Introduction

1. This submission by ABP provides suggested wording, for discussion, of a possible new policy MAR7 and supporting text. It is submitted in response to the Inspectors request made in the Agenda for the Issue 4 hearing session to be held on Thursday 21 February.

2. The proposed wording provided has had regard to the submissions made by other parties and the subsequent comments made by the Inspector on the submitted policy.

3. Having had regard to the submissions of the MoD in particular, the suggested policy and text that follow has been drafted on the basis that it relates to the full extent of the MoD’s land ownership in this location i.e. including the McMullen Barracks area, and would therefore be accompanied by a plan showing this boundary.

Suggested Policy MAR7: Marchwood Military Port (Sea Mounting Centre)

Marchwood Military Port, as defined on the Proposals Map, is a nationally significant port facility which currently is, and historically has been, used for military purposes. The Government is considering the future ownership of the site but has confirmed it wishes the facility to continue to provide its military function, while allowing greater economic and commercial benefit to be realised from the site.

The following principles will guide the consideration of proposals falling under planning control that may come forward at the site:

a) Any future non-military activity should seek to continue to use the site, in the best and most efficient way possible, for port and port related purposes. Any non-port use proposals will need to be:

- clearly justified with particular regard to the potential adverse impact on port use opportunities at the site, which is recognised as being of national importance, and

- shown to be compatible with port and port related activity that occurs or may occur on both the site itself and on neighbouring sites.
b) Any future non-military use of the wharf facilities should seek to maximise the use of rail transport.

c) The overall impact of road traffic that may be generated should be demonstrated to be acceptable.

d) The overall impact on views into the site from adjoining public roads, footpaths and from Southampton Water / River Test, and on existing areas of landscape value should be demonstrated to be acceptable.

e) The overall impact on areas and features of nature conservation value should be demonstrated to be acceptable.

Suggested supporting text to Policy MAR7

3.89 The national importance of the Military Port facility at Marchwood and the site’s significance for port use is recognised. As a Military Port facility it has provided local jobs and military personnel have made a significant contribution to the community in Marchwood. The site is well located and benefits from a number of features that will enable it to continue to contribute to economic growth.

3.90 As a result of the Strategic Defence Review in 2010, the Government has given consideration to the future of the Military Port facility. As a result of these considerations the Government has made clear that they wish the facility to continue to provide its military function, albeit in private ownership alongside commercial activities.

3.91 Whilst the majority of the site is located outside the defined built-up area of Marchwood, and therefore lies within the defined countryside, it is an active port facility that benefits from existing deep-water marine access, rail access and road access. In light of the Government’s future intentions for the site, Policy MAR7 sets out a series of key land use principles that will guide the consideration of proposals that fall under planning control which may come forward at the site.

3.92 As an existing port facility of some significance the key principle is that the future use of the site should be for port and port related purposes. The acceptability of any proposals that come forward will need, in addition to the principles set out, to have regard to other relevant development management policies of this plan. Regard should also be had to the Hampshire Minerals and Waste Plan which safeguards this site so that its appropriateness for minerals and waste port activity specifically can be considered, if it becomes available or is released from its current use.