p> <p>Key aspects and outcomes include:</p> <p>An outline Construction Environmental Management Plan (CEMP) will developed by the contractor prior to construction, will ensure pollution control measures are implemented as described in the Environmental Statement.</p> <p>Operational mitigation measures for the aggregates handling/processing plant and associated asphalt and concrete batch plants include the use of fabric dust filters, covered stock bays, enclosed plant systems, dust suppression via water sprays, and road sweeper, bunded areas, petrol interceptors and drainage silt collection systems.</p> <p>Land within the site will be safeguarded to allow for shore power electrical infrastructure to be installed in the future so that vessels in berth at the proposed development would be able to run auxiliary systems with shoreside grid connected power rather than using auxiliary engines.</p> <p>Electric Vehicle (EV) charging points are to be introduced and a sustainable transport plan have been produced to encourage the use of electric vehicles onsite and travelling to the port.</p> <p>An Environmental Management System ISO 14001 is to be adopted within the next two years for the operation of the site.</p>
<p>The Waterside and the New Forest</p>	<p>Our planning application includes an assessment of likely impacts on the surrounding areas including the New Forest.</p> <p>Our new planting and enhancements have been designed to increase connectivity across the site, and with the wider landscape (including with Dibden Bay SSSI and the New Forest National Park).</p> <p>Our plans also optimise the orientation of the buildings to minimise visual impact whilst considering other constraints such as accessibility. We will also be completing tree and scrub planting on the southern and western boundaries to screen views from the National Park to the west and Dibden to the south.</p>
<p>Noise from traffic and lorries</p>	<p>A full noise assessment has been completed as part of the application. This has concluded that noise generated by the port</p>

	<p>is currently and will remain within acceptable levels, therefore no mitigation is required.</p> <p>SGL is also very supportive of the commitment made by Hampshire County Council to re-surface Normandy Way and we will continue to encourage the Council to maintain this road to the highest standard.</p> <p>A better road surface with vehicles travelling at the correct speed will reduce the noise from HGVs and all other vehicles accessing the port and the surrounding area.</p>
Noise and impacts on immediate neighbours	<p>A full noise assessment has been completed as part of the application. This has concluded that noise generated by the port is currently and will remain within acceptable levels, therefore no mitigation is required.</p> <p>We have designed a number of elements into the proposals to ensure that noise from the port is as limited as possible and remains within acceptable levels. This includes:</p> <ul style="list-style-type: none"> • Locating high intensity development – activity which can be noisier, high volume activity and tall structures – at the core of the site only. • Placing restrictions on certain operational processes during night time hours such as the movement of aggregates to supply the concrete batching plant. • Soft landscaping proposed around the site, including a large area of planting adjacent to Normandy Way to reduce noise and improve air quality.

<u>Considerations for the principle of development</u>	<u>SGL response</u>
Too industrial and over development of the local area and Marchwood and the Waterside	<p>The site is already an operational port, which is allocated for further development in the adopted New Forest District Council Local Plan under Policy Econ 3. National Policy also looks to maximise the efficiency of existing ports in preference to creating new ones.</p> <p>Whilst the proposed development of the port will increase its capacity and expand the commercial operation, the footprint of the port will remain the same. Therefore the development of the port will not lead to further development of the local area; instead it will optimise the efficiency and effectiveness of an</p>

	<p>already operating, but under-utilised, valuable port facility to create new jobs and boost local prosperity.</p> <p>SGL understands that there are concerns that the port enhancements could change the nature of the village, however the military port has been at Marchwood for almost 80 years and has been operating as commercial port since 2016. The consultation undertaken and the assessments completed as part of this planning application have set the parameters for this development to ensure it does not give rise to significant environmental or amenity effects.</p> <p>The proposed development to increase commercial capacity is within the existing footprint of the port and is in keeping with other industrial uses locally – including at Marchwood Industrial Park. Further down Cracknore Hard there are also other industrial businesses adjacent to the port. It is a requirement of our concession with the Ministry of Defence that the port is developed for commercial use and SGL’s focus is to continue to support the MOD while developing the port’s efficiency and commercial opportunities.</p> <p>The ecological areas and planting enhancements, along with the layout of the proposals has been designed to create separation from the adjacent residential area.</p> <p>SGL is committed to working with the local community throughout the period of its concession. This has included setting up the Community Liaison Group and SGL being clear that it will continue to advocate for maintenance of the local roads and asking people to register for updates in order keep updated on activity at the port.</p>
Security	<p>Security of the port is of the highest priority and SGL remains committed to keeping the port secure. There will continue to be no public access to the port.</p>
Support for the scheme	<p>SGL welcomes support for the scheme and is committed to continuing to engage with the community throughout its time operating at Marchwood Port. If appropriate SGL will also encourage clients who locate onsite to engage with the local community.</p>
Cracknore Hard Sailing club and impact on their moorings	<p>SGL does not believe there will be any negative impacts on the moorings of the sailing club. The Cracknore Hard Sailing Club has been invited to become a member of the SGL Community Liaison Group.</p>

<p>Wider benefits including working with ABP</p>	<p>If the ABP proposals for Dibden Bay were to come forward in the future, which could facilitate a different access to Marchwood Port, SGL would discuss this with the developers recognising it would be an improvement for Marchwood residents.</p> <p>However, the SGL application relies on the Marchwood Port main entrance, which is being upgraded with a design, technology and processes. Our new access point is shown on the is approximately 60m west of the existing entrance. This will improve the safety and access for all users of the port and will reduce the chance of queuing on the road.</p>
<p><u>Transport considerations</u></p>	<p><u>SGL response</u></p>
<p>Traffic on specific roads including the impact on Jacobs Gutter Lane, Normandy Way, Eling Lane Area, and Cracknore Hard Lane</p>	<p>Traffic modelling has been undertaken and this demonstrates that the junctions closest to the site will have sufficient capacity to accommodate the proposed development without requiring further mitigation.</p> <p>Local junctions that have been assessed include but are not limited to:</p> <p>Cracknore Hard / Normandy Way junction Normandy Way / North Road roundabout Normandy Way / Bury Road roundabout A326 / Jacobs Gutter Lane</p> <p>Full details of the junctions assessed can be found in the Transport Assessment.</p>
<p>Impact on the local road network including how the road network will cope with additional traffic and the need for road improvements</p>	<p>As set out above a number of local junctions have been assessed using industry standard junction capacity modelling software. These junctions all operate within capacity with the addition of development traffic with the exception of one junction.</p> <p>The junction of the A35 / A326 roundabout is currently operating over capacity and the increased traffic generated by the port will impact this junction. The approved Fawley Waterside scheme has proposed, modelled and agreed to contribute towards an improvement here.</p> <p>Hampshire County Council (HCC) is now progressing updated plans to implement an improvement scheme at the junction through its successful bid to the Transforming Cities Fund. Our studies show the emerging HCC plans are also able to accommodate the additional traffic expected from the Port.</p> <p>Hampshire County Council has recently agreed (May 2021) to re-surface Normandy Way by the Autumn of 2021. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p>

<p>Railway including impacts from increased use including Marchwood rail gates and noise</p>	<p>The use of the railway for the movement of cargo to and from the port is not anticipated to have a significant impact.</p> <p>The port is connected to the national rail network and currently has three train paths a day (slots reserved in the wider railway timetable). These are not currently fully utilised.</p> <p>With the increased use of the port, we anticipate greater use of the existing rail path. However, the port will continue to operate within the existing permitted rail capacity.</p>
<p>Remove HGVs and traffic from Marchwood village</p>	<p>When completed the finished port, at capacity, it could potentially in a worse case scenario generate an average of up to 49 HGV movements an hour and 685 HGV movements a day. However, this is a very worst-case scenario and it is unlikely that this will ever be the volume of traffic coming to and from the port.</p> <p>SGL has been clear about its commitment to promote the use of sea and rail and already has a number of potential new customers who are interested in using the sea connections and will generate very few HGV movements.</p> <p>We are especially aware of the importance of Marchwood Village and the safety of those walking, cycling and driving around the village, especially around the Infant and Junior schools.</p> <p>As such, we are proposing a signed route between the port and the strategic road network that diverts and manages traffic around Marchwood Village.</p>
<p>Safety- children crossing the road</p>	<p>A review of local facilities has been undertaken within Marchwood and all educational facilities including nurseries and the junior school are situated to the west of the site within Marchwood centre.</p> <p>The development is not anticipated to result in any increases in HGV movements within Marchwood centre with these being routed instead on Normandy Way to the strategic road network. There will however be some slight increases in light vehicle movements as a proportion of those employed on the site will route through the village to access the site. This is equivalent to 46 two-way movements in the morning and evening peak hours or less than one a minute in the busiest hours of the day.</p> <p>Where the development does route HGV traffic, i.e. north on Normandy Way, there are a number of improvements proposed to crossing points including:</p>

	<ul style="list-style-type: none"> • An extension of the existing footway in Cracknore Hard and new crossing point with dropped kerbs and tactile paving at the junction with Normandy Way; • A new 2m footway along Normandy Way to Autumn Road; • A new crossing point with dropped kerbs and tactile paving at the junction of Autumn Road with Normandy Way; • A new footway in Autumn Road; • A new crossing point with dropped kerbs and tactile paving in Autumn Road; and • A new crossing point on Dapple Place and footway to connect with the existing footway network and provide a continuous and safe walking route to the nearest bus stops. <p>These improvements have been designed to standard in line with local and national highway design guidance to provide safe and suitable crossing points for all users.</p> <p>Full details of the improvements are provided in the Transport Assessment</p>
Impact on properties from vibrations from HGV traffic	<p>Vibration is only assessed against construction and demolition impacts where works in the form of heavy plant are taking place close to sensitive receptors. They assess vibration impacts from construction by assessing against exceedances of particular threshold levels rather than a change in baseline. More information can be found in Chapter 14 – the Noise Assessment in the Environmental Statement. This concludes that ‘no changes are expected to operational vibration sources, hence operational vibration is not included in this assessment.’ The assessment found no significant effects on vibration from construction activities.</p>

Q5. Reflecting on the information you have read on all of the boards: Policy ECON3 requires SGL to consider the effect of the proposed development on the local area in terms of transport, ecological, amenity and visual impacts. Other policies require the scheme to be assessed in terms of its effects on matters such as contamination, flood risk and safety. Please can you rank the topics below in terms of their relative importance to you. Please allocate each ranking (numbers 1-6) only one? 1 being most important and 6 least important.

The topics for ranking were:

- Increased traffic on local roads
- Risk of Flooding
- Mitigation to reduce noise from port operations

- Landscaping and planting to reduce visual impact
- Potential contamination onsite
- Safety – both in terms of onsite (secure boundary) and off site (from example a signed route for HGVs to and from the site)

Only 37 respondents completed this question as asked and ranked the topics from 1 or 6. The remaining 134 who answered the question took different approaches ranking the same number more than once or leaving gaps.

Therefore, these responses have been reviewed as two data sets. However, both sets of results give the same conclusion - that increased traffic on local roads and mitigation to reduce noise from port operations are the most important issues for survey respondents.

