

Part C

District-wide policies

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C1 Design, layout and landscape

General

Policy DW-E1

~~General development criteria~~

~~Development shall be appropriate and sympathetic in scale, appearance, materials, form, siting and layout, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading or other adverse impact on local amenities.~~

~~Developers shall have regard to:~~

- ~~a the scale and siting of the proposal in relation to adjoining development, spaces, the character of the area and the wider landscape. This will involve consideration of height, massing and density, relationship to adjoining buildings and land uses and landscape features on and off site, and other potential impacts of the proposal on local amenities e.g. noise, light or other forms of pollution, including those arising from traffic generated by the development (see also Policy DW-E43, Section C6); and~~
- ~~b materials and built form in relation to the character of adjoining development, local vernacular and any historic features (see also Policies DW-E18 to DW-E29, Section C2).~~

~~C1.1 In accordance with the Hampshire County Structure Plan Review Policy UB3, and government advice in Planning Policy Statement 1 (PPS 1) Delivering Sustainable Development, this policy seeks to achieve high standards of design. Written Design Statements will assist the local planning authority to understand the principles on which proposals are based, and the anticipated environmental impact of the scheme. The local planning authority will produce a supplementary planning document on the form and content of Design Statements in relation to the scale of development proposed and the sensitivity of the site. Proposals which enhance their surroundings will be encouraged, particularly within the many parts of this District which are of high environmental quality and sensitivity.~~

~~C1.2 Applicants for major schemes, and sites or proposals of particular environmental sensitivity, will be required to demonstrate by means of a written 'Design Statement including illustrative material the design principles that have informed their proposals, and their compliance with planning policies, supplementary planning guidance, supplementary planning documents and Government advice. Developers are advised to refer to "By Design – Urban design in the planning system: towards better practice", published by the Department of Environment, Transport and the Regions in 2000.~~

Policy DW-E2

~~Density and Mix of Housing Development~~

~~Within the defined built-up areas the average net density of residential development should be a minimum of 30 dwellings per hectare (dph). Higher net densities (40-50 dph and above) should be achieved at locations where good pedestrian and public transport access to local and town centre facilities exists, or can be created. Sites in or close to town centres as defined on the Proposals Map will be expected to provide for densities of at least 50 dph.~~

~~Development should:~~

- ~~i reflect the principles of good urban design as set out in Policy DW-E1, ensuring the creation of a high quality living environment with no unacceptable impact on the established character of the area (including Conservation Areas in accordance with Policy DW-E23, Section C2 and Areas of Special Character in accordance with Policy DW-E11 below); and~~
- ~~ii on sites of 15 or more dwellings provide a minimum of 50% 1 and 2 bedroom units; and~~

- ~~iii have regard to Policy DW-T9, Section C9 regarding parking standards; and~~
- ~~iv meet the open space requirements set out in Policies DW-R3, Section C10 and DW-E10 below.~~

~~C1.3 In applying this policy, the definition of “net housing density” as set out in Annex C to PPG3 will be used. PPG3 encourages more efficient use of land by increasing the density at which new housing is developed. Within the framework set out in the above policy, it will be necessary to consider the appropriate density for each particular site. Design statements shall be submitted as required by Policy DW-E1. On larger sites (over about 1 hectare), the principles of good urban design are likely to require a developer to achieve a variation of housing density across the site. Developers should follow the principles set out in “By Design: Better places to live—A companion guide to PPG3”, published by the Department of Transport, Local Government and the Regions in 2001.~~

~~C1.4 Sites considered to be “close to town centres” will be those within about 100 metres of the outer edges of the centres defined on the proposals maps having regard to the specific character of the area.~~

~~C1.5 The Housing Needs and Market Assessment Survey of New Forest District (2001) suggests that there is a shortfall particularly of smaller dwelling sizes within the district (which also tend to be the more affordable house types). There is a clear demand from both existing and newly forming households for smaller dwellings, especially in the main towns. The survey suggests that over 90% of newly forming households are looking to purchase one or two bedroom dwellings which currently represent only 33% of the housing stock. In order to address this problem, the Council will seek a high proportion of small dwellings on sites coming forward for development. Developers will be encouraged to provide dwellings which meet the standards of “lifetime homes”.~~

~~C1.6 The particular circumstances applying to Areas of Special Character are set out at paragraph C1.25 below.~~

Infrastructure

Policy DW-E3

Infrastructure

~~Lighting, gas, electrical and telecommunications service installations shall be sited unobtrusively, while respecting operational efficiency, and shall not detract unacceptably from the character or appearance of the locality.~~

~~C1.7 Lighting columns, gas regulators, transformers, cables, electricity and telegraph poles and lines, pumping stations and other such infrastructure can all detract from the appearance of new or existing development. Wherever possible, power lines and other cables should be put underground. Routing of infrastructure, whether above or below ground, should not damage trees or other landscape or historic features.~~

Energy conservation

Policy DW-E4

Energy conservation

~~In the design and layout of new development, developers will be encouraged to have regard to conserving energy by attention to:~~

- ~~a orientation and exposure to sun and prevailing wind; and~~
- ~~b the use of shelterbelts and ground modelling to provide shelter; and~~
- ~~c design and construction features which will reduce energy demand in particular the use of insulating construction materials; and~~
- ~~d the use of energy sources for heating and power such as Combined Heat and Power schemes and solar and photovoltaic technologies.~~

~~C1.8 In accordance with PPS22, Renewable Energy and Hampshire County Structure Plan Review Policy E4, this policy seeks to encourage development proposals to incorporate means to reduce energy consumption. To reduce demand for power from conventional sources, small scale Combined Heat and Power (CHP) schemes serving groups of existing or proposed dwellings or other developments will be encouraged where these can be fully integrated with the development they are intended to serve. The use of other technologies that generate heat and/or power from renewable sources for individual buildings will also be encouraged subject to normal environmental criteria. See also Policy DW-P3, Section C11.~~

Recycling

~~Policy DW-E5~~

~~Recycling~~

~~Within larger commercial and industrial/business developments, provision shall be made for collection points for waste material, including that intended for recycling.~~

~~C1.9 PPS22, Renewable Energy, recognises that combustion or digestion of certain waste materials is a source of renewable energy. The DoE Waste Management Paper No. 28, Recycling, (1991) provides guidance to local authorities on recycling. The District Council is committed to the recycling of waste materials, and has a Recycling Plan as required by the Environmental Protection Act 1990. The Council is also cooperating with other Hampshire district councils and the County Council in the formulation of an integrated strategy for the recycling of household waste. The above policy is intended to assist the District Council's waste collection procedures by seeking the provision of facilities which are not visually intrusive, for the disposal of separated waste as advised by the waste disposal authority.~~

Landscape

~~Policy DW-E6~~

~~Requirement for landscape scheme~~

~~Development proposals shall include a landscape scheme covering the design and layout of external space where the local planning authority considers that:~~

- ~~a due to the scale or nature of the development or sensitivity of the site, a landscape scheme is required to assist in mitigating the impact of development proposals on neighbours, or on the character of the area or on the setting of a settlement; and/or~~
- ~~b the site contains natural features which it is important to protect and retain; and/or~~
- ~~c a landscape scheme would contribute to the amenity of occupiers/users of the development and/or to public amenity; and/or~~
- ~~d a landscape scheme would assist in achieving environmental improvements to the site/neighbourhood including those identified in this local plan (paragraphs C1.19 to C1.23 below and Part F); and/or~~
- ~~e a landscape scheme would assist in achieving a sustainable surface water drainage system.~~

~~Policy DW-E7~~

~~Content of landscape schemes~~

~~Landscape schemes shall:~~

- ~~a incorporate any existing features of landscape and/or nature conservation value, having regard to the need to maintain and enhance the distinctive character of the landscape and townscape; and~~
- ~~b have regard to public safety and the need to create safe and accessible environments; and~~

- c include measures to ensure both routine maintenance and long-term management; and**
- d make provision for the planting of trees and hedgerows, including the replacement of those of amenity value which have to be removed for safety reasons (see also Policies DW-E8 and DW-E9 below); and**
- e where possible include improvements to existing habitats, and/or creation of new areas of wildlife value for example ponds etc. associated with sustainable drainage schemes; and**
- f ensure the integration of roads, parking and footpaths and lighting with the development and landscape framework; and**
- g incorporate as necessary measures to contribute to sustainable drainage systems.**

C1.10 These policies apply to detailed planning applications, and to outline planning applications where the local planning authority considers it necessary because, for example, siting and access are to be considered. Supplementary Planning Guidance "Landscape Requirements for New Development" explains the information which should normally be submitted and the procedures to be followed.

C1.11 The design of the external environment is an essential component of the character and appearance of a development, integral with its design and layout. It is also crucial to the quality of environmental improvements and countryside and coastal management proposals. Sensitive landscape design should be capable of producing environments which are not only attractive but safe, and minimise opportunities for criminal and antisocial behaviour.

