

Application Number: 21/11156 Full Planning Permission

Site: MARCHWOOD MILITARY PORT, CRACKNORE HARD,
MARCHWOOD SO40 4ZG

Development: 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:

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 M2 and A2 enabling works).

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 access) (Remainder of the site).

Applicant: Solent Gateway

Agent: Montagu Evans

Target Date: 30/11/2021

Extension of time 18/03/22

Case Officer: Judith Garrity

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) Principle of Development
- 2) Transport
- 3) Landscape visual impact including impact on New Forest National Park
- 4) Landscaping and trees
- 5) Residential amenity
- 6) Ecology and Biodiversity Net Gain
- 7) Flood risk and drainage issues
- 8) Sustainability
- 9) Heritage Impacts
- 10) Minerals
- 11) Cumulative impacts

This application is to be considered by Committee at the discretion of the Executive Head of Planning Regeneration and Economy because of the scale and significance of the proposed development and due to Councillor concerns.

2 SITE DESCRIPTION

Marchwood Port falls within the Port of Southampton which is operated by Associated British Ports (ABP). In 2017 the Ministry of Defence awarded the applicant (Solent Gateway) a 35-year concession to manage the military movements through the port whilst also opening the site for commercial port use.

The application site is 82.8ha in size and has road access from Cracknore Hard Lane. It is bounded by the River Test to the east, and Cracknore Hard Stream to the north-east, Normandy Way and Cracknore Hard Lane to the north, and Marchwood Village to the north west. The Fawley branch railway line enters into the site from the main National Rail line at the western end of the site.

The New Forest National Park is located on the south western boundary and the site is also bordered to the south and south-east by woodland and the Dibden Bay Site of Special Scientific Interest (SSSI). The site is adjacent to the designated SSSI, SPA and Ramsar sites and on the south eastern boundary is Dibden Bay. The site also abuts smaller locally designated sites of Importance for Nature Conservation (SINC). There are Public Rights of Way to the south west and east of the site with NFDC and NFNPA areas.

In terms of the site context, Marchwood Industrial Park is located 400m north east of the site. The McMullan Barracks are situated on the opposite side of Cracknore Hard Lane and is currently used as an existing barracks site. Planning permission has been granted for the re-provision/enhancement for the McMullan Barracks site which includes new technical, office, training, welfare, support and sports facilities, including a MUGA. A revised planning application for this is currently under consideration.

The site currently contains a mix of hardstanding for cargo storage, MoD office buildings, rail and road infrastructure, open areas of land and the quayside. The applicant currently uses 32.8ha of the site for port related activities with 22.7ha of the site suitable for open storage purposes. These current non-operational areas of the site are typically open grassland.

The quayside located to the east of the site is served by two operational jetties (Falklands Jetty and Gunwharf Jetty) which provide access to the River Test. A third existing jetty, Mulberry Jetty, is in a managed state of decline and is currently not able to support commercial operations.

The centre and northernmost parts of the site are a mix of port infrastructure as well as areas of semi-natural habitats trees and grassland. In the central-western part of the site, there are several ancillary buildings currently used by the MoD for storage, workshops, training and office space and sport pitches. On the southern boundary is a hardstanding compound used for automotive storage (part of Plot A5).

On the western side of the site, located around a spur of the rail sidings is an area of hardstanding currently used as a temporary storage and train loading and unloading area (Plot A4.1). To the south west of the rail sidings, there is an area that has historically been used by the MoD for off-road vehicle training and a port operator training area (Plot A4.2). Beyond this, there is an undeveloped area comprising mature oak trees and areas of dense scrub).

Sports pitches are located adjacent to the south east boundary of the site (Plot A3.1 and 3.2) which are used by the MoD for exercise and training and when not in use, for storage purposes. These facilities are not public, accessible or available for wider or non-military use.

3 PROPOSED DEVELOPMENT

The current planning application has been submitted following lengthy pre-application discussions and public consultation with the community which engaged with local residents, interest groups, elected Members and Parish Council.

The proposals are for the phased intensification of Marchwood Port including the construction of hardstanding for storage areas for the movement of materials, vehicles and containers by sea, road and rail. It incorporates open and covered, storage, buildings for warehousing, industrial space, offices, security and staff welfare facilities, access improvements, circulation routes, servicing and parking, landscaping, ecological areas, secure boundary fencing and associated infrastructure.

The site at Marchwood Port is approximately 83 ha in size. The proposals would increase cargo storage capacity on the site from the current existing available storage of 22.7 ha to 43.8 ha. This is an increase of 21.1 hectares. A further 23ha for landscape and biodiversity areas will be provided on the site. The remaining areas (approx. 16 hectares) would be retained as existing.

Existing available storage area	22.7 ha
Proposed storage area	43.8 ha
TOTAL ADDITIONAL STORAGE	21.1 ha

The proposed development will facilitate the storage of containers, automotive. Steel/rail storage; and general loose storage. In addition to this aggregates, aggregate storage, handling and processing plant, asphalt and concrete batching plants are proposed as part of the outline application.

The current proposals are a hybrid planning application for Class B2, Class B8 and ancillary uses for port and port related uses. This will allow flexibility to respond to changing economic and customer requirements but specific plots would be limited in terms of height or type of use and/or storage permitted. The development will take place in 6 phases to be constructed over a period of six to seven years

The full application comprises the following:

Full planning permission is being sought for Phase 1 of the proposed development which relates to Plots S1; Plot A1.1, Plot A1.3, Plot A1.4 Plot A1.5; Plot M2 and enabling works to Plot A2. Full permission is being sought 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.

Construction of the new site access, security office and canopy would include a separate access for oversized vehicles. Parking is proposed for security staff and visitors and includes disabled car parking; cycle parking and a covered cycle storage facility; There would be associated highway and footway improvements within the site to serve the open storage plots and the haulier's park.

Plot A1.1 use as high intensity container storage (up to 5 containers high), refrigerated containers or general loose storage of (maximum height of 16.5m).

Plot A1.3 and Plot A1.4: use as flexible open storage / open storage or low intensity container storage of up to 2 containers high (maximum height of 5.5m) and for automotive, steel and rail cargo.?

Plot M2: continued use by MoD for general loose storage general loose storage of a maximum height of up to 15m

Plot A1.5: use as hauliers park and welfare building with a small increase in the existing HGV parking and hard surfaced area and reconfigured parking layout. The existing three major rail level crossings across the site will be retained and improved and some unused rail line removed. A new track and rail corridors would be provided to serve the plots within the site

New and existing fencing up to 3.0.m high.

Lighting to replace use of halogen floodlights with LED equivalents which will be on masts of up to 30 in height on specific plots.

Site wide surface water drainage catchments to replicate the existing catchments. New hardstanding areas will be connected to the below ground drainage system and a sustainable drainage system (SuDS).

On and off-site Biodiversity Net gain are proposed. A landscape masterplan would allow some existing trees and grassland to be enhanced through new planting and biodiversity retention and enhancement on-site. A number of trees will be removed within the central plots.

Outline planning permission for the remainder of the site with details only of access. Reserved matters are appearance, landscaping, layout and scale.

Outline planning permission is sought for the 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.

The outline part of the application relates to those plots where the detail design has not yet been determined but it seeks to establish a set of parameters for land use and heights for the individual plots which will form part of future reserved matters applications. A number of documents have been submitted to allow these matters to be assessed. These details establish the plot boundaries and the primary and alternative uses for each plot area, maximum height for storage and /or buildings on each plot including an indicative container storage layout and warehouse building location.

The outline planning application seeks consent for the following elements that will be developed through phases two to six:

Plots A1.2, A3.1, A4.1, A4.2, and Plot A5: Proposed general loose flexible open storage some low intensity container storage up to a maximum of two containers in height (maximum height of 5.5m) or automotive, steel or rail storage.

Plot A3.1: Proposed covered storage/ warehouse or a maximum building area is 9,750m² and the maximum height of the built form would be 16.5m. If this plot is used for flexible open storage this would be limited to a maximum height of 5.5m.

Plots A2 and A3.2: Proposed aggregates terminal comprising of a storage, handling and processing plant plus associated concrete and asphalt batch

plants on Plot A3.2. A maximum height for the concrete batching plant would be 25m and asphalt batching plant would be 34m. The remaining buildings or storage heights on these plots be limited to up to 15m in height. A temporary mobile concrete batching plant will be provided on plot A2 until the permanent concrete plant in plot A3.2 is operational.

Plots A1.1, A1.5, A2, A3.2 and A4.1: New Welfare buildings in prefabricated, single storey modular buildings with associated parking hardstanding and lighting.

The existing areas of the site and buildings that are currently used by the MoD on Plots M3, P1 and P2) will be retained by the MoD at present before being handed over to the applicant in a phased approach by 2024. They will then be integrated into the site wide development and are indicated for storage of up to 15m in height.

The proposed development is the subject of an Environmental Statement due to its nature and scale and the resultant environmental impacts. The ES has been submitted following a EIA Scoping Opinion given in September 2020. The approach taken to the ES is based on precautionary, realistic worst-case scenarios. This approach has been used to inform any necessary mitigation measures identified. Flexibility is secured through a number of 'Parameter Plans' which have been informed by an iterative approach to design, EIA and transport assessment, and form the basis for the Environmental Statement.

4 PLANNING HISTORY

Reference	Description of development	Decision	Decision date
21/10098	New lightning protection system to be installed, system will utilise 35 no 20m high freestanding masts, situated sequentially either side of the existing bunds	Granted Subject to Conditions	06/04/2021
20/10795	Marchwood Port (Scoping Opinion)	Opinion given	14/09/2020
20/10443	Construction of a 'Type 1' crushed aggregate surface with geogrid membrane and temporary change of use of land for a period of eight years for open storage of: wind turbine blades; pipes; hydrogen plant parts; timber; boat moulds; steel and paving slabs/stones (Use Class B8).	Grant Temporary Permission	31/07/2020
21/11704	McMullen Barracks Revised Scheme: Demolish two buildings; Erect three new buildings to provide technical accommodation including workshops, storage, offices/training classrooms; with drainage infrastructure and landscaping. Included as Approved: Installation of surface car parks to	Registered 05/01/22	

store fleet vehicles and containers;
new guardhouse at altered access
to Cracknore Hard.
Sea Mounting Centre portside
enclave: two-storey port office
welfare building

20/11456	McMullen Barracks. Demolish three buildings; Erect Four new buildings to provide technical accommodation including workshops and storage; offices/training classrooms; welfare and support accommodation; Two deck car park and installation of surface car parks to store Fleet vehicles and containers; New guardhouse at altered access to Cracknore Hard; with drainage infrastructure and landscaping; Retained Sea Mounting Centre portside enclave; Two storey port office welfare building	Granted Subject to Conditions	19/07/2021
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5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

Policy ECON3: Marchwood Port

Policy ECON1: Employment land and development

Policy ENV1: Mitigating the impacts of development on International Nature
Conservation sites

Policy ENV3: Design quality and local distinctiveness

Policy ENV4: Landscape character and quality

Policy IMPL1: Developer Contributions

Policy IMPL2: Development standards

Policy STR1: Achieving Sustainable Development

Policy STR3: The strategy for locating new development

Policy STR4: The settlement hierarchy

Policy STR6: Sustainable economic growth

Policy STR7: Strategic Transport Priorities

Policy CCC1: Safe and healthy communities

Policy CCC2: Safe and sustainable travel

Local Plan Part 2: Sites and Development Management 2014

DM1: Heritage and Conservation

DM2: Nature conservation, biodiversity and geodiversity

DM4: Renewable and low carbon energy generation

DM5: Contaminated land

DM8: Protection of public open space, private playing fields and sports grounds and
school playing fields

DM9: Green Infrastructure linkages

DM12: Maintaining access to the water

DM26: Development generating significant freight movements

Core Strategy (Saved policy) 2009

CS7: Open spaces, sport and recreation

Supplementary Planning Guidance and Documents

SPD - Mitigation Strategy for European Sites

SPD - Parking Standards

NFDC Ecology and Biodiversity Net gain - Interim Guidance and advice note (2020).

NFDC Landscape Character Assessment.

Bird Aware Solent mitigation scheme.

Relevant Legislation

Relevant Advice

National Planning Policy Framework 2021

NPPF Ch.2 - Achieving sustainable development

NPPF Ch. 6 - Building a strong, competitive economy

NPPF Ch.9 - Promoting sustainable transport

NPPF Ch.11 - Making effective use of land

NPPF Ch.12 - Achieving well-designed places

NPPF Ch.14 - Meeting the challenge of climate change, flooding and coastal change

NPPF Ch.15 - Conserving and enhancing the natural environment

National Planning Policy Guidance

Other Policy Documents

Environment Act 2021

National Policy Statement for Ports (2012)

Government Policy on Freeport (briefing 2021)

Constraints

SSSI IRZ

NFSFRA Surface Water, Fluvial and Coastal

Brent and Wader Strategy

Explosives Safeguarding Zone

Article 4 Direction

Aerodrome Safeguarding Zone

Flood Zone

Small Sewage Discharge Risk Zone - AMBER and RED

Special Protection Area

Site of Special Scientific Interest

Historic Land Use

SINC

Tree Preservation Order: NFNPA/0032/08/W1

Plan Policy Designations

Employment

Built-up Area

6 PARISH / TOWN COUNCIL COMMENTS

Marchwood Parish Council, Marchwood Village Hall : No Objection to this application and wishes to confirm its support for the proposed development. 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 NFDC's Planning Committee

7 COUNCILLOR COMMENTS

Councillor Alison Hoare: Whilst I support the creation of jobs and work opportunities within the site, I have some caveats to my support of this application.

1. All lorries entering or leaving the site should use Normandy Way/Bury Rd, to ensure that no extra lorry movements are allowed to use the village roads. The size of modern lorries means that they are far too big to be driving safely through our Village, it should also be noted that within Marchwood there are 2 schools, a junior and infant.
2. All employees should also use the same route, not only to protect Marchwood but also to stop rat running through Eling, which has no footpaths and is a dedicated cycle route from Southampton to the Forest.
3. There should be an enforceable height restriction on the stacking of containers, no more than 4 high.
4. That only area E, (Plot A1.1(part) as marked on the plan be used for the storage of containers. I have major concerns that areas marked as H, (Plots A1.1(part) A1.2; A3.1 A4.1; A4.2. A5) of which there are 6 marked on the plans are labelled as flexible storage and could therefore be also used for container storage. Container storage within Marchwood and Eling is becoming a serious concern, they are visually very intrusive within the landscape as the stacking is so high, the noise of moving/stacking and the noise of transporting them, especially empty containers cause a lot of distress to many residents who have their sleep disturbed on a regular basis.

Eling probably the most historic part of the waterside is literally drowning from the sheer volume of containers, it is such an awful shame that the first view of the district is 100s of stacked containers adjacent to the beautiful Eling Marshes.

5. I would ask that the landscaping be commenced at the start of the development and not left until the works are completed.

Finally, although I understand this is not within the gift of the planning committee, I would ask that pressure be brought on Hampshire Highways to resurface Normandy Way with a low noise surface as promised previously by them and that a footpath be instated all along Normandy Way.

8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

Sport England: Objection. Sport England considers that the proposal leads to the loss of land used as playing fields or land which has been used as playing field in the last five years. The proposal does not meet with any of the exceptions in the SE playing fields policy; and is in conflict with both paragraph 99 of the NPPF which protects against the loss of sports facilities unless in exceptional circumstances and saved Policy CS7 of the local plan which includes a presumption against development that involves the loss of sports facilities. Further consideration should be given to developing a mitigation package to compensate for the proposed loss of provision at the site, similar to that Sport England has secured at other comparable military/MOD sites.

Environment Agency: No Objection subject to conditions. These conditions include the requirement for a Construction Environmental Management Plan; details for the proposed fish translocation and a mammal underpass and a method risk and noise assessment. A remediation strategy relating to risks of contamination and unidentified contamination and a verification report are also required.

The EA make further comment on contamination and groundwater protection. The EA would prefer to see the Water Framework Directive assessment (WFD) updated to follow the 'Clearing the Waters' protocols, however it is unlikely in our view that the conclusions of likely WFD compliance will be changed as a result.

Natural England: No Objection subject to appropriate mitigation being secured. Conditions recommended on CEMP to include defined potential impact on SAC SPA and SSSI. NE recommends the production of a Biodiversity Mitigation and Enhancement Plan (BMEP) or similar document for offsite biodiversity net gain site at Cadland Estate to strengthen ecological networks and wildlife corridors. Consideration should be given to securing biodiversity enhancements for the intertidal zone, by the removal of redundant infrastructure potentially supporting Pacific oysters on designated sites adjacent to the development.

HSE Explosives: No comments as the site lies within the boundary of an HSE licensed explosive site. The development would be subject to licensing by HSE under the provisions of the Explosives Regulations 2014 (as amended).

MOD Defence Infrastructure Organisation: No statutory safeguarding objection raised.

National Highways: Following submission of additional information have commented and suggested the conditions that should be attached to any planning permission.

NFNPA: Objection. Concerns about the landscape impacts of significant new areas of open storage and other development immediately abutting the National Park boundary, the impacts of the proposed development on landscape character, local distinctiveness, tranquillity, and dark night skies due to further sky glow effects. Views from public rights of way within the National Park have not been properly considered and opportunities to reduce light pollution immediately adjacent to the National Park should be explored. The proposed screening is not considered to be of a sufficient width to mitigate these impacts; The new hard surfacing will reflect light and heat and effect ground water levels which will new planting and existing mature trees. Comments are also made on the proposed off-site biodiversity net gain at the Cadland Estate and loss of the sports pitches on site in relation to national and local policy.

NFNPA Archaeology: No objection subject to conditions.

Southern Water: Comment. A desktop study of the impact on the public sewer network indicates that the additional foul sewerage flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement necessary to mitigate this will be provided by Southern Water. The Developer will need to work with Southern Water on the delivery of the network reinforcement within 24 months of planning consent. Conditions are requested on the measures to be taken to protect the public sewers and water supply apparatus and the phased occupation of the development to align with the delivery of sewerage network reinforcement to ensure that adequate wastewater network capacity is available. Details are required of proposed means of foul sewerage and surface water disposal and arrangements for the long-term maintenance of the SuDS. A Trade Effluent discharge licence should be obtained before connection to the public sewerage network.

HCC Highways: No objection subject to conditions, off site highway work, a financial contribution to mitigate highway impacts on the A35/A326 and framework travel plan monitoring contribution. Consideration has been given to the traffic impact of the proposed development and trip generation figures that have been based on three

traffic scenarios from a 2020 baseline to 2024 future with OUSWD and planned development. The capacity analysis of 6 junctions has been undertaken and results indicated that the A35/A326 Rushington roundabout junction was already operating at capacity during the 2020 baseline. The increase in traffic as a result of the development is likely to result in reduced capacity on the local highway network. HGV trips are likely to be spread out across the day and so junction impacts outside of peak hours is likely to be greater than predicted in the modelling. However, a financial contribution has been agreed would be used to implement improvements identified in the Transport Waterside Strategy including phase 2 of the A326 improvements which would mitigate these impacts. Detailed information has been provided as part of the TA together with supplementary information and amended plans. The proposed access has been subject of a pre-application design review. The revised Framework Travel Plan is acceptable subject to a condition and monitoring fee.

HCC Lead Local Flood Authority: No objection subject to planning conditions requiring a detailed surface water drainage scheme and the long-term maintenance arrangements for the surface water drainage system. The management of surface water runoff through 3 catchments, which will discharge surface water into the adjacent River Test, is acceptable in principle. The information submitted addresses issues regarding surface water management and local flood risk.

HCC Minerals and Waste: The proposed development is contrary to Policy 15 of the HMW. It is requested that exploratory work is undertaken and a minerals safeguarding report is submitted. The proposed development is supported by this Policy 34. The development site lies adjacent to safeguarded sites (Policy 16 and 26). Mitigation measures are required to assess how the safeguarded sites will be impacted or evidence provided that the minerals can be relocated or provided elsewhere and delivered.

HCC Public Health: Support. Welcome the proposal which supports the vitality and prosperity of the Port and associated businesses, local employment and training opportunities. HCC encourage this development to be undertaken in a health-promoting, sustainable manner with walking, cycling, reduced car use, improved access and proximity to local public transport. HCC welcome segregated pedestrian and cycle paths, especially at the access, there is a need to consider air quality and noise pollution during and after construction, tree retention on the site and provision of enhanced landscapes, and on and off site biodiversity net gain.