Number of Ranks per item (correctly ranked data)						
Rank	Increased Traffic	Risk of Flooding	Mitigation to reduce noise	Landscaping and planting	Potential contamination	Safety
1	31	0	3	0	1	2
2	4	1	23	1	2	6
3	1	7	7	10	4	8
4	0	10	4	13	3	7
5	1	5	0	7	19	5
6	0	14	0	6	8	9

The non-ranked data also shows security as a high ranking issue.

For those who completed the questions as asked:

- Increased traffic on local roads was the biggest concern with 84% of most important rankings.
- Risk of flooding and landscaping received no first rankings and only one second ranking each.
- This was followed by mitigation to reduce noise from operation, which received 8% of the most important ranking and then 62% of the second most important ranking.
- Landscaping and planting received the greatest number of 3rd and 4th most important rankings.

- Safety received a mix of different rankings, and it didn't receive the highest number of ranks at any point, but it received the third highest first rank and the second highest second, third and sixth ranks.

With regard to the form that were not completed correctly, the evaluation of this data is still helpful and is aligned with the feedback received above.

Number of Ranks per item (incorrectly ranked data)						
Rank	Increased Traffic	Risk of Flooding	Mitigation to reduce noise	Landscaping and planting	Potential contamination	Safety
1	96	25	82	54	66	94
2	21	26	24	34	28	25
3	8	44	16	21	25	10
4	5	25	8	11	8	2
5	2	0	1	6	3	0
6	2	14	2	8	4	3

- Increased traffic received the greatest number of first rankings, with security receiving a similar number of 94.
- Mitigation received the next highest of 82.
- Potential contamination received 66, followed by landscaping and planting and then risk of flooding.
- Combined with the previous data this also suggests that risk of flooding is the area of least concern, receiving the lowest number of first ranks and the greatest number of 3rd, 4th and 6th ranks.

SGL response

There will be an increase in road traffic coming to and from the port. This will include HGVs as well as light vehicles such as staff travelling to work.

At present the port generates 200 HGV movements per day. When the port is fully developed it could potentially, in a worst-case scenario, generate a maximum of 49 HGV movements an hour and 685 HGV movements a day. However, this is a very worst-case scenario and it is unlikely that this will ever be the volume of traffic coming to and from the port. SGL has been clear about its commitment to promote the use of sea and rail and already has a number of potential new customers who are interested in using the sea connections and will generate very few HGV movements.

As happens now, the vast majority of these will continue to be within normal working hours.

In addition to HGV traffic, the completed development will result in some additional light vehicle traffic associated with the creation of new jobs on the site. Employee related traffic is expected to increase from around 100 vehicle movements in the busiest hour of the day to around 200 vehicle movements. The main employee movements will occur in the typical morning and evening peak hour periods.

The proposals will encourage sustainable transport to and from the site and will provide:

- a new footpath connection from Cracknore Hard, west on Normandy Way to link to Autumn Road.
- an extension to the cycle route from Bury Road (at Corks Lane) to the entrance to the site.
- a new site-wide Travel Plan that will encourage those working on or visiting the site to cycle, walk or car share where possible.
- should the reopening of the Waterside Passenger Railway go ahead, along with a new station at Marchwood, it is possible that staff could use this as a way to commute to the port and SGL would support this through the site-wide Travel Plan.

A full EIA Environmental Statement is included as part of the planning application. The studies and assessments within these documents show that the change in noises generated by the development of the port, both in terms of noise from operations and noise from increased traffic movements are under the threshold that requires mitigation. More information on these assessments can be found within the Environmental Statement submitted with the application and in the later sections in this document. However, through the design of the site we have positioned areas of green planting and biodiversity enhancements closest to the residential area to act as a buffer. The majority of activity will also take place during normal working hours.

Potential for contamination during construction and operations has been assessed. This has looked at potential impacts on a number of receptors and more information on this assessment can be found in Chapter 10 of the Environmental Statement.

It is considered that, with the proposed mitigation measures put in place, the proposed development is acceptable with respect to geology, soils and contaminated land, and that no significant adverse effects will occur during the construction or operational phase.

Construction activities will be undertaken onsite in line with current best practice and guidance and in accordance with an outline CEMP, which is likely to include an action plan for safely dealing with unexpected contamination.

Q6. SGL believes that the development of the port will provide new opportunities for local people, contribute to the local economic agenda and the post -Covid recovery. For each item below please tick the corresponding importance that they are to you:

Unlike the ranking question in 4, respondents could give the same response to more than one question and 172 respondents completed this question.

The creation of new job opportunities, training and apprenticeships, increasing port capacity, increased spend with SMEs and providing sustainable transport opportunities all received Important as the modal response.

The provision of high-quality logistics space and supporting MOD operations received Neither Important and Unimportant as their main response, whilst providing sustainable transport opportunities and training and apprenticeships received the highest number of Very Important responses.

New high quality logistics space received the highest number of Very Unimportant responses (39) followed by increasing port capacity (31).

Number of allocations per item							
Option	Creation of New Jobs	Training & Apprenticeships	Increasing Port Capacity	Increased Spend	New High Quality Logistics Space	Opportunities for sustainable transport	Support MOD Operations
Very Important	41	50	31	38	25	55	40
Important	53	56	46	57	41	61	48
Neither Important or Unimportant	40	33	39	39	42	19	53
Unimportant	16	13	22	21	20	10	11
Very Unimportant	19	17	31	14	39	24	17

SGL's Response

The development of the port is anticipated to provide up to 1,100 jobs of a range of direct and indirect jobs as well as jobs during the construction process. There is little published data on port related employment and these estimates have been based upon how we anticipate the port will be developed. More information on this is included within the ES socioeconomic chapter.

SGL provides recognised industry standard training to its employees, which can be mapped across into formal qualifications such as QCFs and apprenticeships.

We have also been working with the Brockenhurst College's Marchwood Skills Centre to develop apprenticeships and job/career opportunities with SGL.

We will introduce future clients operating in the port to the Marchwood Skills Centre to create further training and employment opportunities for local residents. We are also supporting Career Colleges with the development of a new logistics curriculum.

SGL is a member of the New Forest Business Partnership and The Solent Forum and is already working with other local companies, supporting local projects such as the development at Fawley Refinery.

SGL will continue to build these relationships to help safeguard current employment and attract new and innovative businesses to the port. Our aspiration is to attract companies from across the UK and abroad that embrace green technology and wish to transport cargo more sustainably by sea or rail.

The site covers 82.8ha of which just over half (46.4ha) is currently operational. SGL’s proposals will expand this provision providing new storage space for a range of different cargoes.

Whilst complying with competition and contract rules, we are keen to work with local businesses for the port development construction work and to secure clients and marine based businesses that prioritise the use of the sea and rail connections. We are also looking to work with companies that can see the benefits of using sea and rail in preference to road, whilst contributing to the local economy and prosperity agenda.

In 2020, SGL completed the development of 9 acres of the port, which was consented under a different planning consent. This provided space for the storage of cargo for activity of Fawley Refinery. Additionally, all materials for construction of the 9 acre site were brought in by sea and the work was delivered by Earcoate construction, who are based at Fordingbridge.

6.3 Summary of comments

For the purposes of this report, a summary of the main comments made in relation to each theme and a response from SGL has been provided.

Consultation	
Comments included some respondents saying they preferred not to complete the form and several asking for more information about traffic generation.	There was no requirement to complete the questions in the survey, so anyone could progress to the end of the survey and just leave comments – or send an email. SGL delivered on its commitment to provide more information on traffic generation figures and published this information in a E newsletter and traffic information note in Spring of 2021. More information about this process can be found in chapter 7.
One person commented they had nothing else to say	SGL is pleased that the information was able to answer their questions and provide sufficient information about the proposals.

Design	
Port Operations <ul style="list-style-type: none"> • Questions about operating hours onsite, the use of cranes and the noise generated from the port operations. • The importance of retaining the Public Right of Way to the Solent was raised as a concern. • The heights of the buildings, where 	<p>The majority of activity onsite will take place within normal working hours, however, as is common with all ports, Marchwood Port will operate 24/7.</p> <p>A full noise assessment has been completed as part of the application. We have designed a number of elements into the proposals to ensure that noise from the port is as limited as possible and remains within acceptable levels. This includes:</p> <ul style="list-style-type: none"> - Locating high intensity development – activity which can be noisier, high volume activity and tall structures – at the core of the site only.

<p>containers would be stacked and the type of cargo were also raised.</p> <ul style="list-style-type: none"> • SGL was asked to consider the use of shore power, and the handling of ammunition and explosives and how to ensure the local community is safe. • One person also asked about the future development of the port facility. 	<ul style="list-style-type: none"> - Placing restrictions on certain operational processes during night time hours such as the movement of aggregates to supply the concrete batching plant. - Soft landscaping planting proposed around the site, including a large area of planting adjacent to Normandy Way to reduce noise and improve air quality. <p>SGL has no intention of becoming a commercial container storage operation and has reduced the maximum container stacking heights from six down to a limit of five containers in the centre of the site and down on the quayside, and a much lower limit of only two containers high around the edge, and closest to Veals Lane.</p> <p>If warehousing is delivered onsite in the future this will be limited to maximum eves height limit of 12.5m and a maximum roof height up to 16.5m.</p> <p>The port can process a range of types of cargo, including military cargo. The asphalt and batching plant will also process aggregates onsite.</p> <p>The site is not open to the public and therefore the proposals will not prevent the use of the public right of way.</p> <p>Currently the vessels arriving to Marchwood Port cannot connect to shore side power. However, we are safeguarding land so that we can deliver shore to ship power infrastructure in the future when vessels using the port are able to make use of this.</p> <p>SGL must and will comply with all HSE and COMAH Regulations, as did the MOD. It has introduced new processes, checks and audits to ensure stringent compliance. The handling of explosives is managed to the highest professional standards.</p> <p>Security will be maintained and improved through a highly trained 24/7 security team, secure fencing, upgraded CCTV and other measures in order to meet MOD, HMRC and Border Force standards. Under SGL, security will remain a top priority.</p> <p>This planning application relates to the development of the port within its current boundary. If planning consent is granted it is anticipated that the development would take seven years to complete.</p>
<p>New Access</p> <ul style="list-style-type: none"> • Comments related to the new access and the route to it. • Suggestions were made about the provision of a new direct road, or for HGVs to access the port via the Industrial Park. 	<p>Our new access point is shown on the masterplan which is approximately 60m west of the existing entrance. This will improve the safety and access for all users of the port and will reduce the chance of queuing on the road.</p> <p>A Stage 1 Road Safety Audit has been completed in respect of the proposed site access and associated highway improvements in Cracknore Hard. The new access includes:</p> <ul style="list-style-type: none"> • a pass holder lane for more efficient processing of vehicles to eliminate queuing on Cracknore Hard associated with the port. • additional lanes into the site. • a new access control system.

- additional lay-by areas to allow vehicle processing without blocking the highway.
- a covered area with booths for security personnel and better segregation of pedestrians and vehicles

A proposed new secondary access for over-sized vehicles will be provided about 110m east of the existing entrance. This entrance is expected to be used infrequently and all movements will be pre-planned and managed to ensure vehicles do not obstruct Cracknore Hard.

Cargo comes through the port via road, rail and sea. We already make all clients onsite aware that their HGV traffic should use a dedicated route to and from the port which avoids the village. The HGV movements published give a very worst-case scenario and it is unlikely that this will ever be the volume of traffic coming to and from the port.