C1.12 In accordance with PPS1, Delivering Sustainable Development, and Hampshire County Structure Plan Review Policies E6 and E13, these policies seek to achieve a high standard of landscape design. This should include maintenance and enhancement of local landscape and townscape character as set out in Supplementary Planning Guidance "New Forest District Landscape Character Assessment", and where possible enhancement of nature conservation interests. It should also ensure that these can be maintained in the long term. Developers and landowners will be encouraged to enter into management agreements to secure the long term future of landscaped areas, and of new and existing areas of nature conservation value created or affected by development proposals. The policies seek to promote tree and hedgerow planting through landscape schemes, including environmental improvements, and countryside and coastal management initiatives. This includes the replacement of trees of amenity value which have to be removed for safety reasons. (See also policies DW-E8 and DW-E9 below). The policies also seek to retain and protect features which are of value in their own right and/or contribute to the quality of the local environment. Landscape features include trees, woodlands, hedgerows, ponds and streams.

C1.13 In accordance with PPG25, Development and Flood Risk and PPS23, Planning and Pollution Control, the local planning authority will require developers to demonstrate that they have considered the use of sustainable drainage systems – see also Policy DW-E50, Section C7. Landscape schemes have an important role in achieving sustainable surface water drainage schemes. Vegetation including features such as filter strips, swales and tree/shrub planting can break the force of rainfall and assist in retaining moisture within the soil for slower release into natural drainage systems. The use of permeable surfacing materials for paths, car parks and driveways can also assist in this process. Balancing ponds within development schemes assist in modifying the rate at which water is released into drainage systems, and should be an integral part of an attractive landscape and valuable wildlife habitat. These systems can also assist in controlling or preventing pollution arising from urban or agricultural surface water drainage.

Policy DW-E8

Trees

On development sites:

- a existing trees and woodland that contribute to local amenity, the character of the area and/or are of nature conservation value should be retained. In**

- exceptional circumstances (e.g. where it is imperative that a development takes a particular form, or for safety reasons or declining health of the trees/ woodland) felling and replacement planting that maintains local amenity, the character of the area and nature conservation interest may be acceptable;
- b** additional trees and woodland should be planted as appropriate as part of the overall landscape scheme and in the creation of new areas of nature conservation value (see Policies DW-E6 and DW-E7); and
- c** in cases where development would affect trees or woodland of amenity value on, or adjacent to, the site, measures which have been agreed by the local planning authority shall be taken during construction works to protect any trees or woodland which are to be retained and to ensure their retention in the longer term.

C1.14 In cases where criterion c of Policy DW-E8 applies, a fully detailed tree and woodland survey shall be submitted to the local planning authority with the planning application. The local planning authority may attach conditions to any permission granted, and will require agreement on the measures considered necessary, to ensure the protection and long term retention of the trees and woodland.

Policy DW-E9

Hedgerows

Hedgerows that meet the appropriate criteria for retention as set out in the Hedgerow Regulations 1997 shall be retained and, where possible, shall be subject to a scheme of management to ensure their survival and the maintenance of their character and biodiversity in the long term.

In cases where the development site contains, or adjoins, a hedgerow, measures which have been agreed by the local planning authority shall be taken during construction works to protect any hedgerow which is to be retained and to ensure its retention in the longer term.

Additional hedgerow planting may be proposed as part of the overall landscape scheme (see Policies DW-E6 and DW-E7). In selecting species for such planting in residential schemes, care should be taken:

- i** to avoid those which grow to a height likely to cause nuisance; planting should be subject to a management scheme which ensures their maintenance at an appropriate height (not above 2 metres) in the long term; and
- ii** to choose species which are functionally appropriate, in keeping with the character of the locality and which enhance biodiversity wherever possible.

C1.15 In cases where the development site contains, or adjoins, a hedgerow, the local planning authority will require the submission of a detailed survey of the hedgerow, including an assessment of its importance in accordance with the criteria set out in the Hedgerow Regulations 1997, with the planning application. The local planning authority may attach conditions to any permission granted, and will require agreement on the measures considered necessary, to ensure the protection and long term retention of the hedgerows.

C1.16 A major feature of New Forest District is the presence of many fine trees, hedgerows and areas of woodland, including ancient woodland. These are dominant in the New Forest, and contribute significantly to the character and biodiversity of the countryside, the built up areas and the defined New Forest villages. The District Council has prepared a Tree Strategy, 'Growing Better Together' which explains in more detail how the Council seeks to protect and enhance trees, hedgerows and woodland, enforcement of legislation, use of planning conditions, and the range of services offered. Hampshire County Council and English Nature keep a register of ancient woodland.

C1.17 In accordance with Policy E8 of the Hampshire County Structure Plan Review, the local planning authority seeks to retain trees, hedgerows and woodland that contribute to the amenities, character and biodiversity of the area. The District Council places great importance on this work, and is active in promoting and maintaining a register of Tree Preservation Orders, and serving Hedgerow Retention Notices as

appropriate in order to achieve this purpose. Trees/woodland on or affected by development sites may be made the subject of Tree Preservation Orders. The authority also seeks to encourage new planting of these features to maintain and enhance landscape character. As noted in PPG9, many such features are also of value for nature conservation, forming wildlife corridors, links or stepping stones from one habitat to another (see paragraph C4.9, Section C4). The authority will discourage the inappropriate planting of vigorous hybrid coniferous hedges which have a high maintenance requirement and can result in nuisance and dispute between neighbours.

C1.18 In implementing these policies, the local planning authority will have regard to the provisions of the Town & Country Planning Act 1990 sections 197 - 214, the Hedgerow Regulations 1997, the Forestry Act 1967 and Government advice in Circular 36/78, the ODPM's publication 'Tree Preservation Orders. A Guide to the Law and Good Practice 2000,' and PPG9. Supplementary Planning Guidance "Landscape Requirements for New Development" gives details of the information required in tree surveys and explains how trees and hedgerows on development sites should be protected during construction works.

Environmental improvements

C1.19 In accordance with the Town and Country Planning Act 1990 and Policy E9 of the Hampshire County Structure Plan Review, the District Council seeks to improve the physical environment. Environmental improvements are proposed in the town centres (see Part F) and will also be sought in other selected locations, concentrating on the following:

- i main approaches to the District;
- ii main approaches to towns;
- iii sites within the New Forest, the coast and river valleys which detract significantly from the character of those areas; and
- iv Conservation Areas.

C1.20 During the plan period it is hoped to carry out schemes at the following locations (in addition to town centres):

- i Goatee Beach, Eling
- ii A35 Totton Bypass (Redbridge - Spicers Hill)
- iii Redbridge railway corridor
- iv Barton clifftop car parks and open spaces
- v Milford cliff-top car parks and areas immediately adjoining.

C1.21 Where necessary, the local planning authority will seek to coordinate landscape schemes in these areas in order to achieve the necessary improvements.

C1.22 The planning authority will also promote environmental improvement schemes through:

- i working in partnership with the County Council, parish and town councils and other bodies;
- ii grant aiding appropriate community and individual initiatives; and
- iii promoting community action.

C1.23 In environmental improvement schemes, the District Council will seek to ensure high standards of design, implementation, maintenance and long term management.

~~Private open space in residential development~~

~~Policy DW-E10~~

~~Private open space~~

~~Residential development shall incorporate amenity open space on site consistent with the need to provide a high quality living environment as required by Policy DW-E2.~~

~~C1.24 Open spaces contribute to the character of a development and to that of the built-up area, often containing trees or other landscape features which soften the urban environment. The policy seeks to ensure that as part of its design new residential development incorporates open amenity features, which should add to the quality of the environment for the occupiers of the development and for the locality.~~

Existing features

Policy DW-E11

Areas of Special Character

Within Areas of Special Character as defined on the proposals maps, development will only be permitted if it would not materially harm the character of the area.

C1.25 Within some built-up areas in the District, there are areas of residential development, spacious in character and distinguished by mature gardens and trees, that make a particular contribution to the quality of the settlements in which they are situated. They can be susceptible to pressures for infilling and redevelopment which could seriously threaten their defining characteristics. The policy seeks to ensure that in accordance with PPS1 advice that design should respond to local context and create or reinforce local distinctiveness, development within these areas is compatible with them in scale, layout and design, and does not damage the features that contribute to their character.

Policy DW-E12

Protection of landscape features

Development will not be permitted which would cause the loss of, or irreparable damage to, open areas or other landscape features, including those identified on the proposals maps, which:

- a contribute to the character or setting of a defined built-up area or defined New Forest village by reason of visual amenity; and/ or**
- b screen development which would otherwise have an unacceptable visual impact.**

C1.26 Within and adjoining the defined built-up areas and defined New Forest villages, there are undeveloped areas and landscape features, such as small amenity spaces, gaps between parts of settlements, woodlands, ponds etc, which are of visual amenity value, and help to create a particular local character and identity. Some also assist in mitigating the visual impact of development. These areas and features may be in public or private ownership, and may or may not be publicly accessible; they are not recreational open spaces of the sort covered by Policies DW-R1 and DW-R2, Section C10. Where such areas and features are not already adequately protected by other policies or legislation, this policy seeks to protect them from developments which would detract from the contribution they make to the quality and character of the local environment. Where appropriate the local planning authority will also encourage management initiatives to maintain and enhance them.

Policy DW-E13

Protection of historic street and footpath patterns

In redevelopment schemes, proposals should respect historic road, street and footpath patterns.

C1.27 This policy seeks to identify and conserve features contributing to the character of the District. Ancient access routes can contribute much to the character and quality of an area, providing local identity, links between features of historic importance and clues as to the pattern of growth and development of settlements.

