

All minutes are draft until approved by the Council at the next meeting

Marchwood Parish Council

Minutes of the meeting of the Parish Council in the Maple Room at Marchwood Village Hall on Wednesday 22nd September 2021 at 7.30pm.

Councillors: Cllr J Case – in the Chair (P)

Cllr W Bucknell	(P)	Cllr M Havercroft	(A)
Cllr D Hindle	(P)	Cllr P Mballa	(A)
Cllr M Proctor	(P)	Cllr M Saxby	(P)
Cllr A Ushamba	(A)	Cllr G Wright	(P)
Cllr R Young	(P)		

(P) Present

(A) Absent

In attendance: Mr B Gibbs (Clerk to the Council)

Richard Parkinson – Solent Gateway Ltd
Scott Willmore – Solent Gateway Ltd
Jonathan Best – Montagu Evans
Steve Jenkins – i-Transport LLP
Greg Harris – Ove Arup & Partners Ltd
Georgina Chapman – Grasshopper Communications

And twenty-seven members of the public.

Apologies for absence

22/226 Cllrs Havercroft, Mballa & Ushamba along with District Cllrs Benison, Hoare & County Cllr Harrison sent their apologies.

Declarations of Interest

22/227 There were no declarations of interest made.

To receive a presentation from Solent Gateway Ltd

22/228 Richard Parkinson began the presentation by highlighting the background to the current application.

He asked everyone to note the following:

The Solent Gateway (SGL) site has been a military & commercial port since 2016 after the Ministry of Defence awarded SGL a concession to operate the port. Under the concession the port must be developed for commercial uses.

The aim of the current planning application is to bring new investment into the region through the increased use of the port. Once completed, the development will upgrade the port so that it has more capacity whilst enabling it to operate in a more sustainable way.

SGL will maximise the use of the port whilst being sensitive to the surrounding area and limiting operations to minimise the impact of these on the local environment.

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SGL will continue to support the military use of the port with the armed services benefiting from the improved facilities.

The development will provide new jobs onsite as well as in the supply chain and during the construction process.

SGL will explore all opportunities that will make use of sea and rail connections, whilst acknowledging that there will be a need for road use as well.

SGL and its partners have followed the guidance outlined in the New Forest District Council Local Plan Policy ECON3 during the production of the planning application.

ECON3 is the planning policy that specifically applies to the Marchwood Military Port.

22/229 Mr Parkinson completed his part of the presentation by highlighting that it was part detailed and part outline.

The detailed application will deliver the following:

- A new site entrance and security gatehouse.
- Areas of open storage and hardstanding.
- A hauliers park.
- Site welfare facilities.
- Site highways / railway improvements.
- Landscaping and ecological enhancements.

The outline planning consent for the later phases of the development will set parameters for activity at the port. However, it is important that there remains flexibility within the application to identify what activities are permitted so that future customers can be accommodated.

22/230 Steve Jenkins spoke about the traffic generation calculations and introduced a number of slides to explain how this part of the project was completed.

The junctions closest to the site currently have enough capacity to accommodate the proposed development at the port without any upgrades. These are as follows:

- 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 at capacity and the increased traffic generated by the port will impact this junction.

Hampshire County Council is now progressing an improvement scheme at the junction through its successful bid to the Transforming Cities Fund.

Mr Jenkins then ran through the projected Heavy Goods Vehicle movements from the current 200 movements a day to the projected capacity of 685 movements a day.

22/231 Greg Harris then spoke about the noise mitigation proposals.

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High intensity development that can be noisier, be of high-volume and that contains tall structures should be located in areas of the site where they will have least impact.

It was also proposed to place restrictions on certain operational processes during night time.

Soft landscaping is proposed around the site, including a large area of planting adjacent to Normandy Way to reduce noise whilst improving air quality.

22/232 Jonathan Best spoke about the biodiversity and sustainability proposals for the site.

Onsite biodiversity included the following:

- Retaining and enhancing existing trees, woodlands, hedgerows, scrub, wetland and grassland habitats.
- Creating new areas of habitat.
- Create new planting/landscaping onsite.

Offsite biodiversity included the following:

The provision of 25 hectares on the Cadland Estate (within National Park boundary) including areas of grassland (lowland dry acid grassland), heathland and shrub (gorse scrub) and woodland and forest (wood pasture and parkland).

It was acknowledged that the offsite biodiversity proposals are some distance from the SGL site.

However, the provision of this offsite arrangement some distance from Marchwood was acceptable within the relevant planning policies.

The sustainability proposals included the following:

- Long term surfaces on-site
- Where possible, recycle site-own materials and import other materials by sea or rail for construction.
- Re-use materials in the earthwork strategy.
- Provide LED lighting.
- Provide electric vehicle (EV) charging points.
- Where possible, use electric operated plant and vehicles.
- Provide solar panels.
- Explore the opportunities for future shore side power.

It was stated that design work has incorporated significant CO₂ reductions compared to traditional construction methods.

22/233 Richard Parkinson then provided a brief summary prior to concluding the presentation.

- The planning application is in accordance with Policy ECON3.
- The development of the port will bring new investment and jobs to Marchwood and the wider region.
- SGL is designing the port and targeting clients to have the minimum impact possible on the environment and local community.
- SGL looks forward to being a proactive member of Marchwood through the creation of exciting employment opportunities whilst providing support to the community.

