

Artistic impression sketch of Solent Gateway 2. This is indicative and based on our emerging proposals.



SOLENT GATEWAY 2

Non-statutory consultation brochure

16 September – 13 October 2025

First round consultation

Welcome



**Foreword from Alastair Welch,
Director, Port of Southampton**

Solent Gateway has grown rapidly into a true UK success story. As we look to the future, we recognise that continued success means thinking ahead. That's why we're now exploring the case for a considered expansion of the port.

*This brochure introduces our emerging proposals for **Solent Gateway 2**, a new development on part of the reclaimed land between Marchwood and Hythe. The expansion of the existing Solent Gateway would give us the additional capacity needed to deliver a world-class, sustainable automotive terminal – strengthening our position as a key player in the UK's transport and logistics infrastructure, whilst continuing to support the armed forces.*

But as we set out, this is about so much more than growth. Our plans also include proposals for a new road connection from the A326 to the existing port and the new facility, the creation of a major new country park, enhanced walking and cycling routes, and a commitment to habitat protection and landscape improvements.

This is an opportunity to involve everybody in shaping a development that delivers lasting value – for local communities, for the environment and for the country as a whole. I look forward to hearing your views as part of this consultation and I hope to welcome you at one of our upcoming public events or webinars.



Artistic impression sketch of Solent Gateway 2. This is indicative and based on our emerging proposals.

Solent Gateway 2

Solent Gateway is already an important part of the wider Port of Southampton – playing a key role in supporting jobs, trade and industry, both locally and across the UK.

Following sustained work over many years to make the most of our current space and infrastructure, the existing port is now nearing capacity. We are setting out our emerging proposals for a considered expansion – one that we believe brings real benefits to our local communities, the environment and the wider nation.

Our emerging proposals for Solent Gateway 2 would enable us to meet future demand and improve resilience through the delivery of a world-leading, sustainable automotive terminal, new marine facilities and improved road access to the existing Solent Gateway. They would also deliver environmental enhancements and a major new country park – improving the landscape and environment at the same time as we improve our port infrastructure.

In addition, the provision of a new direct access route to the new facility, with a new connection to Solent Gateway, would allow us to divert vehicles that currently need to drive through Marchwood to get to Solent Gateway. This would instead enable access to the existing facility via a direct connection from the A326.

Solent Gateway 2 is about more than infrastructure. It's about building a future that works for the region – one that balances economic strength, community needs and environmental care. We want to get this right, and that means continuing to work with you so we can deliver the best outcomes.

Have your say

Please keep an eye out for these boxes throughout this brochure. They highlight areas where we are interested in hearing your views about what we're consulting on.

There are some areas of our emerging proposals on which we welcome your general comments, but where we also feel we need to develop our plans further before asking you for specific feedback.

We've highlighted where this is the case and we will be providing more detail on these areas, and inviting more comments, as part of our next consultation.

You can find out about the different ways in which to provide feedback on page 31.



The planning process – where we are today

Under the Planning Act 2008, our emerging proposals are considered a Nationally Significant Infrastructure Project (NSIP) so we will seek consent through the Development Consent Order (DCO) process. This means our application for development consent will be decided by the UK Government’s Secretary of State for Transport.

As part of this process, we are currently conducting an initial, non-statutory consultation. This means that this consultation is not a legal requirement of the DCO process, but rather an opportunity for applicants to present emerging proposals to stakeholders.

So, for example, you’ll see that this brochure might use language like “could” or “would” and “plans” or “proposals” interchangeably about our proposed development. However, in all cases these are our emerging ideas on which we are asking for your views.

This initial non-statutory consultation is an opportunity for you to have your say on our emerging proposals for Solent Gateway 2 and will be followed by a more detailed, statutory consultation in 2026, where further feedback will be invited on our developing plans.

For more information on the planning process, see ‘the planning process explained’ on page 26 of this brochure.

We welcome general comments on all aspects of our emerging proposals – but there are some subjects on which we are not currently seeking specific feedback as we recognise our proposals are not yet sufficiently developed in these areas.

Where appropriate we intend to provide more detail on these areas at the next stage of consultation, and our proposals will evolve until we submit our application for development consent.

We are keen to hear what residents, community groups, local representatives and technical experts have to say about our proposals as a fundamental part of their evolution.

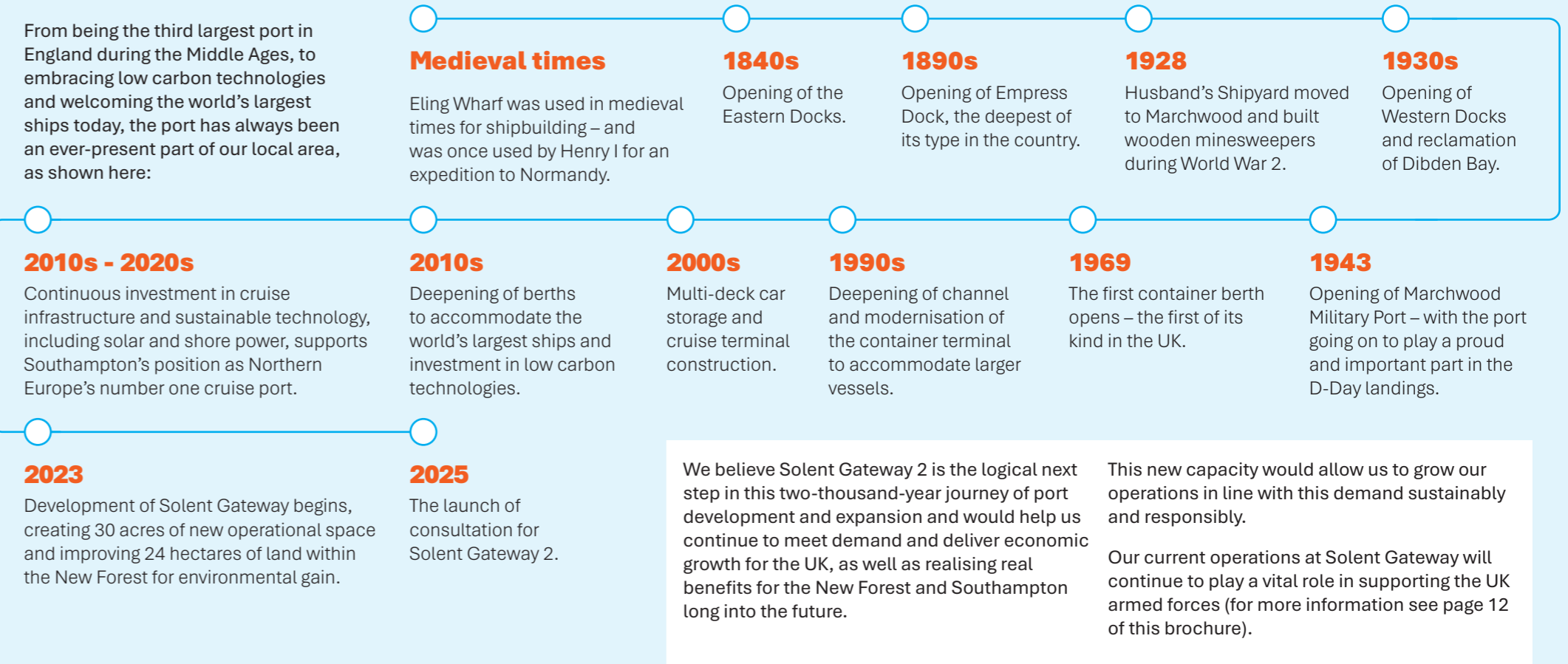


ABP employees at work.