Public art

C1.28 Art, particularly that which takes its inspiration from local communities, traditions and the local environment can add significantly to the quality of life in towns. It can be an effective means of strengthening local identity and a sense of place. The local planning authority seeks to encourage its provision in connection with

new development, and where appropriate, will ask developers to have regard to opportunities for providing works of art, either within their developments, or by means of financial contribution to enable the commissioning of art for the benefit of the local community. In establishing the desirability of incorporating works of art, the local planning authority will have regard to the accessibility of the development to the public, or its visual prominence in relation to areas accessible to the public, for example shopping streets, and areas important for community activities, such as civic spaces and major areas of public open space.

Crime prevention

Policy DW-E14

Crime prevention

~~The layout of development, including car parking and public spaces, shall maximise natural surveillance and reduce opportunities for criminal behaviour. Particular care should be taken in the form and location of pedestrian routes, play areas, landscape design and lighting. The installation of security measures and devices will be permitted provided that steps have been taken to minimise their visual impact.~~

~~C1.29 Government guidance on crime prevention in relation to planning is in PPS1, Delivering Sustainable Development. PPG 12, Development Plans also indicates that crime prevention is amongst the social considerations to be taken into account in development plans. Section 17 of the Crime & Disorder Act 1998 also imposes on local authorities the duty to consider crime and disorder implications in all that they do.~~

~~C1.30 The design of the environment can influence criminal behaviour. The local planning authority will cooperate with all agencies involved in design, implementation, maintenance and policing of the external environment in order to ensure public safety. The authority will assist in coordinating the needs of individual owners and the recommendations of the police to ensure an effective, economic and environmentally acceptable scheme of crime prevention measures.~~

~~C1.31 Any perceived conflict between the requirements for security and the need to provide attractive and inviting environments can normally be resolved through design, with particular reference to pedestrian access, landscape and lighting, and to the implications of security measures for particularly sensitive environments and buildings, e.g. Conservation Areas and listed buildings. (Note: in many cases such measures will not require planning permission, but the installation of equipment on or affecting a listed building will need consent).~~

~~C1.32 It is important that measures to reduce the risk of crime are introduced at the earliest possible stage of the design process so that they can be properly integrated into new developments. Developers should consult the local planning authority on crime prevention aspects well before submitting planning applications. Developers' attention is directed to the Police Architectural Liaison Manual of Guidance, and to the Secured Car Parks scheme promoted by the police. Detailed advice on residential layouts designed to reduce crime is given in Design Bulletin 32, Residential Roads and Footpaths Layout Considerations. The local planning authority will consult the Police Architectural Liaison Officer on major proposals. The local planning authority has prepared Supplementary Planning Guidance on "Design for Community Safety".~~

Access for those with impaired or restricted mobility

Policy DW-E15

Access for impaired or restricted mobility

~~In the design and layout of public access to buildings, car parks, shopping streets, open spaces and other routes such as footpaths etc., the local planning authority will ensure that consideration is given to the needs of people with impaired mobility and others with special needs unless there are overriding considerations relating, for example, to the impact on the character of the area.~~

~~C1.33 Those who may have impaired or restricted mobility can include, for example, those with prams or pushchairs as well as those with injuries or disabilities.~~

~~This District contains a higher than average number of elderly people, who might be expected to comprise a substantial proportion of those with mobility problems.~~

~~C1.34 Most provisions for access for disabled people lie outside planning legislation. However, Circular 10/82 and Section 76 of the Town and Country Planning Act 1990 require local planning authorities to draw developers' attention to legislation requiring provision for the disabled in certain types of development schemes. PPS1, Delivering Sustainable Development, PPG 3, Housing, PPS6, Planning for Town Centres and PPG 17, Sport and Recreation also refer to the needs of disabled people. Accordingly, the local planning authority draws the attention of developers to the Chronically Sick and Disabled Persons Act 1970 (as amended 1976), Sections 4, 7, 8 and 8A, to the Building Regulations Approved Document M, and to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810:1979). Developers should also refer to the parking standards set out in Policy DW-T9, Section C9 and Appendix G7 in relation to provision for disabled people, and have regard to the provisions of the Disability Discrimination Act 1995.~~

~~C1.35 The Building Regulations cover all aspects of access to the site and the building from the site boundary, and also cover access and the provision of facilities (eg. conveniences) within the building. It is strongly recommended that developers establish the implications of this legislation at an early stage in the design process, preferably before submission of a detailed planning application.~~

~~C1.36 Further advice is given in the Hampshire County Council publication Movement Access Streets and Spaces (2001). Advice on access for disabled people in the countryside is given in the Countryside Commission publication Informal Countryside Recreation for Disabled People (1994). The District Council has prepared Supplementary Planning Guidance on "Access for Disabled People" (2000).~~

~~C1.37 The District Council will pay careful attention to detailed design in schemes involving public access, and will have particular regard to such matters as the provision of dropped kerbs and the avoidance of stepped access into shops or other public buildings, use of coloured and tactile materials, and other devices to make the environment more accessible and intelligible.~~

~~C1.38 In residential schemes, the District Council will encourage the provision of dwellings adapted, or with the potential readily to be adapted, to meet the needs of disabled occupiers, in accordance with PPG3.~~

~~C1.39 The issue of alterations to listed buildings to provide access for those with impaired mobility is addressed in Section C2, paragraph C2.10.~~

~~C1.40 The local planning authority will encourage the participation of disability groups in consultations on development proposals involving public access.~~

Shopfronts

Policy DW-E16

Shopfronts

New shopfronts and alterations to existing shopfronts should be appropriate and sympathetic in character, design, construction and materials to the buildings of which they form a part, and to the street scene.

C1.41 The design of shopfronts is critical to the character of town and village centres. The policy seeks to ensure that where possible, they make a positive contribution to the quality of the built environment.

C1.42 The above policy has been elaborated in Supplementary Planning Guidance prepared by the District Council on the design of shopfronts.

C1.43 Additional considerations apply to shopfronts in Conservation Areas, as set out in Policy DW-E25, Section C2.

Advertisements

C1.44 The display of advertisements is controlled by the Town and Country Planning (Control of Advertisements) Regulations 1992 which are explained by Circular 5/92 of the same name. Department of Transport Advice Note TA 57/87, Roadside Features, and PPG 19, Outdoor Advertisement Control, also refer. This local plan

includes policies controlling the design of advertisements in Conservation Areas (see Policy DW-E26, Section C2) and the New Forest (see Policy NF-E6, Section D2), which are particularly sensitive. In addition the following policy applies:

Policy DW-E17

Advertisements

Advertisements will only be permitted where they have no adverse impact on:

- a the character or appearance of the landscape or the built environment; or**
- b public safety,**

by reason of location, size, materials, colour, design or illumination, or through impact on nature conservation, historic, architectural, archaeological or cultural interests.

C1.45 The local planning authority accepts the need for advertisements and directional signs, but seeks to keep these to a minimum to avoid visual clutter, and to ensure that their appearance is in keeping with the character of the area in which they are located. Outdoor advertisements can affect the appearance of the landscape, villages, buildings and built-up areas. Shop, garage, hotel and pub signs, and signs advertising facilities and events can usually be accommodated in built-up areas subject to design and location, and indeed can add to the interest and vitality of such areas. However they can be disruptive features in sensitive landscapes. Outside the built-up areas, the introduction of illuminated signs can also have a significant visual impact and will often be inappropriate. Strong lighting can also be disruptive to nature conservation interests. (See also Section C6, Pollution and Public Safety, which refers to light intrusion).

C1.46 In assessing the implications of a proposed advertisement for public safety, the local planning authority will have regard to its potential impact on the use and operation of any mode of transport, including pedestrians, and will seek to ensure that essential direction signs, lights or beacons are not confused or obscured.

C2 History and Archaeology

C2.1 This Section covers listed buildings, Conservation Areas, archaeological sites and ancient monuments; also historic landscapes. The basic legislation giving local authorities certain duties and powers to control and protect these features is the Planning (Listed Buildings and Conservation Areas) Act 1990, and the Ancient Monuments and Archaeological Areas Act 1979 (as amended). These are supplemented by Planning Policy Guidance Notes (PPGs) and Circular advice (PPG15, Planning and the Historic Environment, and PPG16, Archaeology and Planning; Circulars 10/95, Planning Controls Over Demolition, and 01/01, Arrangements for Handling Heritage Applications – Notification and Direction by the Secretary of State.

C2.2 The Hampshire County Structure Plan Review contains policies for conserving and enhancing historic towns and villages (Policies E16, E17 and E18), for the protection of important archaeological sites (Policy E14) and for the protection of historic landscapes (Policy E15).

Listed buildings

C2.3 The Secretary of State for Culture, Media and Sport maintains the statutory list of **Buildings of Architectural or Historic Interest** (listed buildings) which are subject to special protection. These are identified by English Heritage through surveys and in response to requests from interested parties. They are graded I, II* and II, and the legislation applies equally to all grades. The legislation is designed to preserve these buildings for the benefit of the community, but ensures that:

- i responsibility for their upkeep rests with the owners, although it is the duty of the local authority to see that they are preserved; and
- ii once listed, the building, its interior and certain structures within its curtilage may not be altered or demolished without listed building consent. The legislation protects not only the appearance of the building, but other less visible features of historic, archaeological or cultural interest, for example its structure and plan form.