SGL has been clear about its commitment to promote the use of sea and rail and already has a number of potential new customers who are interested in using the sea connections and will generate very few HGV movements.

Anyone leaving or arriving at the port should be adhering to the same restrictions on the road as anyone else. As previously stated, we do remind all clients of the need to follow the correct route in and out of the village and to respect the local community and we will continue to do this into the future.

Access to the port via the Industrial Park is not possible as it is private land.

Our traffic modelling shows that the junctions closest to the site currently have enough capacity to accommodate the proposed development at the port without any upgrades. These junctions are:

- Cracknore Hard / Normandy Way junction
- Normandy Way / North Road roundabout
- Normandy Way / Bury Road roundabout
- A326 / Jacobs Gutter Lane

The junction of the A35 / A326 roundabout is currently operating over capacity and the increased traffic generated by the port will impact this junction. The approved Fawley Waterside scheme has proposed, modelled and agreed to contribute towards an improvement here. Hampshire County Council (HCC) is now progressing updated plans to implement an improvement scheme at the junction through its successful bid to the Transforming Cities Fund.

Our studies show the emerging HCC plans are also able to accommodate the additional traffic expected from Marchwood Port. Therefore a new road to access the port is not required.

In terms of a new direct access to the A326, HCC'S *Waterside Interim Transport Policy* looks specifically at ABP's strategic land reserve (not Marchwood Port) and it states that, "If port expansion plans utilising ABP's strategic land reserve come forward they should be accessed

	<p>directly from the A326 by the shortest, least environmentally impactful route, and not involve traffic routing through residential areas”;</p> <p>Access to the port will continue to be via Cracknore Hard with all commercial traffic directed to the A326 via Normandy Way and Jacobs Gutter Lane. Should the situation change in the future, and another option become possible which would be of benefit to the community then we would of course give due consideration to this.</p>
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Environment	
<p>Noise from Port Activity</p> <ul style="list-style-type: none"> • The movement of containers across the water is already noisy and impacts local residents. Southampton creates a continual drone. Concern about the noise generated from moving and stacking containers on Marchwood Port. • Respondents keen to understand more about the level of noise that will be generated by the port and how this will be mitigated. Concern about the impact on residents from the activity at the port. • Especially concerned about noise during the night, this will impact sleep and also mental health. Also concern about impact of noise from operations on wildlife. • Interest in how noise from the aggregate terminal will be managed. • Noise of containers being offloaded and dropped at the docks at Southampton can be clearly heard. 	<p>We have undertaken a detailed noise assessment which looks at all operations that will take place at the port. This compares the noise level of activity at the port from operations that can already be undertaken on the site within the scope of the current development and use with the future anticipated noise. This assessment has informed the parameters for the development to ensure it does not negatively impact on the amenity of the local community.</p> <p>The following sources of legislation are considered relevant to the noise and vibration impact assessment and the management of noise by the local authority. The Environmental Protection Act (1990) and the Control of Pollution Act (1974). There is also consideration given the national and local planning policy when assessing these impacts.</p> <p>A full assessment of noise and vibration has been included in Chapter 13 of the Environmental Statement.</p> <p>In the assessment the following have been considered:</p> <ul style="list-style-type: none"> • demolition and construction noise and vibration from the proposed development. • road traffic noise from any changes in traffic flow or composition on existing surrounding roads during both construction and operation. • rail noise from any changes in rail movements. • shipping noise from any changes in shipping movements. • operational noise associated with commercial operations on the site. • building services plant noise. <p>For the purposes of the assessment, activity types and operations associated with the proposed development have been agreed by SGL. From these discussions, a typical worst-case scenario has been determined, which assumes that all plots are operating simultaneously at an agreed, typical level of intensity and includes both day and night operations.</p> <p>These studies have specifically modelled the proposed uses at the port and have concluded that we do not need to provide any noise mitigation as this remains within acceptable levels. The assessment is based on 14 receptors, of which are 6 residential addresses:</p>

1. 8 Woodmore Close SO40 4YY
2. 14 Spindlewood Way SO40 4JZ
3. 121 Africa Drive SO40 4WG
4. 36 Brittany Close, SO40 4PA
5. Oaks Home SO40 4WW
6. Veals Lane SO40 4DA

The other receptors are 4 within Dibden Bay and 4 within the New Forest.

For all residential receptors, the noise level changes are less than 1dB when the proposed development traffic is compared with both the 2024 baseline and OUWSCD and therefore are considered to generate no significant effects.

Rail movements: The current and future use of the rail line is an average of less than one movement per day. This would be a negligible increase in daily noise levels, when compared to the current baseline rail movements (rail noise is assessed in terms of daily noise exposure as specified in Calculation of Railway Noise). The number of days per year where these rail movements may occur has increased, however this increase would not increase the 24-hour noise exposure of nearby noise sensitive receptors. The noise associated with rail movements is therefore assessed as not significant.

Shipping: This increase in typical movements in any given 24-hour period from the proposed development is considered to result in a negligible increase in daily noise levels, when compared to the current baseline movements. The number of days per year where these shipping movements may occur would increase, however this increase is generally not sufficient to increase the daily noise exposure of nearby noise sensitive receptors. The noise changes associated with daily shipping movements is therefore assessed as not significant.

The majority of activity on-site will take place within normal working hours, however, as is common with all ports, Marchwood Port will operate 24/7.

We have designed a number of elements into the proposals to ensure that noise from the port is limited. This includes:

- Locating high intensity development – activity which can be noisier, high volume activity and tall structures – at the core of the site only.
- Placing restrictions on certain operational processes during night time hours such as the movement of aggregates to supply the concrete batching plant.
- Soft landscaping planting proposed around the site, including a large area of planting adjacent to Normandy Way to reduce noise and improve air quality.

The offloading and subsequent noise generated by containers being unloaded at Southampton docks is not something within SGL's control. Our noise assessments consider the noise expected to be generated by the development of Marchwood Port against the current baseline and the full noise assessment is included in Chapter 13 of the Environmental Statement.

<p>Increased pollution</p> <ul style="list-style-type: none"> • Concern about increased pollution mainly from increased traffic generated by the development. This will negatively impact the lives of everyone in Marchwood especially children and young families. It will also impact their mental health and wellbeing. • Southampton has the highest rate of pollution mainly from the port, and is one of Europe’s top four polluted ports, how will pollution from Marchwood Port be mitigated against? • Need to look for long term environmentally sustainable projects resulting from the proposals. • Concern about impact of pollution on livestock as well. 	<p>A detailed assessment of Air Quality including full information on all proposed mitigation can be found in Chapter 6 of the Environmental Statement.</p> <p>In summary this mitigation includes:</p> <p>An outline Construction Environmental Management Plan (CEMP) will be developed by the contractor prior to construction, will ensure pollution control measures are implemented as described in the Environmental Statement.</p> <p>Operational mitigation measures for the aggregates handling/processing plant and associated asphalt and concrete batch plants include the use of fabric dust filters, covered stock bays, enclosed plant systems, dust suppression via water sprays, and road sweeper, bunded areas, petrol interceptors and drainage silt collection systems.</p> <p>Land that has been safeguarded for shore power electrical infrastructure to be installed in the future so that vessels in berth at the proposed development would be able to run auxiliary systems with shoreside grid connected power rather than using auxiliary engines.</p> <p>Electric Vehicle (EV) charging points are to be introduced and a sustainable transport plan have been produced to encourage the use of electric vehicles onsite and travelling to the port.</p> <p>An Environmental Management System ISO 14001 is to be adopted within the next two years for the operation of the site.</p> <p>We will also look to reduce impacts from the port through:</p> <ul style="list-style-type: none"> • The proposed earthworks strategy for the site aims to re-use materials within the site, thus reducing the volumes of material to be imported or exported from the site. • We will be using LED lighting technology and lighting control systems across the site will save energy and reduce impact from lighting on bats and ecology onsite. • We have also designed the lighting to reduce its impact on the SSSI boundary, along with reducing sky glow, obtrusive light and light spill. • EV charging points will be provided on site for electric vehicles with scope to expand charging facilities in the future as EV charging point demand increases. • In the future as further technology develops it is the intention that plant onsite will be replaced with electric operated plant and vehicles. • Solar panels are included within the designs to provide sustainable energy. • Currently the vessels arriving to Marchwood Port cannot connect to shore side power. However, we are safeguarding land so that we can deliver shore to ship power infrastructure in the future when vessels using the port are able to make use of this. Ecology has been assessed as part of the planning application and this assessment can be found within the Environmental Statement in Chapter 9.
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<p>Impact on Marchwood Village</p> <ul style="list-style-type: none"> • Respondents felt that village life in Marchwood is gradually reducing and that development at the port, in addition to the industrial estate, would reduce this further. One resident referred to the “Marchwood Industrial Mess” • There are lots of young families in the village and there are concerns about safety and also pollution. • Concern that the impacts from the development will cause a deterioration in the health, living standards of residents in the village and the enjoyment of amenities. • Respondents asked for more information about the proposed mitigation against impacts on the village. • Comments were also made that the proposals were considering the local and environmental impact whilst supporting the MOD and local economy. 	<p>The proposed development to increase commercial capacity is within the existing footprint of the port and is in keeping with other industrial uses locally – including at Marchwood Industrial Park. Further down Cracknore Hard there are also other industrial businesses adjacent to the port.</p> <p>It is a requirement of our concession with the Ministry of Defence that the port is developed for commercial use and SGL’s focus is to continue to support the MOD while developing the port’s efficiency and commercial opportunities.</p> <p>The impacts from the port development have been assessed in detail as part of the planning application and the identified impacts are not anticipated to give rise to significant environmental effects on amenity.</p> <p>SGL has no intention of becoming a solely commercial container storage operation and has reduced the maximum container stacking heights from six down to a limit of five containers in the centre of the site and down on the quayside, and a much lower limit of only two containers high around the edge, and closest to Veals Lane. In addition, we are also proposing:</p> <ul style="list-style-type: none"> • Our plans also optimise the orientation of the buildings to minimise visual impact whilst considering other constraints such as accessibility. We will also be completing tree and scrub planting on the southern and western boundaries to screen views from the National Park to the west and Dibden to the south. • A line of trees will be planted to supplement those already along the development’s northern boundary to create a continuous filter, softening views of built form and port activity from Marchwood to the north. <p>Trees, hedgerows and bulbs will be planted around the main entrance and will prevent opening up long views into the site, to provide an appropriate amenity setting to the entrance.</p> <p>SGL believes that the proposals for the port will support the future of the MOD at Marchwood and support the local economy by bringing jobs and investment. The environmental impacts from the development have been assessed and have set the parameters for the development. More information on these assessments can be found in the Environmental Statement, which has been submitted as part of this application.</p>
<p>Environmental impact on immediate Neighbours</p> <ul style="list-style-type: none"> • Concerns were raised about how the increased port operations would affect the quality of life of immediate residential neighbours to the site. This included concerns over light 	<p>The impacts from the port development have been assessed in detail as part of the planning application and the identified impacts are not anticipated to give rise to significant environmental effects on amenity.</p> <p>We will be using LED lighting technology across the site as this will reduce the impact on bats and we will have lighting control systems in place to save energy and reduce impact from the lighting on the ecology onsite.</p>