The story so far

Since the first evidence of a port settlement in Southampton nearly two thousand years ago, our journey across both trade and military operations has been one of growth and evolution.

From being the third largest port in England during the Middle Ages, to embracing low carbon technologies and welcoming the world’s largest ships today, the port has always been an ever-present part of our local area, as shown here:



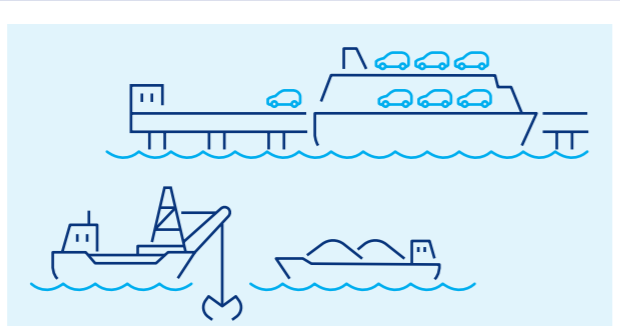
Our emerging proposals

We are proposing to extend Solent Gateway onto the northern part of the reclaimed land between Marchwood and Hythe. This new development – Solent Gateway 2 – would provide extra capacity where it is needed for a world-leading, sustainable automotive terminal.

This would, in turn, free up space in the main Port of Southampton to support other key sectors such as cruise and container shipping – helping us to ensure long-term resilience and global competitiveness.

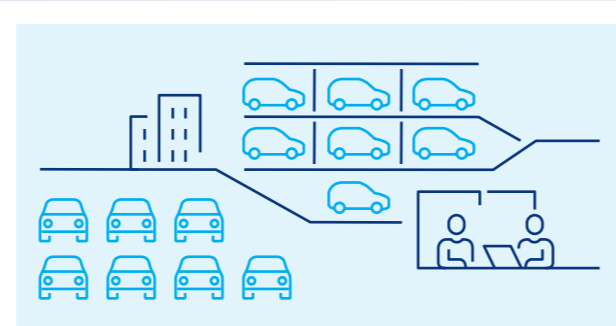
We believe this is a real opportunity to shape the port and deliver lasting value for the surrounding area – strengthening trade and defence through the creation of additional berths and port infrastructure, while enhancing the landscape and making it more accessible for everybody.

In brief, our emerging proposals include:



New marine facilities

This would comprise a new jetty located near the existing jetties at Solent Gateway.



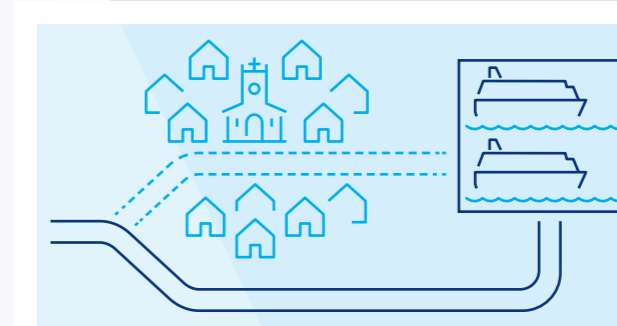
Automotive terminal space

This would include operational buildings, storage areas, multi-decked vehicle storage facilities and administration areas.



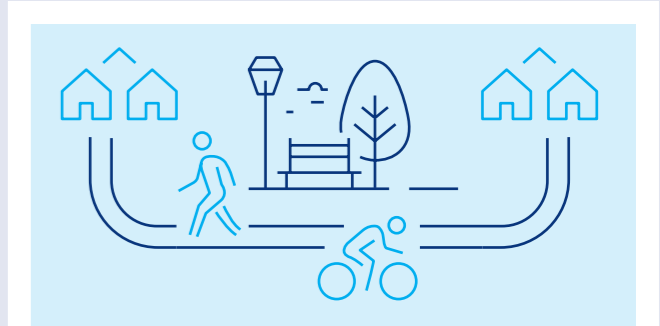
Environmental works

Recognising the valuable nature of the Waterside area and National Park, we are working to identify ways in which we can both preserve and enrich this area through habitat and landscape improvement. This would include natural barriers between the development and existing residential areas in the form of green spaces.



Improved road access

The provision of a new direct access route to the new facility, with a new connection to the existing Solent Gateway, would allow us to divert vehicles that currently need to drive through Marchwood in order to get to Solent Gateway and instead enable them to access the existing facility on a direct connection from the A326.



A new community green space

Through a major new country park and additional environmental enhancements which, combined, would be equivalent to the size of over 300 football pitches (this number is indicative and based on current estimates at this early stage of our proposals). It would also provide opportunities for new and improved cycle and walking routes, connecting Marchwood and Hythe.

What's different?

Our new, emerging plans are on a significantly smaller scale and are very different in character to the proposals brought forward previously.

We are focused on getting the balance right between supporting trade and the wider UK economy, enhancing the local environment and offering real, visible improvements for local communities.

The key differences between previous plans and what we are now proposing are:



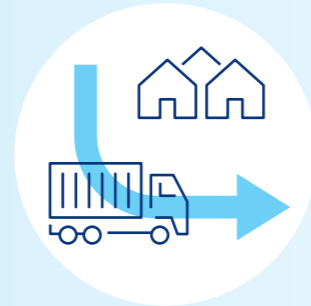
Over half of the land would now be set aside for environmental purposes and a major new country park, with the remainder developed for port use.



The proposed major new country park would also provide an opportunity for new and improved cycle and walking routes connecting Marchwood and Hythe.



The proposed development would not be used by container ships, and there would be no ability for the proposed development to be used by container ships.



Our plans would allow us to divert vehicles that currently need to drive through Marchwood to get to Solent Gateway and instead enable them to access the existing facility on a direct connection from the A326, by means of a new link road.



Visual impact of the new terminal would be minimised through design and planting, creating natural barriers between the development and residential areas.



The existing Solent Gateway site.

The need for Solent Gateway 2 and the benefits it will deliver

The port currently contributes over £2.5 billion a year to the UK economy and supports over 15,000 jobs across the region.