C2.4 It is not the intention of the legislation to prevent any change to listed buildings, and it is recognised that adapting buildings to new uses is a principal way of preserving them. However, it is the local planning authority's duty to protect them from unnecessary demolition and unsuitable and insensitive alteration.

C2.5 The local planning authority places a high priority on the retention, restoration, maintenance and continued use of listed buildings, and the protection of their settings. In accordance with Hampshire County Structure Plan Policy E18, the authority will also draw to the attention of the Secretary of State for Culture, Media and Sport buildings which are considered worthy of listing.

C2.6 The District Council's leaflets "A Guide for Owners and Occupiers", "Listed Building Exteriors" and "Listed Building Interiors" give more detailed guidance.

Policy DW-E18

Alterations, extensions and repairs to listed buildings

The alteration, extension and/or repair of a listed building will only be permitted if:

- a **it does not have a detrimental effect on the historic character of the building or its setting, or any of the features for which it was listed; and**
- b **it is sympathetic to the listed building in terms of scale, proportion, design, materials and construction.**

C2.7 Listed building consent is required for repairs, alterations and/ or extensions which materially alter the appearance, structure or historic interest of the listed building (see PPG15, Planning and the Historic Environment). Applications affecting grades I and II* listed buildings, and those involving demolition, are required to be referred to the Secretary of State for Culture, Media and Sport.

C2.8 Alterations or repairs likely to prove detrimental to the building's character include:

- i changes to the plan form of the building, eg. by removal or construction of walls, moving entrances, or the blocking, severance or removal of staircases; or
- ii the removal or inappropriate alteration of structural elements, eg. roof timbers, doors and windows, or the raising, lowering or removal of floors, or techniques and materials alien to the building.

However, such changes may be accepted provided that they are of overall benefit to the aim of conserving the building and its environment.

C2.9 The special interest of a listed building lies as much in its plan form, and the method, details and materials of its construction, as in its external appearance. The local planning authority will require the use of appropriate materials, detailing and construction techniques, and offers an advisory service. There is further general advice in PPG 15, Annex C.

C2.10 In the case of alterations to listed buildings involving access for those with impaired mobility, efforts should be made to accommodate their needs so far as possible; however, the District Council will seek to avoid damage to the historic fabric, or loss of historic features of the building or the site. Where such provision is made, it should normally be reversible, e.g. removable ramps, stair lifts, etc. and be of sympathetic design. Further advice on arranging public access to historic buildings and sites is given in English Heritage's publication "Easy Access to Historic Properties". See also the District Council's Supplementary Planning Guidance "Access for Disabled People".

C2.11 In order to carry out its duties to protect listed buildings, the local planning authority requires sufficient information to establish the implications of proposed changes, and to maintain a record of structural details and other features of historic value. Proposals to alter, extend, carry out extensive repairs to or demolish listed buildings should be accompanied by survey drawings showing:

- i measured floor plans (including external spaces), all elevations and sufficient sections to convey the form of the building and means of construction. Details shall include levels, methods of drainage, trees and other plant material;
- ii the detailed relationship of the building to abutting structures; and
- iii details of special features.

Policy DW-E19

Demolition of listed buildings

Listed building consent will not be granted for the demolition of all or part of a listed building, except for the removal of unsympathetic alterations and extensions.

C2.12 There is a general presumption in favour of the preservation of listed buildings (see PPG15, Planning and the Historic Environment). It is an offence to demolish wholly or in part a listed building, or structures within its curtilage, without the consent of the local planning authority. The Secretary of State has to be notified of, and give consent for, any proposals to demolish listed buildings. These buildings are protected for the benefit of the community, and are irreplaceable. Any proposals involving demolition would require exceptionally strong justification. However, the local planning authority recognises that on occasion, benefits may arise from the removal of unsympathetic extensions and alterations which do not form part of the features for which the building was listed.

C2.13 The local planning authority has produced a condition survey of all listed buildings in the District and a list of threatened historic buildings, both of which are updated at regular intervals.

Policy DW-E20**Setting of listed buildings**

~~Development which adversely affects the setting of a listed building will not be permitted.~~

~~C2.14 The setting of a listed building is often an essential part of its character. As well as the immediate environs of the building, this can include a group of buildings of which the listed building forms a part.~~

~~C2.15 In accordance with PPG15, Planning and the Historic Environment, the policy seeks to ensure that the setting of listed buildings is protected and, if possible enhanced by controlling development, (including where possible highway improvements, traffic management measures and street lighting), environmental improvement schemes and the preservation of trees. Outline planning applications will not normally provide sufficient information to assess proposals affecting the setting of listed buildings, and in these circumstances, detailed applications will normally be required.~~

Change of use of listed buildings and other buildings of importance to the character of Conservation Areas.

Policy DW-E21**Change of use of listed buildings or other important buildings**

Proposals for change of use of a listed building, or other building of importance to the character of a Conservation Area, shall not:

- a entail alterations and/or additions or other development which would affect the special interest of the building, the setting of any listed building or the character or setting of a Conservation Area; or**
- b constrain proper maintenance of the building; or**
- c otherwise be detrimental to the character of the building.**

C2.16 Although it is desirable that an historic building is used for the purpose for which it was designed and built, this is not always practicable, and it may be necessary to find an alternative use which will ensure its retention and maintenance. In accordance with PPG15, Planning and the Historic Environment, the local planning authority will give sympathetic consideration to uses which involve the least change to the building.

C2.17 Maintenance considerations will normally require that proposals utilise all of the building. The local planning authority will give particular encouragement to proposals for the re-use of upper floors of historic buildings, and will resist proposals which would eliminate access to them. When upper floors are left vacant and unmaintained, deterioration of the building can result.

C2.18 Some apparently minor changes of use may involve alterations, such as the provision of fire escapes, or a substantial increase in parking requirements which could have a significant impact on the character and appearance of the building or its setting, and/or that of the Conservation Area. The authority will have regard to the all the potential consequences.

Policy DW-E22**Exceptional development to retain listed buildings or other important buildings**

Exceptionally, permission may be granted for a change of use of a listed building, or other building of importance to the character of a Conservation Area, or development intended to enable the retention of such a building, which does not accord with other policies of this local plan, provided that it can be demonstrated that:

- a this is the only way in which a listed building or building of value to a Conservation Area can be retained and/or restored; and**

- b the building cannot otherwise be retained in its existing use, or used for a purpose which accords with other policies of this local plan and**
- c the proposal accords with Policy DW-E21; and**
- d any new development proposed has no unacceptable impact on the building, its setting or the character or appearance of a Conservation Area.**

C2.19 Priority is given to retaining and re-using listed buildings and other buildings of importance to Conservation Areas. This may occasionally entail making an exception to other local plan policies and standards, but substantial justification will be needed for any such exception. The burden of proof will rest with the applicant, and if necessary should take the form of a marketing exercise to determine demand for the building in its existing or other permissible use. The repair and restoration of the building should be guaranteed, if necessary by means of a legal agreement or other equivalent mechanism.

Conservation Areas

C2.20 Conservation Areas are defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 69 (a) as, "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". They are designated by the local planning authority under procedures separate from the local plan process. There is no standard specification, and Conservation Areas vary widely in scale and type.

C2.21 The main planning controls within Conservation Areas additional to those which apply normally are:

- i controls over demolition; this requires Conservation Area consent;
- ii strengthened controls over minor development; and
- iii protection of trees.

C2.22 New development is permitted within Conservation Areas, but should not detract from their character.

C2.23 There are 37 Conservation Areas in New Forest District covering historic town centres, New Forest villages, small hamlets and farmsteads, and groups of buildings within their settings (see proposals maps and Appendix G3). In accordance with Hampshire County Structure Plan Review Policy E18 the local planning authority keeps under review the need to designate new Conservation Areas, and to re-consider the boundaries of existing areas. In carrying out this work, the authority employs a number of criteria, listed in Appendix G3.

C2.24 High priority is given to preserving and enhancing the character and appearance of Conservation Areas in this District. Four of the six main town centres are within Conservation Areas, and the policies below contribute to retaining their special characters and enhancing their appeal.

Policy DW-E23

New development in Conservation Areas

Development, including alterations and extensions, shall not detract from, and shall preserve or enhance the character and appearance of Conservation Areas. Particular regard shall be given to:

- a scale, form, materials and detailing, which should respect the characteristics of the building and the locality; and**
- b the plot coverage characteristics of the historic area; and**
- c retention of historically significant boundaries and other elements contributing to the established pattern of development in the area; and**
- d the protection of open spaces important to the character and historic value of the Conservation Area, including those within individual curtilages; and**
- e the protection of important views into and out of the Conservation Area; and**
- f the protection of trees and other landscape features contributing to the character and appearance of the Conservation Area.**

C2.25 In accordance with PPG15, Planning and the Historic Environment and Hampshire County Structure Plan Review Policies E16 and E17, the policy seeks to ensure that new development in Conservation Areas is sensitively designed and integrated, and in character with the area. This includes public works such as street works, lighting and the provision of other infrastructure undertaken by this Council, statutory undertakers or other public bodies, where such proposals are subject to planning control. Exceptionally, the local planning authority may be prepared to relax parking standards where this is necessary to enable an appropriate development on a small infill site in a Conservation Area.