<p>pollution and noise from HGV movements.</p> <ul style="list-style-type: none"> • A number of people commented that they are already impacted by the current HGV movements on the roads closest to the port and the industrial estate. This has increased and worsened overtime. • The noise from the use of rail at night-time, impact on sleeping and pollution were raised as concerns. • A couple of residents have raised concerns about a decrease in the value of their properties. • The barracks often experiences lorries turning into Cracknore Hard Lane instead of continuing on to the industrial estate. 	<p>We have also designed the lighting to reduce its impact on the SSSI boundary, along with reducing sky glow, obtrusive light and light spill.</p> <p>We have undertaken a detailed noise assessment which looks at all operations that will take place at the port. This has informed the parameters for the development to ensure it does not negatively impact on the amenity of the local community.</p> <p>These studies have specifically modelled the proposed uses at the port and have concluded that we do not need to provide any noise mitigation as this remains within acceptable levels. A full assessment of the noise can be found in the Environmental Impact Assessment.</p> <p>All vehicles entering and leaving the port are recorded and the project team has completed an analysis of current traffic movements. HGVs currently using the port equate to only 30% of the average number of HGVs travelling on Normandy Way (north of Cracknore Hard) and around 12% of HGVs on Normandy Way north of the North Road roundabout. The majority of traffic is generated by other local businesses that do not have a connection with Marchwood Port.</p> <p>Overall, the maximum additional HGV movements associated with the port redevelopment will increase the HGV composition of traffic on Normandy Way (north of Cracknore Hard) from 18% to 31% and from 21% to 25% north of the North Road roundabout. Furthermore, SGL also reminds all its clients that their drivers must adhere to all road regulations including the speed limit and follow the correct route to the port, which avoids Marchwood Village.</p> <p>As happens now, the vast majority of these traffic movements will continue to be within normal working hours. Whilst the port will operate 24/7, in an average month, it only has an average of 80 vehicles arriving or leaving between 10pm and 6am.</p> <p>The port is connected to the national rail network and currently has three train paths a day (slots reserved in the wider railway timetable). These are not currently fully utilised. With the increased use of the port, we anticipate greater use of the existing rail path. However, the port will continue to operate within the existing permitted rail capacity an average of less than one movement per day. SGL is not able to influence the timing of these paths, they are set by the rail operator who will usually seek to de-conflict them with passenger trains. Rail will also continue to be used where possible to move cargo around the port, which will largely be within the working day.</p> <p>The noise assessment looks at both daytime and night time noise.</p> <p>As there is less than one rail movement per day this would be a negligible increase in daily noise levels, when compared to the current baseline rail movements (rail noise is assessed in terms of daily noise exposure as specified in Calculation of Railway Noise). The number of days per year where these rail movements may occur has increased, however this increase would not increase the 24-hour noise exposure of nearby noise sensitive receptors. The noise associated with rail movements is therefore assessed as not significant.</p>
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	<p>Impact on house values is not a material consideration in the acceptability of the proposed port development. However, SGL does not expect that the change in operations at the port should affect house prices.</p> <p>SGL cannot comment on the movements of lorries travelling to the industrial park, however SGL continues to ensure its clients brief their drivers about following a signed route to the port which avoids the village.</p> <p>We are also looking to protect the amenity of the immediate neighbours and the wider village through:</p> <ul style="list-style-type: none"> • Our plans also optimise the orientation of the buildings to minimise visual impact whilst considering other constraints such as accessibility. We will also be completing tree and scrub planting on the southern and western boundaries to screen views from the National Park to the west and Dibden to the south. • A line of trees will be planted to supplement those already along the development's northern boundary to create a continuous filter, softening views of built form and port activity from Marchwood to the north. • Trees, hedgerows and bulbs will be planted in a formal arrangement around the main entrance and will prevent opening up long views into the site, to provide an appropriate amenity setting to the entrance.
<p>Noise from HGV Movements</p> <ul style="list-style-type: none"> • Respondents experience significant, described by some as unbearable, noise from HGV movements already, even empty ones. The state of the road surface doesn't help, and this should be considered, it gets patched up which is not a positive solution. • The noise experienced by some properties currently makes them hard to sell and some residents keep their windows shut as a result. HGVs make heavy use of Cracknore Hard Lane to access to Industrial Park meaning continual movement through residential areas. • Will residents be offered compensation for the 	<p>As the proposed development represents an intensification of existing activities on site, associated noise is considered to be comparable to the existing noise in the area. Noise has been assessed during the day and at night.</p> <p>The noise assessment in Chapter 13 of the Environmental Impact Assessment examined the anticipated changes in levels of road traffic noise as a result of the proposed development. The forecast traffic from Transport Assessment has been used to inform the expected noise generation. Impacts at both the residential and non-residential receptors identified earlier in the document were assessed and concluded the proposed development will not have a significant effect.</p> <p>All vehicles entering and leaving the port are recorded and the project team has completed an analysis of current traffic movements. HGVs currently using the port equate to only 30% of the average number of HGVs travelling on Normandy Way (north of Cracknore Hard) and around 12% of HGVs on Normandy Way north of the North Road roundabout. The majority of traffic is generated by other local businesses that do not have a connection with Marchwood Port.</p> <p>Overall, the maximum additional HGV movements associated with the port redevelopment will increase the HGV composition of traffic on Normandy Way (north of Cracknore Hard) from 18% to 31% and from 21% to 25% north of the North Road roundabout. Furthermore, SGL also</p>

<p>impact from the increased HGV movements.</p>	<p>reminds all its clients that their drivers must adhere to all road regulations including the speed limit and follow the correct route to the port, which avoids Marchwood Village.</p> <p>As happens now, the vast majority of these traffic movements will continue to be within normal working hours. Whilst the port will operate 24/7, in an average month, it only has an average of 80 vehicles arriving or leaving between 10pm and 6am.</p> <p>These studies have specifically modelled the proposed uses at the port and have concluded that we do not need to provide any noise mitigation as this remains within acceptable levels. A full assessment of the noise can be found in the Environmental Impact Assessment.</p> <p>Hampshire County Council has recently agreed to re-surface Normandy Way. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p> <p>Any noise impacts associated with the proposed development are not anticipated to give rise to additional significant effects and on this basis compensation is not being offered.</p>
<p>Visual Impact</p> <ul style="list-style-type: none"> • Concerns were raised about the proposed heights of the warehouses and also the container stacking, especially if they are to be located close to the residential area, and some have found it hard to understand which properties would be closest. • Concern about the visual impact of the building / stacking height and also impact on birds. Eling Wharf has been ruined and concern that the same will happen to Marchwood. Eling Wharf stacks to 5 high. • Concern about the sight of containers and would like further information about proposed mitigation. • One respondent asked if the views from maisonettes had been taken into account. 	<p>A visual impact assessment has been completed and has informed the final development proposals and more information can be found in Chapter 11 of the Environmental Statement</p> <p>At the new site entrance semi-mature specimen planting is proposed to provide an immediate visual impact and semi-mature habitat for the local wildlife.</p> <p>SGL has no intention of becoming a commercial container storage operation and has reduced the maximum container stacking heights from six down to a limit of five containers in the centre of the site and down on the quayside, and a much lower limit of only two containers high around the edge, and closest to Veals Lane.</p> <p>The warehouses will be limited to a maximum eves height of 12.5 meters and a maximum roof height of up to 16.5m and are anticipated to be located towards the centre of the port away from the residential area.</p> <p>Our plans also optimise the orientation of the buildings to minimise visual impact whilst considering other constraints such as accessibility. We will also be completing tree and scrub planting on the southern and western boundaries to screen views from the National Park to the west and Dibden to the south.</p> <p>A line of trees will be planted to supplement those already along the development's northern boundary to create a continuous filter, softening views of built form and port activity from Marchwood to the north.</p> <p>Trees, hedgerows and bulbs will be planted in a formal arrangement around the main entrance and will prevent opening up long views into the site, to provide an appropriate amenity setting to the entrance.</p>

<p>Dust & Air Quality</p> <ul style="list-style-type: none"> • Concern about a significant reduction in air quality caused by the increased port operations and traffic movements. • Increased traffic will also generate longer queues resulting in deteriorating air quality • Dust will be generated by traffic, trains and also from the aggregate's terminal • Concern over increased particles in the air and a scheme where workers invest in ULEV cars, car share or walk/cycle would help reduce. • Planting in Marchwood will help improve air quality. 	<p>A detailed assessment of Air Quality including full information on all proposed mitigation can be found in Chapter 6 of the Environmental Statement.</p> <p>In summary this mitigation includes:</p> <p>An outline Construction Environmental Management Plan (CEMP) will be developed by the contractor prior to construction, will ensure pollution control measures are implemented as described in the Environmental Statement.</p> <p>Operational mitigation measures for the aggregates handling/processing plant and associated asphalt and concrete batch plants include the use of fabric dust filters, covered stock bays, enclosed plant systems, dust suppression via water sprays, and road sweeper, bunded areas, petrol interceptors and drainage silt collection systems.</p> <p>Land that has been safeguarded to allow for shore power electrical infrastructure to be installed in the future so that vessels in berth at the proposed development would be able to run auxiliary systems with shoreside grid connected power rather than using auxiliary engines.</p> <p>Electric Vehicle (EV) charging points are to be introduced and a sustainable transport plan have been produced to encourage the use of electric vehicles onsite and travelling to the port.</p> <p>A full Environmental Impact Assessment has been submitted as part of the application and our plans include:</p> <p>Water will be managed onsite through Sustainable drainage systems (SuDS). Drainage upgrades shall include provision for extreme flood events and changes due to climate change to prevent flooding onsite.</p> <p>The surfaces onsite have been designed to be used for a long period of time without deteriorating. The construction of pavements shall seek to use concrete batching plants located on site which will reduce the impacts on the environment and support the aspiration to achieve a circular economy.</p> <p>The proposed earthworks strategy for the site aims to re-use materials within the site, thus reducing the volumes of material to be imported or exported from the site.</p> <p>We will be using LED lighting technology across the site as this will reduce the impact on bats and we will have lighting control systems in place to save energy and reduce impact from the lighting on the ecology onsite.</p> <p>We have also designed the lighting to reduce its impact on the SSSI boundary, along with reducing sky glow, obtrusive light and light spill. EV charging points will be provided on site for electric vehicles with scope to expand charging facilities in the future as EV charging point demand increases.</p> <p>In the future as further technology develops it is the intention that plant onsite will be replaced with electric operated plant and vehicles. Solar panels are included within the designs to provide sustainable energy.</p>
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	<p>Currently the vessels arriving to Marchwood Port cannot connect to shore side power. However, we are safeguarding land so that we can deliver shore to ship power infrastructure in the future when vessels using the port are able to make use of this.</p>
<p>Biodiversity</p> <ul style="list-style-type: none"> Concerns were raised over the loss of trees and the need for tree planting. Respondents felt that creating areas for wildlife is important and that a small meadow / pond area should be created onsite with some areas left to grow wild. One person asked if the port would be open to the public and a several people commented that the environment has been well considered. One person questioned the motive stating it was just a “carrot”. <p>Wildlife</p> <ul style="list-style-type: none"> Concern that wildlife in the UK is already in a state of decline, in a climate crisis and that the importance of wildlife to wellbeing is not recognised. Concern that habitat will be disturbed and destroyed, including due to pollution, noise and traffic impacts. Local residents enjoy seeing egrets and oystercatchers and concerned that these will leave. 	<p>The port will remain closed to the public for security reasons.</p> <p>There no statutory designated sites within the site but there are seven International Sites and three national statutory designated sites within 5km and 2km of the site boundary, respectively. These are comprised of two Special Areas of Conservation (SACs), three Special Protection Areas (SPAs), two Ramsar Sites, and three Sites of Special Scientific Interest (SSSI).</p> <p>The Environment Bill is currently working its way through the Parliamentary process. This Bill requires that new developments deliver a Biodiversity Net Gain of 10%. An assessment needs to be undertaken at the start of the planning process to calculate the number of biodiversity units the site currently provides.</p> <p>Any new development will have to provide the same number of units plus an additional 10%. These biodiversity units can be provided on the site as part of the development plans or off site in another location.</p> <p>SGL is committed to delivering a biodiversity net gain over 10% as part of the port redevelopment proposals. This will be achieved by: Retaining, where possible, and enhancing existing trees, woodlands, hedgerows, scrub, wetland and grassland habitats</p> <p>Creating new areas of habitat along the boundaries of the site and through the centre to create green linkages.</p> <p>Creating new ponds to the west of the site to provide aquatic habitats for the existing reptile population whilst also supporting invertebrate and local amphibians.</p> <p>This on-site habitat creation and enhancement will provide foraging and breeding opportunities for reptile and bird populations, while the wider area beyond the site will still provide ample agricultural and pastoral habitats to support these populations, e.g. Dibden Bay SSSI and the wider landscape to the south.</p> <p>New planting onsite will include specimen tree planting to aid habitat creation; sections of native woodland and scrub planting to improve the site’s biodiversity.</p> <p>Planting of seasonal bulbs in areas of existing poor semi-improved grasslands and amenity grasslands which will aid pollinator’s habitats.</p> <p>Plants have been chosen to maximise biodiversity net gain with 98% as native species and a variety of plants to maximise biodiversity on the site.</p> <p>At the new site entrance semi-mature specimen planting is proposed to provide an immediate visual impact and semi-mature habitat for the local wildlife</p>