This proposed development is the largest tax site within the Solent Freeport and would generate a significant proportion of the projected £400m+ retained business rates being forecast by the Freeport. Importantly, these rates would be held for distribution regionally and used for local development and betterment, rather than by central government.

We want to maintain this economic contribution across the country, especially for those living and working in and around the New Forest and Southampton. In order to do this, there is a need to generate enhanced capacity in our operations.

Our team has worked hard over many years to use every part of our existing footprint as responsibly and efficiently as we can.

Freeports

Freeports are areas designated by the government with significant tax and customs advantages in order to boost economic activity. Businesses in these areas are given favourable economic conditions to encourage expansion, providing jobs for the local area and contributing to the local economy.

In turn, the favourable business rates are retained by the host local authorities to be invested in infrastructure to support local growth.

We now need to take the next step to secure the long-term future of both Solent Gateway and the wider Port of Southampton, as one of the UK's most important global trade hubs. This means carefully expanding our operations in a way that supports our ongoing activity at Solent Gateway and enhances local infrastructure, while creating the opportunity for a major new country park that we can all share. This would further strengthen our contribution to the already world-leading Solent maritime cluster and offer new job opportunities for the local community.

ABP is firmly committed to achieving net zero. In addition to our core mission of *Keeping Britain Trading*, we have recently introduced *Enabling the Energy Transition* as a twin mission.

This initiative centres on investing in the decarbonisation of our operations, while actively partnering with customers and stakeholders to support their sustainability goals. With this in mind, and as part of this proposed development, we will be actively exploring opportunities for on-site green energy generation using rooftop solar, as well as future proofing our facilities through the provision of shore power for vessels and onsite electric vehicle charging infrastructure.

Why is expansion needed and why here?

The Port of Southampton is a key gateway for the UK to the rest of the world, handling goods and cargo that are fundamental to our success as a trading nation. We are also the UK's number one cruise port, playing a key role in the tourism and leisure industry, both nationally and locally.



Southampton in the UK.

The demand from these key sectors is growing, but there isn't enough space in our existing port to meet this demand. Therefore, expansion is needed in order to meet this demand and keep supporting growth in our local and national economies.

There is a clear market need for this additional capacity to be provided as soon as possible. Following sustained work over many years to make the most of our current space and infrastructure, the existing port is now nearing capacity. The land planned for Solent Gateway 2 offers the opportunity for expanding our operations in line with demand, while enabling us to make better use of the existing Solent Gateway facility too.

We recognise the valuable nature of the Waterside area and New Forest National Park and are working to identify ways in which we can both preserve and enrich this area through our proposals. This includes looking at ways of working with the National Park, so the development supports its aims.

The rest of the port would continue to operate in largely the same way that it does now, and this proposed development would help meet demand and deliver efficiencies and growth in our existing cruise and cargo operations, rather than replacing them.

The proposed site

We are proposing to develop Solent Gateway 2 to the south of Solent Gateway (which used to be called Marchwood Military Port). This is on the opposite side of the River Test to the Port of Southampton.

This area is made up of land reclaimed between the 1930s and 1970s for the expansion of port activity and has long been held as a site for expansion of the port. It is now being brought forward through the emerging proposals for Solent Gateway 2, with less than half of this area proposed for the development of port infrastructure.


Opposite is an indicative outline plan of the proposed site. This plan shows the location of the proposed development in relation to the existing Solent Gateway, rail infrastructure, public rights of way and the National Park boundary. This plan also details the proposed lines of connectivity throughout the development, including potential foot and cycle paths and the link road. These routes would connect the proposed development to, and allow access from, the A326. This plan provides an overview of our emerging proposals, with each of the elements shown discussed in greater detail throughout this brochure.

This site has been chosen because:

- **The existing port estate has limited potential for expansion or further intensification.**
- **There are no other sites in our local area which can accommodate this expansion.**
- **It allows us to make best use of the existing Solent Gateway facility.**
- **It presents the opportunity to provide areas set aside as enhanced and improved green space.**
- **It enables us to offer greater capacity and support to the armed forces.**

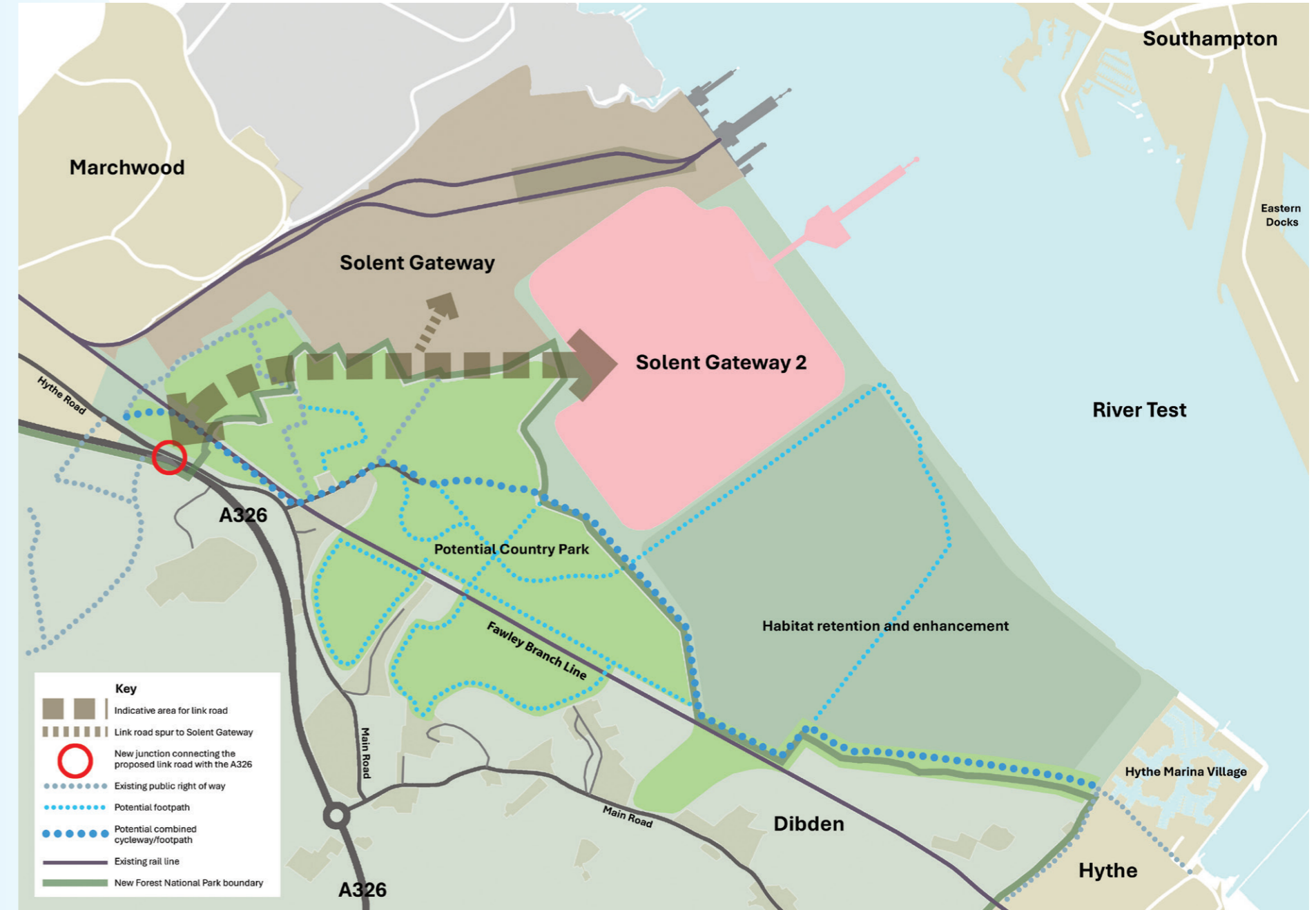
Recognising Marchwood is the Ministry of Defence's (MOD) primary sea mounting centre, we will be able to offer the MOD increased capacity and resilience through the additional port space and berths, thereby increasing our ability to support MOD operations.