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Public Participation

22/234 Members of the public spoke about the application and made the following comments:

- Jacob's Gutter Lane will become a bottle-neck with the projected increase in traffic.
- Rushington roundabout will require significant improvement to distribute the extra traffic quickly.
- Southampton is only served by one arterial route from the west.
- If the use of the freight line is increased then the Totton level-crossing will be in almost constant use.
- Further high volumes of traffic will increase throughout the day as other business interests are also looking to develop their land.
- Cracknore Hard Lane already suffers from appalling levels of noise.
- Will the current Batch Plant (dry concrete mixing) be enlarged?
- If it is enlarged what steps will be taken to mitigate the increased noise levels?
- People do not feel listened too.
- What levels of ammunition move through the port currently?
- Will this level increase once the development is completed?
- People feel patronised by the local authorities.
- Hampshire County Council are the true culprits here.
- Why are there no representatives of Hampshire County Council here tonight?
- The condition of Normandy Way is appalling and it is the fault of the County Council that nothing is being done about this.
- Will the type of road surface be improved so that it generates less noise?
- Shore power should be mandatory before a further increase in sea traffic into the port is allowed.
- The noise from on-board diesel power causes as many issues for residents as noise from increased road traffic and it lasts for far longer.
- There have been 37 accidents long Jacob's Gutter Lane/Bury Road over the past few years.
- There is no provision for an alternative route away from the village in the event of the Jacob's Gutter Lane / Bury Road being closed due to an incident of whatever nature.
- Will there be an increase in the level of rail traffic throughout the working week?
- If there is an increase in the level of rail traffic will this enable the line to be electrified.
- Could the numbers and type of job opportunities be outlined fully.
- There will be an increase in both noise and light pollution on site once the re-development is complete.
- What vehicle size is anticipated to be used when increasing the current 200 movements per day to over 650?
- Why haven't Hampshire Highways commented on this application before the advertised consultation closure date?
- The current operations are already noisy.
- Will the current motive power in the port be modernised so that they are less noisy and more efficient?
- The reports by Highways England and ABP both call in to question the traffic modelling and argue that the levels are an underestimation.
- Could the presentation slides be published on your website?

22/235 Members of the SGL team noted all comments made by members of the public.

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22/236 Mr Parkinson repeated his offer to show interested members of the public around the site to see for themselves how the site operates now and to see where the planned development will be sited.

21/11156 Solent Gateway Ltd, Cracknore Hard, Marchwood, Southampton SO40 4UT:

Hybrid planning application for the development of land at Marchwood Port (existing classes B2, Class B8 and ancillary uses) for additional development to support the proposed use of the land for port and port related uses comprising the following:

An application for full planning for the demolition of existing buildings and creation of additional hard standing (Class B2 (Industrial)/Class B8 (storage & Distribution), including ancillary offices (class E(g)) and ancillary security staff welfare and facilities; highway & railway improvements; perimeter and internal fencing; ecological enhancement areas; landscaping & infrastructure; enabling and earthwork's; utilities and associated works (Phase 1 works and specified plots - Plots S1; Plot A1.1, Plot A1.3, Plot A1.4 Plot A1.5; Plot A2 and M2).

Outline application for demolition of existing buildings; additional hard standing (Class B2 (Industrial)/Class B8 (Storage & Distribution), ancillary security and staff welfare & facilities; warehousing (Class B2(Industrial)/B8(storage & Distribution); circulation and access improvements; vehicle parking & servicing; lighting, plant infrastructure and associated works (Details only of Appearance, landscaping layout and scale) (Remainder of the site).

22/237 Councillors made the following comments regarding the application.

- Jacob's Gutter Lane will inevitably become a considerable traffic bottle-neck if the projected traffic levels come to pass as described in this application.
- If there is any incident that causes traffic to be held up (traffic light failures especially) this will quickly lead to traffic being backed up to the Bury Road roundabout.
- It was greatly disappointing to see that Hampshire Highways had not commented on the application by the advertised deadline.
- This is especially so as the Parish Council was required to request an extension to the deadline in order for this meeting to be held and for its comments to be recorded in time.
- Whilst there are valid complaints about the condition of the road surface at this moment in time it should be noted that this is not a material planning consideration.
- Increased traffic as a result of other development (both industrial and residential) is outside the control of SGL.
- Will the proposed increases in container storage see more empty containers being stored onsite after arriving by road or will there be an increase in full containers arriving by sea?
- Will there be an increase in the size of ships docking at Marchwood?
- Will there be any increase in the locomotive movements allocated to SGL by Network Rail?
- How will the proposed cycle way improvements be undertaken?
- What assurances can be given with regard to the biodiversity obligations in the light of the New Forest National Park Authority's comments regarding the land set aside.
- Are there areas in Marchwood that be used as an offsite mitigation scheme?

22/238 **RESOLVED:** To submit the following comments and recommendations.

Marchwood Parish Council has **no objection** to this application and wishes to confirm its support for the proposed development.

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Should the delegated officer be minded to refuse this application then the Parish Council would like to see the application determined by the elected members of New Forest District Council's Planning Committee.

There being no further business the meeting closed at 9.38pm