HCC Director of Economy Transport and Environment: Supports the proposals from economic development perspective. Separate comments will be made by HCC Highways and HCC LLFA as statutory consultees.
Hampshire and IOW Fire and Rescue: Offer advise

NFDC Environmental Health (Pollution): No objection subject to conditions. We agree with the methodology of the assessments and additional information relating to air quality assessment and cumulative impact

NFDC Environmental Health (Contaminated Land): No objection subject to conditions on contaminated land investigation, monitoring and remediation.

NFDC Ecology: No objection subject to conditions and off-site BNG being provided, retained, managed and monitored.

NFDC Conservation: Comment to confirm the details submitted are acceptable.

NFDC Landscape: No objection. The landscape layout is acceptable.

Southampton City Council: Final Comments awaited. Interim comments made on air quality in relation to the Southampton Clean Air Zone. With the methodology used the proposed development is likely to have a moderate adverse effect in the Redbridge/Millbrook Air Quality Management Area due to additional movement of HGV and LGV along with new shipping movements.

Associated British Ports: No objection in principle to the development but the following transport related issues are important from an ABP, existing [MIP] operators and the community. Concerns expressed about future flows from Marchwood Industrial Park have not been included within any Transport. Should ABP promote any future development / employment schemes on the MIP site, this potentially could mean that the site ends up paying twice for highway improvements. This is clearly a concern given that this “additional capacity” has been accepted by HCC in the past. A future operational monitoring requirement could be helpful in verifying the accuracy of the Transport Assessment predicted traffic volumes. Concerns about the ability of HGVs (in particular) to access the SGL site during off peak hours to avoid the potential for vehicles waiting either in residential areas of the MIP site itself.

Business South and New Forest Business Partnership: Support. Marchwood Port is a key element of the successful Solent Freeport bid which will bring substantial investment and opportunity to the New Forest economy.

Solent Protection Society: Do not object to the principle but there should be sufficient mitigation of the impact. Specific comments are made on landscape, drainage and highway infrastructure. Concerns are expressed about views from the sea, River Test and from Southampton and request that container stacking is kept to a minimum in the actual dock area. Request a blanket TPO is placed on land to the south east; reference is made to historic land fill and the SINC and bird protection areas. Pollution protection measures are required including petrol interceptors to protect the river and Solent. There would be a significant increase in HGV movement on the surrounding road network and a financial contribution should be made towards the upgrading of the road network beyond the immediate site entrances.

Eling Conservation and Preservation Society: Fully support the concerns raised by SPS and consider that unless these concerns are fully resolved the planning application should be refused or delayed. An affordable local transport system should be connected and coordinated with the main national rail lines. Restrictions on local roads should be resolved and transport solutions adopted to deal with the additional traffic generated by the development.

9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received

For: 17
Comment: 5
Against: 26

Support or comment:

- Creation of secure trade, employment, apprenticeships and investment in the local area.
- Positive impact on the area locally and nationally;
- Importance of Solent Freeport for Marchwood;
- Small increase in traffic would be mitigated by the new port gate;

- Use of rail and sea transport should minimise the impact of large vehicles;
- Preservation of SSSI areas welcomed;
- High quality ecological offset and net gain in ecological enhanced areas.

Objection:

Traffic and highways

- Road and rail infrastructure is inadequate;
- Increased HGV and commuter traffic particularly at peak times;
- Congestion and vehicular/pedestrian safety issues with an increased risk of accidents;
- Highway capacity particularly at Rushington roundabout;
- Concern about local road infrastructure and impacts from other developments at Fawley, Corks Farm and Marchwood Industrial Park;
- Need to improve local highway network, public transport and introduce restrictions for HGVs and a commitment from HCC Highways to do this;
- Condition of roads and need to upgrade surfaces;
- No controls available over the use of contractors /delivery routes;
- Traffic and safety issues on Eling Hill, Jacobs Gutter Lane and northern access route to Port;
- More use of rail and sea in /sea out modes of transportation is needed;
- Need to encourage use of local public transport;
- Lack of pedestrian and cycle routes and safety risk to cyclists and pedestrians using existing routes;
- New footpath /cycleway improvements required on Normandy Way to link to existing off road route and from Jacobs Gutter Lane to junction with Marchwood by-pass (A326) to Rushington roundabout;
- Concern about a dedicated cycle path down Old Cracknore Close;
- Will add to the military transport requirements;
- Reference made to the 1975 Marchwood Local Plan and the HCC Waterside Interim Transport Policy (2017).

Visual amenity, environmental and other issues

- Noise pollution from reversing beepers and movement of containers when they are loaded/unloaded;
- Need to control hours of operation due to disturbance;
- Impact on air quality, particularly due to increase diesel pollution and dust;
- Need provision of shore power so ships do not run engines overnight;
- Noise and lighting assessments are flawed;
- Visual impact of stacked storage containers and current on site storage;
- Container storage should be limited to 3 high. Reference made to Eling Wharf;
- Environmental concerns, impact on designated sites and wildlife.
- Overdevelopment of the site;
- Loss of sports pitches and other open areas on the site;
- Effect on climate change;
- Army had a good relationship with local community
- Effect on property values (non-planning matter).

Councillor K Rhatigan- Leader of Basingstoke and Deane District Council:

Support. The development can play an important role in economic growth and recovery for the whole of the region including Basingstoke and Dean. There would be a substantial positive impact on business in the region alongside the benefits that a Freeport will provide.

10 PLANNING ASSESSMENT

1.Introduction

This is a major development on a large and strategically located allocated site in Marchwood. Furthermore, the site forms part of the proposed Solent Freeport which is crucial to the future economic prosperity of the area and has wider regional and national importance.

In making this submission the applicants have set out the aims and objectives of the proposals. The masterplan for the site has been developed to increase the commercial capacity of the port, while continuing to support and enhance operations by the MoD. The strategic objectives are to:

- i) Maintain current port operations and business continuity throughout the redevelopment of the site.
- ii) Maximise the development opportunity within the context of environmental and social policies.
- iii) Create a flexible port with multi-use areas.
- iv) Create opportunities to lease land for others to develop.
- v) Promote the use of the Port's existing sea and rail connections.
- vi) Maintain existing maritime capability without precluding future seaward development.
- vii) Target phasing of development to minimise financial exposure between phases; and
- viii) Continue to support MoD operations and meet obligations of the concession agreement for the operation of Marchwood Port.

In addition to these strategic objectives the development proposals are informed by the environmental constraints and opportunities of the site:

- i) To strengthen the boundary with the National Park and strengthen visual screening on the boundary to minimise effects on visual receptors.
- ii) To retain and / or strengthen the boundary with Dibden Bay SSSI.
- iii) To focus the noisiest and most visually prominent uses towards the centre of the site and away from more sensitive environmental receptors.
- iv) To minimise presence of new buildings within the flood zone.
- v) To retain and enhance higher value habitat onsite, and secure additional biodiversity improvements offsite to meet a Biodiversity Net Gain (BNG) +10% target; and
- vi) To maintain and enhance habitat connectivity within and across the site

Approach to assessment of impact

Paragraph 3 of Schedule 3 of the EIA Regulations 2017 sets out the information to be included within the Environmental Statement and the need to define the current environmental baseline and if possible, the future baseline for a proposal. The future baseline can be affected by a number of matters including how a site may change in the absence of a development and how the environmental baseline may be affected by wider factors.

When the applicant took the lease from the MoD 5 years ago there was a requirement to make more effective and efficient use of the port. Since this time, most of existing areas of hardstanding within the site have been used more effectively for cargo storage and transhipment however, some developed parts of

the site are still not fully utilised, and so the port is still not currently operating at its full capacity.

In the light of its Freeport designation and associated commercial interest in the port a more intensive use of the site is likely to occur in the future. More efficient and intensive storage use of the existing developed areas on the site is likely even in the absence of the current proposals and this could take place without the need for planning consent. This forms part of a future baseline for the site and is based on the most likely uses of existing storage areas and their associated traffic generation.

Accordingly, the approach adopted to assess the impact of the proposed development takes this into account by considering it against this future baseline. This has been referred to as '*operations that can already be undertaken on the site within the scope of the current development and use*' (the "OUWSCD"). The OUWSCD future baseline assumes no enabling works are undertaken in order to the use of existing storage areas and all existing transport infrastructure, lighting, and drainage on site would remain.

The OUWSCD future baseline considers a number of logistical factors or limitations including the capacity of existing transport infrastructure to accommodate deliveries and departures; the time that cargo is stored before being transported off site; likely market demand for different types of cargo storage; the type of surface, form and function of existing storage space and its ability to accommodate certain types of cargo. This future baseline could result in changes in the number and frequency of traffic, rail, and vessel movements; the types of cargo being stored on different parts of the site; the heights and densities of cargo or containers stored; the volume of plant and machinery operating on the site; and the numbers of employees on site.

The supporting documents to the planning application and the ES consider the potential impacts of the proposed development against this future baseline. If the effect of the OUWSCD baseline on the current baseline is minimal, uncertain or cannot be defined the current baseline is considered. Where the effects of the OUWSCD future baseline on the current baseline are meaningfully significant and can be defined then the effects of the proposed development are assessed against both the current and future OUWSCD baselines.

This approach to assessment of impacts of the current proposals and the methodology adopted were broadly agreed with the Planning Authority in pre-application discussions.

2. Principle of Development

Marchwood Port is a large and established facility which has now been made available for commercial as well as military use which adds significant potential for the site to contribute to the economy of the area. This importance is reflected in its Freeport designation.

Policy ECON 3 of the Local Plan Part 1 safeguards the application site for port and port-related uses. The supporting text to this policy sets out the historic use of the port as a sea mounting centre and as a berth by the Royal Fleet Auxiliary in support of the Royal Navy. The Policy and supporting text makes no reference to the siting being a Sport Pitches. The policy states that the Council will work co-operatively with the operators to enable the effective and efficient use of the site and port facility for commercial, economic and local employment generating purposes. The specified criteria of policy ECON3 are to :

- i) Ensure the effective functioning of the transport network including new highway provision or improvements if required;
- ii) Avoid where possible and mitigating where necessary any harmful impacts on the environment;
- iii) Avoid unacceptable impacts on the local communities and the health, safety and amenity of local residents, including from air pollution, noise, light or other disturbance from operational activity, road and freight movements; and
- iv) Minimise where possible and mitigating where necessary adverse impacts on the wider countryside and landscape, including the New Forest National Park.

The policy goes on to state that any non-port-related proposals must be compatible with the port and port related activity and not prejudice the effective utilisation of the port and rail facilities of the site. The principle of the proposed development is therefore acceptable subject to the identified policy criteria being met.

The principle of the development of the site is acceptable, however it is understood that there was occasional use of part of the site for the playing of football and rugby. Plots A3.1 and 3.2 storage are proposed for this part of the site. Whilst the use appears to have been ancillary to the established use of the site consideration needs to be given to the resultant loss of this open area on the site in accordance with National and local policy.

The National Planning Policy Framework (NPPF) states a presumption against the loss of playing fields. In particular, Paragraph 99 states that existing playing fields should not be built on unless they are surplus to requirements; their loss would be replaced by equivalent or better provision in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Saved Policy CS7 of the Core Strategy (2009) includes a presumption against the loss of a sport, recreation or play facility except where alternative facilities of equal or better quality will be provided in an equally accessible location as part of the developments.

Sport England have raised an objection to this proposal. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or part of a playing field, unless one or more of the five exceptions stated in its policy apply. Sport England considers that the land does constitute playing field land and so their playing fields policy and Paragraph 99 of the NPPF are applicable.

The applicant states that the sports pitches have been used for playing sport on an occasional basis for military personnel and not for the general public as there is strict security with limited access to the site. The primary use of the whole site is as an operational port with a military function port and the sports pitches are incidental to this use.

However, Sport England consider that in planning policy terms there is no distinction between playing field land which is open and accessible to the wider community or the public and those that are inaccessible; privately owned and closed off to the wider community or public. Sport England have a statutory role to protect against the loss of all playing field land irrespective of the ownership, management or accessibility arrangements.

Furthermore, as part of the current application there are no plans to provide alternative facilities or to mitigate the loss of playing field land on the site, nor is there any evidence to suggest that the playing field land is not needed. New Forest District Council do not have an up to date or robust assessment or evidence base of their quantitative and qualitative playing pitch needs for their area in the form of a Playing Pitch Strategy and so there is no robust assessment which demonstrates that there is excess playing field land and that this land is surplus to requirements.

On that basis, Sport England object to the application as the current proposals do not meet with any of our exceptions in the SE playing fields policy and is in conflict with both Paragraph 99 of the NPPF and Policy CS7 of the Core Strategy which includes a presumption against development that involves the loss of sports facilities. SE suggest that further consideration is given to developing a mitigation package to compensate for the loss of provision at the site.

Careful consideration has been given to the objection raised by Sport England. Marchwood Port covers an extensive area of land and since 1943 it has been used by the MoD as the UK's only military cargo port. The Council see the site as an important asset, particularly given its deep water frontage and supporting infrastructure. To support and promote economic growth within the district and to strengthen the role the area plays in the global economy Local Plan Policy ECON3 promotes a more efficient and effective use of the port for commercial purposes.

In addition to this, it is important to note that the boundary of the Policy MAR 7 allocation at Marchwood Port in Local Plan Part 2 was expanded to incorporate additional land which included the land in question following modifications made by the Local Plan Inspector. The boundary of the original MAR 7 policy allocation was drawn tightly around the port site and excluded the sports pitches. At the Local Plan Inquiry the Inspector made modifications to Policy MAR7 and redrew the boundary to include the sports pitches. Paragraph 156 of the Inspectors report sets out the reason why the original policy was considered unsound. It was considered that there was a lack of evidence to justify the restrictive approach which did not make the most effective and effective use of the sites port facility for commercial, economic and local employment generating purposes, and whilst seeking a comprehensive approach, the proposed policy boundary excluded key areas. Local Plan Part 1 Policy ECON3 essentially rolled over this allocation with factual updates.

In addition to this, whilst the Council does not have a current Playing Pitch Strategy, the PPG17 study profile for sports pitches at Marchwood (2010) did not include the any land at the port

The application documentation sets out that this part of the site has not only been used for periodic use of storage, general military training exercises, parking vehicles, landing helicopters and other port activities, but is also used to play sport (football and rugby) when not required for port or port-related activity. The applicant considers the primary role of this area to be operational port space, with its secondary role being the temporary use for "sports pitches" when available. The land in question was only used for about 8-10 matches each year, by 17 Port & Maritime Regiment RLC. There has never been and will never be any future public access to the port for sports or other reasons.

The MoD Strategic Command has recognised that as part of the relocation of its non-operational activities from the Port to McMullen Barracks, it is their responsibility to provide for the sporting needs of the regiment and it is not an expectation of the applicant for Marchwood Port. In this context planning permission has been granted for a MUGA within the McMullen Barracks site which meets some needs of the

Regiment for training and general exercise and there also appears to be scope to provide full pitches elsewhere on the McMullen Barracks site.

Officers share this view which is reflected in Policy ECON3. This policy promotes a more intense and effective port use, whilst also requiring development proposals to take into account the transport, ecological, amenity and visual effects of the proposed development. Policy ECON3 does not, however, require the provision of sports pitches on the site. The requirements of the policy reflect the primary use of the port, and the limited nature of the other activities (such as sport) that take place on parts of it.

The conclusion reached is that there is no planning reason for replacement land to be provided, noting that there is an operational requirement for 17 Port & Maritime Regiment RLC but that these are two separate matters. This conclusion accords with the wording of Policy ECON3. Accordingly, it is not considered to be necessary or appropriate for the proposed development of the port to retain or re-provide such provision within the scheme, or to otherwise justify its loss.

Due to the objection made by Sport England, there is a requirement under Paragraph 7 of the Town and Country Planning (Consultation) Direction 2021 to refer the application to the Secretary of State before any decision can be issued.

3. Transport

Chapter 9 of the NPPF relates to promoting sustainable transport. Paragraph 104 states that applications for development should ensure that appropriate opportunities have been given to promote sustainable transport modes, ensure safe and suitable access to sites and to mitigate any impacts from the development on the highway network. Paragraph 110 states that appropriate opportunities should be taken to promote sustainable transport modes, to provide safe and suitable access for all users and mitigate any significant impacts on highway safety and the transport network in terms of capacity and congestion. Paragraph 111 advises that development should only be prevented for highway reasons where it would have an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Developments that generate significant amounts of movements are required to be supported by a Transport Assessment and Travel Plan (para 113).

Policy ECON3 expects development of the site to ensure the effective functioning of the transport network including new highway provision or improvements if required. Policy ECON1 requires developments which are for the intensification of employment uses to provide safe and suitable access for pedestrians, cyclists and the type of vehicles likely to visit the site.

The application site is in a unique location accessible by existing road, rail and sea access. This existing infrastructure will serve the new development and is considered to be the most sustainable option for the transport of cargo and freight in to and out of the site. The proposed development will increase vehicle trips, shipping and rail movements once operational and during the 6 phase construction period there will also be construction related traffic movements.

Highways:

The local road network is already used by commercial vehicles and HGVs generated by the application site and other industrial areas. There is access from the site to the Totton by-pass, A326 Marchwood bypass where there is a connection to the strategic road network and the M27 at Redbridge.

A Transport Assessment (TA) has been submitted with the application and supplementary information provided on trip rates. The TA considers existing and proposed traffic generation, proposed access works, visibility splays, parking, accessibility and provides details of off-site highway improvement works. A Framework Travel Plan has also been submitted which includes an action plan and sustainable transport strategy.

Traffic survey information on the use of the local road network has been compiled from various locations and historic data has been used to compliment recent surveys undertaken during Covid-19 pandemic. Development traffic generation uses survey data from November 2020. This blended approach of current and historic data forms the baseline for the TA.

Traffic generation:

The proposed traffic generation at the site has been assessed against the future baseline which has been referred to as “*operations that can already be undertaken on the Site within the scope of the current development and use*” (OUWSCD future baseline). This is considered to represent a reasonable future baseline for the traffic generation from the site when allowing for the full operational use of existing areas of hardstanding on site, as well as the use of rail paths allocated to the site that are not currently fully used.

The TA sets out a blended trip rate which has been applied to the 22.7 hectare area of existing hardsurface in order to determine the level of HGV trips that could be generated without the need for any additional planning permission. This provides a range of baseline traffic generation figures per hectare per day. It considers HGVs and employee trips but does not consider other types of LGV trips. The current Ouwscd transport demands that could arise from the existing storage areas is not possible using shipping, rail or highway surveys as much of the existing site is not in use or is underutilised.

An alternative approach has therefore been taken to the potential transport generation from the existing operational areas. This approach considers the multi-modal traffic generation that the port could reasonably generate with a range of transport generations for HGVs, employees, rail and shipping across the site.

The adopted methodology assumes the import and export of a range of goods that have already been stored on some parts of the site through existing commercial contracts. These items include wind turbine blades, pipes, hydrogen plant parts, timber, boat moulds, steel, paving slabs and aggregates. This has been called the ‘SGL mix’ and this has a lower road traffic generation.

The existing available storage areas on the site is 22.7 hectares. However, the highest traffic generation methodology has not be used across the whole of this area due to the nature of existing surfacing. It has therefore been assumed that container storage - which has the highest level of road traffic - could only take place on 5.8 hectares of the existing site.

TOTAL existing hard surfaced area (ha)	22.7
Potential use for Container storage (ha)	5.8
Remaining area (ha)	16.9

The lower existing trip rate has been used for the remaining existing open storage area of 16.9 hectares. This area has been assumed to have a mix of other storage including automotive storage uses where it is reasonable to apply the traffic

demands and trip rate agreed for the recent planning approval for open storage on 3.64 hectare of the application site (known as the 9 acres site- PA 20/10443).

These forecasts of the traffic generation at the port have been used to model the likely impacts of the proposed development. For the purposes of the traffic assessments MoD traffic is assumed to continue to use the port, but the current commercial traffic is replaced with the future OUWSD and the proposed development traffic.

The future trip rates are based on the transport movements of the existing activities on the site which is a combination of mixed commodity storage and the container storage. The proposed development would change the number and frequency of traffic movements, rail, and vessel movements and the amount and types of cargo being stored on the site. Any proposed storage uses that are more road transport orientated are likely to result in a different level of traffic generation to those calculated in application 20/10443 (see above).

The assessment of additional traffic generation is based on 21.1 hectares of new storage use on areas of the site that are currently undeveloped and do not form part of the port's existing functionality. The bespoke trip rates - based on the approach set out above - has been used to calculate the likely number of HGV and employee trips that could potentially be generated from existing area. This has been applied to the new areas of hardstanding and open storage based on the proposed masterplan that has been submitted.