C2.26 Small scale developments in Conservation Areas cumulatively can cause significant change and detract from the character of the area. Where such developments fall within planning control, the authority will seek to ensure that they are carried out sensitively with regard to the character of the building and the locality. Article 4 Directions may be sought to restrict permitted development rights in Conservation Areas whose special interest is being eroded by unsympathetic development.

C2.27 While Conservation Areas are usually designated because of the quality of groups of buildings, they often include other features which contribute to their character, for example the historic street pattern, the spaces enclosed by buildings such as the village green, historic plot layouts such as burgage plots, or those elements which make up the street scene such as shopfronts, walls, steps, railings, lamp posts and trees. These features must be conserved. Leaflets for each Conservation Area in this District have been prepared identifying the features of particular importance within it. Conservation area appraisals have been prepared as Supplementary Planning Guidance for conservation areas at Lyndhurst, Lymington, Milford on Sea, Fordingbridge, Ringwood and Hythe. A programme of appraisals for the remaining areas has begun.

C2.28 The local planning authority will seek to enhance the character and appearance of Conservation Areas by positive measures, including grants for projects which improve the quality of the environment.

C2.29 All trees in Conservation Areas are protected, and anyone intending to lop, top or fell must give the local planning authority six weeks' notice, during which time consideration can be given to making a Tree Preservation Order. Such Orders are not only to protect existing trees, but to enable replacements to be planted when trees are lost.

C2.30 Outline planning permission will not normally be granted for development in Conservation Areas, as outline applications provide insufficient information on which to base a decision. Proposals should normally take the form of fully detailed applications. Depending on the nature of the scheme, a site survey showing existing buildings, all elevations, floor and ground levels and the position, condition and spread of all trees may be required. Details of the proposed scheme should include drawings showing the proposal in its setting, and particulars of construction, materials, colours and landscape treatment.

C2.31 The local planning authority's advice should be sought before any building or landscape works are carried out in Conservation Areas.

Policy DW-E24

Demolition in Conservation Areas

~~Conservation area consent will not be given for the demolition of unlisted buildings which make a positive contribution to the character or appearance of a Conservation Area. Where consent is given, this will be subject to prior or concurrent permission for the redevelopment and/or restoration of the site and buildings, and an agreed programme for the work.~~

~~C2.32 Within a Conservation Area it is an offence to substantially demolish a building without the written consent of the local planning authority or the Secretary of State (see PPG15, Planning and the Historic Environment). This policy seeks to protect the character of Conservation Areas by retaining within them the buildings and features for which they were designated, or which contribute to their character.~~

~~However, the policy recognises that within Conservation Areas, there may be buildings and features which do not contribute to their character, or even detract from it.~~

~~C2.33 In considering proposals for demolition, consideration will be given to:~~

- ~~i the quality of the building and the contribution it makes to the character and appearance of the Conservation Area and to its architectural and historic interest;~~
- ~~ii the impact of demolition upon the immediate surroundings of the building and the Conservation Area;~~
- ~~iii the condition of the building and the costs of maintenance and repair;~~
- ~~iv the adequacy of efforts made to retain the building in use, including a realistic marketing exercise; and~~
- ~~v the benefits to the community of any alternative development proposed. The architectural merits of alternative proposals will not be a sufficient reason in themselves to justify building demolition.~~

~~C2.34 In the case of buildings which make a positive contribution to the character of the Conservation Area, evidence that serious efforts have been made to continue a building's existing use, including offering it for sale, will be a necessary preliminary to showing that it is beyond economic repair. Where a building of particular townscape merit is involved, the relaxation of other local plan policies (as allowed for under Policy DW-E18) may be considered.~~

~~C2.35 In permitting demolition and replacement in Conservation Areas, the local planning authority will seek to avoid unsightly demolition sites or long term gaps in the street scene. Where the restoration of the site involves redevelopment, the local planning authority will normally impose a condition requiring the letting of a contract for the new development before demolition commences.~~

Policy DW-E25

Shopfronts in Conservation Areas

Traditional shopfronts which contribute to the character of the Conservation Area shall be retained and restored. The alteration and replacement of other shopfronts will be permitted provided that the design is sympathetic to the character of the building and the Conservation Area, in accordance with Policy DW-E16, Section C1.

C2.36 Shopfronts contribute to the vitality and interest of a street scene, and have a marked impact on the character and quality of a Conservation Area. This policy seeks the retention and restoration of those shopfronts which contribute to the character of Conservation Areas. In Conservation Areas, the introduction of unsympathetic modern materials, inappropriate illumination, standardised corporate designs, large glazed areas and canopies obscuring architectural features should be avoided. The Supplementary Planning Guidance on the design of shopfronts addresses these issues in more detail.

Policy DW-E26

Advertisements in Conservation Areas

The siting and design of advertisements shall be appropriate and sympathetic to the character of the Conservation Area.

C2.37 In implementing this policy the local planning authority will have regard to the following guidelines:

- ~~i projecting signs in the form of traditional hanging signs may be acceptable. However, projecting box signs of a modern style will not normally be appropriate;~~
- ~~ii all lettering should be of good design, appropriate to the architectural character of the building involved;~~
- ~~iii fascias and signs should normally consist of traditional materials, avoiding strong colours and shiny or reflective finishes; and~~

- iv internally illuminated box signs, fascias and individual signs, neon and fluorescent signs will not normally be appropriate, but the careful use of spotlighting may be acceptable.

C2.38 All outdoor advertisements affect the appearance of a building or neighbourhood, and this is a matter of particular concern in Conservation Areas. In determining applications for the display of advertisements in Conservation Areas, the local planning authority will have particular regard to their impact on the character and appearance of the building and the area.

Archaeology and ancient monuments

C2.39 The Secretary of State for Culture, Media and Sport may schedule certain buildings and sites where their preservation is of national importance. There are numerous Scheduled Ancient Monuments in this District. In addition, there are many other sites of archaeological or historic interest. Hampshire County Council's Sites and Monuments Record contains a considerable amount of information about these, and is continually updated.

Policy DW-E27

Development affecting archaeological sites

Development will not be permitted which has an adverse effect on nationally important archaeological sites, buildings, ancient monuments or features, whether scheduled or not, or their settings. Where it is unavoidable that a development affects a site of archaeological value, the scheme shall normally be designed to minimise physical destruction. If this is not possible or feasible, development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of works.

Policy DW-E28

Archaeological field assessment

If there is evidence that archaeological remains exist on a site whose extent and importance are unknown, the District Council will require developers to arrange for an archaeological field assessment to be carried out before the planning application can be determined including a desk top assessment and trial trenching where necessary. Wherever possible such remains shall be preserved in situ.

C2.40 Archaeological remains are a finite and non-renewable resource, and in many cases are highly fragile and vulnerable to damage and destruction. It is important to ensure that they are not needlessly destroyed. Only a small number of archaeological sites are protected as Scheduled Ancient Monuments under the Ancient Monuments and Archaeological Areas Act 1979. The majority of sites have no statutory protection, and must rely on sympathetic planning and management policies for their survival and protection (see PPG16, Archaeology and Planning).

C2.41 In determining applications involving archaeological sites or ancient monuments, and assessing their importance, the local planning authority will seek advice from the appropriate local and national organisations, and will have regard to Hampshire County Council's Sites and Monuments Record and Hampshire County Structure Plan Policy E14. The authority is required to consult English Heritage on proposals likely to affect Scheduled Ancient Monuments.

C2.42 If preservation in situ is not possible or feasible, archaeological investigation and recording may be an acceptable alternative. The local planning authority will normally secure provision for this through conditions, an obligation under Section 106 of the Town and Country Planning Act 1990, or similar powers.

C2.43 Where permission is granted for development involving an archaeological site or monument, the local planning authority may require a management agreement to ensure the preservation and maintenance of the features of archaeological importance. Advice and assistance on management and maintenance is available from this authority and Hampshire County Council.

C2.44 Prospective developers are advised to discuss their proposals with the local planning authority and the County Archaeological Officer at the earliest possible stage.

Historic landscapes

C2.45 Historic landscapes can be related to historic patterns of land use (eg. ancient field patterns or archaeological features), or historic events such as battles, or they can be designed landscapes such as formal parks and gardens. They can be important in themselves, or as settings for historic buildings or ancient monuments. Hampshire County Council is conducting a survey of those in the county for inclusion in their Sites and Monuments Record.

C2.46 English Heritage has compiled a register of parks and gardens of special historic interest. This has no statutory status, but is accepted as a material consideration in the determination of planning applications and appeals. Under the Town and Country Planning (Consultation with the Garden History Society) Direction 1995, local planning authorities are required to consult the Garden History Society on development proposals which, in the opinion of the authority, are likely to affect any grade of gardens in this register. The parks and gardens within Hampshire and registered by English Heritage are included within Hampshire County Council's Sites and Monuments Record.

C2.47 This District contains a number of examples of historic landscapes. These include parks and gardens associated with some of the larger estates and older country houses, eg. Breamore, Brockenhurst Park, Cadland House, Exbury House, Hale Park, Pylewell, Rhinefield, Somerley Park and Testwood House; a full list is in Appendix G3. An area with ancient field patterns at Fritham is included in a Conservation Area.

Policy DW-E29

Historic landscapes

Development will not be permitted which would detract from the character or historic or archaeological value of historic landscapes, including historic parks and gardens as identified on the proposals map.