	<p>.</p> <p>Our new planting and enhancements have been designed to increase connectivity across the site, and with the wider landscape (including with Dibden Bay SSSI and the New Forest National Park).</p> <p>Increased connectivity will allow for the expansion of local wildlife populations and help them to be more resilient to the impacts of climate change and a buffer to any local population extinctions off-site.</p> <p>Additionally, SGL is funding the habitat creation and enhancement of approximately 25 hectares on the Cadland Estate, which is approximately 9km south of the port. Unlike the green areas on the port that are being lost, this new area will be accessible to the public so that everyone in the local community that uses the area can feel the benefit.</p> <p>At the Cadland Estate the habitat creation and enhancements will include areas of grassland (lowland dry acid grassland), heathland and shrub (gorse scrub) and woodland and forest (wood-pasture and parkland).</p>
<p>Light pollution</p> <ul style="list-style-type: none"> • Respondents commented that there is already light pollution from Southampton Port and they are concerned about increased light pollution from Marchwood Port. • Some asked that a lower level of lighting is used at night. 	<p>Light pollution has been assessed as part of the Environmental Impact Assessment and has informed the planning application.</p> <p>We will be using LED lighting technology across the site as this will reduce the impact on bats and we will have lighting control systems in place to save energy and reduce impact from the lighting on the ecology onsite.</p> <p>We have also designed the lighting to reduce its impact on the SSSI boundary, along with reducing sky glow, obtrusive light and light spill.</p>
<p>Marine Pollution</p> <ul style="list-style-type: none"> • Concerns over emissions and pollution into the sea. • Suggestion that Southampton docks already exceeds legal limits of pollution. • One company responded that it provides non-chemical cleaning products that remove the need to use chemical cleaning products that are harmful to aquatic life. 	<p>The increase in vessels berthing will increase from one every eight days, to one every two days. The increases in vessels berthing at Marchwood port as well as the increase in shipping movements through the River Test are not considered to cause a significant, detrimental impact to the hydromorphology of the River Test in the vicinity of the Marchwood Port. The impact on the River Test is considered to be Negligible.</p> <p>Baseline water quality data was collected at 10 locations across the site over a four-month period in 2020 and this data can be found in full in Chapter 16 of the Environmental Statement.</p> <p>As part of this assessment, we have considered groundwater, surface water and flood risk.</p> <p>The River Test estuary bounds the east of the site. This is a tidal waterbody which forms part of the Southampton Water. As of 2016, the waterbody has an overall status of 'Moderate', as a result of the status of quality elements including priority hazardous substances. The reason for the failure to achieve good status has been attributed to pollution from rural areas, wastewater, towns, cities and transport and physical modifications.</p>

	<p>It currently receives site surface water runoff via multiple outfalls as part of the plans we are proposing one new outfall through existing dock wall.</p> <p>In line with national, regional and local planning policy, Sustainable Drainage Systems (SuDS) are included in the final design as part of the Surface Water Drainage Strategy submitted as part of the application. SuDS will provide surface water treatment as well as surface water attenuation. This will ensure that the quality of surface water is acceptable before draining to surface water bodies and that the quantity of surface water is managed effectively.</p> <p>A number of petrol interceptors are included in the outfall system to provide water treatment from high-risk areas.</p> <p>SGL cannot comment on activity at Southampton Docks.</p>
<p>Green energy</p> <ul style="list-style-type: none"> Keen to see renewable energy used onsite and the reduction of the carbon footprint of the port. 	<p>SGL hopes to explore opportunities for renewable energy onsite and reducing the carbon footprint of the port in later stages of the development.</p> <p>EV charging points will be provided on site for electric vehicles with scope to expand charging facilities in the future as EV charging point demand increases.</p> <p>In the future as further technology develops it is the intention that plant onsite will be replaced with electric operated plant and vehicles.</p> <p>Solar panels are included within the designs to provide sustainable energy.</p> <p>Currently the vessels arriving to Marchwood Port cannot connect to shore side power. However, we are safeguarding land so that we can deliver shore to ship power infrastructure in the future when vessels using the port are able to make use of this.</p>
<p>Noise During Construction Concern that the work to develop the port will be noisy.</p>	<p>There will be noise generated during the construction process. However, before any construction work can begin onsite, a Construction and Environmental Management Plan (CEMP) will need to be agreed with New Forest District Council.</p> <p>The CEMP will set out the responsibilities of SGL to comply with certain legislation and to implement mitigation measures during construction. It will provide project specific measures to limit the environmental impact during construction and may include information such as working times on site, HGV routes to the site and the monitoring of noise and dust.</p> <p>We intend to bring the majority of materials needed to the site via sea and rail.</p>
<p>Contamination Potential risk of contamination.</p>	<p>The potential for contamination during construction and once the port is operational has been assessed. This has looked at potential impacts on a number of receptors and more information on this assessment can be found in Chapter 10 of the Environmental Statement.</p> <p>It is considered that with the proposed mitigation measures put in place, the proposed development is acceptable with respect to geology, soils</p>

	<p>and contaminated land, and that no significant adverse effects will occur during the construction or operational phase.</p> <p>Construction activities will be undertaken onsite in line with current best practice and guidance and in accordance with an outline CEMP, this is likely to include an action plan for safely dealing with unexpected contamination should be developed.</p>
<p>Impact on the New Forest The value of the New Forest and surrounding SSSI sites should be respected.</p>	<p>SGL appreciates the setting of the port and the value of the surrounding parks, SSSIs and Habitats.</p> <p>The impacts on these areas have all been considered within the Environmental Impact Assessment which has been included within the planning application.</p>
<p>Rising sea levels How the proposals take account of rising sea levels.</p>	<p>The site drains to large tidal watercourses and the volume of drainage therefore has a negligible impact on sea levels/flood risk.</p> <p>The Flood Risk Assessment and Surface Water Drainage Strategy describes how allowances for climate change, sea level rise, offshore wind speed, extreme wave height, freeboard and potential tidal locking have been incorporated into the assessment to inform design of the surface water drainage system and the other elements of the proposed development.</p> <p>More information on this can be found in Chapter 16 of the Environmental Statement.</p>
<p>Impact on the Waterside</p> <ul style="list-style-type: none"> Concern that the whole of the Waterside will be developed with a negative impact on all life. 	<p>SGL believes that it is preferable to expand the capacity of an existing port, rather than create new ones in greenfield sites. Whilst the Waterside area will inevitably change over time, growth of the area, including at Marchwood Port will bring new jobs and investment, and assist with the post Covid recovery.</p>

<p>Principle of Development</p>	
<p>Support</p> <ul style="list-style-type: none"> Respondents who expressed support often did so in a caveated way, for example subject to the impact on the local transport network. Support for the new opportunities for communities and businesses within Hampshire. 	<p>SGL welcomes support from the local community and looks forward to the future delivery of new jobs and investment into the port. SGL has recently set up a Community Liaison Group to work with the local community as the development progresses and is delighted to already be in discussions with Marchwood Infant School and with the organisers of Party in the Park about how it can provide support.</p> <p>A detailed transport assessment has been completed and the local transport network has been assessed as part of the EIA and that there is sufficient capacity within the local network to accommodate the proposed development.</p> <p>Our traffic modelling shows that the junctions closest to the site currently have enough capacity to accommodate the proposed development at the port without any upgrades. These junctions are:</p> <ul style="list-style-type: none"> Cracknore Hard / Normandy Way junction Normandy Way / North Road roundabout

	<ul style="list-style-type: none"> • Normandy Way / Bury Road roundabout • A326 / Jacobs Gutter Lane <p>The junction of the A35 / A326 roundabout is currently operating over capacity and the increased traffic generated by the port will impact this junction. The approved Fawley Waterside scheme has proposed, modelled and agreed to contribute towards an improvement here. Hampshire County Council (HCC) is now progressing updated plans to implement an improvement scheme at the junction through its successful bid to the Transforming Cities Fund.</p> <p>Our studies show the emerging HCC plans are also able to accommodate the additional traffic expected from Marchwood Port. A number of comments were made in relation to the poor quality of the road surfaces surrounding the port that could impact the safety for users and also noise for local residents. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p> <p>Additionally new walking and cycling connections proposed as part of the port development will also help with sustainable travel around the village.</p> <p>Marchwood Port has been designated as a Tax Site and Customs Site within the successful Solent Freeport bid which we hope will attract new business to the port. We are also working with Brockenhurst College’s Marchwood Skills Centre about how we can create new opportunities at the port.</p>
<p>Over development / too industrial</p> <ul style="list-style-type: none"> • There is already too much industrial development in Marchwood, and it feels like the proposal is being brought forward whilst people are distracted by the Covid crisis. There is already a lot in Marchwood with the power station, incinerator, tanker washing facility and the industrial park – who have all made promises they haven’t kept. • Local infrastructure cannot cope with any further development and Marchwood is meant to be a village. 	<p>SGL understands the concerns about over-development of Marchwood, however we believe that our plans for the development of the port meet local and national policy requirements as well as making better use of an existing asset – which is preferable to developing a new port facility on a greenfield site.</p> <p>The scheme is designed to be sensitive to the local community through the layout of the scheme, by placing green areas and ecological areas closest to Normandy Way. The majority of operations will be within normal working hours. Building heights onsite will also be limited to reduce visibility from the neighbouring residential area.</p> <p>SGL understands that there are concerns that the port enhancements could change the nature of the village, however the military port has been at Marchwood for almost 80 years and has been operating as commercial port since 2016. The consultation undertaken and the assessments completed as part of this planning application have set the parameters for this development to ensure it does not give rise to significant environmental effects on amenity.</p> <p>The local infrastructure in the village has been assessed as part of this process and has helped inform the application. It is worth noting that the development of the port will not generate new residents in Marchwood and therefore pressure on local services in the same way that a new residential development would.</p>