Furthermore, the applicants are discussing the use of 6 ha of the site for container storage and 6.3 ha for an aggregates terminal and the assessment made includes an allowance for these higher trip rates and a bespoke aggregates HGV trip rate.

On this basis, the TA sets out the following potential daily and peak hour movements:

Daily movements Full operation of proposals	OUWSD	Additional over OUWSD	Full operation of proposals
HGV	420	264	684
Employees	476	444	920
TOTAL	897	708	1604

There would be 110 additional vehicle peak hour movements (88 light, 22 heavy) in the morning and evening peak hours - equivalent to between one and two additional movements a minute on the local highway network.

Peak Hour	OUWSD	Additional peak hour movements	Full operation of proposals
HGV	27	22	49
Employees	94	88	182
TOTAL	121	110	231

In support of their case, the applicant states in the TA that there is already funding in place to improve the roundabout junction where enhancement is required. The proposed scheme has also been subject of a safety audit which found the highways aspects of the proposed development to be acceptable in safety terms. Further mitigation of impacts is also proposed through the submission of a Construction Traffic Management Plan. This document will include details of lorry routing,

management of delivery times and vehicle covering / cleaning measures- and CEMP which can be secured by condition.

In terms of construction traffic, additional information has been provided which confirms the anticipated level of construction vehicle trips. This has been calculated from estimates based on the likely volume of earthworks and resurfacing, the numbers of construction staff along with the other programmed construction infrastructure that would be necessary.

Construction movements by type	Number of movements per day
HGV	38
Other construction vehicles	26
Light vehicles	93
Total	157

It is acknowledged that these are estimates and the precise number of vehicle movements is likely to fluctuate throughout the 6-year construction period. The construction worker light vehicle movements may occur outside of the typical morning and evening peak hours. Taking these factors into account alongside the temporary nature of the construction element of the proposals, it is considered unlikely that any construction activity in association with the proposals would result in a severe impact on the operation of the local highway network. Mitigation measures can be secured through a Construction Traffic Management Plan – which can include details of lorry routing, management of delivery times and vehicle covering / cleaning measures to be secured by a planning condition.

Strategic Road Network:

National Highways have been consulted due to their interest in the Strategic Road network (M27 and the M271). The Applicant has also engaged in pre-application discussions with National Highways in relation to the potential traffic impacts on the SRN, particularly at the M271/ A35 junction and M27 junction 2.

In their initial response National Highways requested additional information on how the HGV rates per hectare for SGL mix, (automotive, containers and aggregates) relate to the development proposed. Further details of the assumptions used to predict the likely number of employees and timing of trips to the site were also requested, as well as the application of relevant TRICS derived trip rates to the proposed uses on the site (Class B2, B8 and E). The applicant has submitted this additional information.

It is recognised that the port has bespoke operating parameters due to the significant role of both rail and shipping which need to be reasonably accounted for. The suitability of the TRICS model to this particular development has been assessed. However, the use of TRICs database is not considered to be appropriate other than the B8/B2 HGV trip rates. This is because of the locational and infrastructural characteristics of the site with rail and sea access. The TRICS model includes large modern buildings where main transport generating activity takes place and not large areas of open storage as is currently proposed.

Nevertheless, the proposals include an illustrative warehouse building which is part of the outline application. This is shown on Plot A3.1 which is 2.6 ha in size and so an assessment using a TRICS B8 rate associated with this use has been undertaken to generate HGV trips. In addition, a TRICS B2 rate has been applied to the 12.3 ha of the site for container storage and aggregates areas.

Based on the existing open storage function of the port, with both rail and maritime provision, using the principles applied by the Applicant the proposals are anticipated to generate a total of 684 daily HGV two-way trips. However, applying the TRICS approach analysis above it is anticipated the site will generate 131 additional HGV trips per day compared to the alternative trip rate and a total of 815 daily two-trips.

SGL alternative HGV trip rate	684
TRICS approach HGV trip rate	815
Additional trips using TRICS approach	131

An impact assessment at J2 M27 and the M271/ A35 junction has been undertaken. At the M271/ A35 (Redbridge) the trip generation assessment demonstrates that 63 development trips are likely to impact this junction during the AM and PM peaks. During the morning peak, this equates to an increase of 2.3% of all vehicles and a 1.4% increase of all vehicles during the afternoon peak. In the light of recent improvements to Redbridge roundabout, National Highways are satisfied that the impact can be accommodated at this junction.

At the M27 J2, a similar exercise has been undertaken which demonstrates approximately 10 additional two-way movements would result at this junction due to the development (an increase of 0.2% during both the morning and afternoon peak). This impact can be accommodated.

National Highways are satisfied with regards to trip generation and potential impact on the SRN. This conclusion has been reached based on the particular characteristics of the site and the nature of the proposed development where there would be extensive level of hardstanding. Whilst a B8 land use is proposed given the characteristics of the site a traditional B8 land use trip generation is unlikely to result.

Furthermore, both the maritime and rail provision are significant in the operation of the port and the Masterplan demonstrates the continuation of the existing port functions. In this context, even applying the higher TRICS trip rates, in both cases, given the level of change anticipated, National Highways are satisfied that the impact can be accommodated at the at J2 M27 and the M271/ A35 (Redbridge) junction.

Local Road Network

The Applicant has engaged in significant pre-application discussion with HCC highways. An agreement has been reached on the derivation of bespoke trip rates, base-year and forecasting assumptions, traffic distribution analysis as well as developing a fall-back scenario to test the impacts of the development against.

HCC Highways have been consulted as local highway authority and are satisfied with the approach taken in the TA and the three traffic scenarios used to assess trip generation (based on the 2020 Baseline, the 2024 Future Year OUWSCD 'without development' and 2024 Future Year OUWSCD with development). Capacity analysis for these 3 scenarios has been undertaken at 6 junctions.

1. Cracknore Hard/ Proposed site access priority junction.
2. Normandy Way/ Cracknore Hard priority junction.
3. Normandy Way/ North road roundabout junction.
4. Bury road/ Normandy Way roundabout junction.
5. A326/ Jacob's Gutter Lane signalised junction.
6. A35/ A326 roundabout junction.

The TA includes a summary and comparison of the operation of the junctions for the three assessment scenarios. The additional transport information submitted during the application process includes junction model validation data. The conclusions of the validation exercise are accepted and the submitted junction models are considered to represent a reasonable reflection of the likely operations of the junctions which have been analysed when compared to the existing junction capacity.

With the exception of two junctions, all of the junctions tested are predicted to operate within theoretical capacity during all three scenarios. However, modelling results for the A326/Jacobs Gutter Lane signalised junction predict that parts of it could be at maximum capacity during the 2024 OUWSCD 'without development' scenario. The development proposals would increase demand on this capacity on two arms which would lead to an increase in vehicle delay and queuing.

The junction of the A326/A35 (Rushington roundabout) currently experiences some queuing and delay. Modelling shows that it would be at capacity during the 2020 baseline scenario which would increase with the 2024 OUWSCD 'without development' scenario and be impacted further by the current proposals.

Funding has been secured for improvements to the A35/A326 roundabout junction and Hampshire County Council are currently progressing a scheme as part of the Transforming Cities Fund. The scheme is now in the detailed design stage and is being finalised. This scheme is likely to include measures to improve bus accessibility, reduce journey times and reduce congestion in the area. The improved junction has been modelled within the Transport Assessment. The results of the model predict that the operation of the improved junction during the 2024 'with development' scenario would be comparable to the 2020 baseline scenario with the current junction geometry.

These junction improvements are still being progressed by HCC. Whilst it is accepted that the junctions on the local highway network will be able to accommodate the development proposals, the increase in traffic as a result of the development will reduce capacity on the local highway network, with an increase in queuing and vehicle delay. Except for employee trips, other types of trips such as HGV trips are likely to be spread out over the course of the day as opposed to cresting during the weekday AM and PM peak hours. As such, despite the modelling results the relative development junction impacts outside of the peak hours is likely to be greater than predicted. Furthermore, it must also be recognised that due to the nature of the development, the proposals will result in an increase in HGV trips on the route between the port and the M27, as well as local trips within the Marchwood area.

In order to mitigate the traffic impacts of the development on the local highway network, an appropriate mechanism needs to be in place to ensure that a scheme to address this is delivered when the traffic generation exceeds the future baseline with OUWSD. A financial contribution to fund this scheme can be secured through a Section 106 agreement. This would meet the statutory tests as the calculation has been based on the predicted level of development traffic generation and is therefore directly related to the development, is proportionate to the scale of the development proposals, and is necessary to make the development acceptable in planning terms by mitigating the impacts of the development on the capacity of the local highway network.

his contribution would be used to address these impacts towards implementing the improvements which are set out within the Transport Waterside Strategy which includes phase 2 of the A326 improvements. The improvements will address congestion along the A326 corridor as well as enhance accessibility for all users including non-car modes of travel, which will in turn help to mitigate the impacts of the development proposals. These works that are funded by this contribution to be part of a committed scheme that are completed by HCC prior to any plot in Phase 2 of the development being first used or occupied.

HCC highways have recommended that 50% of the contribution is paid on commencement of the development and the remaining 50% to be paid either upon completion of the Phase 1 works or within 18 months of commencement of the development. However, it is considered to be more appropriate and reasonable for the whole contribution to be made on first occupation or use of the completed Phase 1 of the development. This has been agreed with the applicant.

Subject to the off-site highway works taking place and the financial contribution being paid and a scheme delivered to mitigate the impacts the local highway network can accommodate the proposed additional development traffic and would be acceptable in highway terms.

Access and parking:

The existing main access to the site is from Cracknore Hard Lane which also serves Marchwood Industrial Park and other industrial sites. The access to the site is located opposite the McMullen Barracks east of Normandy Way and a secondary access is located further east close to where Cracknore Hard become Oceanic Way.

The proposals would relocate the main access 50 m further west on Cracknore Hard Lane and improve both the main port gate access and the secondary access. The main port access has been designed in consultation with the MoD and HCC to ensure they are co-ordinated with the recent planning permission for McMullen Barracks which is located opposite (PA refs 20/114526 and 21/11704).

The proposed design includes improvements to the access to provide a safer and more efficient arrangement. It would provide additional lanes, a vehicle processing bay and HGV stacking distance within the site to allow a 16.5m HGV to enter and exit the site with minimal encroachment on the highway. In addition, there would be a separate pedestrian link and uncontrolled pedestrian crossing onto Cracknore Hard.

Amended plans have been provided which show acceptable site access visibility splays as well as the required pedestrian visibility splays at the uncontrolled crossings onto Cracknore Hard. Plans have also been provided which indicate pedestrian visibility splays at the proposed uncontrolled crossings on Normandy Way, Autumn Road and Dapple Place.

The secondary / oversized vehicle access is located to the east of the existing main gate access. This will ensure that the development has a good quality safe access for oversized vehicles to serve the more intensive use of the site.

The access proposals have been subject to HCC Highways for a Pre-Application Design Review, which is separate to the planning process. A 'Departure from Standard' for junction spacing and subsequent S278 approval will be required prior to the implementation of the access works. This will require additional information to be submitted such as Road Safety Audits and formal engineering drawings at the detailed design stage which could result in alterations to the layout being required.

Notwithstanding this, there are no objections to the proposed highway works in principle

Car parking is provided within the overall site and HCC consider that it is unlikely that any on-street parking issues on the surrounding highway network would result. Acceptable provision for car and cycle parking has been shown for the full application in accordance with parking standards which can be secured by condition. A total of 26 car parking spaces are shown on Plot A1.5 (Hauliers Park) 22 of which are located close to the proposed welfare unit within the plot. There would be 4 spaces located at the northern end of the Plot 4.1 for employees working at the site entrance. At the site entrance there would be ten parking spaces including 1 disabled space. Five further parking spaces are to be located adjacent to the welfare facility in Plot A4.2. Other existing parking would remain on the site to include building 33, 36, 113 and those in the central Plot P1.

There would be 14 cycle spaces provided at the site entrance for employees and future provision of the necessary infrastructure for Electric Vehicle Charging points which can be secured by planning condition.

The reserved matters applications will need to include details of car and cycle parking provision for each plot in an acceptable layout .

Off-site highway improvements

Off-site highway improvement works are proposed to include the following:

- A footway link along Normandy Way from its junction with Cracknore Hard linking to Autumn Road.
- A footway link on Autumn Road linking to Dapple Place and associated uncontrolled pedestrian crossings.
- Minor cycle improvements.
- Directional cycle signage on Cracknore Hard, Normandy Way, Main Road and Cork Lane.

The proposed pedestrian improvements would provide a segregated pedestrian link to the west towards the bus stops where the existing footway provision is poor and the proposed pedestrian improvements are welcomed. The package of cycle improvements that are proposed are considered to be acceptable.

The off-site highway works have been fully assessed, taking into account submitted plans and associated information and no highway objections are raised . These will be secured through a legal agreement

Rail

There is an operational rail freight line within the site with existing rail connection to the wider railway network via the South West Mainline at Totton from the loop at Marchwood, on the Fawley Branch Line. The Site also has active rail access direct to two of the jetties with three train paths a day currently available for the port to use.

At present, there are an average of two rail movements each week. The more intensive use of existing developed areas would not result in a significant increase in rail movements given the types of operation that can be carried out on the site.

As part of the proposed development, it is intended to maximise the use of the site by rail. It is proposed that there would be an increase in rail movements using the Fawley Branch line to access the site and the reuse of unused rail paths allocated to

the site. The operational activities of the proposed development will encourage the use of the existing allocated rail paths and will not require additional rail paths from Network Rail. Therefore the increase in rail movements can be achieved within the rail network capacity.

Shipping

Policy DM12 of LPP2 emphasises the importance of the marine section to the economy of the area and supports the retention of direct access to the coast for marine related businesses.

The site has existing access to the commercial shipping lanes of the River Test and Solent, being located within the established port of Southampton. It is served by two double berth operational jetties, of a total three existing jetties at the Site (Mulberry, Falklands and Gunwharf). This infrastructure is currently under-utilised and the number of ships serving the site could increase through intensification of the port and port related uses using existing infrastructure and without any additional hardstanding on the site.

The historic figures and potential future shipping movement figures are set out below:

Shipping movements pa	MOD vessels	SGL vessels	TOTAL	Additional vessels pa
2019	36	10	46	-
2020	40	13	55	9
Existing potential	40	65	103	48
Proposed	40	158	198	95

No physical changes are proposed to the jetties which are outside the application site area.

The proposed development would optimise the continued use of the existing port facilities whilst still accommodating 40 MOD vessels resulting in the potential for 95 additional movements per year. The impacts of the proposed increase in ships have been assessed as part of a Navigational Risk Assessment (NRA) which concludes that there would be no significant effects to shipping in the wider area of the River Test. This is acceptable and would accord with Policy DM12.

Sustainable transport

NPPF Paragraph 112 emphasises the importance of providing access to public transport, with priority to be given to pedestrian and cycling movements, and the need to minimise conflicts between pedestrian cyclists and vehicles. A framework Travel Plan and Sustainable Transport Strategy have been submitted.

The site is in an accessible location with existing infrastructure allowing linkage to the wider strategic transport networks. There are opportunities to access the site in a sustainable way and the current proposals includes options for the use and enhancement of use of sustainable transport. Furthermore, the proposed new access and off-site works would improve pedestrian accessibility with segregated pedestrian access, improved pavements and additional crossings.

A Framework Travel Plan (FTP) has been prepared to seek to encourage future employees to travel sustainably to minimise single occupancy car journeys. Given

the nature of the site and its 24-hour / 365-day operation, the Framework Travel Plan (FTP) focuses on the promotion of walking, car sharing and cycling with infrastructure measures such as the provision of secure cycle parking for staff and changing facilities. The FTP also considers walking, public transport and smart working. The FTP action plan includes other measures such as information provision and management measures including the appointment of a Travel Plan Co-Ordinator, a Travel Pack for all occupiers of the site, a travel noticeboard and travel information for visitors. The FTP includes targets and a five-year monitoring programme have been put forward. The Travel Plan Co-ordinator will oversee the implementation of the proposed measures and also be responsible for the monitoring programme.

The amended Framework Travel Plan is acceptable and its implementation can be secured by planning condition. The delivery and effectiveness of the FTP would be monitored by HCC for a five-year period, and the monitoring fee and associated a bond can be secured as part of the S106 agreement.

With respect to public transport, the site is well placed for bus and rail connections. The closest bus stop is approximately 975 metres northwest of the main access and these buses provide links to Totton and Southampton Central railway stations.

Additional cycle infrastructure would link the site to the existing cycle network at Bury Road and cycle links from the site into Marchwood village would be enhanced to connect to the Fawley development. The proposed pedestrian and cycle improvements, as well as the provision of the Travel Plan would help to promote non-car accessibility to the site.

It is also noted that HCC has secured funds for a package of bus and cycle improvements through the Transforming Cities Fund (TCF). The TCF focusses on connecting the existing Totton to Southampton cycleway at Cork Lane and improved local cycle facilities to create a 8km cycleway from Fawley to Marchwood.

Sustainable distribution of goods and cargo will be encouraged by using sea and rail connections which will reduce the demand of HGV traffic on the local highway network. It is proposed to use alternative modes, with an estimated 60% of aggregates imported/exported by rail and sea.

The site benefits from a rail connection and rail represents an alternative transport option to road transport. In addition to the existing rail freight movements, the proposed aggregate terminal is anticipated to use rail or sea to import/export some of its goods. The Additional Transport Information expands on the rail-related element of the proposals and the sites rail connections are already promoted by the Applicant, and as part of their marketing strategy customers with rail-based needs will be targeted. As part of the development masterplan modifications would be made within the site to improve the existing rail infrastructure to provide rail access to the aggregates area, the jetties, and the steel storage area. It is also noted that steel rails can only be moved by either sea or rail,

Overall, it is considered that the package of measures proposed including the off-site pedestrian/cycle improvements, the Travel Plan, and the modification and promotion of the rail link represent an improvement in terms of the non-car accessibility of the development. These proposals set out will ensure that opportunities for sustainable transport are taken in order to reduce the impact of the development on the local highway network and major transport infrastructure.

In terms of freight routing the Applicant would promote the following route via the M27: M271 – A35 – A326 – Jacob's Gutter Lane – Bury Road/Normandy Way –

Cracknore Hard. The route would be relayed to all visitors through the applicants contracts and booking procedure. As part of the development there is also a proposal to erect new road signage along the route to replace the existing Sea Mounting Centre signage. This is considered to be acceptable in principle, subject to agreeing the type and location of the signage along the route in both directions. It is recommended that a scheme to agree the signage strategy is secured by planning condition.

The HCC Waterside Interim Transport Policy recommends that future port expansion proposals include comprehensive freight routing, enforcement and management strategies and lead to a high mode share of freight and rail. The measures that have been outlined go some way in addressing this and the Applicants commitment to promoting and improving the rail concession is acknowledged. However, further details of the proposed contracts, booking procedure and enforcement of the freight routing are required to be provided in a Freight Routing Strategy to be agreed and secured by planning condition.

Third party comments

ABP have no objection in principle to the development but the following transport related issues are important from an ABP, existing [MIP] operators and a community point of view. Concerns expressed about future flows from Marchwood Industrial Park have not been included within any Transport. Should ABP promote any future development / employment schemes on the MIP site, this potentially could mean that the site ends up paying twice for highway improvements. This is clearly a concern given that this "additional capacity" has been accepted by HCC in the past.

ABP suggest that future operational monitoring requirement could be helpful in verifying the accuracy of the Transport Assessment predicted traffic volumes. However, such monitoring is not considered a reasonable requirement of this planning proposals given that the TA and the assessment methodology used is accepted having been the subject of detailed consideration by the Council in consultation with HCC Highways in relation to highway impacts on the local road network. National Highways have been consulted on the current application in relation to the strategic road network. All of these party accept that the assumptions made are sound. The trip generation rates have been based on reasonable assumptions of existing uses on the site using evidence of the specific uses that have previously occurred on the site and the intensification that could take place on the site without further planning consent being required. These rates have been used to predict traffic generation for the proposed uses on the site. This represents a reasonable approach to assessment in the TA. Furthermore HCC and NFDC are satisfied that if Marchwood Industrial Park had been as part of the TA the conclusions reached on traffic impact of the proposed development would not have changed.