If land is required for the Solent Gateway 2 proposals, either temporarily or permanently, we would endeavour to reach voluntary agreements with the relevant landowners. We will be contacting any landowners affected at an early stage as part of this consultation. If you have any queries regarding land ownership in relation to these proposals, please contact SolentGateway2Land@abports.co.uk

 **We welcome your general comments on the plan of our proposed site and how it sits alongside the areas we are indicating as enhanced and improved green spaces.**

These are both parts of our emerging proposals which we feel we need to develop further before asking you for specific feedback.

More detail will be provided at our next stage of consultation.



Indicative outline plan of the proposed site.

Proposed port infrastructure

Marine

Our proposals for new marine infrastructure comprise:

- **A new offshore jetty located close to, and closely resembling, the existing Solent Gateway Falklands Jetty, designed for vehicle imports and exports, not container ships.**
- **Dredging works to allow for marine access to the new jetty.**

This new infrastructure is proposed to operate in conjunction with the existing Solent Gateway facilities.

Onshore

Our proposals comprise a dedicated vehicle import / export terminal, set back from the waterfront and suitable for the loading and unloading of automotive cargo.

Proposals for this new terminal comprise:

- **Infrastructure connecting to the offshore jetty, suitable for loading and unloading the full range of automotive cargo.**
- **Terminal storage areas for the import and export of automotives and associated cargo.**
- **Onward connection for cargo transport, via road and rail, including a new direct access road to the A326.**
- **Supporting facilities and administrative buildings required to run an automotive terminal.**

These proposals would also consider on-site green energy generation such as rooftop solar and supporting infrastructure, as well as infrastructure to support our commitment to net zero including onsite electric vehicle charging infrastructure.

We welcome your general comments on our proposed port infrastructure – both marine and onshore.

These are two areas of our emerging proposals which we feel we need to develop further before asking you for specific feedback.

More detail will be provided on both of these areas at our next stage of consultation.

Transport infrastructure

We are currently developing the proposal for a new link road connecting the proposed terminal to the A326.

The alignment of this link road is being developed carefully, taking into account a number of factors including the local environmental conditions, the presence of overhead electrical lines, land ownership and the need to appropriately cross the railway (Fawley branch line).

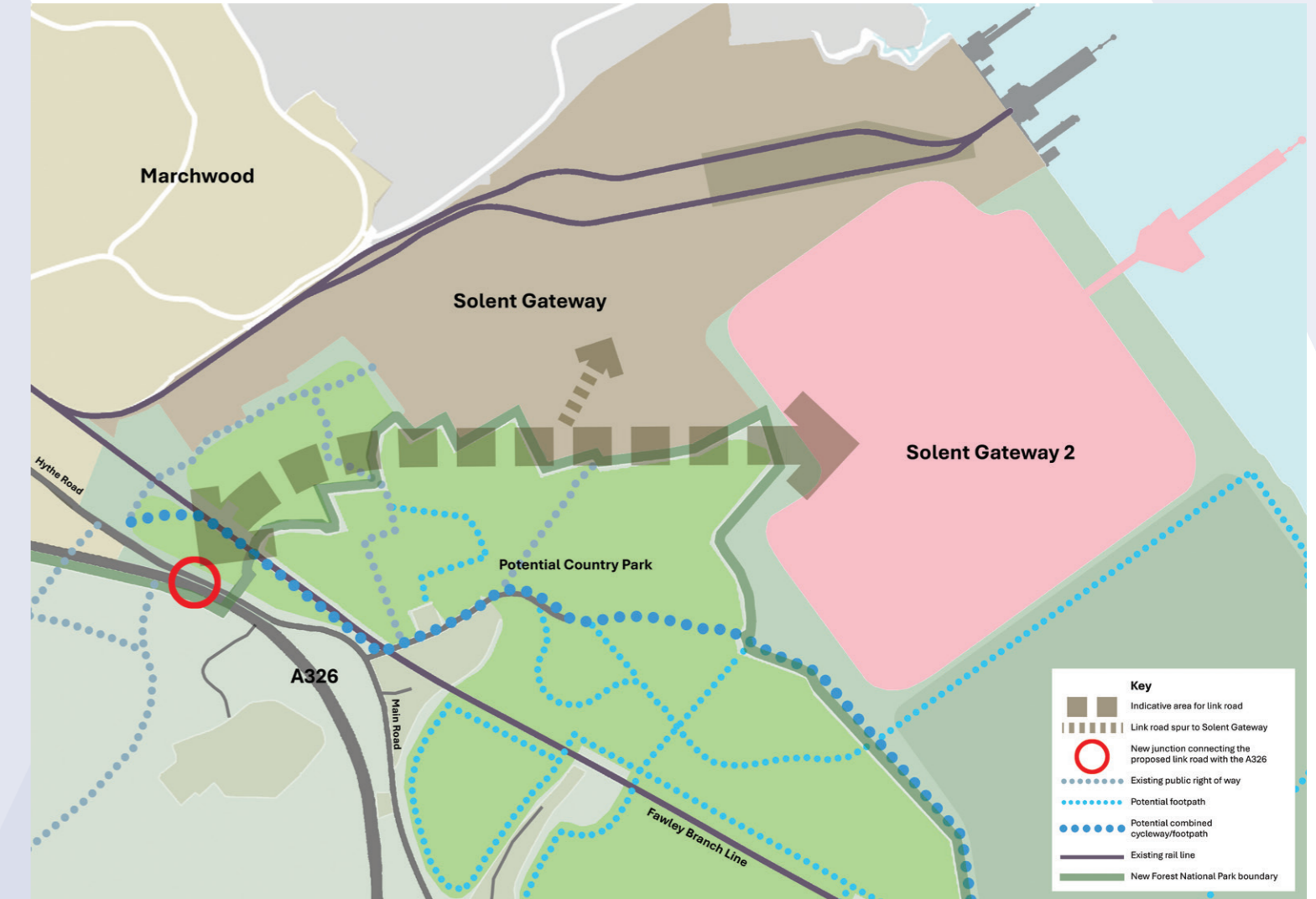
The figure opposite shows the general route corridor we are investigating to identify the most appropriate alignment of the new link road.