<ul style="list-style-type: none"> • Several respondents raised concerns that the Marchwood scheme is a pre cursor to the Dibden Bay scheme coming forward. • Need to look to balance business and community interests to help create a thriving costal community. 	<p>The proposed development to increase commercial capacity is within the existing footprint of the port and is in keeping with other industrial uses locally – including at Marchwood Industrial Park. Further down Cracknore Hard there are also other industrial businesses adjacent to the port. It is a requirement of our concession with the Ministry of Defence that the port is developed for commercial use and SGL’s focus is to continue to support the MOD while developing the port’s efficiency and commercial opportunities.</p> <p>SGL is a different company to ABP and therefore has no control or influence for any plans or activity ABP may undertake at Dibden Bay.</p>
<p>Opposition</p> <ul style="list-style-type: none"> • Respondents oppose the principle of the development of the port stating that the development is not needed, that the negative impacts outweigh the benefits, and are focused on generating income. • Concern that if permission is granted SGL will no longer have an interest in the community. Another respondent referenced another development site where he felt unhappy with how the local authority had acted. 	<p>SGL has a 35-year lease on Marchwood Port which runs until 2051 and SGL will retain a long-term interest in the future of the community.</p> <p>We understand that residents have concerns about the development which we have considered and looked to address through the planning application.</p> <p>It is a requirement of our concession with the Ministry of Defence that the port is developed for commercial use and SGL’s focus is to continue to support the MOD while developing the port’s efficiency and commercial opportunities.</p> <p>SGL has recently set up a Community Liaison Group to work with the local community as the development progresses and is delighted to already be in discussions with Marchwood Infant School and with the organisers of Party in the Park about how it can provide support.</p> <p>SGL will always be contactable by members of the public, the local community and stakeholders and SGL will be very happy to discuss any topics with them at any time.</p>
<p>MOD</p> <ul style="list-style-type: none"> • The port has been used for a considerable period of time to support overseas operations. • The plans look to support the army base. • Another respondent was unclear as to how SGL would support the MOD. 	<p>SGL values the history of the Ministry of Defence at Marchwood which retains ownership of the port. The MOD has awarded a concession to SGL to develop the port for commercial use and increase the efficiency of operations there.</p> <p>Marchwood Port is the MOD’s principal cargo port that supports key shipping supply routes to wherever the MOD is operating overseas. Whilst troops do not travel through the port, MOD cargo is handled by the port.</p> <p>The increased capacity at the port and improved facilities will provide greater support to MOD use of the port. The MOD is itself undertaking development at McMullen Barracks on Cracknore Hard which is the subject of a different planning application – Ref: 21/10426</p>
<p>Security</p> <ul style="list-style-type: none"> • Concerned that a non-MOD operator may not be as diligent with 	<p>SGL must and will comply with all HSE and COMAH Regulations, as did the MOD. It has introduced new processes, checks and audits to ensure stringent compliance. The handling of explosives is managed to the highest professional standards.</p>

<p>the handling of explosives.</p> <ul style="list-style-type: none"> Concerned about increased risk of terrorism at MOD site. There needs to be secure fencing and CCTV 	<p>Security will be maintained and improved through a highly trained 24/7 security team, secure fencing, upgraded CCTV/Lighting and other measures in order to meet MOD, HMRC and Border Force standards. Under SGL, security will remain a top priority.</p>
<p>Services & Amenities</p> <ul style="list-style-type: none"> Concern about the impact on leisure use around Cracknore Hard and the users of the public slipway. 	<p>The public slipway is outside of the port boundary and therefore outside of SGL's control.</p>

<p>Socio economic</p>	
<p>Job creation</p> <ul style="list-style-type: none"> Question if jobs are needed in the local area, and concern about the additional traffic created by people coming to work. Need to balance employment and training with impact on local impact. Totton College has spare capacity for courses so consider a partnership with them. Who will the new jobs be for, will they be for the local workforce? How many will be onsite and how many will be created in the supply chain. Support for the creation of new jobs. 	<p>The development of the port is anticipated to provide up to 1,100 jobs of a range of direct and indirect jobs as well as jobs during the construction process. There is little published data on port related employment and these estimates have been based upon how we anticipate the port being developed.</p> <p>More information on this is included within the EIA socioeconomic chapter.</p> <p>This will deliver a range of different types and skill level of jobs providing opportunities for school leavers up to skilled professionals.</p> <p>All of the new jobs will be civilian. In addition, there will be new construction jobs created onsite during the development process.</p> <p>The New Forest has generally recorded higher rates of employment and economic activity than comparator areas since 2011, however the area has experienced a sharp decline in employment since 2019.</p> <p>As well as direct and indirect employment, the construction of the proposed development is also likely to provide opportunities for training and skills development, including apprenticeships. The New Forest has a relatively highly skilled population and records high rates of employment and economic activity. However, the population is ageing, and the population in younger age groups is forecast to decline. Apprenticeships in the construction industry could therefore be important in providing opportunities for young people to stay in the area and develop their skills within the local economy. More information is included in the socio-economic chapter 14 of the Environmental Statement.</p> <p>We are committed to advertising all jobs locally and providing new opportunities for those living in or close to Marchwood. We will look to draw on the workforce local to the site, encouraging sustainable travel to work.</p> <p>SGL provides recognised industry standard training to its employees, which can be mapped across into formal qualifications such as QCFs and apprenticeships.</p>

	<p>We have been working with the Brockenhurst College’s Marchwood Skills Centre to develop apprenticeships and job/career opportunities with SGL. We will introduce future clients operating in the port to the Marchwood Skills Centre to create further training and employment opportunities for local residents. We are also supporting Career Colleges with the development of a new logistics curriculum.</p> <p>SGL is a member of the New Forest Business Partnership and The Solent Forum and is already working with other local companies, supporting local projects such as the development at Fawley Refinery.</p> <p>SGL will continue to build these relationships to help safeguard current employment and attract new and innovative businesses to the port. Our aspiration is to attract companies from across the UK and abroad that embrace green technology and wish to transport cargo more sustainably by sea or rail.</p> <p>The Transport Assessment concludes there is no significant effect on traffic or queuing and the development is bringing forward walking and cycling improvements to better connect to Marchwood and the wider area. More information on these specific improvements are detailed in the response transport comments later in this document.</p>
<p>Wider benefits</p> <ul style="list-style-type: none"> • Sceptical about what the wider benefits will be – will SGL use local firms? • Respondents also said they have had a positive experience of working with SGL in the past. • Investment in the local area especially in terms of creating new opportunities for you people and this is an important development for the Solent area. 	<p>We are committed to advertising all jobs locally and providing new opportunities for those living in or close to Marchwood. We will look to draw on the workforce local to the site, encouraging sustainable travel to work.</p> <p>Marchwood Port has been designated as a Tax Site and Customs Site within the successful Solent Freeport bid. This exciting development will enable SGL to attract interest from new businesses across the UK and abroad, creating new job opportunities across a range of technologies.</p> <p>SGL already has significant interest from companies interest in locating at the port.</p>

<p>Transport</p>	
<p>Traffic impact on the local road network</p> <ul style="list-style-type: none"> • The development will bring increased congestion and traffic to an already overloaded road network. • Many of the roads are too narrow and not fit to take additional traffic at its current level. 	<p>A new access off Cracknore Hard will bring vehicles onto the port before they stop at security, which will help to reduce queuing on the road. In order to calculate the number of vehicles that will come to and from the port, we have created a traffic model based on the anticipated uses.</p> <p>We have also taken into account the impacts the lockdown will have had on our surveys in 2020/21. A detailed note on the traffic surveys can be found in Appendix 24 and in the Transport Assessment.</p> <p>At present the port generates 200 HGV movements per day. When the port is fully developed, it could potentially, in a worst-case scenario, generate a maximum of 49 HGV movements an hour and 685 HGV movements a day. However, this is a very worst-case scenario and it is</p>