Concerns are expressed by ABP about the ability of HGVs (in particular) to access the SGL site during off peak hours to avoid the potential for vehicles waiting either in residential areas of the MIP site itself. The new site access and security gate along with the second oversized access will improve the existing access arrangements as it will allow stacking of larger vehicles off of the highway. The site will operate on a 24 hour basis as it does now and although more HGV movements will take place the operation of the site and controls provided by the proposed planning conditions will mitigate these impacts in an acceptable manner.

Transport conclusion

In concluding on Transport issues, it is considered that the location of the site and its connection to the wider strategic road network is in accordance with policy in terms of the highway provision. Sustainable modes of transport would be encouraged and due to the unique location of the site, the use of rail and sea trips can be optimised. As such, it has been demonstrated that the proposal will not have a significant adverse impact on the strategic highway network. Furthermore, off-site improvement works and the highways contribution would mitigate the effects on the local highway network.

The proposed new site access will ensure suitable and safe provision is made for pedestrians, cyclists and vehicles coming to the site. Whilst the proposed development will give rise to increased operational transport movements these will not have a significant impact and therefore the proposals are acceptable in transport terms.

4.Site layout and visual impact

The application site has a boundary of approximately 900 metres with Cracknore Hard Lane where open views are possible across the site and towards the port and Southampton Water. There are views of the site from residential properties off of Normandy Way and McMullen Barracks to the north east. Industrial units also adjoin the site. The site also has sensitive boundaries with the Port and New Forest National Park boundary and is visible from Southampton city.

Specific consideration of the landscape visual impact and impact on the New Forest National Park boundary is set out in section 5.

Assessment of the visual impact of the proposed development is important to ensure that the proposals are appropriate within its locality. The context of the existing use needs to be considered. There are no limits over storage height on most of the existing developed areas of the site and the site could be used more intensively without the need for further planning consent. In addition to this, in making this assessment, the policy expectations of Policy ECON3 to make more effective use of the site in future, including the sites Freeport designation are important material factors.

This is a hybrid application with some full and some outline details. The proposed site layout makes the most efficient use of the site allowing for flexibility of use, utilising rail and sea infrastructure. In addition to this whilst significant open areas of the site will be developed 23 ha of land will be enhanced with new landscaping and the remaining area - of approximately 16 ha - retained as existing. Whilst the site would be more intensively used than it is now this would accord with the expectations of Policy ECON3. The proposals are considered to provide an appropriate layout within the site boundaries.

The full planning application relates to a number of plots mainly located within the central part of the site along with a new site entrance. These plots are identified as A1.1; A1.3; A1.4; A1.5; and M2. Most of these plots are to be used for general loose storage or container storage. Maximum heights proposed for each plot with low intensity storage being up to 5.5 m and high intensity storage of up to 16.5m (

Plot A1.1 is 10.3 hectares in size, and this is the only plot where high intensity container storage (up to 16.5 metres high) is proposed. An indicative layout of the storage containers has been provided which shows the container storage area to the south western part of the site. The plot is set back a minimum of 40m from Cracknore Hard Lane and is located behind the new site entrance. It is also located

partly behind Plot A1.2 which adjoins the north eastern boundary of the site with the Industrial Park. Plot A1.2 is part of the outline application and is proposed to be used for general loose storage or, low intensity container storage of up to 5.5 metres high.

A 3.64 hectare part of Plot A1.1 was granted temporary planning approval in July 2020 (Ref 20/10443) for use as open storage (Class B8) for an 8 year period. This is known as the 9 acre site This consent has now been implemented and the site is currently being used for container and pipe storage. The nature of the storage was not restricted thereby allowing flexibility in terms of the types of storage given its port related location. However, a condition was attached to ensure a maximum storage height of 15 metres unless otherwise agreed.

The high intensity storage uses now proposed on Plot A1.1 - with containers to be stacked up to a maximum height of 16.5 metres - would result in a material change to the appearance of the site. The proposed high intensity storage uses would be marginally higher than the height restriction on the 2020 consent referred to above. However, this limited increase in the overall storage height of 1.5m would not be easily perceived in distant views. Given the size of the site and its central set back location within the site the resultant visual impact would not be dominant, from the public highway or other viewpoints outside the site boundaries.

This impact is acceptable in the context of the existing site where - with the exception of the 3.64 ha site referred to above – there are no restrictions on the nature or height of storage on existing hard surfaces, the comprehensive nature of the development now proposed and the other associated works and enhancements that would take place within the site. On this basis the visual impact is considered acceptable.

Plot M2 would continue to be used by the military until it is integrated into the overall development in 2024. At this time it is proposed for use as storage of up to 15 high. The storage uses proposed on this plot will not be as intensive as on Plot A1.1. It is located behind Plot A1.1 and will be effectively screened by it. It is also set back from the portside by over 120m making its visual impact acceptable.

Plot A1.5 is proposed to be used as a haulier's park with HGV parking and processing area. The area is currently used for HGV parking and there would only be a small increase in the existing hard surfaced area. This plot is set back 35 m from Cracknore Hard Lane behind the new site entrance and so within the context of other uses would have limited visual impact.

A new entrance building, canopy and security kiosks are proposed on Plot S1. These building would be located at the new vehicular and pedestrian entrance on Cracknore Hard Lane. These structures would announce arrival at the site which together with new landscaping would be a positive enhancement to this public frontage to the site. The security building would set back 6m from the road and be 4.3 m high. The building would be of a contemporary curved roof design and use engineering bricks and composite panels. A curved entrance canopy 18.5 metres wide and of a maximum of 7 metres high would be erected adjacent to this building over the two entrance security kiosks. These structures would be constructed of suitable materials and detailing and would be appropriate within their setting in terms of their visual impact, scale and design.

The other plots that are the subject of this full consent are proposed to be used for loose storage or low intensity container storage of up to 5.5 m These plots – in particular Plot A1.3 - are located adjacent to part of Plot A1.1 where high intensity storage would take place- and so would be screened in views from the public highway. Plot A1.3 would be screened in views from the public highway by Plot A1.1

. Given the relative locations of these plots within the overall site, their locational context and backdrop of existing and proposed development at the port they would have an acceptable visual impact.

The visual impact of these proposed uses would also be acceptable from the east/Southampton and the intervening Southampton Water. This is in part due to the existing use of the site and other similar open storage uses which are seen in its context – including Eling Wharf. The high intensity storage use would be separated from the sensitive boundary with the National Park to the south-east and north west by over 600m such that any views would be seen against the backdrop of existing development and so the visual impact would therefore be acceptable.

An assessment of the outline elements of the scheme has been based on the proposed layout of use, indicative heights and some details that have been provided for illustrative purposes. The proposed uses are B8 and B2 with details to be agreed as reserved matters although an aggregates processing plant, asphalt and concrete batching plants are indicated as likely uses. It is appropriate for the outline consent to limit the heights of these uses to give certainty about their impacts and in the interests of visual amenity and other relevant considerations.

Plots P1, P2 and M3 would continue to be used by the MoD with no change of use until they are integrated in the overall development in 2024. A maximum storage height of 15 m is identified on these plots as part of the outline application. Whilst these plots are visible in views from Cracknore Hard Lane with Plot M2 being set back 50 m from the road. Given the existing buildings on this part of the site, the visual impact is acceptable within the context of the overall site.

Plots, A1.2, A4.1, A4.2, and Plot A5 are proposed to be used for flexible open storage to include general loose storage with some low intensity storage of a maximum of 5.5m. Storage may comprise of automotive, steel or rail storage. The most visible of these is Plot A1.2 which adjoin the north eastern boundary of the site and is visible from Cracknore Hard Lane. There is existing hard surface which has been used for vehicle and cargo storage although there is evidence of its use for container storage with no planning control on height. As such, the proposed storage with a height limitation of 5.5m is considered to allow greater control over the use of this area and its consequent visual impact.

Plot 4.1 is within 15m of Normandy Way but with the proposed storage height limitation its visual impact is acceptable within its context. Plots A4.2 and A5 are located within 5 m of the boundary with the New Forest National Park. From Cracknore Hard Lane these plots are set back by 230m and 350 m respectively and as they would be seen within the context of other more intensive storage uses are acceptable impact on visual amenity.

It is proposed to use Plot A3.1, currently used as playing fields, for a covered warehouse or storage. Although in outline the maximum size of building proposed is 9,750m² and the maximum height would be 16.5m. Alternative use of this plot as additional flexible open storage is proposed to be limited to a maximum height of 15.0m. The design and layout of the warehouse will be subject of future reserved matters.

This proposed use either as a covered building or open storage will alter the appearance of this undeveloped part of the site and have a visual impact. However, the plot is set well within the site and would not be dominant in views from the public highway or the port given other built form and storage uses on the site. The plot would be 60 m from the boundary with the National Park to the south east and 55m from the north eastern edge of the site. There is screening to these boundaries and

although limited distant views of this development would be possible from Veals Farm (VP10) any building or storage use in this plot would be seen against the backdrop of the industrial and port related uses on the remainder of the site and beyond making its impact acceptable, subject to detailed consideration at reserved matters stage.

An aggregates terminal is proposed which would comprise aggregate storage, handling and processing plant on Plot A2 and associated concrete and asphalt batch plants on Plot A3.2. Submitted documents indicate a concrete batching plant would be a maximum of 25m high and the asphalt batching plant a maximum height of 34m. Alternative uses would be general loose storage of up to 15 m high. Details of design and layout would be part of a reserved matters application.

Whilst the concrete and asphalt plots would have a visual impact due their scale and height these are a functional requirement of these uses. Plot A3.2 is set back from the National Park boundary to the south east and to the north eastern boundary where an existing landscaped buffer and tree planting that would be retained and enhanced as part of the site wide landscaping and ecological enhancement zones. Whilst acceptable in principle, the detailed layout will require careful consideration as part of the reserved matters so as to minimise its visual impact beyond the site boundaries.

Further assessment of the visual impact of Plots A2, A3.1, A3.2, A4.2 and A5 from the boundary with the National Park are set out in Section 6.

There would be a number of relatively small welfare buildings erected on the site on Plot A1.5, A4.1, A1.1; A2 and A3.2. These would be modular prefabricated structures associated with the proposed uses on these plots. Given the small scale of these buildings there are no visual impact issues,

New lighting is proposed on the site which needs to be assessed in terms of its visual impact. Separate consideration of residential amenity is set out in Section 8 and impact of the new lighting on the New Forest National Park is set out in section 6.

The western part of the open storage area of plot A1.1 would incorporate 30m tall lighting masts plus 15m tall lighting masts to the northern boundary to provide the higher illumination required for the fuelling and repair yard. The eastern portion of Plots A1.1, A1.3 and A1.4 would also include 30m tall masts located centrally on the plots. On Plot M2 the lighting masts to the southern perimeter are 20m tall while masts in the centre of the plot are proposed to be 25m tall. Lighting to the roads and associated pathways, the Hauliers Park (Plot A1.5) and to Plot A1.4 will be lit by 10m high columns. The car park and pedestrian routes both side of the two railway crossing will be lit by 6m high although a route of higher 10 m columns is proposed from the accessible parking space to the main entrance of the security office.

There would be a visual impact from these new lighting columns from within the wider Marchwood Port site, some of the light columns they would be seen from residential properties on Normandy Way and could also be visible in long distance views towards the site and from Southampton Water.

However, whilst there would be a greater number of high level lighting columns they are set well within the site and would not be over dominant. The visual impact is acceptable given the nature of site, the needs of the proposed uses and its port related functions and the context within which they would be viewed.

5. Landscape visual impact including impact on New Forest National Park:

Local and national policy set out the importance of protecting and, where possible, enhancing the surrounding countryside, and the quality and character of existing landscapes. Chapter 15 of the National Planning Policy Framework NPPF relates to conserving and enhancing the natural environment. Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and recognise the intrinsic character and beauty of the countryside. Paragraph 176 requires great weight to be given to conserving and enhancing landscape and scenic beauty of National Parks which have the highest status of protection in relation to these issues. It goes on to state that the scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on designated areas.

Part of the southern and eastern boundaries of the application site adjoins the New Forest National Park. This is an area of high landscape value and has a high visual sensitivity. As such the impact of the proposed development on the National Park and its setting are an important material consideration in accordance with the NPPF.

Policy ECON3 (iv) requires the development to ensure that any adverse impacts on the wider countryside and landscape and National Park are minimised and mitigated. Policy STR2 requires that development should not have an unacceptable impact on the special qualities and purposes of the adjoining National Park and its setting.

The New Forest National Park Authority (NFNPA) has raised strong concerns about the impacts of the proposed development on landscape character and dark night skies and the consequent visual impact on the National Park. Concern is also expressed about the potential for views from public rights of way (PROW) located within the National Park although some of these PROWs are currently overgrown and inaccessible to the public.

The NFNPA refer to the adopted Local Plan and Paragraph 4.7 of the supporting text along with guidance in the New Forest National Park Landscape Character Assessment (2013) and Landscape Action Plan (LAP) as important documents. They consider that the proposed screening is not of sufficient width and that the proximity of the new hard surfacing would threaten the integrity of the new planting and existing mature trees. These are material considerations, that needs to be given great weight in accordance with the NPPF.

In order to assess the landscape visual impact of the development the context of the existing site, and its landscape character, visual amenity and views to and from the site need consideration. The application site is currently used as an operational port which contains port infrastructure including waterfront dock, cranes, large areas of hardstanding, railway lines and storage facilities as well as large industrial buildings. The site is safeguarded by Policy ECON 3 for port related uses and as such there will be an inevitable intensification of activity on the site associated with this. It is not an undeveloped green field site and already has a visual impact on the National Park providing a backdrop of industrial buildings, container storage and port uses as part of Southampton Port. The assessment of the landscape impacts of the development is made within this context, and the uses that could take place on the site without needing planning permission.

The wide landscape character of the area is made up of open grassland and sparse trees in the north which allows visibility through the site from Marchwood and the local road network This landscape block is perceived as part of the industrial areas associated with Southampton docks and the Marchwood Industrial Park. The city of

Southampton is visible from the site as it is located immediately across Solent water. Dibden Bay SSSI is to the south of the site, between Marchwood and Hythe, which comprises a large, flat, open wetland grazing marsh with limited pedestrian or vehicular access. Woodland on the southern boundary with the New Forest National Park boundary extends westwards.

A Landscape Visual Impact Assessment (LVIA) has been undertaken which considers the impact of the proposed development on the landscape character and distinctiveness of the area. This includes consideration of the height of proposed building and structures, the effects of proposed lighting on the character of the landscape and on night-time and winter views and from Public rights of way (PROW). An assessment has been made of the scale and impact of the changes proposed and allows for the 6 phases of construction of the proposed development, and its operation as well as the time it will take for proposed mitigation measures to mature.

The LVIA identifies viewpoints where there are potential views of the site from public rights of way, nearby residential areas, tourists visiting nearby areas of interest and the public highway. Ten viewpoints were considered with a 3 km radius of the site and include locations in Marchwood, Hythe, Dibden, from the National Park and Southampton.

The most intensive development will be located in the central part of the site and high or intensive lighting will be used in these areas only. Existing screening on the western boundary will be maintained and strengthened. The landscape masterplan and associated habitat creation is designed to integrate the new development into the wider landscape and reinforce the connectivity between the plots. The longer, more filtered views of the site in public views will be mitigated in time through the enhanced areas of planting close to existing boundaries.

There would be localised views from residential properties in Marchwood. However, these views are limited by existing buildings, the topography of the immediate area and wooded landscape around the site. Views from Hythe are filtered by dense vegetation. However, there are longer distance views from Southampton which are more open and allow views of the waterfront and industrial areas to the north and Dibden Bay and Hythe to the south.

The application proposes significant areas of new hard surface which is closer to the National Park boundary to the south east and north west. However, the proposed layout has been designed to limit adverse impacts on the National Park. The new hard surface area on Plots 4.2 and A5 would be located within 10 m of the National Park boundary where areas of loose or container storage up to a maximum of 5.5 m high are proposed. A buffer would be provided to these boundaries and existing protected woodland outside of the site would be retained. This large area of mature mixed woodland currently acts as a robust visual screen in views from the south and west including those from within the National Park. The existing woodland tree preservation order ensures the long term retention of these trees as landscape features.

With specific respect to lighting, there is already extensive lighting on the site for the existing uses which is primarily located centrally in the site. The sports pitches and wooded boundaries to the National Park are currently unlit with the exception of the compound to the southern boundary where there is existing lighting (Plot A5). Furthermore, the woodland on the National Park boundary is used by light sensitive foraging bats and so is of high ecological value which limits any new lighting proposed. The increased extent of hard surface and operations currently proposed

could increase the impact of lighting with the potential for greater intensity of lighting across the site as well as night-time skyglow.

Lighting has been considered in the Environmental Statement. A Lighting Design Strategy and assessment of the potential light impacts together with plans of existing and proposed lighting columns and a technical specification has been submitted. The assessment of night-time lighting impact and sky glow particularly in terms of impact on the landscape and ecology of the areas in proximity to the National Park boundary and woodland have been considered.

There are two existing high mast lighting columns within the compound on the north east side of Plot A5 that adjoins the National Park boundary. This lighting would be removed as part of the proposals and there is an opportunity to reduce the lighting immediately adjacent to the National Park boundary. New lighting would be designed to have less spill and intensity in accordance with the outline lighting strategy and the maximum levels of lighting can be controlled by condition.

The proposed layout and technical lighting specification have been developed in accordance with recognised guidance. Subject to new lighting being in accordance with these details, or those agreed as part of the reserved matters, there would not be a significant impact on views of the site at night or on the night-time character of the landscape.

There are Public rights of way (PROW) to the south east and north west which are within the National Park and District Council areas. The existing site has been viewed from public vantage points and public rights of way to the south and within the National Park.

PROW (Marchwood 11a) runs from Pumpfield Farm which ends at the field boundary to Marchwood Port site. The boundary of the application site with this PROW is dense woodland screening and so there are no views from this point into the site.

A PROW from Veals Lane (Marchwood 12) goes north through woodland towards Pumpfield Farm to link onto 11a. The PROW from the east end of Veal's Lane (PROW Marchwood 13) has no access or view to the edge of the application site. There are some designated PROWs that are currently disused or inaccessible. Whilst there is potential for these routes to be brought back into use, there would be no potential views of the proposed development due to the existing dense protected woodland and overgrown field boundaries

The proposals would introduce new lighting and industrial infrastructure which could be seen in distant views, but it would be difficult to distinguish any new development from the existing industrial infrastructure. Views of the proposed development from the National Park are limited and largely screened by dense, mature woodland. However, to the east of the site some limited views could be possible from Veal's Farm (VP 10) which is located within the National Park. This is a County designated PROW which has regional value and has a high sensitivity to change within the landscape.

The proposed warehouse building or storage on Plot A 3.1 could be up to 16.5 m and 15 m high respectively and so could be seen in distant views. The woodland area to the southern boundary would provide effective screening of this new building /storage in the summer but it would be less effective in the winter months. However, whilst potentially noticeable in distant views during the winter, the built form would be set well away from the boundary of the site.

Having viewed the proposals from various locations within the National Park - including VP10 - the planning case officer is satisfied that that given the existing use of the site and locational factors any impact on the National Park would not harm its character, landscape, scenic beauty or setting of the wider area.

Overall, it is considered that the landscape and visual effects of the proposed development would be acceptable. The impact on landscape character and local distinctiveness in views of the site from public viewpoints or PROWs would be acceptable when considered within its wider landscape context. The landscape and scenic beauty of the National Park would be conserved given the mitigation measures put forward and controls over adverse impacts that can be secured by planning condition in compliance with adopted Policy and the NPPF.

6. Landscaping and trees

A landscape masterplan and have been submitted which provides a framework for the works proposed on the whole site. A number of trees will be removed within the central plots. The existing habitats on the southern and western boundary would be maintained and strengthened with tree and scrub planting to offer a screen to views to and from the National Park to the west and Dibden to the south. Along the northern boundary additional tree planting is proposed which would supplement existing trees.

The new main entrance will include planting trees and hedgerows in a formal arrangement to integrate landscaping into the edge of the proposed development.

The proposed habitat planting, and ecological enhancement will contribute to landscape and ecological mitigation that would be provided on the site.

Landscaping:

The landscape scheme has been entirely led by the BNG requirement, resulting in the retention of much of the existing vegetation within the site and on its boundaries. The proposed enhancements include sufficient native trees of a large enough stature to maintain a contextual view from the inland side, together with new native hedges and scrub mixes that reflect the existing pattern of vegetation. Where new features are to be developed, such as the reed beds, that are not a common feature of the local landscape, these are firmly contained behind the existing woodland buffers and will have limited impact on the wider landscape.