Our aim is that, as far as practicable, the link road would be located outside of the New Forest National Park, and we are in discussion with the relevant third parties.

We currently envisage that there will be a new junction connecting the proposed link road with the A326. As our proposals develop, we will work closely with Hampshire County Council on the design of the junction connecting with the A326.

In line with our existing operations, it is anticipated that rail would be used for the transport of some of the automotive vehicles handled by Solent Gateway 2. Further detail on this element of our proposals will be available at our next round of consultation, once further assessments and design work have been undertaken.

Do you have any views or suggestions on this proposed new transport infrastructure? For example, how we can develop it while remaining sensitive to the needs and priorities of the local community?



In focus plan showing how the proposed link road connects to the A326.

A major new country park

As part of our proposals, we would like to create a major new country park and additional environmental enhancements which, combined, would be equivalent to the size of over 300 football pitches (please note this number is indicative and based on current estimates), as shown on the plan opposite.

This plan also shows how this proposed major new country park would interact with both existing and proposed public rights of way, as well as the National Park boundary.

We recognise the valuable nature of the Waterside area and National Park, and we are working to identify ways in which we can both preserve and enrich this area through our proposals, including the opportunity for new and improved cycle and walking routes connecting Marchwood and Hythe.



Photograph showing part of proposed site on the western bank of the River Test.

What would you like to see included as part of the design of the proposed major new country park?



Indicative plan showing scale of areas for proposed environmental enhancements, including a major new country park. Location of potential footpaths and cycleways will be identified as the proposals develop.

Enhancing the environment

We are committed to ensuring that our emerging proposals for Solent Gateway 2 deliver meaningful environmental enhancements.

The design of the project will continue to develop and evolve, and the material we provide at this stage has taken account of many years of survey information.

Our proposals would firstly be seeking to avoid negative impacts and then to minimise the impacts that cannot be avoided, compensating where necessary.

Our proposals would deliver environmental benefits including habitat creation and enhancements. These would be developed in close collaboration with statutory bodies such as Natural England and the Environment Agency, as well as local authorities and environmental organisations – reflecting our commitment to sensitive and responsible development.

We would also look to create screening along the waterfront and around the site to help minimise visual impact.

Our proposals are being brought forward with sensitivity to the environmental designations of the area.

As shown opposite, these include the New Forest National Park, Sites of Special Scientific Interest (SSSIs), Special Protection Areas (SPAs), and Ramsar sites.

We want to make sure we take account of the various landscape and environmental sensitivities affecting the site – ensuring we create meaningful opportunities for public interaction with nature, while also safeguarding and enhancing its existing value. As an example, public access improvements may be focused within the National Park and more restricted within the SSSI.



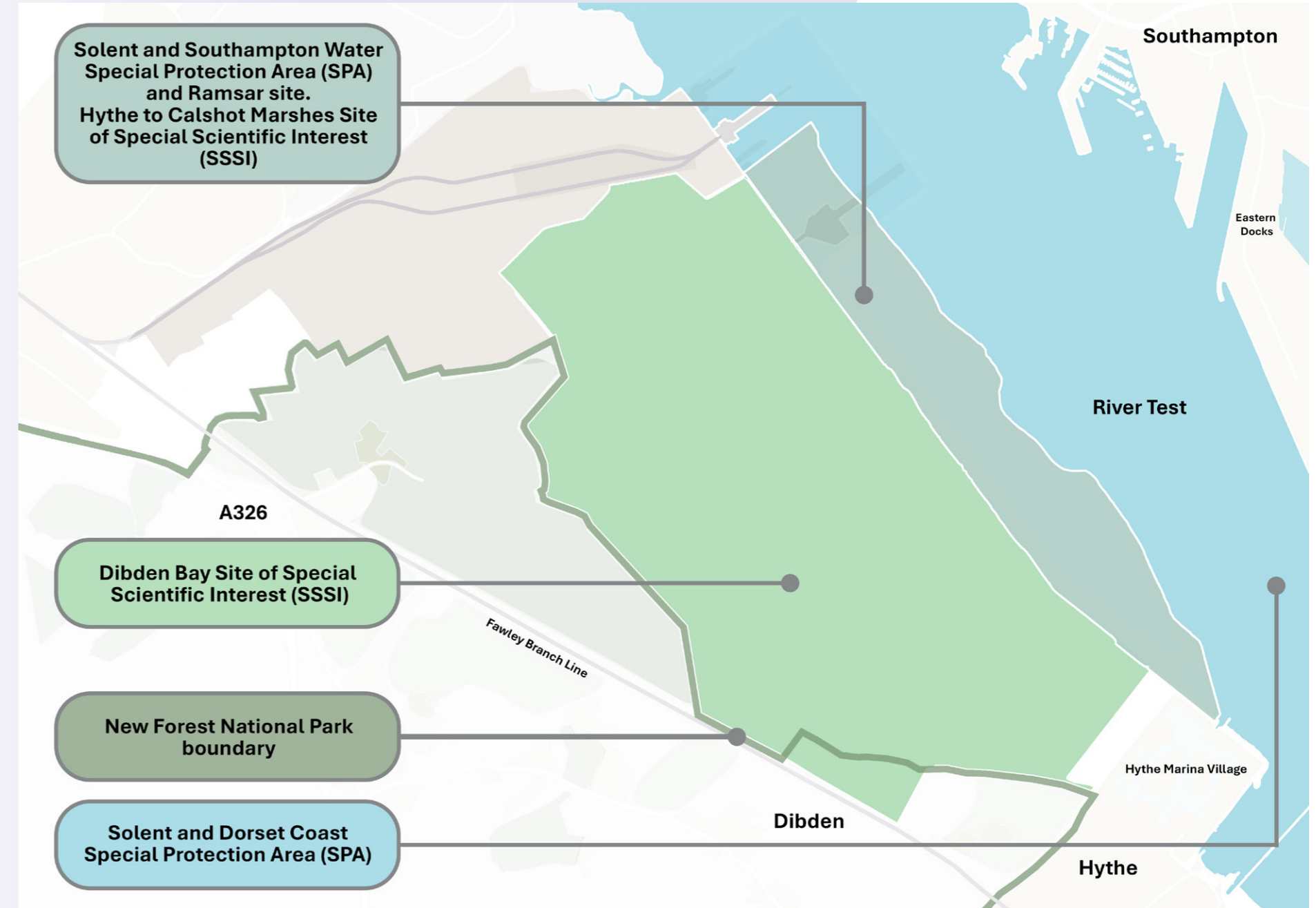
What do you feel is important we take into account as we consider enhancements to the environment in and around the proposed site? For example, protecting existing biodiversity, creating spaces to learn about local nature, or providing areas to view Southampton and the Solent.