<ul style="list-style-type: none"> • The M271, M27, M3, and A34 struggle with HGV traffic on its way to the Southampton area. A326 will also be impacted by development at Fawley power station. Concern about capacity at the A326 Rushington roundabout, there is regularly queuing here and regular stationary traffic on the A326. If the A326 is closed, then people come via Eling as a rat run which can bring Eling Hill to a standstill. • Significant investment is needed to improve the road network. • The use of the rail connection will also impact the road network when the gates are closed. • More traffic along all routes leads to an increased concern about safety. • The road network needs to be improved first taking into account all the development coming forward and existing problems. • Support for conducting a transport study but a couple of respondents questioned when the traffic surveys were carried out – concerned this may have been done during lockdown. • Keen to see more information about traffic generation 	<p>unlikely that this will ever be the volume of traffic coming to and from the port.</p> <p>SGL has been clear about its commitment to promote the use of sea and rail and already has a number of potential new customers who are interested in using the sea connections and will generate very few HGV movements.</p> <p>As happens now, the vast majority of these will continue to be within normal working hours.</p> <p>In addition to HGV traffic, the completed port will result in some additional light vehicle traffic associated with the creation of new jobs on the site. Employee related traffic is expected to increase from around 100 vehicle movements in the busiest hour of the day to around 200 vehicle movements. The main employee movements will occur in the typical morning and evening peak hour periods.</p> <p>All vehicles entering and leaving the port are recorded and the project team has completed an analysis of current traffic movements. HGVs currently using the port equate to only 30% of the average number of HGVs travelling on Normandy Way (north of Cracknore Hard) and around 12% of HGVs on Normandy Way north of the North Road roundabout. The majority of traffic is generated by other local businesses that do not have a connection with Marchwood Port.</p> <p>Overall, the maximum additional HGV movements associated with the port redevelopment will increase the HGV composition of traffic on Normandy Way (north of Cracknore Hard) from 18% to 31% and from 21% to 25% north of the North Road roundabout.</p> <p>Furthermore, SGL also reminds all its clients that their drivers must adhere to all road regulations including the speed limit and follow the correct route to the port, which avoids Marchwood Village.</p> <p>As happens now, the vast majority of these traffic movements will continue to be within normal working hours. Whilst the port will operate 24/7, in an average month, it only has an average of 80 vehicles arriving or leaving between 10pm and 6am.</p> <p>A signed route is proposed between the port and the strategic road network that diverts and manages HGVs and traffic around Marchwood Village. SGL tells all companies that their HGV vehicles are not to arrive at the port or leave it via Marchwood Village.</p> <p>The proposals will encourage sustainable transport to and from the site and will provide:</p> <ul style="list-style-type: none"> • a new footpath connection from Cracknore Hard, west on Normandy Way to link to Autumn Road. • an extension to the cycle route from Bury Road (at Corks Lane) to the entrance to the site. • A new site-wide Travel Plan that will encourage those working on or visiting the site to cycle, walk or car share where possible. <p>Should the reopening of the Waterside Passenger Railway go ahead, along with a new station at Marchwood, it is possible that staff could use</p>
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<p>figures and mitigation proposals.</p> <ul style="list-style-type: none"> • Concern about delays to emergency services vehicles accessing and moving around the village as they are slowed down by traffic. • The quality of many of the roads is poor – potholes get fixed but just re-open again. • There is public transport to the village, only the once an hour bus services so all employees will have to arrive by car. 	<p>this as a way to commute to the port and SGL would support this through the site-wide Travel Plan. The port already has three paths (served slots) in the working timetable. Whilst the use of these slots will increase, it is unlikely to exceed them and therefore the impact on the rail crossing will be limited.</p> <p>Our traffic modelling shows that the junctions closest to the site currently have enough capacity to accommodate the proposed development at the port without any upgrades. These junctions are: Cracknore Hard / Normandy Way junction Normandy Way / North Road roundabout Normandy Way / Bury Road roundabout A326 / Jacobs Gutter Lane</p> <p>The junction of the A35 / A326 roundabout is currently operating over capacity and the increased traffic generated by the port will impact this junction. The approved Fawley Waterside scheme has proposed, modelled and agreed to contribute towards an improvement here.</p> <p>Hampshire County Council (HCC) is now progressing updated plans to implement an improvement scheme at the junction through its successful bid to the Transforming Cities Fund. Our studies show the emerging HCC plans are also able to accommodate the additional traffic expected from the Port.</p> <p>A number of comments were made in relation to the poor quality of the road surfaces surrounding the port. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p>
<p>Traffic impact on roads local to the port</p> <ul style="list-style-type: none"> • Already too much heavy traffic on Normandy Way and Cracknore Hard and other local roads without any increases. HGVs on Normandy Way, Berry Road and Jacobs Gutter Lane, Admiralty Way is already very dangerous causing a number of accidents. • The local roads are not able to cope with any additional traffic and the roads to and from Marchwood were initially country lanes not designed to cope with the level of traffic. • Concern that it will be hard for local to leave 	<p>As detailed above assessments of key junctions around the village have been undertaken and have capacity to accommodate the increased traffic from the port.</p> <p>Hampshire County Council has recently announced plans to re-surface Normandy Way. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p>

<p>the village without having to queue on Jacobs Gutter Lane. Jacobs Gutter Lane is a narrow, winding, rural lane.</p> <ul style="list-style-type: none"> • Access to the port should be direct from the A326 rather than via local roads. HGVs often struggle to pass each other. Consideration should be given to making it a dual carriage way. • HGVs should be banned from using the Twiggs Lane and then Main Road as they are not designed for HGVs. 	
<p>Rail</p> <ul style="list-style-type: none"> • Support for the re-instatement of the passenger railway line and this should be prioritised. Hope that funding from Marchwood Port could help achieve this. • Support for the use of the rail connection to the port. • Concern about how the increased use of the rail line will impact the crossings at Totton and Marchwood. This could split the village in two and cause severe congestion and queuing. • Request for more detail about the 3 movements per day – at what times and for how long will these be? • Concern about the noise and other impacts from increased rail use and the need to consider mitigation. Look at how the rail line could be improved to reduce impacts. 	<p>Should the reopening of the Waterside Passenger Railway go ahead, along with a new station at Marchwood, it is possible that staff could use this to commute to the port and SGL would support this through the site-wide Travel Plan. However, we do not envisage that Marchwood Port would be required to provide funding for this.</p> <p>The port is connected to the national rail network and currently has three train paths a day (slots reserved in the wider railway timetable). These are not currently fully utilised.</p> <p>With the increased use of the port, we anticipate greater use of the existing rail path. However, the port will continue to operate within the existing permitted rail capacity. Therefore, any impact on the crossings at Totton or Marchwood is likely to be limited.</p> <p>Whilst the port will generate more HGV movements (as detailed above and in the wider application) SGL is keen to secure clients and marine based businesses that prioritise the use of the sea and rail connections. We are also looking to work with companies that can see the benefits of using sea and rail in preference to road, whilst contributing to the local economy and prosperity agenda.</p> <p>SGL cannot control the exact timings of the rail paths, this is determined by the rail operator. However, the operators will look to de-conflict the freight paths with passenger trains and it is possible that trains could run at night.</p> <p>The current and future use of the rail line is an average of less than one movement per day. This would be a negligible increase in daily noise levels, when compared to the current baseline rail movements (rail noise is assessed in terms of daily noise exposure as specified in Calculation of Railway Noise). The number of days per year where these rail movements may occur has increased, however this increase would not increase the 24-hour noise exposure of nearby noise sensitive receptors.</p>

<ul style="list-style-type: none"> • Concern that despite use of the railway this will not do enough to reduce the impact on the road network. • Use of the rail at night worries residents especially if loaders are out on the line. 	<p>The noise associated with rail movements is therefore assessed as not significant, so no mitigation is required.</p> <p>Increased rail movements will help reduce the impact on the road network, although there will still be HGV and other vehicle movements as a result of the proposals. More information on the anticipated traffic generated by the development can be found in the transport assessment.</p> <p>Changes in rail traffic noise are expected to be negligible in terms of noise increase.</p>
<p>Safety</p> <ul style="list-style-type: none"> • There have been fatalities on local roads in recent years. • Concern about safe walking routes through the village, including down to the public Waterfront with all of the HGV movements. • Increased number of HGVs comes with increased risks. • Need to consider safety measures and traffic calming to slow traffic and HGVs in the village. • Traffic travels too fast, the 40mph limit is not enforced along Cracknore Hard. • Need to ensure proper footpaths and walking routes to make it safer - especially for children who need to walk to school, runners and cyclists. 	<p>Whilst we cannot change the speed limit as part of the development, anyone leaving or arriving at the port should be adhering to the same restrictions on the road as anyone else. As previously stated, we do remind all clients of the need to follow the correct route in and out of the village and to respect the local community and we will continue to do this into the future.</p> <p>As part of the proposals plans for a new cycle route are underway which extend the existing route through the village with an on-road cycle lane. This will take cyclists down Old Cracknore Close to a new crossing at Normandy Way and down Cracknore Hard Lane into the port. This will be on, not off-road, but can be a signed route which is much better and safer than Normandy Way.</p> <p>SGL's plans include a new section of footway along Normandy Way to connect with Autumn Road and a new footway in Autumn Road to Dapple Place to connect to the open space and the walking route to the bus stops on Main Road.</p> <p>A Framework Travel Plan, included in the Transport Assessment is designed to encourage those working on or visiting the site to cycle, walk or car share where possible.</p>
<p>Divert traffic from Marchwood Village</p> <ul style="list-style-type: none"> • Important that there is a clear route for HGVs to follow that avoids Marchwood Village. • The village cannot cope with more traffic so look for a different route that avoids the village. • All Port traffic should be made to use a dedicated route via Jacobs Gutter Lane and the distribution road. 	<p>We are especially aware of the importance of Marchwood Village and the safety of those walking, cycling and driving around the village, especially around the Infant and Junior schools.</p> <p>As such, we are proposing a signed route between the port and the strategic road network that diverts and manages traffic around Marchwood Village. SGL will continue to tell all its clients to brief their drivers on using this route and SGL security does and will continue to log all traffic coming to and leaving the port.</p> <p>A weight limit for the village would need to be discussed with County Council but it is worth bearing in mind this would then apply for all HGVs.</p> <p>We also believe that these new connections will help to increase safe route for moving around the village.</p>

<ul style="list-style-type: none"> • Would like to see a weight limit in place at either end of the village, especially important to limit traffic around the schools 	<p>Plans for a new cycle route are underway which extend the existing route through the village with an on-road cycle lane. This will take cyclists down Old Cracknore Close to a new crossing at Normandy Way and down Cracknore Hard Lane into the port. This will be on, not off-road, but can be a signed route which is much better and safer than Normandy Way.</p> <p>SGL's plans include a new section of footway along Normandy Way to connect with Autumn Road and a new footway in Autumn Road to Dapple Place to connect to the open space and the walking route to the bus stops on Main Road.</p>
<p>Vibrations from traffic</p> <ul style="list-style-type: none"> • Residents impacted by vibrations on their houses from the HGV movements and it is impacting their health and wellbeing. • The HGV use of the road is damaging to the road surface, which results in holes and patch fixes which makes the noise even worse. • Concern that increases in HGV movements will worsen the vibration impact further. 	<p>All vehicles entering and leaving the port are recorded and the project team has completed an analysis of current traffic movements. HGVs currently using the port equate to only 30% of the average number of HGVs travelling on Normandy Way (north of Cracknore Hard) and around 12% of HGVs on Normandy Way north of the North Road roundabout. The majority of traffic is generated by other local businesses that do not have a connection with Marchwood Port.</p> <p>Overall, the maximum additional HGV movements associated with the port redevelopment will increase the HGV composition of traffic on Normandy Way (north of Cracknore Hard) from 18% to 31% and from 21% to 25% north of the North Road roundabout.</p> <p>Furthermore, SGL also reminds all its clients that their drivers must adhere to all road regulations including the speed limit and follow the correct route to the port, which avoids Marchwood Village.</p> <p>As happens now, the vast majority of these traffic movements will continue to be within normal working hours. Whilst the port will operate 24/7, in an average month, it only has an average of 80 vehicles arriving or leaving between 10pm and 6am.</p> <p>Hampshire County Council has recently announced plans to re-surface Normandy Way. SGL does not have the authority to re-surface roads, this responsibility lies with the County Council as the Highway Authority. SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard.</p> <p>Vibration is only assessed against construction and demolition impacts where works in the form of heavy plant are taking place close to sensitive receptors. They assess vibration impacts from construction by assessing against exceedances of particular threshold levels rather than a change in baseline. More information can be found in Chapter 14 – the Noise Assessment in the Environmental Statement. This concludes that no changes are expected to operational vibration sources, hence operational vibration is not included in this assessment.' The assessment found no significant effects on vibration from construction activities.</p>
<p>Walking & Cycling</p> <ul style="list-style-type: none"> • Look at extending cycle route along Jacobs Gutter Lane, along Normandy Road 	<p>Plans for a new cycle route are underway which extend the existing route through the village with an on-road cycle lane. This will take cyclists down Old Cracknore Close to a new crossing at Normandy Way and down Cracknore Hard Lane into the port. This will be on, not off-road, but can be a signed route which is much better and safer than Normandy Way.</p>

<p>and also give works / visitors to the port a safe route to cycle.</p> <ul style="list-style-type: none"> Improving footpaths around the village is especially important with the increase in traffic. 	<p>SGL's plans include a new section of footway along Normandy Way to connect with Autumn Road and a new footway in Autumn Road to Dapple Place to connect to the open space and the walking route to the bus stops on Main Road.</p>
<p>Shipping</p> <ul style="list-style-type: none"> Will materials be shipped in for sea during the construction phase? 	<p>Where possible SGL will import materials by Sea.</p> <p>SGL has had a positive experience of this process in the past, when the 9acre site was developed in 2020, all materials were bought in and the work undertaken by a local contractor.</p>

7. Post consultation activity

7.1 Additional activity

During the 2020 consultation SGL was asked a number of questions in relation to the HGV movements and a commitment was made to the local community that this information would be published prior to the submission of an application.