C2.48 In accordance with PPG15, Planning and the Historic Environment and Hampshire County Structure Plan Policy E15, the policy seeks to protect historic landscapes from development that would destroy, damage or detract from the features which give them their particular character and interest.

C2.49 The local planning authority will cooperate with other agencies to promote landscape management proposals to conserve and enhance historic parks and gardens.

C2.50 The District Council's Supplementary Planning Guidance 'New Forest District Landscape Character Assessment' includes a detailed examination of features and characteristics of historic landscape value occurring across the whole District and incorporates these into the determination of landscape types and character areas. The assessment identifies the District's larger historic designed landscapes individually. Other areas identified on the local plan proposals map as historic landscapes are the smaller parks and gardens.

C3 Special rural designations

~~C3.1 A number of special designations cover rural parts of the District, both in the New Forest National Park and in the countryside around it. These include areas identified which it is essential to keep open to prevent urban sprawl (e.g. Green Belt, Strategic Gaps and Local Gaps) and areas of recognised landscape quality (e.g. an Area of Outstanding Natural Beauty). The following policies seek to protect these areas from inappropriate development. However, this plan recognises the contribution made by agriculture towards maintaining the character of the landscape, and development necessary for agricultural purposes will normally be permitted in accordance with the policies in Parts D and E of the plan provided it does not compromise the purposes of Green Belt designation as set out in PPG2.~~

~~Green Belt~~

~~Policy DW-E30~~

~~Development in the Green Belt~~

~~The general policies controlling development in the countryside outside of the New Forest set out in Part E of the Plan apply with equal force in areas designated as Green Belt. However, there is, in addition, a general presumption against inappropriate development in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why permission should be granted and very special circumstances to justify inappropriate development will not exist unless the harm by inappropriateness, and any other harm, is clearly outweighed by other considerations.~~

~~Decisions on the appropriateness or inappropriateness of development in the Green Belt will be made in accordance with paragraphs 3.4-3.12 of PPG2.~~

~~C3.2 This local plan defines the remaining South West Hampshire Green Belt to the south and west of the New Forest National Park. The Hampshire County Structure Plan Review deleted the New Forest Heritage Area from the Green Belt as a result of its National Park status. This is now interpreted as deletion of the New Forest National Park from the Green Belt (see Section D1 paragraph D1.10). The Green Belt covers land between Lymington and New Milton, and in the Avon Valley between Sopley and Ringwood. The purposes of the amended South West Hampshire Green Belt set out in the Structure Plan Review are to check the sprawl of existing built up areas, prevent neighbouring settlements from merging, and assist in safeguarding the countryside from encroachment. The Structure Plan explanatory text refers to further purposes of preserving the setting of towns and villages, in particular the special character of the historic towns of Lymington and Ringwood, and assisting in protecting the New Forest by restricting development pressures in the adjacent coastal zone. The South West Hampshire Green Belt complements the adjoining Green Belt designated in South East Dorset.~~

~~C3.3 In accordance with Hampshire County Structure Plan Review Policy G4 and government advice in Planning Policy Guidance Note 2 (PPG2), Green Belts, the local planning authority seeks to minimise development in the Green Belt. Any development which is proposed in the Green Belt should not prejudice the fundamental aim of the designation, which is to keep land permanently open.~~

~~Policy DW-E31~~

~~Land between the Green Belt and built up areas~~

~~Land lying between the Green Belt and defined built up area boundaries will be treated for planning purposes as if it were within the Green Belt, unless it is subject to other policies of this local plan (Policies NF-H8, Section D3, and CO-H7, Section E2 which relate to affordable housing).~~

~~C3.4 In accordance with PPG2, Green Belts, some areas of land outside defined built up areas have been excluded from the Green Belt ("white" or "safeguarded" land). Those not covered by other policies of the plan may be required to meet long-~~

term development needs, and unless and until they are allocated for such purposes in a local plan, the local planning authority seeks to safeguard them from development which would prejudice their potential to meet these needs. Policies for affordable housing enable exceptions to be made to this policy in certain defined circumstances.

Strategic Gaps

Policy DW-E32

Strategic Gaps

The area of the Test Valley between Totton and the District boundary, and the areas between Totton and Marchwood, Marchwood and Hythe, and Hythe and Fawley, as identified on the proposals map, are designated as Strategic Gaps. Development will not normally be permitted within these gaps other than in accordance with policies in Parts D and E of this plan, and should not diminish Strategic Gaps either physically or visually.

C3.5 These four Strategic Gaps are identified in Policy G2 of the Hampshire County Structure Plan Review. The purpose of Strategic Gaps as set out in the Structure Plan is to maintain the principal breaks of open and undeveloped land between built up areas. Permission is not to be granted for development in these gaps which would diminish them physically or visually.

C3.6 In accordance with the Structure Plan, the local planning authority seeks to prevent development within Strategic Gaps which would diminish their value or be contrary to their purposes.

C3.7 Part of the Totton-Nursling Strategic Gap covering the lower Test Valley falls within New Forest District. It is characterised by the broad flat river floodplain of the Test and the attractive river valley landscape, with its considerable nature conservation interest. Essentially the Gap separates New Forest District from the sprawl of the Southampton conurbation to the east. It includes the area of the Testwood Lakes. There is a major public water resource at Testwood, which must be given the highest level of protection at all times.

C3.8 Between Totton and Marchwood, the Strategic Gap is an agricultural landscape with significant areas of woodland towards the shoreline which contributes to the environmental quality of the western shore of Southampton Water.

C3.9 Most of the land in the Strategic Gap between Marchwood and Hythe is also within the New Forest. Views of the area are dominated by the undulating, wooded landscape which is part of the New Forest. This landscape makes a significant contribution to environmental quality and the appearance of undeveloped shoreline along the western bank of Southampton Water. The reclaimed land beyond the natural shoreline known as Dibden Bay has developed significant ecological interest and is now included in a Site of Special Scientific Interest (SSSI) and a Site of Importance for Nature Conservation (SINC). The foreshore is part of the Hythe Calshot Marshes SSSI and Special Protection Area (SPA) and Ramsar site. Policy G2 of the Hampshire County Structure Plan Review retains the Marchwood-Hythe Strategic Gap. However, that policy and its explanatory text make clear that development may be allowed in identified Strategic Gaps if the development can be justified in the light of other Structure Plan Review policies or if it would not permanently visually or physically diminish the area defined as a Strategic Gap. Structure Plan Review Policy EC6 states that port development may be permitted within this area at Dibden Bay provided that the need for the development outweighs its impact on: (i) areas of importance to nature conservation, (ii) the conservation, landscape and ecology of the New Forest and (iii) local communities. If port proposals on this site meeting the requirements of Structure Plan Review Policy EC6 are granted planning permission and are carried out, then that part of the Strategic Gap would be over-riden, but the amount of land taken for development should be minimised to retain as much of the Strategic Gap as possible.

C3.10 The Hythe-Fawley Strategic Gap provides an important landscape setting for the southern part of Hythe. The planning authority will encourage the retention and management of woodlands in this area which contribute to its character and are of value in their own right, including Crampool Copse, Lytton's Copse and Gringo's Copse.

Local Gaps

Policy DW-E33

Local Gaps

The areas between Fordingbridge and Ashford, and Ashford and Sandleheath, as defined on the proposals map, are designated as Local Gaps. Development will not normally be permitted within these Gaps other than in accordance with policies in Part E of this local plan, and should not diminish the Local Gaps either physically or visually.

C3.11 Policy G3 of the Hampshire County Structure Plan Review enables the definition of Local Gaps in order to preserve the identity of settlements. The small areas of countryside between Fordingbridge and Ashford, and between Ashford and Sandleheath, are essential to the maintenance of the character, identity and setting of these settlements, and are therefore designated as Local Gaps.

Areas of Outstanding Natural Beauty (AONBs)

Policy DW-E34

Development in the Cranborne Chase and West Wiltshire Downs AONB

In the designated AONB, development should conserve the landscape and scenic beauty of the countryside. Proposals will be required to meet the highest standards of design and should incorporate measures to enhance the landscape where possible. Major developments should not take place in the AONB save in exceptional circumstances and should be demonstrated to be in the public interest before being permitted. Development in the AONB will also be considered against the policies set out in Part E of the Plan.

C3.12 AONBs are designated by the Countryside Agency under the National Parks and Access to the Countryside Act 1949. With National Parks, they share the highest status of protection in relation to landscape and scenic beauty. The primary objective of designation is conservation of the natural beauty of the landscape. Designation brings with it restrictions on the types of development which may be carried out without planning permission. Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, advises that policies and development control decisions in AONBs should favour the conservation of the natural beauty of the landscape. It will also be appropriate to have regard to the economic and social well-being of the area. PPS7 indicates that the standard of assessment of major development should be applied to major development proposals in AONBs as well as to projects in National Parks.

C3.13 Within this District, the Western Downlands lie in the Cranborne Chase and West Wiltshire Downs AONB, which also extends into Dorset, Wiltshire and Somerset.

C3.14 The local planning authority places a high priority on the preservation and enhancement of the natural beauty and wildlife and cultural heritage of the Cranborne Chase and West Wiltshire Downs AONB, and will restrict development within it accordingly having regard to government advice in PPS7 and Policy E7 of the Hampshire County Structure Plan Review.