What do these designations mean?

- National Park – areas or land designated and protected under the 1949 National Parks and Access to the Countryside Act.
- Sites of Special Scientific Interest (SSSI) – areas designated and given legal protection for their valuable natural features such as geology, wildlife or flora and fauna.
- Special Protection Areas (SPAs) – areas protected for the conservation of birds.
- Ramsar Site – areas of wetland designated and protected for conservation under the Ramsar Convention.

Designation	Why are the sites designated?
Solent and Southampton Water SPA and Ramsar Site	Important for wintering waterfowl and waders, including Dark-Bellied Brent Geese.
Solent and Dorset Coast SPA	Protects important marine foraging areas for seabirds such as Sandwich Terns and Common Terns.
Dibden Bay SSSI	Noted for its invertebrate assemblages and breeding bird populations.
Hythe to Calshot Marshes SSSI	Comprises saltmarsh and mudflats supporting wintering waders and wildfowl.
New Forest National Park	To conserve the natural beauty, wildlife and cultural heritage of the Park area.

Further information on these designations can be found at <https://designatedsites.naturalengland.org.uk/>



Indicative plan of environmental considerations and protections.

Environmental impacts and mitigations

The potential environmental effects of the project, along with the mitigation and enhancement strategies being prepared, will be rigorously assessed, including through both the Environmental Impact Assessment (EIA) and the Habitats Regulations Assessment (HRA) processes.

What is an Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA)?

- **EIA** – An Environmental Impact Assessment (EIA) is a process that identifies and evaluates the potential environmental effects of a proposed development to help inform decision-making and ensure impacts are properly understood and addressed.
- **HRA** – A Habitats Regulations Assessment (HRA) checks whether a proposed development could affect European sites. European sites comprise Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites; all these designations are relevant to this project.

These assessments are being supported and informed by extensive surveys and studies and will be shaped through consultation with statutory stakeholders.

As an iterative process, the EIA will evolve alongside, and inform, the project design to ensure environmental considerations are fully integrated.

We expect our next round of consultation, in 2026, to include preliminary environmental information, with details of the assessments we've conducted as well as our proposals for mitigating any impacts.

These assessments will be conducted across a range of areas and will include, but not be limited to, the following:

- **Noise and light levels from the proposed development and its associated infrastructure.**
- **Air quality impacts from the proposed development, and the associated traffic (vehicles and vessels) to and from the site.**
- **Flood risk.**
- **Visual impact of the proposed development.**
- **Impacts on public access and connectivity, including public rights of way.**
- **Ecology of the site, including marine and landside flora and fauna.**

That document will then, combined with further assessments throughout the pre-application stage, form the basis of an Environmental Statement (ES) which will be submitted as part of our application for development consent.




Part of the proposed site from the River Test.

Our approach to design


Our approach to design for this project is based on the following foundational principles:

1



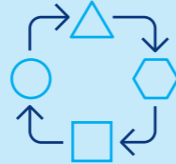
To enhance the environment and green spaces

2




To provide efficient, resilient and safe port operations

3




To produce durable and adaptable design

4




To make efficient use of land

5



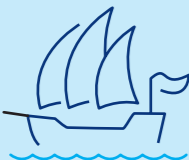
To support the transition to net zero in line with ABP's wider commitment to reach net zero by 2040

6




To be a good neighbour and work collaboratively with stakeholders

7




To be sympathetic to local character and local history

8



To support innovation

Visual impact and engineering assessments are underway and will help us to ensure that the plans we are developing are designed in the best way possible. This is both in terms of ensuring the efficiency of the proposed development and to minimise and manage any impacts our proposals may have on the local area.

 **Do you have any ideas on how we could best achieve these design principles?**

Improved connectivity and better access

Our proposals would improve connectivity across, and access to, this area of the Waterside through improved road access as well as new and improved cycle and walking routes.

We recognise that access to the existing Solent Gateway site, and connectivity to the area proposed for our major new country park, is limited and our proposals seek to address that, so it becomes a space for all to use and enjoy.

Automotive operations

Our proposed new terminal would operate in the same way as our existing automotive operations in Southampton:

- Vehicles for import or export would arrive at Solent Gateway 2 by road, rail or sea. This would involve vehicles being unloaded from ships and then imported by road for UK customers – or vehicles arriving at the terminal by road or rail, being loaded onto ships and exported by UK manufacturers for sale overseas.
- Both imported and exported vehicles would be stored on-site while we prepare for their onward journey.

Our emerging proposals do not constitute the wholesale relocation of our automotive operations to this side of the water, but rather an expansion to meet growing industry demand.

Improved road access

Hampshire County Council A326 improvements

Hampshire County Council is currently developing highways improvement schemes along the A326 in this area (the A326 Waterside) which consider potential improvements between Totton and Hythe. We are in early conversations with Hampshire County Council about its proposals and we are working to ensure that both projects can be brought forward together.


The provision of a new direct access route to the new facility, with a new connection to the existing Solent Gateway, would allow us to divert vehicles that currently need to drive through Marchwood to get to Solent Gateway. Instead this would enable access to the existing facility on a direct connection from the A326.


Vehicles serving the terminal would comprise vehicle transporters and traffic associated with employees.

As we develop our proposals, we will be considering the impact on the local road network, to minimise impacts of additional traffic on local communities and to make sure that the roads are safe for all users. We recognise that the current facilities direct traffic through Marchwood, and we intend to develop our plans to reduce the current port traffic that passes through local communities.

Connectivity

As part of our emerging proposals, we also want to find ways in which we can improve connectivity for local communities. This could be through the establishment of new and improved cycle and walkways connecting Marchwood and Hythe, as we have set out in our proposals.

 **Do you have any views about our emerging proposals for the use of a new direct access route to Solent Gateway or other suggestions for improving connectivity?**

 **How would you like to see these emerging proposals improve the connectivity of local communities? For example, through better foot or cycle path connections between Marchwood and Hythe.**



Our existing automotive operations.

Jobs and skills

Our local workforce is central to what we do, and we currently support over 15,000 jobs across the region. Solent Gateway 2 would strengthen this substantial existing contribution and offer opportunities for more local jobs.

We want to keep contributing in this way across the country – but especially for those living and working in and around the New Forest and Southampton.

Solent Gateway 2 would also further strengthen the already world-leading Solent maritime cluster and new job opportunities would be created at all levels, including entry, professional and technical roles.

We expect that Solent Gateway 2 would create substantial employment both in the construction and operational phases of its development.