The proposed boundary features are appropriately located and will limit wider landscape impacts from within the site as well as providing the required level of security. Frontage boundary treatments respects the local context. As such the submitted landscape layout and planting plans are acceptable.

With respect to the plots that are subject of the outline application, details of landscaping will be considered as a reserved matter.

Trees:

There are a large number of trees within the application site, some of which will be removed as part of the current proposals. Some trees on the north west boundaries are protected by a Tree Preservation Order (reference: TPO No. 55/03) in addition to the woodland on the south east boundary of the site which is within the NFNPA

An arboricultural implications assessment has been submitted which is based on a Topographical Survey plan which has used to produce the Indicative Tree Protection Plan and Planting Plan. A total of 400 individual trees and 79 groups of trees were

identified at the time of survey. A total of 242 individual trees and 47 groups of trees would be retained in addition to two groups that can be retained in part.

There would be the removal of 158 individual trees and 30 groups of trees - in addition to two groups of trees which would be removed in part. However no significant or high A grade individual trees would be lost as part of the development although 34 trees of moderate 'B' grade and 104 trees of low 'C' grade category would be removed. There are a further 20 individual trees to be removed for sound arboricultural management reasons, and not necessarily as a result of this development.

Of the 32 groups of trees (two of which are removed in part) to be removed: none are high 'A' grade groups and only 3 groups are of moderate 'B' grade. The remaining groups to be removed are of low 'C' grade category.

The proposal will provide over 240 new individual trees which in addition to the retention of most of the mature quality trees within the site as part of landscape and ecological enhancement areas makes acceptable replacement provision for the trees lost. The retained trees include those between Plot A2 and P2 and adjacent to Plot A3.1 which are included as part of the framework landscape proposals. Tree protection measures are proposed to safeguard the retained trees from damage during the construction period.

Level changes around the warehouse on Plot A3.1 could have an impact on existing trees that are to be retained. Details are not yet finalised as this plot is part of the outline application. However, further details and a method statement for this work to minimise ground disturbance and arboricultural impacts can be secured by condition.

There is an area of protected woodland to the south eastern boundary which is outside of the site and within the NFNPA. The existing fence to this boundary would be retained so as to avoid any damage to tree roots by its removal. Other fences on this boundary are designed and constructed to minimise the need for excavation and would allow for the repositioning of posts if required to limit impacts on tree roots. The proposed areas of hard standing are located to the north and east of the existing woodland on the National Park boundary where there would be a buffer zone to these trees and the proposed run-off drainage ditch is located outside of the root protection areas. Given these measures these trees would not be compromised.

The current proposals would mainly remove the poorer low quality trees retaining the high quality trees and proposes a significant number of new tree and areas of landscaping whilst achieving a layout that makes the most effective use of the site. Subject to conditions on tree protection, construction methodology and landscape implementation this is considered acceptable.

7. Residential amenity

Policy ENV3 requires that new development does not have unacceptable impacts on residential amenity in terms of visual intrusion, overbearing impact, overlooking, shading, noise or light pollution. Site specific Policy ECON3 (iii) states that unacceptable impacts on the amenity of local residents from air pollution, noise, light or other disturbance from operational activities should be avoided.

The application site is located in a mixed area comprising both residential and industrial uses. There are residential properties located on Normandy Way and Brittany Close along with the residential areas of Marchwood further north and west

and impacts on their amenity due to the proposed development need careful consideration.

When assessing the impact of the development upon neighbours it is important to be mindful that the existing use on the site operates unrestricted and on a 24 hour basis. This has always been a functional requirement of the MoD when the site was used as a military port. Whilst most of the existing areas of hardstanding within the port are used for cargo storage / transshipment, many of these areas are still not fully utilised and so the port is not currently operating at its full capacity. More efficient use of existing developed areas could take place without requiring planning permission. The increased usage of these existing areas is likely to occur even in the absence of the current application. The assessment of impacts of the additional use and activity proposed needs to be considered within this context.

Noise and disturbance:

The ES considers noise and vibration, and a noise impact assessment has been undertaken which considers both construction and operational impacts which includes the movement of goods and containers on the site and traffic noise. These documents consider the potential impacts of demolition and construction noise and vibration; road traffic noise; rail and shipping noise from any changes in movements, operational noise and building services plant noise. Baseline noise measurements were taken in various locations to reflect sensitive receptors.

The operations that can already be undertaken on the site within the scope of the current development and use (OUWSCD) would see an increase in intensity and scale of operations on the application site which will result in an increase in noise levels over this existing baseline. Mitigation measures to minimise any additional noise impacts have been considered as part of this assessment.

It has been stated that construction work would only take place during the day between 0800-1800. This can be controlled by the Construction Environmental Management Plan (CEMP) condition. The applicant has assessed additional noise from construction during for Phase 1. Due to the 100m separation between the nearest residential properties and the proposed development plots harmful impact from noise or vibration are not likely to occur. The impact of traffic noise impact was assessed by comparing the noise levels from traffic during Phase 1 construction against noise levels for the 2020 baseline scenario determined through noise modelling. For all residential receptors the noise level changes from construction traffic would not result in significant effects.

An outline CEMP has been submitted which sets out the mitigation measures to be put in place during the proposed construction which includes details of noise and vibration. A detailed CEMP which building on the principles of the outline plan will be required for each plot within the development in addition to site specific noise and vibration management plans to ensure that any noise associated with the construction development does not cause detriment or nuisance to the amenity to those living and working in the vicinity. This can be required to be agreed by condition.

In relation to operational impacts, the proposed storage uses could lead to additional noise - from movement and stacking of storage containers for example. However, as the proposed development would be an intensification of existing activities on the site, the character of the noise is likely to be comparable to existing noise in the location. The applicant has considered the potential noise levels at all of the residential receptors during both the day and night against the relevant guidance

and has concluded that these impacts would not be significant given the sites context and the existing noise levels.

The largest area of new operation development would take place on Plot A1.1 This Plot is 10.3 hectares in size and located centrally within the site. It is set back a minimum of 60 m from the site boundary with Cracknore Hard Lane and is further away residential properties on Normandy Way. There is already temporary planning consent for the use of part of this plot for storage and most of the remainder of this plot is already surfaced and so could be used for unrestricted storage purposes without requiring further planning consent. The western portion of this plot is shown for stacked containers and there could be some noise associated with movement of these containers.

The nearest plot to residential properties is Plot A4.1. This plot is long and narrow and currently used for storage purposes. It has a boundary of 150 m to the north west which is within 60m of residential properties on Normandy Way. These residential properties are on the opposite side of the road and separated by a highway verge, fencing and an existing rail track within the application site. There are currently no restrictions on the nature of the storage that could take place on plot A4.1 and whilst the proposals indicate potential for stacking of containers this would be a low intensity use of up to 5.5m high.

On this basis, it is considered that any noise from the proposed development operations on the site, including the movement of the containers or other items stored on the site, would not have a materially harmful impact on residential amenity within this context.

Changes to the traffic movement and associated noise generation from operations on the site also need to be considered in terms of impact on residential amenity. For all residential receptors, the predicted noise level changes would not be significant when the proposed development traffic is compared with both the OUWSCD baseline and 2024 with and without development scenarios. Based on these assessments the predicted noise level from the development proposals would be acceptable.

The proposals would be developed over six phases beginning in 2022 and continue for a period of approximately 7 years. Within this period, construction and operation would both occur at the same time and so potential for in-combination effects need to be considered. These impacts have been considered by the applicant in their submissions. Where the noise at a receptor would be approaching the threshold for significance, in-combination effects have been considered by reviewing the potential impacts of noise from multiple sources. The residential receptor 1 (8 Woodmore Close) has been identified as having the highest potential for in-combination effects. In this location the operational traffic noise is predicted to be close to the threshold of significant effects however the specific noise levels from commercial operations of the proposed development and construction activity on the site would be below the noise from traffic. In addition, any increase in shipping and rail traffic noise would be negligible. The combination of noise from each of these sources is therefore not predicted to increase the risk of significant effects at this receptor, and therefore no in-combination effect is predicted. The approach to this assessment of in-combination effects and the conclusions are accepted.

Lighting:

The northern boundary of the site is close to residential properties on Normandy Way, however the closest residential property is on the opposite side of the road and over 160 m from the entrance to the Port. There is existing lighting within the

application site as well as street lighting to Cracknore Hard Lane with evidence of skyglow at night.

A lighting impact assessment and lighting strategy for the full planning permission (Phase 1) have been submitted. These documents include technical details for the proposed lighting which would minimise light spill and propose acceptable mitigation any impact. For the outline elements further detail can be secured by condition

A new entrance building, and canopy are proposed on Plot S1. This is the part of the site which is closest to the boundary and residential properties on Normandy Way which are on the opposite side of the road. This area will be lit by lights on 10 m columns. There would be 6 m columns in the car park and pedestrian walkways within the site with the wider crossing east of the security checkpoint would have 10m high columns. There is the potential for light spill from Plot S1 to go beyond the northern boundary of the site with residential properties. However a detailed specification has been provided. The new lighting has been configured to control light spill which together with the separation distance would minimise the impact on residential amenity to an acceptable degree.

Plot A1.1 is the largest area which will be used a high intensity storage. Some of the existing lighting columns on this plot would be removed and new lighting on 30m high masts erected. In addition, 15m tall lighting masts will be used to the northern boundary to provide the higher illumination required for the fuelling and repair yard (150 lux level); and the eastern portion of plot A1.1 will be lit more intensity where it is used for loading/unloading cargo (50 lux level). The impact of this new lighting has been assessed and is considered to be acceptable and in accordance with criteria set out in recognised guidance.

Plot A4.1 is already lit by a number of lighting columns. No new or additional lighting is proposed on this plot and so the amenity impacts would not change.

Plot A1.5 is proposed to be used as a haulier's park. It is already used in a similar way and has lighting in place. Some of the existing lighting columns would be removed and there would be new 10m high lighting columns to provide uniform lighting over the large area and ensure there is clearance for large vehicles to reduce the brightness of luminaires. Each column will be double-headed with lower-output luminaires. In the context of existing levels of lighting on the site and ambient street lighting the impact on new lighting is considered to be acceptable.

Following the above assessment, whilst there will undoubtedly be some impacts, these would not be significant or harmful to adjoining residential amenity and so would be in accordance with Policy ECON3 and ENV3 of the local plan.

Air Quality:

The application documentation considers the potential impact from the proposed development on local air quality both in terms of impacts during construction and operation based on the three assessment scenarios put forward using the 2020 baseline and in 2024 (when the first phases of the proposed development should be completed

The modelled scenarios assess the impact on the local road network beyond Marchwood and on the A326 / A35 / M271 and utilises monitoring undertaken by NFDC and Southampton CC. The model determines that the impact of increases in vehicles on the local road network would have a negligible impact on local air quality in terms of increases in pollutants. The methodology used to undertake the air quality assessment, including the road network area included are accepted.

There will be the potential to generate dust and emissions during construction, particularly during demolition and earth moving activities. Furthermore, construction will lead to additional emissions from construction vehicles using the local road network. This is particularly important as the construction period is likely to continue for a period of approximately 7 years. The air quality assessment considers the potential impact from construction dust and from construction vehicles on the local road network. There is the need for dust control measures during construction. The detailed consideration of the mitigation of these impacts can be included in the Construction Environmental Management Plan (CEMP) that is required by condition which based on the assessments undertaken and the context of existing development on the site would provide mitigation of these impacts.

During the operational phase there are potential local air quality impacts from emissions from transport activities, primarily HGV's - on the local road network as well as from shipping and rail movements in addition to dust from operations taking place on the site. Furthermore, when the proposed development is operational there will be an increase in air and dust emissions from the aggregate's operations which are part of the outline application (Plot A2 and A 3.2). As such, a site specific dust management plan for the operation of the development is required, and this can be secured by condition which based on the assessments undertaken and the context of existing development on the site this would provide mitigation of these impacts.

In terms of cumulative impact, the TA and Environmental Statement allows for the full occupation of the Fawley Waterside development and unadjusted growth rates for 2020 - 2024 within the local area to the site. This accounts for local plan growth including the likely number of occupations at Corks Farm by 2024. Furthermore, the anticipated year for completion of the Fawley development is likely to be after 2024 with suggestions that full occupation could be 2036. As such this is a reasonable assessment of cumulative impacts given the likely trajectory of the delivery of the above sites and Corks Farm.

The vehicle numbers on the local road network, and the assessment of construction travelling through the Redbridge Air Quality Management Area are accepted. Overall the submitted air quality assessment and predicted outcomes are agreed. A Construction Transport Management Plan is the appropriate mechanism to enforce the numbers of vehicle movements through different routes which given other information provided with the application is considered to be sufficiently robust to provide the necessary mitigation of this impact. This can be secured by planning condition and subject to this no objection is raised on these grounds.

In relation to potential impacts on the Southampton Clean Air Zone (CAZ) Southampton City Council made comments on the EIA scoping with respect to air quality which have been incorporated into the EIA scoping determination and the ES submitted with the current planning application. SCC were consulted on the planning application and further air quality information submitted. Initial comments have been made by Southampton CC but no formal consultation response received to date.

SCC have expressed some concerns about the impact of HGV and LGV construction traffic on the Redbridge Air Quality Management Area and the Southampton Clean Air Zone. SCC accept the methodology used to assess these impacts but consider that there remains some potential risk to air quality.

These comments have been considered. SCC accept the methodology that has been adopted. The modelling undertaken provides a predictive tool to assess likely impacts of the proposals and whilst there could be some effect on air quality the proposed conditions – which include a dust management plan, CEMP, a CTMP,

operational traffic management plan and Freight routing strategy - are considered to provide adequate mitigation of any harm.

In conclusion, the air quality impacts of the proposed development are considered to be acceptable given the existing uses on the site and the context of the development subject to planning condition to secure the mitigation measures that have been set out above.

8. Ecology and Biodiversity Net Gain

Development Plan policy, Government advice and the Environment Act (November 2021) requires an enhancement to on site biodiversity wherever possible. The requirement for all major development to deliver 10% biodiversity net gain has been applied by NFDC since the adoption of the Local Plan in July 2020. The requirement for 10% BNG should be demonstrated - via use of the Defra Biodiversity Metric - became a mandatory requirement in England following the passing of the Environment Act in November 2021.

NFDC Interim Advice on Biodiversity Net Gain is underpinned by the National Planning Policy Framework (NPPF). NPPF Chapter 15 relates to conserving and enhancing the natural environment. Paragraph 174(d) requires planning decisions to provide net gains in biodiversity. Paragraph 179 require development to protect and enhance biodiversity and geodiversity. This included promotion of the conservation, restoration and enhancement of priority habitats, ecological network and protection and recovery of protected species as well as pursuing opportunities for securing measurable net gains for biodiversity. Paragraph 180(a) suggests that if significant biodiversity losses cannot be avoided, mitigated or compensated then permission should be refused.

Policy STR1 (iii) of the Local Plan Part 1 has a requirement for all development to achieve an environmental net gain. 'Environmental Net Gain' encompasses 'Biodiversity Net. Policy ECON3 (ii) requires development of the site to avoid where possible and mitigate where necessary any harmful impacts on the environment.

The site is in a sensitive location close to number of important nature conservation designations. These include the European protected sites of the New Forest SPA, SAC and Ramsar Site Solent, and Dorset SPA, Southampton Water SPA and Solent and Southampton Water Ramsar sites which are located in the River Test. These sites are designated for important bird species, estuarine and coastal habitats, and intertidal flats and saltmarsh habitats.

On the south east boundary of the application site is Dibden Bay SSSI which is protected for its important bird species and invertebrates. To the east of which is the Hythe to Calshot Marshes SSSI with Eling and Bury Marshes SSSI to the north east. There are also a large number of locally protected sites close to the site.

The proposed development which involved intensification of the use of the site and loss of areas of open land within it which could have an impact on designated sites and an effect on protected species unless mitigated. A Habitats Regulations Assessment needs to demonstrate that the proposal that it would not have an adverse effect on the integrity of any International Nature Conservation sites, including on the adjacent Solent and Southampton Water SPA and Ramsar site. These impacts have been considered as part of the Environmental Statement and Habitat Regulations Assessment which has been submitted.

Construction noise impacts would diminish with an increased distance from the SSSI. In some cases noise would be above the existing ambient noise levels but these remain below recommended levels. The same would be the case from the public footpath to the south east of the site at the western boundary of the SSSI with no significant impacts would result from construction or demolition.

New lighting is proposed which is the subject to a lighting strategy and a lighting impact assessment. The new lighting is mostly located in the centre of the site. The ecological sensitive boundaries of the site to the SSSI and National Park have been identified. The Statement to Inform HRA considers lighting impacts on the Solent & Southampton Water SPA and light levels on the SSSI boundary have been designed to minimised impacts (< 0.5 lux) in terms of intensive and light spill with lights tilted away from the boundary of the site with the SSSI. This can be controlled by condition and details of the reserved matters where these plots are located within the ecological sensitive areas

The site entrance and security buildings (plot S1) are a considerable distance away from the SSSI boundary and so the low mounting heights will not have an adverse impact. Plot M2 is located within 80 m of the SSSI boundary to the south. The lighting masts to the southern perimeter and centre of this plot would be tilted upwards and facing away from the boundary of the SSSI which would reduce light spill and so any impact would be acceptable.

A comprehensive statement to inform the Appropriate Assessment has been submitted. In this statement it is considered that the construction of the proposed development will have the potential to disturb soils and potentially groundwater. This may increase the mobility of any contamination present within the site soils and introduce pathways for the migration of contamination. A precautionary approach is proposed with further monitoring and sampling undertaken to inform a further detailed groundwater risk assessment. The results of the assessments and any mitigation measured will be submitted and agreed and this can be secured by planning condition.

Detailed design information on the depth and extent of mudflat re-establishment, along with the potential remediation action for the intertidal outfall, and any proposed monitoring of the apron need to be conditioned. Monitoring and associated annual reporting of the establishment of mudflat habitat around the new setback outfall to south of the Cracknore Hard stream need to be agreed with Natural England . Mitigation of impacts can be secured through the CEMP in order to reduce pollution and disturbance impacts during construction, the retention of important habitats within the site, and the enhancement of retained habitats to establish more diverse and rich biodiversity suitable to support wildlife within the site.

The operational activities of the proposed development would have some noise and visual disturbance impacts upon nearby protected sites. However the proposed development design locates the noisiest activities away from important habitats and protected site boundaries so the impact would be acceptable.

The environmental impacts associated with the increase in ships arriving to Marchwood Port has also been assessed in terms of ship emissions on ecology protected sites and water quality from an increase in ships during construction and operation. The assessment identified that there will be increases in nitrogen dioxide deposits and acidification on the nearby designated habitats at Dibden Bay and Hythe to Calshot Sites of Special Scientific Interest however these increases would not have a significant impact

Natural England raise no objection subject to appropriate mitigation being secured and conditions requiring a CEMP to mitigate potential impact on SAC SPA and SSSI. Consideration should be given to securing biodiversity enhancements for the intertidal zone, by the removal of redundant infrastructure potentially supporting Pacific oysters on designated sites adjacent to the development.

On site ecology and protected species:

The Wildlife and Countryside Act 1981 protects wildlife on development sites and confirms it is an offence to injure, kill or disturb wildlife species and their nests or habitats. A number of protected species have been identified on the site though survey work undertaken which confirmed the presence of badger; bats; otter; common reptiles; invasive plant species; barn owl; breeding and wintering birds; various invertebrates and hedgehog. The outline CEMP details the requirement and timing for pre-construction surveys for protected species.

Comprehensive bat surveys have been undertaken of affected buildings and trees on the site. Two buildings to the west of the site were confirmed as bat roosts (Building 148 and Building 151). These roosts were used by low numbers of soprano and common pipistrelle with this species being of local value. The proposed development results in the destruction of these two roosts however they are of fairly low conservation significance so as long as the works are carried out in accordance with the recommendations of the submitted bat survey report this is acceptable. A planning condition can secure this.

Surveys confirm the presence of a maternity roost of Barbastelle bats within a few kilometres of the woodland. Barbastelle bats are assessed to be an Annex II species of County value. The southern woodland edge and the SSSI boundary are identified as a sensitive ecological receptor as they are a key area for bat activity. Lighting is an important consideration as barbastelle bats are as highly light adverse and other less light tolerant species are also present on the site. It is therefore essential that a sensitive lighting strategy is implemented in these areas. Construction and operational lighting levels of 0.5lux should not be exceeded within proximity of the southern boundary which is identified as ecologically sensitive area.