C3.15 The authority will promote landscape and recreational management proposals for the Cranborne Chase and West Wiltshire Downs AONB in consultation with the relevant authorities.

River Valleys

C3.16 The District contains two major river valleys, those of the rivers Avon and Test. These display special landscape and other characteristics which it is desirable to recognise through local plan policy.

Policy DW-E35

River valleys

In the valleys of the rivers Avon and Test as defined on the proposals maps, development will not be permitted which would harm:

- i the landscape quality, nature conservation interest or archaeological heritage characteristic of these areas; or
- ii recreational uses/ public enjoyment; or
- iii fisheries; or
- iv water quality and quantity.

In determining applications for development in these valleys, the local planning authority will seek enhancement and where appropriate restoration of their special landscape, nature conservation and archaeological interest.

C3.17 The valleys of the rivers Avon and Test both have distinctive landscapes of particular quality. Both are chalk streams with the flat, open landscapes typical of the lower reaches of large rivers. Both valleys provide recreational facilities in the form of fishing and riverside walks, and both rivers are used for the public water supply.

River Avon

C3.18 The River Avon extends from Breamore to Sopley on the western side of the District, and runs close to the towns of Fordingbridge and Ringwood. North of Ringwood, substantial mineral workings have formed lakes, many of which are now of nature conservation value; they are also used for recreational purposes and as reservoirs.

C3.19 The river meanders across the flat valley plain, and floods quite frequently. In previous centuries this flooding was utilised for agricultural purposes, and there remain relics of the associated water meadow systems which are of intrinsic archaeological interest.

C3.20 The landscape of the valley is flat and open, with extensive rich arable land, and copses of willow and alder. Much of the land close to the river is in a Site of Special Scientific Interest which is also a Special Protection Area and Ramsar site. The river itself is also a Site of Special Scientific Interest and a Special Area of Conservation. North of Ringwood, areas of land close to the river are included in an Environmentally Sensitive Area originally designated by the Ministry of Agriculture, Fisheries and Food (now the department of the Environment, Food and Rural Affairs) where encouragement is given to farming and land management methods sympathetic to the nature conservation, landscape and archaeological interest of the land.

River Test

C3.21 The River Test forms the eastern boundary of this District. Its valley is characterised by meandering watercourses and extensive reedbeds; its lower reaches towards Redbridge Causeway are tidal, and it contains a variety of brackish and freshwater habitats. A substantial portion of the lower Test valley is included in a Site of Special Scientific Interest, which is in the Solent and Southampton Water Special Protection Area and Ramsar site; part is also within the Solent Maritime Special Area of Conservation. It is important for wild birds and for its wetland habitats. The River Test itself has also been designated as a Site of Special Scientific Interest because of its chalk stream characteristics. The Lower Test Nature Reserve is a popular local recreation area. At Testwood to the north of part of the valley in this District, a reservoir has been constructed.

C3.22 Much of the land in the Test valley is included in an Environmentally Sensitive Area originally designated by the Ministry of Agriculture, Fisheries and Food (now the department of the Environment, Food and Rural Affairs) where encouragement is given to land management and agricultural practices sensitive to the nature conservation and landscape qualities of the area.

C3.23 The area of the Test valley covered by this policy includes part of the closely adjoining valley of its tributary, the River Blackwater, which forms part of the northern boundary of the District. It adjoins and is intended to complement the Valley of the River Test Heritage Area designated by Test Valley Borough Council.

Flooding

C3.24 Both rivers flood regularly. Policies for development in areas at risk from flooding and within the catchment area of a watercourse are in Section C7.

C4 Nature conservation

Policy DW-E36

Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites

Where a development proposal is not directly connected with or necessary to site management for nature conservation, the local planning authority will assess whether that development would be likely to have a significant effect on any classified Special Protection Areas (SPAs), designated Special Areas of Conservation (SACs) or listed Ramsar sites. Where it is concluded the effects of the proposal on the site, either individually or in combination with other proposals, are likely to be significant, the local planning authority will assess its implications in view of the site's conservation objectives.

In cases where the integrity of the site would be adversely affected, and this effect would not be removed by the imposition of planning conditions, or where it cannot be ascertained that the development will not adversely affect the integrity of the site, planning permission will not be granted except where the local planning authority is satisfied that there are no alternative solutions and in accordance with the following provisions:-

- a If no alternative solution is available, and the site does not host a priority habitat type or species defined in the Habitats Directive, planning permission will not be granted unless the proposed development must be carried out for imperative reasons of overriding public interest.
- b If there is no alternative solution, and the site hosts a priority habitat type or species defined in the Habitats Directive, the only considerations which can justify the grant of planning permission are those which relate to public safety, human health, beneficial consequences of primary importance to the environment or other imperative reasons which in the opinion of the European Commission are of overriding public interest.

Policy DW-E37

Sites of Special Scientific Interest (SSSIs)

Development likely to harm a Site of Special Scientific Interest will be subject to special scrutiny and will not be permitted unless the reasons for the development clearly outweigh the harm to the special nature conservation value of the site and the national policy to safeguard such sites.

Where the site is a National Nature Reserve, particular regard will be paid to its national importance.

Where development is permitted that is likely to harm the site, the local authority will use conditions and/or planning obligations to minimise the damage and to provide compensatory and site management measures where appropriate. In considering applications for development the local authority will take reasonable steps to further the conservation and enhancement of the features for which the site is of special interest.

Policy DW-E38

Locally designated sites

Development likely to harm a Site of Importance for Nature Conservation (SINC), Local Nature Reserve (LNR) or Regionally Important Geological/Geomorphological Site (RIGGS) will not be permitted unless the local planning authority is satisfied that the harm to the nature conservation value of the site is outweighed by other material considerations. Where such development is permitted, the local planning authority will use conditions and/or planning obligations to minimise the damage and to provide compensatory and site management measures where appropriate.

~~C4.1 In the Hampshire County Structure Plan Review, Policies E10 to E13 and MW3 refer to nature conservation. Government guidance is in Planning Policy Guidance Note 9 (PPG9), Nature Conservation and in PPG12, Development Plans.~~

C4.2 This District contains an exceptional concentration of sites of nature conservation value which include a substantial array of habitats and species of national, international and local interest. Approximately 52% of the land area of the District is covered by the designations identified in Policies DW-E36, DW-E37 and DW-E38. These also comprise a significant proportion of the areas of nature conservation interest in Hampshire as a whole.

~~C4.3 Explanations and lists of all the designations identified in Policies DW-E36, DW-E37 and DW-E38 are given in Appendix G4. Some features of nature conservation value on these sites are irreplaceable. Their loss or impairment would represent a significant and permanent diminution in the quality of the environment and the biodiversity of the District and the County. Within the limitations of its statutory powers, the local planning authority has a duty to ensure the protection and maintenance of designated sites, and the local plan accordingly seeks to protect them from damaging development.~~

C4.4 In considering all development proposals where these policies are relevant, regard will be had to measures that may be proposed to provide replacement habitats in substitution of those lost, measures to enhance the nature conservation interest of retained areas and measures to create additional areas of nature conservation value (see also Policy DW-E7, Section C1). The local planning authority will also have regard to the provisions of the Hampshire Biodiversity Action Plan, and the need to protect and enhance the habitats and species it identifies as being of particular significance.

Sites of national importance

C4.5 In terms of areas forming part of the **national** network of areas of importance for nature conservation, there are 25 designated Sites of Special Scientific Interest (SSSIs) covering some 44% of the District. Of these the largest is the New Forest SSSI (28,947 hectares) - see Appendix G4. Some 85% of the coast lies within designated SSSIs. There are also National Nature Reserves (NNRs) at the Beaulieu Estuary (the North Solent NNR), Martin Down and Kingston Great Common; these are protected as SSSIs. Proposals for development in, or likely to affect SSSIs will be subject to special scrutiny. Particular regard will be paid to the national importance of NNRs.

Sites of international importance

C4.6 A substantial proportion of the SSSIs in this District are of **international** as well as national importance. The New Forest SSSI is classified as a Special Protection Area (SPA), listed as a Ramsar site, and is a Special Area of Conservation (SAC). Much of the Avon Valley SSSI is within a classified SPA and listed Ramsar site, and the River Avon SSSI is a SAC. The SSSIs bordering the Solent and Southampton Water are also within a classified SPA and listed Ramsar site; the Solent Maritime and Solent Lagoons SACs also include many of these and areas off-shore in the Solent. These areas are subject to The Conservation (Natural Habitats & c.) Regulations 1994 (the Habitats Regulations) and the Conservation (Natural Habitats & c.) Amendment Regulations 2000.

Locally designated sites

C4.7 There are also substantial **locally designated** areas of nature conservation importance in the District. There are numerous SINCs (listed in Appendix G4 of this local plan). In addition, there are Local Nature Reserves (LNRs) at Calshot, Boldre Foreshore and the Lymington-Keyhaven Marshes. There is considerable overlap between these LNRs and SSSIs, and in these areas national guidance on the protection of SSSIs prevails. The local planning authority will give consideration to designating further LNRs (under Sections 15 and 21 of the National Parks and Access to the Countryside Act 1949) if appropriate, and in exceptional cases, public ownership may be considered.