When Solent Gateway 2 is fully operational we would anticipate a requirement for several hundred new jobs on an ongoing basis, subject to the eventual configuration of the site.



ABP at work.

We're committed to Solent Gateway 2 having a jobs and skills plan that boosts opportunities for local employment. We are also keen to offer opportunities for upskilling in the local area, both through engagement with local schools, colleges and universities and through schemes such as apprenticeships.

Our work in the community

ABP Southampton already engages with local schools and, in autumn 2025, is launching a new Educational Outreach Programme designed to connect local schools, colleges, and universities with the dynamic world of the port sector.

We are also proud to be a partner of the Maritime and Transport Careers Programme, an initiative that helps young people explore pathways into the maritime and transport sectors across the Solent region.

Additionally, the work we do in jobs and skills as part of our emerging proposals would be aligned as far as practicable with the newly launched New Forest Skills Action Plan 2025-2030.

In what way would you like our proposals to help maximise opportunities for local communities and residents?

Do you have any suggestions as to how we might best engage with the local community, including schools, colleges and universities during the development of our proposals?



ABP Southampton marathon.

The planning process explained

As our proposed development is defined as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, we'll be applying for Development Consent from the Secretary of State for Transport.

This will be a statutory process, as described below, involving at least two stages of public consultation before the submission of the application. This is followed by an examination of the application led by an Examining Authority including both written submissions and a series of public hearings.

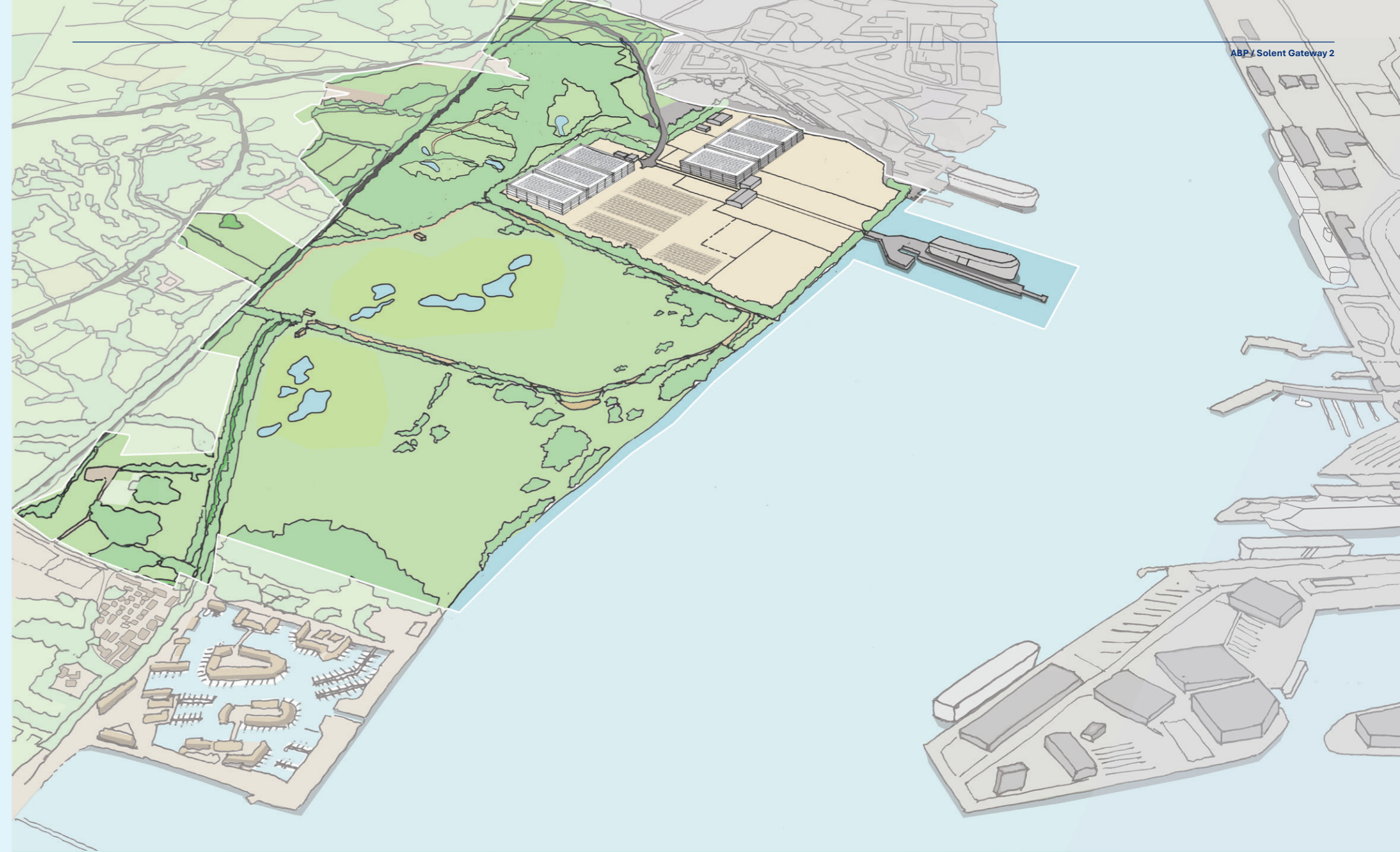
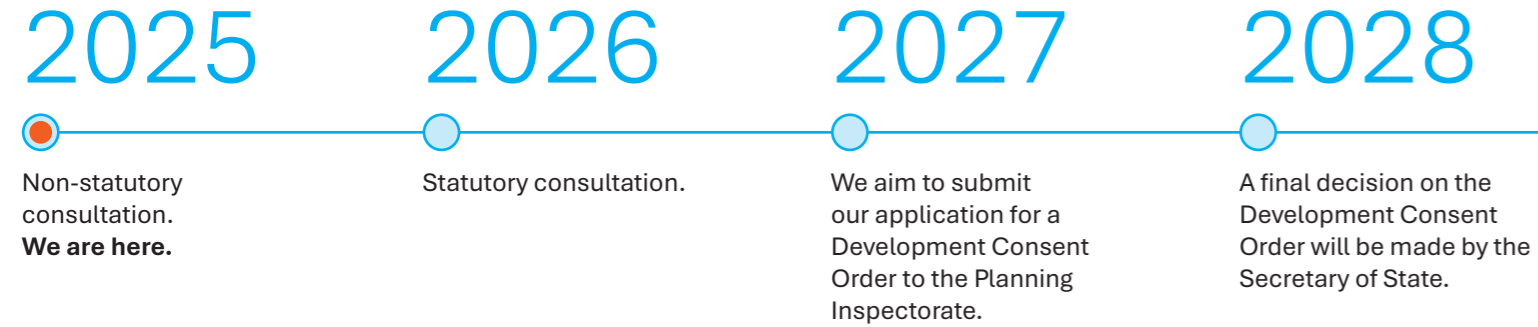
The Examining Authority will then make a recommendation to the Secretary of State, who will determine whether the Order granting Development Consent (known as a Development Consent Order or DCO) should be made.