The submitted outline Lighting Strategy identifies that in the ecologically sensitive locations luminance levels will be limited in accordance with recognised guidance. Furthermore, the applicant has offered reassurance that this can be achieved with careful siting of lighting, layout and a robust lighting strategy. An ecological sensitive lighting strategy for biodiversity could be secured by condition on the outline permission.

The submitted surveys indicate that Great crested newts are likely to be absent from the site however other common amphibian species may be present in suitable habitats across the site. Seven small ponds for wildlife are proposed to be included in the west of the site along with reptile hibernaculum which will provide a superior network of aquatic habitats

Active, partially-used and disused badger setts are present on the site and the habitats on site are suitable for badgers. The active small main sett is located within the far western retained ecological areas. A pre-construction survey for badgers should be undertaken to determine if setts have been newly created on site and if a protected species licence is required for the works to proceed. Otters were also recorded at the large pond within the area of scrub in the south of the site.

A mammal underpass is to be provided for use by badger and otter which will link together the habitats to the south of the site to the centre of the site, this will be of value and importance to maintain connectivity across populations and utilise the habitats onsite. Detailed designs can be secured by condition within the appropriate development phase.

In terms of potential impacts on nesting birds measures such as the timing of works and precautionary method of working would be adopted to avoid impacts on nesting birds during vegetation clearance in the construction phase. These details are included in the Outline CEMP with final details to be submitted and agreed by a condition.

A single active Barn Owl roost site was identified within an open shipping container to the south of the site. The approach to mitigation proposed and included within the outline CEMP and LEMP with an appropriate Schedule 1 barn owl licence is acceptable

Both nightingale (potential breeder) and nightjar (non-breeding) were recorded on the site and these habitats would be retained and complimented by the creation of 0.26ha contiguous scrub and wetland habitat. This would be created over winter and before March prior to territory establishment, to avoid disturbance to breeding birds.

There is the need to avoid winter works around the jetty area on the intertidal outfalls and wherever possible around the Dibden Bay Site of SSSI boundary area. More detailed method statements for construction of the intertidal outfalls can be provided in the final CEMP which can be secured by condition. In addition, to ensure the noise levels are not excessive and that there would not be an adverse impact on overwintering birds in the designed sites of the Solent and Southampton Water SPA and Ramsar and SSSI a condition to control noise levels is required. Subject to securing the mitigation measures that have been set out, the effect of the proposed development on protected species on the site is considered to be acceptable.

Proposed Ecological enhancements:

A variety of ecological enhancements have been identified in the submitted documents which include reptile hibernacula, bat, hedgehog and bird boxes including barn owl and kestrel box and a mammal underpass to link together the habitats to the south of the site to the centre of the site. The enhancements can be secured by condition

Invasive Species

Invasive Non-Native Species (Japanese knotweed, Japanese rose and a waterweed Elodea) were recorded on-site. These species will be removed and managed and monitoring after construction is required to ensure INNS are controlled. A Materials Management Plan (MMP) can be required by condition to manage the handling, movement and storage of the construction materials including excavated soils and this should take account of invasive species.

Biodiversity Net Gain (BNG):

The Environment Act became law in England in November 2021. This legislation together with local and national planning policy requires development to deliver 10% biodiversity net gain (BNG). Significant areas of undeveloped land on the site will be lost as a result of the proposed development. However, higher value habitat will be

retained on site where feasible, and opportunities for habitat enhancements maximised.

A combination of on and off-site measures are proposed to achieve an overall biodiversity net-gain (BNG) of 10% with habitat planting, and ecological enhancement. These proposals are described in more detail within the Biodiversity Net Gain Report that has been submitted with the planning application. This report includes a calculation of habitat units lost on site based on Defra Metric 2.0. It is considered appropriate to use this version of the Defra metric for continuity rather than the version 3.0 which was released in July 2021.

Overall, the baseline onsite habitat unit value is 323.76 and the target for 10% BNG 356.14 habitat units after development. The development will result in the loss of 26.88 hectares of habitats from the site which is a loss of 140 Habitat units (43.24%) on site. A contingency has been built into the BNG habitat calculations to accommodate unexpected events occurring during the 30-year period such as the need for utility works or failure of some habitats to achieve their target condition.

	Baseline BNG	+10%
Habitat units	323.76	356.14

The development identifies the delivery of a total of 396.82 Habitat units. A total of 215.09 Habitat units would be provided on the site with 141.05 Habitat Units provided off site on an area of 25.14 hectares of land.

There would be a potential for 181.73 biodiversity units to be provided off site if the whole of the 25.14 ha of land available was used. This would allow for an overprovision of BNG (total of +40.68 units and 22.57% BNG). This land has been retained to allow for flexibility and contingency with the

An off-site provision of 141.05 units would secure 10% BNG and it is not appropriate, necessary or reasonable to require more than 10% BNG through the associated legal agreement

BNG location	BNG Units proposed
On site	215.09
Off site	141.05
TOTAL UNITS PROVIDED	356.14
TOTAL % BNG PROPOSED	10%

Hedgerows on site	Hedgerow Units
Existing	4.4
Proposed	6.79
%BNG	54.22%

On site BNG

A net loss of biodiversity will result on-site due to the proposed development as set out above. However, in relation to hedgerows, there would be a BNG of over 50% on the site through landscape enhancements.

On site 215.09 Habitat Units will be provided through habitat enhancements and the landscape masterplan seeks to maximise biodiversity retention and enhancements. Sensitive and more biodiverse habitats - including semi-improved neutral grassland, broad-leaved woodland, dense scrub and mature oaks - have been identified and retained where possible in the proposed site layout. Areas of existing woodland, trees and grassland are to be retained and enhanced through new planting.

Further enhancement is proposed with ponds, reedbeds and networks of swales along with enhancement of semi-improved grassland and amenity grassland. An existing pond to the south would be enhanced with native scrub planting within existing vegetated areas.

All ecological works onsite will be completed within the first phase of development. In addition, a comprehensive 30-year implementation and monitoring plan for on-site habitats is set out within the Landscape and Ecological Management Plan (LEMP). This can be secured by condition.

Off-site BNG

Habitat retention and enhancements on site cannot provide the required BNG uplift and so off-site BNG mitigation is proposed to meet the target of 10% BNG. An off-site provision of 141.05 units would secure this BNG.

A 25.14 ha site has been identified on part of the Cadland Estate which would be used for habitat enhancements. This site is located about 9 miles from the application site and within the New Forest National Park.

The candidate site is considered to be appropriate for the delivery of BNG mitigation. Various areas of the Cadland Estate are covered by existing land management and maintenance schemes through agreements with Natural England. In addition, parts of the Estate also perform a role in mitigating the impacts of consented developments. However, the Council are satisfied that the biodiversity off-setting delivery on the Cadland Estate it is not on land already covered by extant consents, land management agreements, or the Fawley Waterside proposals and so it can be considered as genuine net gain which would deliver national and local policy objectives

The enhancements of biodiversity are proposed on an area of modified grassland referred to as the Chapel Lane fields which are located to the south of Fawley and to the east of Blackfield on the Fawley peninsula. This off-site provision of BNG has been assessed in accordance with submitted documents and is considered as acceptable to meet policy requirements. The timescales proposed for off-site habitat enhancement is prior to first use or operation of the completed Phase 1 construction of the development. The BNG would be managed, monitored and maintained for a period of 30 years and retained in perpetuity. Annual monitoring of Biodiversity units is proposed for the first five years; reducing to bi-annually for the remaining management period.

However the acceptability of this approach is subject to securing its provision and retention in perpetuity particularly as the BNG is located off site and outside of the NFDC area. Therefore a S106 legal agreement is required that includes all landowners /trustees in order to secure provision of the BNG and its delivery mechanism, along with requirements for the retention, monitoring, maintenance and management for a 30 year period and retention in perpetuity.

Natural England have recommended that there is a Biodiversity Mitigation and Enhancement Plan (BMEP) or similar document for this off site provision to assist in strengthening ecological networks and wildlife corridors. However, information submitted as part of the Biodiversity Net Gain Project addressed this matter. This report includes the BNG survey methodology, baseline habitat assessment, and ecological constraints. An Environmental Appraisal of the area has been undertaken to assess its impact on offsite ecological receptors. A condition to require a further Biodiversity Mitigation and Enhancement Plan (BMEP) is therefore not necessary.

Natural England have also requested that consideration is given to securing biodiversity enhancements for the intertidal zone, by the removal of redundant infrastructure potentially supporting Pacific oysters on designated sites adjacent to the development. However as this is not a marine based scheme impacts should be minimal and so this would not be a reasonable requirement.

Overall, the Construction Environmental Management Plan (CEMP) and Landscape and Environmental Management Plan (LEMP) are fundamental to the delivery of biodiversity net gain and ecological mitigation and enhancement on the site. The LEMP also sets out a detailed programme of monitoring required to ensure delivery of on-site BNG and can be secured by condition. Subject to a legal agreement the proposed off site BNG is acceptable and appropriate provision for the proposed development in accordance with policy.

9. Flood risk and drainage issues:

Part of the application site is located within Environment Agency Flood Zones 2 and 3 and NFSFRA coastal and fluvial flood risk Zones 2, 3a and 3b. The River Test is adjacent to the application site which is designated as a Main River. Flood risk within the site is a combination of tidal, fluvial and groundwater. NPPF paragraphs 159 - 169 relate to Planning and Flood Risk. A sequential test should be applied taking into account all sources of flood risk and future impacts of climate change (para 161); flood risk should not be increased elsewhere (para 167), and major developments should incorporate sustainable drainage systems (para 169)

A Flood Risk Assessment (FRA) has been submitted to assess potential flood sources that could affect the proposed development in context of the existing and proposed development. The risk of groundwater flooding is considered to be high. The risks of fluvial and tidal flooding are considered to be medium and surface water and sewer flooding as well as flooding from artificial sources is considered to be low.

There will be a significant increase in the area of hardstanding across the site as part of the current proposals which will impact on groundwater capacity and stormwater runoff will be increased. It is therefore likely that the existing stormwater sewers would need to be upsized to accommodate this.

The drainage design proposes site wide surface water drainage catchments to replicate the existing catchments, resulting in three key catchments for the site. Surface water from the proposed redevelopment of the site will discharge to the existing watercourses via three outfall locations. Two of these outfall pipes will be new- one to the River Test and the other to Cracknore Hard Stream. This will include a concrete outfall headwall and dissipation structure, along with a riprap apron for erosion protection which will become covered over by mudflat and sediment in future.

Existing drainage ditches will be re-used with some being modified to achieve appropriate gradients for water flow. Drainage serving new hardstanding areas will be connected to the below ground drainage system via gravity and existing sewers would be upsized. Additional attenuation measures will be required to some of the plots due to the areas of hardstanding to limit the flood risk to the downstream network. Attenuation will be provided in the form of ponds, swales and below ground attenuation tanks and a sustainable drainage system (SuDS) is proposed

Each plot will have its own surface water drainage collection system to allow them to function independently and these will connect to a perimeter swale or drainage ditch (existing or proposed). Where there is risk of contamination, petrol interceptors

will also be provided within the plots. Drainage for the smaller plots will be provided at the plot perimeter with collector drains to pass the runoff into the drainage network.

An initial drainage strategy has been developed for the outline application to ensure that development on Plots A2 and A 3.2 are located above the flood levels. A separate detailed drainage strategy will be provided with the Reserved Matters applications for these plots to accord with site wide drainage strategy and can be secured by condition.

The Environment Agency (EA) have been consulted along with the HCC Lead Local Flood Authority and Southern Water. The Environment Agency objected to the application as originally submitted due to concerns of lack of flood storage compensation for the fluvial flood risk towards the north of the site, in plots A1.1 and A1.2.

An updated Flood Risk Assessment has now been submitted where a revised approach to scoping has been adopted and includes a justification for why flood storage compensation is not considered to be necessary. The construction activities in or near a watercourse have now been screened into the scoping phase. The expected mitigation measures and outcomes are now outlined. Specific scoping details will be provided once contractors are appointed as and the WFD assessment will also subsequently be updated as the project develops, and a contractor is appointed.

On the basis of the revised FRA and additional information submitted the Environment Agency no longer object.

A detailed CEMP will be required to secure the necessary mitigation measures and can be conditioned. The mitigation required relates to the risk of sediment mobilisation to minimise the risks of construction works to the water environment, to minimise sediment runoff; that measures are in place deal with any contaminated waters; refuelling takes place away from watercourses, that leaks from all plant and equipment are prevented and biodegradable fluids are used wherever possible. Provided these mitigation measures are implemented, the construction activities pose a minimal risk to the water environment and are considered to be acceptable.

The information submitted considers issues regarding surface water management and local flood risk. This indicates that surface water runoff will be managed through 3 catchments which will discharge surface water into the adjacent River Test. The management of surface water is acceptable in principle HCC as the Lead Local Flood Authority has no objection to the proposals subject to planning conditions relating to details of a surface water drainage scheme along with details of the long term management arrangement for the surface water drainage system.

Southern Water have undertaken a desktop study of the impact that additional foul sewerage flows would have on the existing public sewer network. This study indicates that these additional flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement that is necessary to mitigate this will be provided by Southern Water. However, as it will take time to design and deliver this infrastructure the network reinforcement will need to be aligned to the various phases of the proposed development. A condition relating to the phasing of the development is therefore required to ensure that the reinforcement works are provided, and that adequate wastewater network capacity is available. As the SuDs is proposed to be retained within private ownership the long-term maintenance of these facilities need to be secured in perpetuity.

HCC as the Lead Local Flood Authority and Southern water have no objection to the proposals subject to the above matters being secured by planning conditions to include details of the SuDS, details of foul and surface water drainage scheme along with the long term management arrangement.

Flood warning and emergency response needs to be considered in accordance with Paragraph 167 of the NPPF and the Planning Practice Guidance (PPG) which requires determination of whether a development is safe and the ability of users to safely access and exit a building during a flood and evacuate before an extreme flood event. Guidance on when Emergency Plans for flooding are required in Flood risk emergency plans for new development” (September 2019). This guidance includes details of, what emergency plans need to demonstrate and how to consider emergency plans for flooding as part of the planning process.

In all circumstances warning and emergency response is fundamental to managing flood risk. One of the key considerations is whether adequate flood warnings would be available. The EA do not comment on the adequacy of flood emergency response procedures as their remit is limited to flood warnings to occupants covered by their flood warning network. An Emergency Plan should be provided as part of the FRA or as a separate document and should demonstrate that there is safe access and escape routes where evacuation due to a flood event is required and people will not be exposed to hazardous flooding of any source including an extreme flood event.

The submitted FRA considers emergency planning (Section 8.2). This states that three types of warning will be issued if flooding is forecast. It is proposed that the building operator register for the EA flood warning service and follow any identified HCC flood emergency management procedures. The evacuation plans for existing unaltered buildings within Flood Zones 2 and 3 will be updated to ensure that the latest climate change allowances are considered, and plans reviewed and updated as necessary as part of development.

The proposed development is primarily for storage use which are open hard surfaced area with ancillary offices and welfare buildings. There is a new enclosed warehouse building proposed on Plot A3, the security building on Plot S1 and Welfare unit 1. Plot A3.1 is not located within FRZ 2 or 3 and Plot S1 and Welfare unit 1 are in FRZ 2. However, the finished floor levels of the buildings are set to take account of upper levels of climate change flood risk allowances

Buildings on Plots A2 and A3.2 are in FRZ 3 but located above the flood levels and separate detailed drainage strategy will be provided with the Reserved Matters applications for these plots.

The emergency planning and rescue implications of the proposed development have been considered in accordance with the relevant advice. It is therefore not considered to be necessary to consult with HCC Emergency. Due to the nature of the existing and proposed uses the emergency plan put forward for the site as part of the FRA for the site is considered acceptable.

10. Contaminated land

The site is contaminated due to its past uses with heavy metals arsenic, beryllium and lead in Made Ground soils along polyaromatic hydrocarbons (PAH) where a minor excess level was recorded. Whilst the recorded levels exceed those recommended for construction workers, the use of PPE will mitigate this risk. The recorded levels exceed those recommended for water quality environmental quality standards (EQSs) from leachate analysis of soils, and poly-fluorinated alkyl

substances (PFAS) have been found in the groundwater near the fire station, Cracknore Hard Stream and at low levels in the River Test.

Details have been provided of on-going risk assessments and groundwater monitoring which suggest that the on-going works will result in further remedial strategies being developed for the site where necessary. Ongoing groundwater monitoring will provide a framework of further site investigations, remediation and validation for soils and controlled waters. This can be secured by planning condition.

11. Sustainability

The warehouse proposed as part of the outline application on Plot A3.1 would exceed the threshold of Policy IMPL2 part (iii) and so would be required to meet current BREEAM (Building Research Establishment Environmental Assessment Method) excellent standards.

The applicant considers that many of the BREEAM requirements applicable to 'industrial' uses relate to occupied spaces which will not be included within the proposed warehouse. As such they consider that this standard offers limited value to assessment of the proposed development. Therefore the applicant has stated that they propose to implement CEEQUAL (Civil Engineering Environmental Quality Assessment & Award Scheme) accreditation as this standard is more appropriate to the assessment of the sustainability performance of the proposed development as a whole. A CEEQUAL 'design and construction assessment' is proposed to be undertaken when details of the design and construction of the warehouse is available in order to demonstrate environmental and social sustainability performance.

In order to minimise environmental impact of new development and ensure that sustainability standards are met and delivered in accordance with the criteria of Policy IMPL2 (iii) it is appropriate to ensure that any single commercial building on the site that exceeds the 1,000 square metre threshold meets the current BREEAM overall excellent standard, an agreed appropriate alternative sustainability standard, such as CEEQUAL or future building regulations standard. This will also allow consideration of any revisions to current standards and the most relevant sustainability standards to be applied to the proposed development at that time when details are provided as part of the reserved matters submission.

12 Heritage impacts

The Site is not located within or adjacent to a conservation area and does not contain any statutory listed buildings or designated heritage assets. Some non-designated heritage assets have been identified on the proposed site. There are some listed buildings in the wider area including the grade II listed Marchwood House, as well as one conservation area; the Royal Naval Armaments Depot, between Eling and Hythe. It is considered, given the existing use of the site, the location of these heritage assets and the nature of the proposed built form there would not be an adverse impact.

With respect to archaeology, the site constitutes a large area of reclaimed land which was, until the 20th century, open marshland with the potential to preserve archaeological remains. It is considered likely that archaeological remains associated with the use of Marchwood Port during the Second World War and well as the potential that earlier remains could remain in situ. Because of the known geological and likely below-ground environmental conditions these assets are considered highly likely to remain undisturbed, so the archaeological potential of site

is high. Archaeology conditions are therefore required to secure a programme of archaeological work and a Written Scheme of Investigation.

13. Minerals:

The proposed development lies within the mineral and waste consultation area and HCC Minerals have been consulted. This area is informed by the mineral safeguarding area (MSA) as defined through Policy 15: Safeguarding – mineral resources of the adopted Hampshire Minerals and Waste Plan 2 (2013) (HMWP) This policy indicates where viable, safeguarded mineral resources are likely to be present and its intention is to protect potentially economically viable mineral resource deposits from sterilisation and to encourage the recovery of potential viable mineral resources prior to development.

HCC consider that in the absence of a minerals safeguarding report or assessment on the mineral potential of the area and/or how this mineral potential will be handled the proposal is contrary to Policy 15 of the adopted HMWP. However, this a brownfield site that is allocated by Policy ECON3 for port related uses. Given this allocation and the existing use of the site it is not considered reasonable to require a minerals safeguarding report or assessment to be undertaken.

The site is safeguarded under Policy 34 of the HMWP for potential minerals and waste wharf and rail depot infrastructure. The purpose of this policy is to safeguard sites so that their appropriateness for use as a minerals or waste wharf or rail depot can be considered, should they become available or are released from their current uses. The proposed development, specifically the use of a portion of the port area for an aggregates terminal, is supported by this Policy 34.

The development site also lies adjacent to a number of sites which are safeguarded for mineral and waste infrastructure (Policy 16 and 26 respectively). These sites are protected from pressures to be replaced by other forms of development and from nearby land-uses which could impact their ability to continue operating. In accordance with these policies HCC consider that mitigation measures would need to be undertaken to ensure the safeguarded sites could continue their intended minerals or waste use. If suitable measures cannot be agreed evidence would be needed that the minerals or waste management capacity can be relocated or provided elsewhere and delivered.