Therefore, in June 2021 an e-newsletter was circulated produced and published a copy of this is provided in appendix 22.

7.2 Content

The e-newsletter included information on:

- Welcome letter from the Port Director with a general update.
- A summary of the feedback from the 2020 consultation and a response from SGL.
- A description and copy of the current masterplan.
- Additional information in relation to ecology.
- Details of movements generated by the port in relation to sea, rail and road.
- Information on the traffic assessment work undertaken and a link to the project website where more information on the traffic survey work could be found. A copy of this note is included in appendix 23.
- Other considerations – including confirmation that an Environmental Impact Assessment and Environmental Statement will be included as part of the application.
- Details on the next steps for the project and contact details for the project team.

7.3 Recipients

The e-newsletter was sent to all stakeholders listed in the appendices of the consultation plan. It was emailed to everyone who had registered for updates through the project website and everyone who has subscribed to receive emails when submitting their response to the survey.

7.4 Publicity

In addition to the direct email of the e-newsletter information about the newsletter was also posted on the SGL Facebook and LinkedIn pages (Appendices 24 & 25). 188 people were reached through Facebook and there were 920 impressions on LinkedIn.

The information from the e-newsletter about HGV movements was also posted onto the Marchwood Village Community Facebook Group.

Additionally, the newsletter was available for download from the project website and all website pages were updated accordingly to reflect the most current information.

7.5 Feedback

The e-newsletter asked that anyone wishing to make additional comments on the proposals did so by Sunday 16th May 2021. This gave three weeks from the publication of the newsletter on the 26th

April 2021 for people to send in their comments. Five comments were received and a summary is included below alongside a response from SGL.

Feedback received	SGL response
<p>Port operations</p> <ul style="list-style-type: none"> • Activity at the port has much increased since the MOD had sole use. • Need to use port and rail to support the green agenda. • Consider using barges from Southampton Container Port for large loads • How will aggregates move on from the site 	<p>The planning system in England operates on a plan led basis. The New Forest Local Plan 2016-2036 was adopted last year and is the development plan for Marchwood.</p> <p>Policy ECON3 specifically concerns Marchwood Port. It commits the district council to work co-operatively with the operators (SGL) to enable the effective and efficient use of the site and port facility for commercial, economic and local employment generating purposes, whilst at the same time addressing matters such as transport issues.</p> <p>As part of the concession agreement with the Ministry of Defence SGL must look to increase the commercial activity at the port. This means that when the concession ends, the MOD will be receiving an improved port.</p> <p>SGL will encourage businesses to the port that can make use of the rail and sea connections and we are discussions with a number of potential clients who would look to use only these methods to transport cargo. The freeport status of the port as a customs and tax site will also assist in attracting green business.</p> <p>SGL also intends that during the construction process the vast majority of materials will be brought in by sea. In 2020 when we developed a smaller part of the port under a separate planning consent all materials came to the port by sea.</p> <p>Additionally, SGL will also consider in the future how operations onsite can be as green as possible for example with car charging points and renewable energy.</p> <p>SGL already receives and send barges from the port for certain cargo and intends to continue this process.</p> <p>Aggregates will be used for onsite concrete and asphalt batching and the external traffic generation of this use is included in our published traffic figures.</p>
<p>Noise</p> <ul style="list-style-type: none"> • Too much of the cargo is transported by containers and empty containers. • HGVs are noisy and cause pollution • Concern that noise could lead to hearing loss. 	<p>SGL has no intention of becoming solely a container terminal and this is not our business model. Since the 2020 consultation we have reduced the height of the containers down from 6 to 5 in the centre of the port and down to only 2 high closer to the port boundary.</p> <p>The main areas of stacked containers are located in the centre of the port and on the quayside, away from residential areas.</p> <p>The masterplan includes extensive soft landscaping along the boundary of the port providing a natural buffer to residential areas.</p> <p>The planned re-surfacing of Normandy Way should help to reduce the noise from all road users.</p> <p>Noise and air quality assessments have been submitted as part of this application and look in detail about the impacts from the proposed port</p>

	<p>development. These assessments are directly informed by the traffic assessment and therefore identify and assesses the noise and air quality impacts associated with the increase in traffic due to the proposed development.</p> <p>The noise and air quality assessments have concluded that there are no significant effects arising from the development and no mitigation is required.</p>
<p>Traffic</p> <ul style="list-style-type: none"> • Need to ensure that all commercial vehicles use the dedicated route – this should cover all companies at the port • Does the traffic modelling use figures from the industrial park • What junctions have been modelled in the transport assessment • Will SGL be funding a new route to the A326 South of the Village – this would be a better route into the port • Important that current users of the port stick to the speed limits • The quality of Normandy Way is an increasing problem in terms of noise and vibrations and dust on local properties. • Movements to and from the port at 24/7 	<p>Cargo comes through the port via road, rail and sea. We already make all clients onsite aware that their HGV traffic should use a dedicated route to and from the port which avoids the village – we are in discussions with the Highway Authority about strengthening the signed route to the A326 which avoids the village.</p> <p>The traffic modelling which looks at the capacity of relevant junctions has included traffic from the Industrial Estate in its assessments. However, we cannot control how traffic flows to and from the industrial estate may change in the future.</p> <p>The junctions assessed as part of the proposals are:</p> <ul style="list-style-type: none"> • Proposed Access / Cracknore Hard junction • Cracknore Hard / Normandy Way junction • Normandy Way / North Road roundabout • Normandy Way / Bury Road roundabout • A326 / Jacobs Gutter Lane signal junction • A35 / A326 roundabout • A35 / M271 <p>In terms of a new direct access to the A326, HCC'S <i>Waterside Interim Transport Policy</i> looks specifically at ABP's strategic land reserve (not Marchwood Port) and it states that, "If port expansion plans utilising ABP's strategic land reserve come forward they should be accessed directly from the A326 by the shortest, least environmentally impactful route, and not involve traffic routing through residential areas";</p> <p>Access to the port will continue to be via Cracknore Hard with all commercial traffic directed to the A326 via Normandy Way and Jacobs Gutter Lane. Should the situation change in the future, and another option become possible which would be of benefit to the community then we would of course give due consideration to this.</p> <p>Hampshire County Council has recently committed to the resurfacing of Normandy Way. Noise and air quality assessments have been submitted as part of this application and look in detail about the impacts from the proposed port development. These assessments are both are directly informed by the traffic assessment and therefore identify and assesses the noise and air quality impacts associated with the increase in traffic due to the proposed development.</p> <p>The noise assessment has concluded that there are no significant effects arising from the development and no mitigation is required.</p> <p>The port will continue to operate 24/7 however the majority of traffic will be within normal working hours. It should also be noted that SGL had published figures for the potential number of vehicle movements once the port is fully</p>

	<p>developed and presents a worst-case scenario. This is a very worst-case scenario and it is unlikely that this will ever be the volume of traffic coming to and from the port.</p> <p>SGL has been clear about its commitment to promote the use of sea and rail and already has a number of potential new customers who are interested in using the sea connections and will generate very few HGV movements.</p>
<p>Consultation</p> <ul style="list-style-type: none"> Concern that not enough has been done to address concerns raised at the earlier consultation 	<p>A public consultation was held in 2020 where members of the public, stakeholders and councillors were invited to comment on the proposals. This was held online due to the Covid pandemic. The feedback from the consultation has helped inform the planning application in terms of the wide range of different issues and areas that have been examined and assessed as well as changes made to the plans to respond to the feedback received.</p> <p>Now that we have finalised the proposals, we have detailed in the above chapters how the final design of the site has responded, where possible to the feedback received during the consultation.</p>
<p>Environment</p> <ul style="list-style-type: none"> Why is all of the biodiversity net gain not onsite? Concern that Marchwood is becoming too industrial which is negative for the residents. 	<p>Many of the areas within the port are of low ecological value and in order that we can make best use of the land within the port boundary we have looked to retain the areas of highest ecological value onsite whilst developing on those of lower value. This means that we cannot deliver a 10% net gain onsite and therefore will be delivering this enhancement off site but within 10 miles of the port.</p> <p>SGL is funding the habitat creation and enhancement of approximately 25 hectares on the Cadland Estate, which is approximately 9km south of the port. Unlike the green areas on the port that are being lost, this new area will be accessible to the public so that everyone in the local community that uses the area can feel the benefit.</p> <p>At the Cadland Estate the habitat creation and enhancements will include areas of grassland (lowland dry acid grassland), heathland and shrub (gorse scrub) and woodland and forest (wood-pasture and parkland).</p> <p>The area around the port is industrial in its nature, adjacent to the industrial park along with other haulage and trailer businesses located along Cracknore Hard.</p> <p>As part of its planning application SGL has submitted extensive survey and assessment of the potential traffic impacts which have informed the parameters of the proposed development to ensure that it can operate within the capacity of the existing road network and also that all traffic impacts do not unacceptably impact on the amenity of those close to the port – including Marchwood.</p> <p>The application also assesses visual impact on the surrounding area, and additionally a reduction in the heights of containers onsite is reflected in the final plans. The full Environmental Impact Assessment looks in detail at all of the potential impacts on the local community and the surrounding area and these have correspondingly set the parameters of the application submission.</p>

8. Conclusion

The principle of the development of the port has already been tested through the adopted Local Plan, however SGL was keen to undertake its own engagement over the planning application to help shape the proposals. SGL believes that the activity undertaken meets the requirements of the NFDC Statement of Community Involvement as well as the Consultation Plan that was agreed with Officers at NFDC.

SGL has sought to deliver a comprehensive programme of engagement and consultation which, despite the Covid 19 pandemic, has sought to be as equal, diverse and inclusive as possible. We have engaged a wide range of stakeholders to ensure we understand the views and opinions of a range of different interest and community organisations as well as local residents themselves.

Through the use of visuals and plans we have sought to provide an understanding of the scale and layout of the port and to give a realistic picture of what the port development will look like when complete. The scale of consultation has sought to reflect SGL's acknowledgement of the important role of the port within Marchwood. We understand that traffic and HGV movements is a major concern to local residents and therefore have shared the very worst-case scenario, so that the community is fully informed.

SGL would like to thank everyone who participated in the engagement/consultation process. The feedback received has been invaluable to the project team's understanding of the issues and opportunities for the local community and stakeholders as it continues to finalise its application for the expansion of operations at the port.

The volume of feedback received and the location of those who provided feedback demonstrates that a wide range of respondents completed the survey. Given the scope of the engagement and consultation, SGL is confident that everyone who was interested in and wanted to have the opportunity to find out more about the proposals has had the chance to see this information, pose any questions and submit feedback to the 2020 consultation or in response to the 2021 e-newsletter.

SGL is committed to continuing to work with the local community throughout the lifetime of its concession at Marchwood Port.