This timeline outlines the stages our proposed development will go through under the development consent process.



Our emerging timeline

The below timeline shows the key dates between our current, non-statutory consultation and when we anticipate a decision being made on our application for development consent. The dates shown here are indicative and subject to change.



Artistic impression sketch of Solent Gateway 2. This is indicative and based on our emerging proposals.

Have your say

We are committed to open, transparent engagement and we look forward to hearing your feedback on our proposals.


Events

As part of this consultation, we are holding a combination of in-person and online events where you can meet members of the project team and ask any questions you may have.

At our events there will be feedback forms available which can be completed and handed to a member of our team - or taken away and posted back to us, free of charge. You won't need a stamp.

Location	Date	Time
Marchwood Village Hall, Marchwood, Southampton, SO40 4SX	Wednesday 24 September 2025	3pm to 8pm
City Cruise Terminal Arrivals Lounge, Western Docks, Southampton, SO15 1BS <i>Enter via Dock Gate 10 and follow signs for City Cruise Terminal. Parking available on the day. A member of port staff will be present to assist.</i>	Thursday 25 September 2025	10am to 3pm
Marchwood Village Hall, Marchwood, Southampton, SO40 4SX	Friday 26 September 2025	3pm to 8pm
Hythe & Dibden Parish Hall, West Street, Hythe, Southampton, SO45 6AA	Tuesday 30 September 2025	3pm to 8pm
Hythe & Dibden Parish Hall, West Street, Hythe, Southampton, SO45 6AA	Friday 3 October 2025	3pm to 8pm
West Totton Community Centre, Hazel Farm Road, Totton, Southampton, SO40 8WU	Saturday 4 October 2025	2pm to 5pm

We will also be hosting two webinars via Zoom, starting at 6pm on Wednesday 1 October and Wednesday 8 October 2025. To register to attend, please visit our website: solentgateway2.co.uk where you can also register to receive updates on the project.

 We have asked a number of questions on specific areas of our proposals relevant to this stage of consultation.

Is there anything else you would like to share with us in relation to our proposals at this stage?






MOD and automotive vessels using the existing Solent Gateway facility.

Contact us


How to provide feedback

You can submit feedback to the project using the following methods:

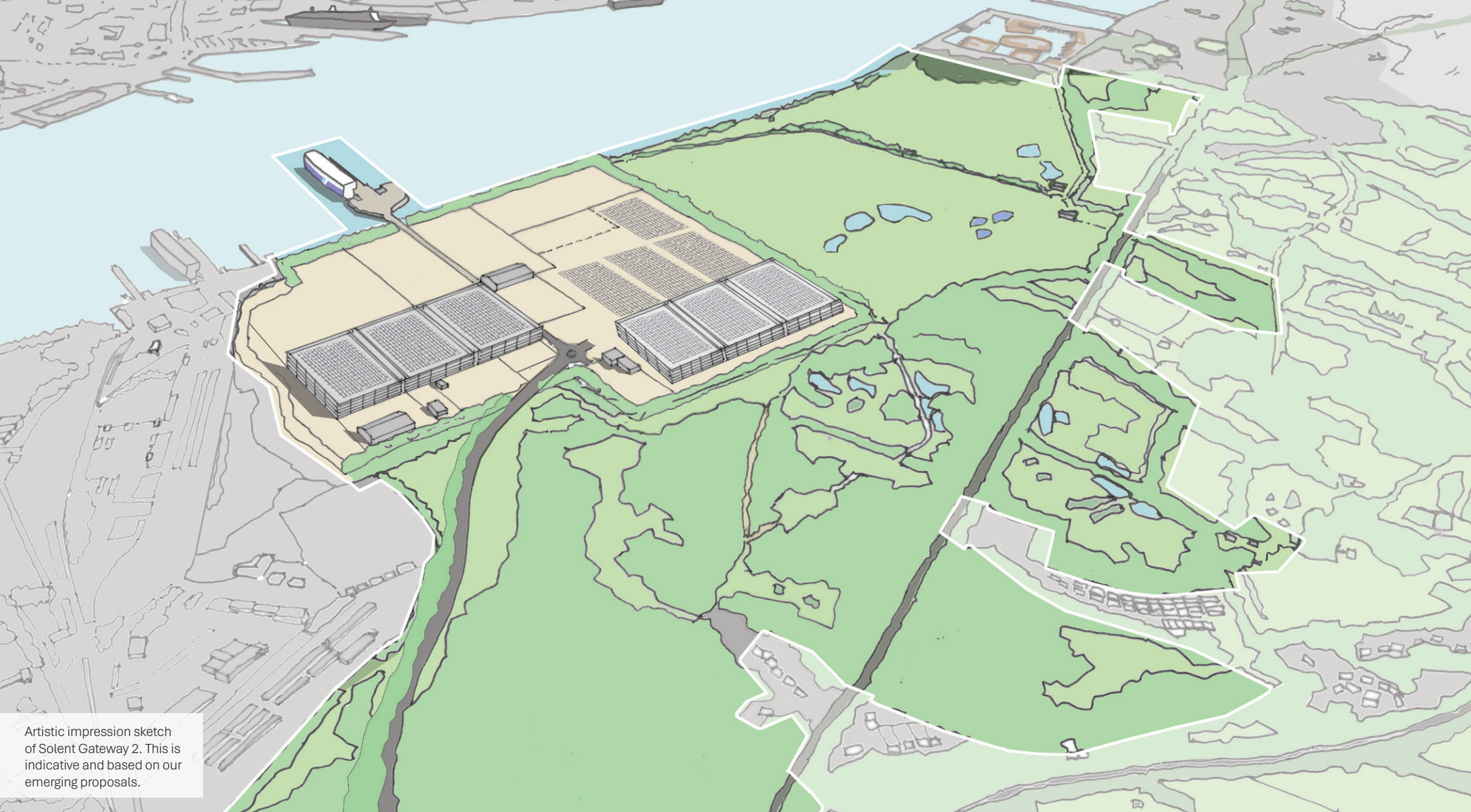
-  Email us: **contact@solentgateway2.co.uk**
-  Freepost: **Freepost SGTWO**
-  Website: **solentgateway2.co.uk**

If you have any questions or enquiries, you can contact us by:

-  Telephone: **0800 138 9193**

 Register your details to be kept updated on our emerging proposals for Solent Gateway 2 by visiting our website or using the QR code.

We are keen to hear your feedback on our emerging proposals as set out in this brochure. Thank you for taking the time to participate in this consultation.



Artistic impression sketch of Solent Gateway 2. This is indicative and based on our emerging proposals.

ABP | **SOLENT GATEWAY 2**



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contact@solentgateway2.co.uk



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