The intent of these safeguarding policies is supported, however, given that this is a brownfield site, its unique locational characteristics along with the existing and proposed use of the site, conflict or future pressures on safeguarded site are unlikely to result so mitigation measures are not appropriate or necessary in this instance.

14. Cumulative impact:

Given the scale of the current proposals cumulative impacts need to be considered. This is considered in Chapter 17 of the Environmental Statement. Consideration of cumulative effects should be made with other developments and not be based on the interrelationships between the individual issues on the application site. However, cumulative effects relating to construction and operational activities can be considered.

Other developments considered include McMullen Barracks and Fawley Waterside development. A number of allocated sites in the Local Plan Part 2 along with Strategic site SS1 Land North of Totton; SS2 Land North West of Marchwood and SS3 Land at Corks Farm which are allocated in Local Plan Part 1 are also

considered. It should be noted on SS1 that an outline planning application has a resolution to grant consent subject to a legal agreement and on SS3 a hybrid application has been submitted which is as yet undetermined.

Air quality impacts due to the possible concurrent development at McMullen Barracks have been considered. There is a potential for adverse air quality impacts due to the combined effect of dust generation, however a dust management plan can be secured to mitigate this impact. Cumulative impacts of traffic have been considered as part of the Transport and Air Quality sections

Ecological and wider cumulative impacts on designated site have been considered. During the phases of construction there will be on-site mitigation measures to avoid harmful impacts during wintering bird season. In making this assessment the impact of development at McMullen Barracks and Fawley Waterside have been considered. However, there is unlikely to be significant cumulative effects during both the overlapping phases of construction and operation.

The redevelopment of McMullen Barracks could have an adverse visual impact on Cracknore Hard Lane during construction. This may result in cumulative effects in combination with the construction of the proposed development. However, once operational, cumulative visual effects would not be significant within the context of location. In the event that construction for the redevelopment of McMullen Barracks, and the site allocations at Marchwood Industrial Park and Cracknore Industrial Park occur at the same time these could be mitigated by consideration of appropriate measures such as construction timings.

Developer Contributions

As part of the development, the following will be secured via a Section 106 agreement (as set out in the recommendation):

- i. Off-site Biodiversity Net Gain: To be provided prior to the first use or occupation of completed Phase 1 of the development hereby approved and retain, management and maintenance for a period of 30 years.
- ii. Highways works linked to a S278 agreement:
 - a. Financial contribution of £400,000 for improvements to A35/A326 Rushington roundabout to be made prior to the first use or occupation of completed Phase 1 of the development hereby approved. and these works as part of a committed scheme are completed by HCC prior to the completed Phase 2 of the development being first used or occupied.
 - b. Off site Highway improvement works to be undertaken and completed prior to the first use or occupation of completed Phase 1 of the development hereby approved as follows:
 - i) A footway link along Normandy Way from its junction with Cracknore Hard linking to Autumn Road.
 - ii) A footway link on Autumn Road linking to Dapple Place and associated uncontrolled pedestrian crossings.
 - iii) Minor cycle improvements.
 - iv) Directional cycle signage on Cracknore Hard, Normandy Way, Main Road and Cork Lane Travel Plan and assessment monitoring fee of £16,500.00
 - c. A Travel Plan bond of £25,500.00.

11 CONCLUSION

This is a large and strategically important site which is part of the proposed Solent Freeport. The site is allocated by Policy ECON3 of the Local Plan for port related use where intensification of its use and optimisation of its rail and sea connections are safeguarded subject to various detailed considerations. The application is supported by an Environmental Statement and other detailed assessments. The assessment of impacts, in particular those relating to traffic generation have been considered against a future baseline of the operations that can already be undertaken on the site within the scope of the current development and use (OUWSCD) without the need for further planning permission.

The impacts of the proposals on the local and strategic road networks have been considered based on the traffic generation models set out in detail in the TA . It has been concluded that impacts on the strategic highways network are acceptable subject to conditions. Impacts on local highway network can be mitigated by conditions along with off site pedestrian and cycleway works improvements and a financial contribution towards highway improvement works on the A35/A326 which can be secured by a level agreement

In addition, air quality, noise and dust, visual and landscape impacts, including the National Park, have been carefully considered. In addition the impact of the proposed development on nature conservation designations and protected species on the site have been assessed. Although the hard surfaced areas would significantly increase on the site, landscape and ecological enhancements are proposed. To meet the required 10% BNG off site provision is to be made at a site on the Cadland Estate. This provision is to be made prior to first occupation or use of the completed Phase 1 of the development and can be secured through a legal agreement. This is an acceptable approach given the need to make the most efficient use of the site and its unique locational attributes. Consultees and third party comments have been considered in the planning assessment set out and it is concluded that the current hybrid planning application should be supported as set out in the recommendation and subject to the proposed conditions as stated.

12 OTHER CONSIDERATIONS

An assessment of the need for a Marine Environmental Impact Assessment under the Marine Works (Environmental Impact Assessment) Regulations 2007 and a Marine Licence from the Marine Management Organisation is required. A scoping has been undertaken by the MMO and this concludes that an EIA is required. This is however a separate process from planning.

13 RECOMMENDATION

Delegated Authority be given to the Executive Head of Planning, Regeneration and Economy to **GRANT PERMISSION** subject to

- i) first referring the planning application to the Secretary of State to consider whether to issue a Direction under Section 77 of the Town and Country Planning Act 1990 as required under Paragraph 7 of the Town and Country Planning (Consultation) Direction 2021.
- ii) the completion of planning obligations entered into by way of Section 106 Agreement to secure
 - i) Off-site Biodiversity Net Gain
 - a. provision prior to the first use or occupation of completed Phase 1 of the development hereby approved.
 - b. retain, management and maintenance for a period of 30 years.

- ii) Highways works linked to a S278 agreement
 - a. Financial contribution of £400,000 for improvements to A35/A326 Rushington roundabout to be made prior to the first use or occupation of completed Phase 1 of the development hereby approved and these works as part of a committed scheme are completed by HCC prior to the completed Phase 2 of the development being first used or occupied.
 - b. Off site Highway improvement works to be undertaken and completed prior to the first use or occupation of completed Phase 1 of the development hereby approved as follows:
 - i. A footway link along Normandy Way from its junction with Cracknore Hard linking to Autumn Road.
 - ii. A footway link on Autumn Road linking to Dapple Place and associated uncontrolled pedestrian crossings.
 - iii. Minor cycle improvements.
 - iv. Directional cycle signage on Cracknore Hard, Normandy Way, Main Road and Cork Lane.
 - c. Travel Plan and assessment monitoring fee of £16,500.00
 - d. A Travel Plan bond of £25,500.00.
- iii) the imposition of the conditions set out below.

Proposed Conditions:

- 1. Conditions 2 to 7 of this planning permission shall apply solely to the full planning permission areas of the development comprising Phase 1 of the development that is hereby granted full planning permission.

Conditions 8 to 14 of this planning permission shall apply solely to the outline planning permission areas of the development comprising the remainder of the site.

Conditions 15 to 43 of the planning permission shall apply to the whole development site area.

Reason: To ensure clarity and to allow for the appropriate timing and phasing of the approved development.

- 2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3. Phase 1 of the development hereby approved shall be implemented in accordance with the Phase 1 Developed Design Lighting Strategy (ref MAR-ARP-000-XX-RP-ZX-00016 P02 dated August 2021). The lighting of Phase 1 of the development hereby approved site shall be carried out in accordance with these approved details and thereafter retained as such unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the impacts of the development are appropriate. In the interests of visual and residential amenity and to safeguard projected sites and species in accordance with Policy ENV3 and ECON3 of the Local Plan Part 1, Planning Strategy, Policy DM2 of the Local Plan Part 1 and NPPF.

4. The vehicular and pedestrian access to the site shown on the approved plans- MAR-ARP-000-XX-DR-CX-0023, MAR-ARP-000-XX-DR-CX 0024 P02 and MAR-ARP-000-XX-DR-CX-0030 shall be provided prior to first use or operation of the completed Phase 1 of the development hereby approved and thereafter retained as such. The existing redundant access to the site shall be stopped up and abandoned and the footway crossing / verge removed and reinstated, in accordance with the approved details once the new access has been provided and prior to first use or operation of the completed Phase 1 of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

5. Visibility splays of 2.4 metres by 98 metres at the site access and 1.5 metres by 98 metres at the pedestrian crossing as shown on plan MAR-ARP-000-XX-DR-CX -0024 P02 shall be provided at the junction of the proposed site access and pedestrian access with the public highway before the access is first brought into use and these visibility splays shall thereafter be kept free of any obstacles over 600mm in height at all times unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

6. The development hereby permitted as Phase 1 shall not be first used or occupied until the spaces shown on the following plans 5737-1-1101 5737-4-1100 A; 5737-5-1100 A; MAR-ARP-000-XX-DR-CX-0024 P02 and MAR-ARP-000-XX-DR-CX-0030 for the parking of vehicles and cycles have been provided. These spaces shall be retained and kept available for that purpose for the development hereby approved at all times unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure adequate parking provision is made in the interest of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

7. All landscaping shall be carried out in accordance with the approved plans and details prior to the completion or first occupation of each individual plot of the development within Phase 1 of the development that it relates to. Such landscaping shall thereafter be maintained for at least five years unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the achievement and long term retention of an appropriate quality of development and to comply with Policies ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

8. Approval of the details of the landscape, layout, scale and appearance ("the reserved matters") shall be made to the Local Planning Authority Application before the expiration of five years from the date of this permission and before each individual plot of the development is commenced. The development shall only be carried out in accordance with the details which have been approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

9. Any single enclosed commercial building on the site that exceeds 1,000 square metres (GIA) shall meet the current BREEAM overall excellent standard, an agreed appropriate alternative sustainability standard, such as CEEQUAL overall Very Good standard or future building standard unless otherwise first agreed in writing with the Local Planning Authority. Details of the assessment to be submitted to and agreed in writing by the Local Planning Authority prior to first use or occupation of the building.

Reason: To minimise the environmental impact of new development and ensure that appropriate sustainability standards are met and delivered in accordance with Policy IMPL2 (iii) of the Local Plan Part 1 Planning Strategy for the New Forest outside of the National Park 2020.

10. Before development commences (including site clearance, demolition and any other preparatory works) on any new building on Plot A3.1, a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of foundation design, all changes of existing ground levels and the specific methodology to be employed to minimise arboricultural impacts particularly on trees T259, T260 and T261, and other measures required for the avoidance of damage to retained trees all in accordance with BS 5837 (2012) "Trees in Relation to Construction Recommendations". The construction methodology shall be implemented in accordance with the agreed details unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that the retained trees are not damaged during the construction phase in accordance with Policies ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park

11. Prior to commencement of any development on Plots A2 and A3.2 a detailed drainage strategy for these plots shall be submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details and thereafter retained unless otherwise first agreed in writing with the Local Planning Authority.

Reason : In order to reduce the risk of flooding as these plots are located in FRZ 3. To ensure any building on the site are located above the flood levels and an appropriate drainage strategy is implemented in accordance with Planning Practice Guidance (PPG) and NPPF

12. A lighting strategy shall be submitted to and approved in writing with the Local Planning Authority concurrently with each individual plot of the development subject of this outline consent. The lighting approved as part of the lighting strategy shall be implemented in accordance with the approved details and thereafter retained as such in perpetuity unless first agreed in writing with the Local Planning Authority

Reason: To ensure that the impacts of lighting are appropriate in the interests of visual and residential amenity and to safeguard protected sites and species in accordance with Policy ENV3 and ECON 3 of the Local Plan Part 1 Planning Strategy and Policy DM2 of Local Plan Part 2 for the New Forest outside of the National Park and the NPPF.

13. Works shall not take place on each individual plot of the development that includes any areas identified as ecological sensitive (Figure 1 Lighting Strategy for Outline Planning - MAR-ARP-000-XX-RP-ZX-00015 P02 dated 6 August 2021) until a detailed sensitive lighting design strategy for biodiversity in line with BCT / ILP Guidance Note 08/18 "*Bats and artificial lighting in the UK*" and a Construction Lighting Management Plan for temporary construction lighting have been submitted to and approved in writing by the Local Planning Authority. The lighting design strategy shall include:

1. a detailed plan of the ecological sensitive areas
2. identification of those areas/features on site that are particularly sensitive for bats (or other ecological receptors) and that are likely to cause disturbance in or around their breeding sites and resting places or along important commuting routes used to access key areas of their territory, for example, for foraging;
3. details to show how and where external lighting will be installed through the provision of appropriate lighting contour (lux) plans and technical specifications to demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places and that dark corridors will be maintained.
4. details of how the lighting strategy for each plot submitted relates to previously approved lighting strategy in order to provide a comprehensive site wide lighting strategy.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved lighting strategy for any given plot of the development site. The lighting shall be maintained thereafter in accordance with the approved strategy unless otherwise first agreed in writing with the Local Planning Authority.

Any temporary construction lighting shall be removed at the end of the construction period of each of the plots. No other permanent external lighting shall be installed which could impact on the ecological sensitive areas without prior written approval by the Local Planning Authority.

Reason: To ensure that lighting does not adversely affect the important bat assemblage on the site which are light adverse in the interests of nature conservation and in accordance with Policy ENV1 of the Local Plan Part 1 Planning Strategy and Policy DM2 of the Local Plan Part 2 for the New Forest outside of the National Park.

14. No development shall take place to implement the link road between Plots A2 and A3.2 until the detailed design, plans and sections of the mammal underpass to link the south and centre of the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to occupation or first use of the development on Plots A2 and A3.2 and thereafter retained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To allow free movement of mammals and safeguard protected species in accordance with Policies ENV3, ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy and Policies DM1, DM2 and DW-E12 of the Local Plan Part 2 for the New Forest District outside the National Park, the NPPF Chapter 15 and the Wildlife & Countryside Act 1981 (as amended).

15. No storage shall exceed the maximum heights indicated on plan MAR-ARP-000-DR-CX-0028 P03 "Proposed development heights site wide plan" unless otherwise first agreed in writing with the Local Planning Authority

Reason: To control the height and intensity of the approved storage uses on the site and their visual impact in accordance with Policy ENV3 of the Local Plan Part 1 Planning Strategy for the New Forest District outside of the National Park.

16. The phasing of the development hereby approved shall be in accordance with details of Phase 1 - Phase 6 as shown on Site wide phasing plan Ref MAR-ARP-000-XX-SK-CX-0036 P01.01 unless otherwise first agreed in writing with the Local Planning Authority.

Reason: Given the scale of the development and to give the Local Planning Authority certainty about the timing of the implementation of each the phase of the development hereby approved.

17. No development including intrusive groundwork shall commence on each individual plot of the approved development until a programme of archaeological work, including a Written Scheme of Investigation for that plot, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of significance and research questions; and:
- The programme and methodology of site investigation and recording
 - The programme for post investigation assessment
 - Provision to be made for analysis of the site investigation and recording
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - Provision to be made for archive deposition of the analysis and records of the site investigation

The works shall be carried out in accordance with the Written Scheme of Investigation approved. The first use or occupation of each individual plot of the development where a Written Scheme of Investigation has been submitted and approved shall not take place until the site investigation and post investigation assessment has been completed. This shall be undertaken in accordance with the programme set out in the approved Written Scheme of Investigation for each individual plot. Provision shall be made for analysis, publication and dissemination of results and archive deposition has been secured unless otherwise first agreed in writing with the Local Planning Authority.

Reason: The development is located in an area of archaeological significance where the recording of archaeological remains should be carried out prior to excavation on each individual phases of the development taking place in accordance with Policy DM1 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

18. Prior to the commencement of any construction work for each individual plot , an updated badger survey and a Method Statement for Badgers during construction submitted by a suitably qualified and experienced ecologist, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved Method Statement unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure up to date survey information is available to inform the method statement for badgers in order to minimise adverse impacts on this species in accordance with Policy ENV1 of the Local Plan Part 1 Planning Strategy and Policy DM2 of the Local Plan Part 2 for the New Forest outside of the National Park

19. No percussive piling or works with heavy machinery resulting in a noise level in excess of 69dbA max measured at the sensitive receptors (the nearest point of the SPA or any SPA supporting habitat) shall be undertaken during the bird over wintering period (October to March inclusive) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to limit the impact on designated sites and to avoid disturbance of wintering birds in accordance with Policy DM2 of the Local Plan Part 2 for the New Forest outside of the National Park and the Habitat Regulations 2017

20. Prior to any works commencing on any individual plot of the approved development that involve excavation or disturbance of soil and groundwater on the site a Groundwater Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority. This assessment to include details of ongoing groundwater monitoring and sampling to provide a framework of further site investigations, remediation and validation for soils and controlled waters and designated sites and proposed measures to mitigate any potential migration of contamination on the site. The works shall be undertaken in accordance with these approved details unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that designated sites and groundwater in controlled waters are protected and in accordance with Policy ENV1 of the Local Plan Part 1 Planning Strategy, Policy DM2 of Local Plan Part 2 for the New Forest outside of the National Park and Chp 15 of the NPPF.

21. Prior to any works commencing on the inter tidal outfall and associated mud flats, detailed design information on the following shall be submitted to and approved in writing by the Local Planning Authority:-

- i) the depth and extent of mud flat re-establishment;
- ii) the potential remediation action for the inter tidal outfall; and
- iii) the proposed monitoring of the apron

Work shall be undertaken in accordance with the approved details unless otherwise first agreed with the Local Planning Authority.

Reason: To ensure that designated sites are protected and in accordance with Policy ENV1 of the Local Plan Part 1 Planning Strategy, Policy DM2 of Local Plan Part 2 for the New Forest District outside of the National Park and Chp 15 of the NPPF

22. Prior to works commencing on each individual plot of development, a detailed surface water drainage scheme based on the principles within the approved Flood Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority The submitted details should include:

- i) A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
- ii) Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.

- iii) Detailed hydraulic calculations for all rainfall events that should take into account the connectivity of the entire drainage features including the discharge location. The results should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference as the submitted drainage layout.
- iv) Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Works shall be undertaken in accordance with the approved details and the surface water drainage shall thereafter be retained as such unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks.

23. Prior to the commencement of development on each individual plot of development, details of foul sewerage disposal shall be submitted to and approved in writing by the Local Planning Authority. The foul sewerage drainage scheme hereby approved shall be implemented in accordance with the approved details and thereafter retained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In order to ensure that the foul sewerage drainage arrangements are appropriate and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks and the NPPF

24. Prior to the first use or occupation of any individual plots of the development hereby approved details of the long-term maintenance arrangements for the surface water drainage system shall be submitted to approved in writing by the Local Planning Authority. These details shall include:

- i) Maintenance schedules for each drainage feature type and future ownership;
- ii) Details of the measures to be taken to protect the public sewers and water supply apparatus on the site;
- iii) The arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The agreed maintenance arrangements for the drainage shall be put into place and thereafter retained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks and the NPPF.

25. No plot of the development shall be brought into use or occupied until the sewerage network reinforcement work to ensure that adequate wastewater network capacity is available to adequately drain that plot of the development has been implemented unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that there is adequate sewerage network capacity and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks and the NPPF.

26. The ecological works hereby approved shall be undertaken in strict accordance with the Landscape and Ecological Management Plan (LEMP) (ES Appendix A8) and ES Chapter 9 and ES V2 Appendix A and the ecological enhancement measures identified unless otherwise first approved in writing by the Local Planning Authority. For each plot of the development, a plan to show the location and specification of the ecological enhancements identified in Environmental Principles Plan (and Ecology file note update 18.11.21) shall be submitted to and approved in writing by the Local Planning Authority. The site wide enhancements shall include a total of not less than:

1. Twenty five bat boxes
2. Three Reptile hibernacula
3. Five hedgehog boxes.
4. Twenty two bird boxes including two barn owl boxes and one kestrel box.

The provision to be made in accordance with these approved details prior to first operation/occupation of a given plot of the development and thereafter retained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that ecological enhancements are provided and retained on the site in accordance with Policies ENV3, ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policies DM1, DM2 and DW-E12 of the Local Plan for the New Forest District outside the National Park (Part 2: Sites and Development Management).

27. No development shall take place on each individual plot of the development until a detailed site specific Construction Environment Management Plan (CEMP) based on the principles set out in the outline CEMP submitted with the application has been submitted to and approved in writing by the Local Planning Authority. The CEMP must provide details of the following:
- a. Development contacts, roles and responsibilities;
 - b. Public communication strategy, including a complaints procedure;
 - c. Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation;
 - d. Use of fences and barriers to protect adjacent land, properties, footpaths and highways;
 - e. Details of parking and traffic management measures;
 - f. Measures to mitigate impacts on residential properties with respect to noise and dust including delivery and construction times:-
 - i. A Dust Management Plan (DMP) in accordance with relevant guidance which considers all aspects of the works;
 - ii. A noise and vibration management plan to ensure that any noise is mitigated.
 - g. Measures to control light spill and glare from any floodlighting and security lighting installed;
 - h. Measures to be undertaken to mitigate risks to groundwater and species due to sediment mobilization, to minimise the risks to the water environment, to minimise sediment runoff and to ensure measures are in place to contain, treat or remove any contaminated waters;
 - i. Measures to mitigate the impact on protected species and designated sites including updated surveys of protected species; and
 - j. Measures to mitigate on and off site impacts due to combined impacts of operation and construction taking place during Phases 2 - 6.

The demolition and construction of each individual plot of the development hereby permitted shall be implemented in strict accordance with the approved CEMP and retained as such throughout the duration of the demolition and construction period for each individual plot of the development unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure suitable measures are in place to mitigate the construction impacts of the development on habitats, species, groundwater and residential properties in accordance with Policy ENV3 of the Local Plan Part 1 Planning Strategy for the New Forest District outside of the National Park and Paragraph 174 of the National Planning Policy Framework (NPPF).

28. Prior to the occupation or first use of each individual plot of the development hereby approved the following site specific information relating to the operation of the development which includes details of any mitigation measures required and a timescale for the implementation of the measures shall be submitted to and approved in writing with the Local Planning Authority:

- (i) A Dust Management Plan (DMP)
- (ii) A Noise and Vibration management plan

These approved details shall be undertaken in accordance with the approved details and thereafter retained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To safeguard residential amenity in perpetuity in accordance with Policy ENV3 of the Local Plan Part 1 Planning Strategy for New Forest District outside of the National Park.

29. The works hereby approved shall be undertaken in accordance with the provisions set out within the Arboricultural implications assessment dated July 2020 ref: CBA11331 v1 (The Complete Arboricultural Consultancy), Topographical Survey, reference: SG10/12/198812 01 Rev A; Planting Plan, reference: MAR-ARP-000-XX-SH-LD-00005 1.3 and Indicative Tree Protection Plan – CBA11331.02 TPP or as may otherwise be first agreed in writing with the Local Planning Authority. Tree protection measures shall be installed, maintained and retained for the full duration of the works to each individual phase of the development or until such time as agreed in writing with the Local Planning Authority. No activities, nor material storage, nor placement of site huts or other equipment whatsoever shall take place within the fencing without the prior written agreement of the Local Planning Authority.

Reason: To ensure the retention of existing trees and natural features and avoidance of damage during the construction phase in accordance with Policies ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

30. The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref: MAR-ARP-000-XX-RP-CD-00001, dated 20/10/2021) and the following mitigation measures it details:
1. Finished floor levels of any proposed buildings shall be set no lower than 4.040 metres above Ordnance Datum (AOD) (as specified in Section 6.1.1 of the FRA).
 2. Compensatory storage shall be provided on a 'level for level' basis and within the extent of the outline application boundary if needed (as outlined in Section 6.2 of the FRA)

These mitigation measures shall be fully implemented in accordance with the approved details prior to occupation of each individual plot of the development. The approved measures shall be retained and maintained in perpetuity unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In order to reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance the Planning Practice Guidance

(PPG) to the National Planning Policy Framework (NPPF) for
Flood Risk and Coastal Change.

31. No development shall take place to any water bodies (ditches, streams, or ponds) on the site until a plan for the proposed fish translocation has been submitted to, and agreed in writing by the Local Planning Authority. This plan should ensure that the fish translocation is carried out in a sustainable and safe manner, and in accordance with accepted good practices. The development shall be implemented in accordance with the approved plan unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that the fish translocation is undertaken in an appropriate manner that minimises the potential to cause fish injury or mortality in accordance with Policy ENV1 of the Local Plan Part 1 Planning Strategy, the NPPF Chapter 15 and the Eel Regulations 2009.

32. No development shall commence on each individual plot of the development hereby approved until a remediation strategy to deal with the risks associated with contamination of that individual plot of the development has been submitted to and approved in writing by the Local Planning Authority.

This strategy will include the following:

- (i) A preliminary risk assessment which has identified:
 - (i) all previous uses
 - (ii) potential contaminants associated with those uses
 - (iii) a conceptual model of the site indicating sources, pathways and receptors
 - (iv) potentially unacceptable risks arising from contamination at the site
- (ii) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- (iii) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

property for the future users of the land and neighbouring land are minimised, to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in controlled waters, property, ecological systems and the natural and historic environment and to ensure that the development can be carried out safely without unacceptable risks to workers,

neighbours and other off site receptors. And to ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. In accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management) and paragraph 174 of the NPPF.

33. In the event that contamination is found at any time when carrying out any of the individual plots of the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. No further development shall be carried out on that plot unless otherwise agreed in writing with the Local Planning Authority until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority.

The remediation strategy shall be implemented as approved unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land and unacceptable levels of water pollution from previously unidentified contamination sources are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management) and NPPF paragraph 174.

34. Prior to first use or occupation of each individual plot of the development, a verification report demonstrating the completion of works for that plot of the works which sets out the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policy DM5 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management) and NPPF paragraph 174.

35. No development shall take place on any of the plots where piling occurs until details of the type of piles to be used together with a piling method, and a risk and noise assessment for the specific plot of the approved development where the piling occurs has been submitted to, and agreed in writing by, the Local Planning Authority. Piling or deep foundation using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. Should percussive piling be required, a full piling impact assessment shall be undertaken and submitted to and approved in writing by the Local Planning Authority.

This assessment should include the following details :

1. Proposed piling method and justification for this method
2. Full details of the proposed piles including size and depth, construction methods and access to install the pile
3. Timings of the works
4. Noise generated and impact
5. Mitigation measures
6. Pollution prevention measures

The development shall be implemented in accordance with the details as approved unless otherwise agreed with the Local Planning Authority.

Reason: To assess the potential risk to migratory salmonids from noise generated from piling and to ensure that any proposed piling or deep foundation using penetrative methods, does not harm groundwater resources in accordance with paragraph 174 of the NPPF.

36. Prior to development commencing on each individual plot of the development, a Materials Management Plan (MMP) and full biosecurity plan shall be submitted to and approved in writing with the Local Planning Authority. This plan should set out how the handling, movement and storage of the construction materials including excavated soils are managed and should take account of invasive non-native plant species (INNS) that have been identified on site. The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To ensure that construction materials and excavated soils are managed effectively and invasive non native plant species are controlled as part of the development in accordance with Policies DM1, DM2 and DW-E12 of the Local Plan for the New Forest District outside the National Park (Part 2: Sites and Development Management) and NPPF Chp 15

37. Prior to development commencing of each individual plot of the development hereby approved a detailed Construction Traffic Management Plan for the individual plot of the development shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The approved details to shall include provision for

- a. The parking of site operatives and visitors vehicles.
- b. Loading and unloading of plant and materials.

- c. Management of construction traffic and details of construction traffic access routing.
- d. Storage of plant and materials used in constructing the development.
- e. Wheel washing facilities

Construction works to be undertaken in accordance with the approved Construction Traffic Management Plan for the duration of works on each individual plot unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To mitigate any adverse impact from construction traffic on the local highway network and M27. To ensure that the M27 continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

38. No part of each individual plot of the development hereby permitted shall be first used or occupied until a Framework Operational Management Plan for that plot has been submitted to and approved in writing by Local Planning Authority (in consultation with National Highways). The Operational Management Plan will include, but not be limited to, details of vehicle routing; and measures to manage the demand for vehicle movements during peak periods (Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800)). The development hereby permitted shall then be operated in accordance with the agreed plan for each plot of the development unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To mitigate any adverse impact from the development on the M27 and to ensure that the M27 continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

39. Prior to the first use or occupation of each individual plot of the development details of the proposals for the provision of infrastructure and facilities to enable the installation of charging points for electric vehicles to serve the development, including the number of points, their location and a timescale for delivery of the infrastructure and facilities shall be submitted to and approved in writing by the Local Planning Authority, implemented in accordance with the approved details and thereafter retained for that purpose unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In the interests of sustainability and to ensure that provision is made for electrical charging points in accordance with Policy IMPL2 of the Local Plan Part 1 Planning Strategy for the New Forest (outside of the National Park).

40. No part of each individual plot of the development hereby approved shall be used or occupied unless the measures set out in the Framework Travel Plan SJ.SH.GT.1TB15144-010B R dated 10th December 2021 have been implemented (or implementation of those parts identified in the approved

Travel Plan as capable as being implemented prior to first use or occupation). The approved Framework Travel Plan shall thereafter retained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainability and to promote the Councils sustainability objectives in accordance with Policy CCC2 of the Local Plan Part 1 for the New Forest outside of the National Park.

41. The development shall not commence until a road condition survey of Cracknore Hard from the eastern over-sized vehicle site access to its junction with Normandy Way is submitted to and agreed in writing with the Local Planning Authority. The scope of the survey shall be first agreed with the Local Planning Authority. The findings of the condition survey shall be monitored and reported to the Local Planning Authority at least every 6 months throughout the construction period of the development and any defects or damage attributable to construction activity to be rectified by the developer at their expense within 3 months of the defect being identified unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

42. No part of each individual plot of the development hereby approved shall be used or occupied until a Freight Routing Strategy relating to that plot has been submitted to and approved in writing by the Local Planning Authority. The submitted Freight Routing Strategy shall include detailed information regarding:

- (i) how freight routing would be managed and controlled.
- (ii) when these measures will be introduced
- (iii) how the freight routing would be enforced.
- (iv) a scheme of road freight routing signage

The approved Freight Routing Strategy shall thereafter be retained in perpetuity unless otherwise first agreed in writing by the Local Planning.

Reason: In the interests of highways safety, to minimise HGV trips on the local highway network and in accordance with Policy ENV3 and CCC1 of the Local Plan Part 1 for the New Forest outside of the National Park.

43. The development permitted shall be carried out in accordance with the following approved plans:

MAR-ARP-000-XX-DR-CX-0004 Existing buildings plan

MAR-ARP-000-XX-DR-CX-0003 Site Location Plan

MAR-ARP-000-XX-DR-CX-0025 Planning Application Boundary

MAR-ARP-000-ZZ-DR-CX-0010 Site Clearance and Demolition Drawing

MAR-ARP-000-XX-DR-LD-0001 Landscape Masterplan Site Wide Plan

MAR-ARP-000-XX-DR-CX-0027 Proposed Development Site Wide

MAR-ARP-000-XX-SK-CX-0036 P01.01 Proposed Development Site Wide phasing plan

MAR-ARP-000-XX-DR-CX-0026 Proposed Pavement Layout

MAR-ARP-000-XX-DR-CX-0022 Proposed Fencing Site Wide Plan

MAR-ARP-000_XX-DR-CX-0029 P01.01 Illustrative site Masterplan

MAR-ARP-000-DR-CX-0028 P03 Proposed Development Heights Site Wide Plan Drawing

MAR-ARP-000-XX-DR-CX-0023 Proposed Site Entrance Highway Layout

MAR-ARP-000-XX-DR-CX-0024 P02 Proposed Site Entrance Layout Vehicle Tracking Drawing

MAR-ARP-000-XX-DR-CX-0030 Proposed Highway Layout and New Entrance Drawing

MAR-ARP-000-XX-DR-CX-1003 Proposed Development Site Wide General Arrangement Plan; Sheet 3

MAR-ARP-000-XX-DR-CX-1004 Proposed Development Site Wide General Arrangement Plan; Sheet 4

MAR-ARP-000-XX-DR-CX-1005 Proposed Development Site Wide General Arrangement Plan; Sheet 5

MAR-ARP-000-XX-DR-CX-1006 Proposed Development Site Wide General Arrangement Plan; Sheet 6

MAR-ARP-000-XX-DR-CX-1009 Proposed Development Site Wide General Arrangement Plan; Sheet 9

MAR-ARP-000-XX-DR-CX-1010 Proposed Development Site Wide General Arrangement Plan; Sheet 10

MAR-ARP-000-XX-DR-CX-0002 Cross Section A-A Drawing

MAR-ARP-000-XX-DR-CX-0003 Cross Section B-B Sheet 1 of 3

MAR-ARP-000-XX-DR-CX-0004 Cross Section B-B Sheet 2 of 3

MAR-ARP-000-XX-DR-CX-0005 Cross Section B-B Sheet 3 of 3

MAR-ARP-000-XX-DR-CX-0006 Cross Section C-C Sheet 1 of 2

MAR-ARP-000-XX-DR-CX-0007 Cross Section C-C Sheet 2 of 2

MAR-ARP-000-XX-DR-LD-0002 Landscape Keyplan Sheet 1 of 2

MAR-ARP-000-XX-DR-LD-0003 Landscape Keyplan Sheet 2 of 2

MAR-ARP-000-XX-DR-LD-0101 Planting Plan Sheet 1 of 12

MAR-ARP-000-XX-DR-LD-0102 Planting Plan Sheet 2 of 12

MAR-ARP-000-XX-DR-LD-0103 Planting Plan Sheet 3 of 12

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MAR-ARP-000-XX-DR-LD-0111 Planting Plan Sheet 11 of 12
MAR-ARP-000-XX-DR-LD-0112 Planting Plan Sheet 12 of 12
MAR-ARP-000-XX-SH-LD-00005 Planting Schedule
MAR-ARP-000-XX-DR-LD-0200 Landscape Sections Sheet 1 of 3
MAR-ARP-000-XX-DR-LD-0201 Landscape Sections Sheet 2 of 3
MAR-ARP-000-XX-DR-LD-0202 Landscape Sections Sheet 3 of 3
5737-1-1100 A Security Kiosk Existing Site Plan
5737-1-1101 Security Kiosk Proposed Site Plan
5737- 1-1200 Security Kiosk Proposed Plans
5737-1-1300 A Security Kiosk Proposed Elevations
5737-4-1100 A Welfare Unit 1 - Site Plans
5737-4-1200 A Welfare Unit 1 - Plans & Elevations
5737-5-1100 A Welfare Unit 2 Site Plan
5737-5-1200 Welfare Unit 2 - Plans & Elevations

Documents:

Design and Access Statement MAR-ARP-000-XX-RP-ZX-00018

Environmental Statement Volume 1

Environmental Statement Volume 2: Appendices

- (i) Archaeological Desk Based Assessment
- (ii) Preliminary Ecological Appraisals 2017 and 2020
- (iii) Ecological Survey Report
- (iv) Statement to inform the Habitat Regulation Assessment
- (v) Geotechnical and geo-Environmental Desk Study
- (vi) Ground Investigation Report (Ref. MAR-ARP-000-XX-RP-CG-00001)
- (vii) Water framework directive Assessment
- (viii) BNG report
- (ix) Lighting Impact Assessment (Ref. MAR-ARP-000-XX-RP-ZX-00014)

Environmental Statement Volume 3: Figures

Environmental Statement Volume 4: Non-technical summary

Lighting Strategy (Detailed Design) Ref MAR-ARP-000-XX-RP-ZX-00015)

Lighting Strategy (Outline Elements) (Ref MAR-ARP-000-XX-RP-ZX-00016)

Transport Assessment SJ.SH.GT.1TB15144-008A Vol 1 – 8 and Additional Transport information submitted on 1TB15144-014 dated 13th December 2021.

Travel Plan SJ.SH.GT.1TB15144-010B R dated 10th December 2021.

Sustainability Statement MAR-ARP-000-XX-RP-ZX-00024

Energy Strategy MAR-ARP-000-XX-RP-ZX-00017

Flood Risk Assessment and Surface Water Drainage Strategy MAR-ARP-000-XX-RP-CD-00001

Foul Drainage and Utilities Assessment MAR-ARP-000-XX-RP-ZX-00023 P01

Arboricultural implications assessment dated July 2020 ref: CBA11331 v1

Topographical Survey SG10/12/198812 01 Rev A;

Planting Plan MAR-ARP-000-XX-SH-LD-00005 1.3

Indicative Tree Protection Plan CBA11331.02 TPP

Navigational Risk Assessment 20-NASH-0116_200_R02-00

Outline Construction Environmental Management Plan (Appendix 7 (1B ES Vol II Appendix A1-A3 Part 3)

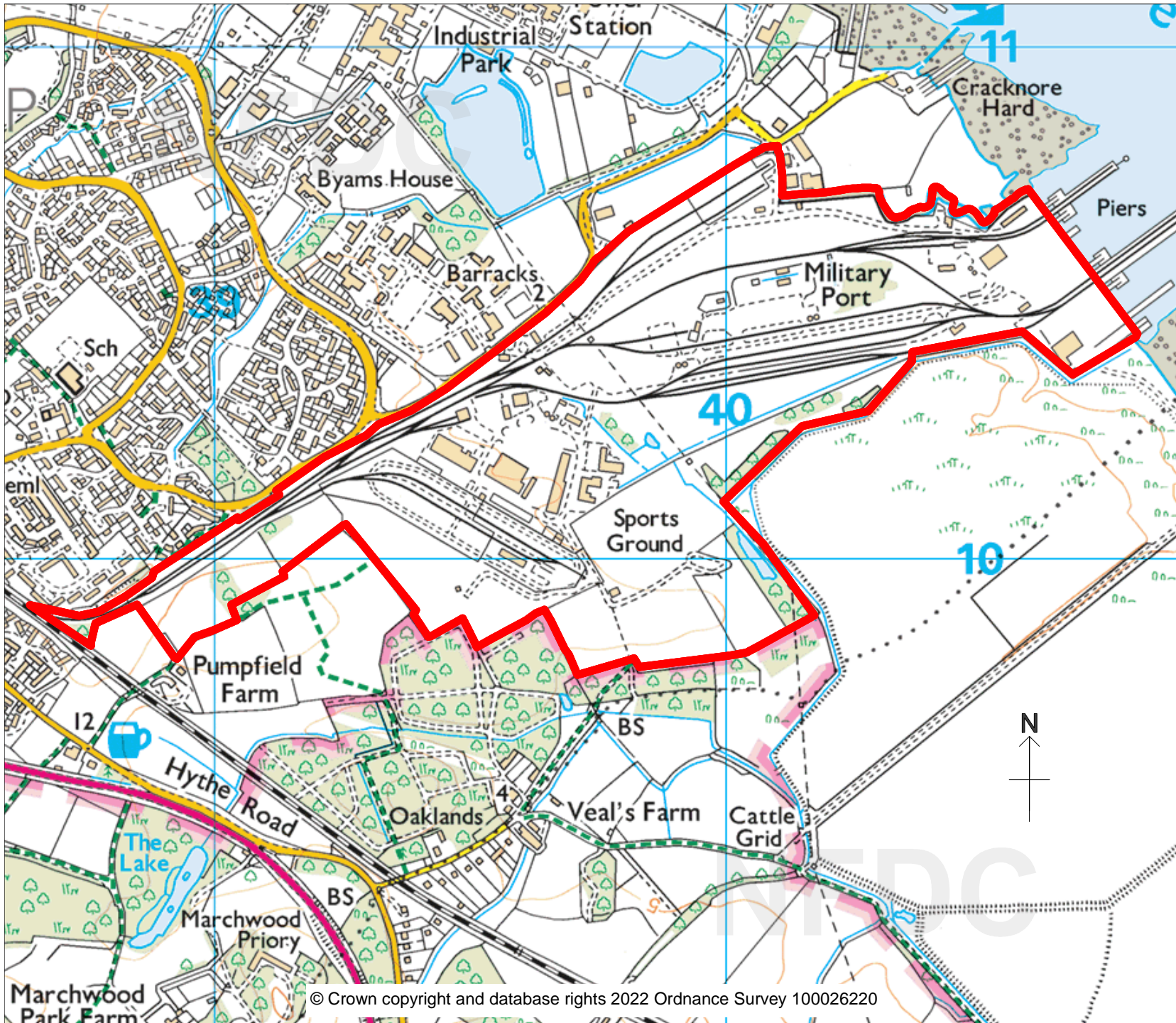
Landscape and Ecological Management Plan Appendix 8 (1B ES Vol II Appendix A1-A3 Part 3)

Reason: To ensure satisfactory provision of the development.

Further Information:

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New Forest

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PLANNING COMMITTEE

February 2022

Marchwood Military Port
 Cracknore Hard
 Marchwood
 21/11156

Scale 1:10500

N.B. If printing this plan from
 the internet, it will not be to
 scale.