C4.8 Further survey work is necessary to complete and maintain an inventory of natural habitats. In the course of this work, further SINCs may be identified. These will be defined in consultation with the relevant bodies and the landowner, for

incorporation into the forthcoming local development framework. The SINC boundaries shown on the proposals maps in this plan are those from Hampshire County Council's schedule as updated in March and September 2001.

~~Other sites of nature conservation value~~

~~Policy DW-E39~~

~~Nature conservation interest~~

~~Development in accordance with other policies of this plan that would harm habitats and features of nature conservation interest other than those included in the above policies will be permitted provided that the local planning authority is satisfied that sufficient provision is made to offset the effects, including replacement or substitution of habitats or features lost and conservation of ecological networks.~~

~~C4.9 As well as the sites listed in policies DW-E36, DW-E37 and DW-E38, there are many other areas of nature conservation interest within the District. These include some woodlands (in particular ancient woodlands) and hedgerows (see policies DW-E8 and DW-E9, Section C1), streams and rivers and their banks, small ponds and certain types of meadow. They can contain species and examples of habitats which elsewhere in the District are protected by statutory designations. They can also form wildlife corridors, links or stepping stones from one habitat to another which help to form the network necessary to ensure the maintenance of flora, fauna, geological and landform features and the survival of important species. These are features which could if necessary be re-created. In accordance with PPG9 and Hampshire County Structure Plan Review Policy E12, the local planning authority will seek so far as possible to retain and protect them from developments which could adversely affect them, in particular those which contain habitats and species identified as being of value in the Hampshire Biodiversity Action Plan. Where possible the authority will encourage the enhancement of such sites, for example through management schemes. Where they cannot be retained, the authority will seek their replacement.~~

~~New and enhanced sites of nature conservation value~~

~~Policy DW-E40~~

~~New sites of nature conservation value and enhancement of existing~~

~~When granting permission for development, the local planning authority will have regard to the opportunity to create or improve habitats and features of nature conservation interest.~~

~~C4.10 In accordance with PPG9 and Hampshire County Structure Plan Review Policy E13, the local planning authority will encourage the creation of new areas of nature conservation value, for example as part of landscape schemes in new development and environmental improvements, and in schemes involving the reclamation or restoration of derelict land or mineral workings. Policy DW-E7, Section C1 requires landscape schemes where possible to improve existing habitats and create new areas of wildlife value.~~

~~Protection of species~~

~~Policy DW-E41~~

~~Protected species~~

~~Planning permission will not be granted for development that would cause demonstrable harm to those species of fauna or flora that are protected under British or European law, or their habitats, unless conditions or obligations are attached to secure their protection.~~

~~C4.11 Schedules 1-5 and 8 of the Wildlife and Countryside Act as amended give special protection to a number of species, for example, bats, badgers etc.. Some of these such as badgers are also protected by their own specific legislation. The EC Habitats and Species Directive 92/43 EEC requires the UK government to protect such species. PPG9 indicates that the presence of a protected species is a material consideration in the determination of planning applications. In implementing this~~

~~policy and arriving at planning conditions or obligations to secure the protection of protected species, the local planning authority will consult English Nature.~~

~~Pressures and management~~

~~C4.12 All sites of nature conservation value are vulnerable to pressures from various forms of human activity, including development, recreational uses, pollution and land management practices such as agricultural activity. As well as proposals on the sites themselves, pressures can arise from nearby activities or development, which can have adverse effects, eg. by causing disturbance, intrusion or pollution. Damage can also arise from more distant sources, eg. by air or waterborne pollution.~~

~~C4.13 Changes in land management can be equally destructive of wildlife habitats. Voluntary management agreements between landowners and conservation bodies can provide some protection in this respect, and compensation for loss of income may be payable in certain cases. The District Council will encourage management proposals in appropriate circumstances which will enable public access, quiet recreational pursuits and the provision of facilities for education or interpretation. In some instances these may beneficially be combined with sustainable agricultural practices, for which agri-environmental grant aid may be available. Particular encouragement will be given to the management of landscape features which are of major importance for wild flora and fauna, e.g. those included in SINC, and river corridors, hedgerows and woodlands which because of their linear form provide routes for migration and genetic exchange.~~

C5 Agricultural land

Policy DW-E42

Protection of agricultural land

~~Development of greenfield land, including the best and most versatile agricultural land classified as Grades 1, 2 and 3a under the Department of Environment, Food and Rural Affairs' Agricultural Land Classification, will not be permitted unless opportunities have been assessed for accommodating the proposed development on previously developed sites and on land within the boundaries of existing urban areas.~~

~~Where the development of agricultural land is unavoidable, the proposed development should make use of poorer quality land in preference to higher quality land except where other sustainability considerations suggest otherwise.~~

~~C5.1 This District contains substantial areas of agricultural land classified as the best and most versatile in the river valleys (in particular that of the Avon), the coastal area between Lymington and New Milton, the coastal estates fringing the open Forest, and the western Downlands.~~

~~C5.2 In accordance with Planning Policy Statement 7 (PPS7), Sustainable Development in Rural Areas, and Hampshire County Structure Plan Review Policy C3 this policy seeks to protect the best and most versatile agricultural land as a resource for future generations. Priority should be given to the use of previously developed land and land within the defined built-up areas. Where agricultural land does need to be developed, and there is a choice between sites in different grades, development should be directed towards land of the lowest grade unless this is of value for other reasons, e.g. biodiversity, landscape, amenity value or historic interest, or provides essential back-up land for commoning. In proposals for development of any agricultural land, other sustainability considerations including accessibility to infrastructure, workforce and markets will also be applied. In considering any proposals to develop agricultural land the local planning authority will consult other authorities and organisations as appropriate, including those concerned with agricultural land quality, biodiversity and landscape, and commoning organisations.~~

~~C6 Pollution and public safety~~

~~Policy DW-E43~~

~~Control of pollution~~

~~Development will not be permitted which will cause nuisance, unacceptable loss of amenity or other unacceptable environmental impacts on or adjoining the site, or elsewhere by reason of an increase in:~~

- ~~a gaseous or particulate pollutants of the atmosphere (e.g. smell, fumes, dust, grit, smoke, soot etc); or~~
- ~~b pollution of surface or underground waters including:

 - ~~(i) rivers and other watercourses;~~
 - ~~(ii) water catchment areas, and groundwater source protection areas zones as defined by the Environment Agency; and~~
 - ~~(iii) harbours, estuaries or the sea; or~~~~
- ~~c noise and/or vibration; or~~
- ~~d light intrusion.~~

~~C6.1 Government guidance on pollution control is given in Planning Policy Statement 23 (PPS23), Planning and Pollution Control. PPG24, Planning & Noise (1994) also refers. There are several pollution control authorities, each having its own jurisdiction, including the Health & Safety Executive, the Environment Agency and local authority air pollution control. Local Authorities also administer certain legislation relating to noise abatement. The Environmental Protection Act 1990, the Water Resources Act 1991 and the Pollution Prevention and Control Act 1999 are the primary sources of legislation for controlling pollution. The potential impact of pollution on the use of land is capable of being a material planning consideration, and Policy DW-E43 identifies the main areas of concern to the local planning authority. In assessing proposals likely to cause pollution, the local planning authority will consult the appropriate authorities.~~

~~C6.2 This District contains substantial areas of exceptional environmental sensitivity. The New Forest, and many areas of nature conservation value, including those on the coast, are extremely vulnerable to the effects of atmospheric and waterborne pollutants, to noise nuisance and to light intrusion. In addition, the District contains groundwater source protection zones at Ampress, Lymington, and in the Western Downlands extending to Fordingbridge and through Breamore to Hale (serving boreholes at Hale and Woodgreen). Maps of the groundwater source protection zones can be viewed on the Environment Agency's website. Water catchment areas are also defined by the Environment Agency around the rivers Avon and Test. Groundwater source protection zones and water catchment areas are subject to advice in the Environment Agency's Policy and Practice for the Protection of Groundwater and Local Environment Agency Plans, which include requirements for their protection from activities likely to pollute the water that they contain. Hampshire County Structure Plan Review Policy E1 indicates that development should not cause deterioration of the quality of ground or surface water.~~

~~C6.3 The policy refers not only to the activity which is the subject of the application, but to the traffic it is likely to generate, which can cause noise, fumes etc.~~

~~C6.4 Where uses likely to cause pollution are proposed, the local planning authority may require measures to control it or its effects, e.g. cleansing of emissions, noise attenuation measures and restrictions on working hours. Sustainable urban drainage systems as described in paragraphs C1.13, Section C1 and C7.6, Section C7, can effectively and economically prevent or control pollution arising from urban and agricultural surface water drainage.~~

~~C6.5 Where appropriate, the local planning authority will seek to reduce levels of pollution by encouraging existing pollution sources to relocate to a less damaging location or to redevelop.~~

Policy DW-E44**Minimising conflicts with polluting sources**

~~Development sensitive to particular forms of pollution will not be permitted where it will be affected significantly by existing sources of such pollution.~~

~~C6.6 In dealing with proposals for new development, the local planning authority must take into account not only the potential polluting effect of the development, but its sensitivity to existing sources of pollution; in accordance with PPS23, Planning and Pollution Control, the authority wishes to ensure the separation of uses which are incompatible because of their generation of and/or sensitivity to pollution. The local planning authority will have regard to pollution control/monitoring measures that are introduced such as Air Quality Management Areas, which may have implications for the type of development that can be permitted.~~

~~C6.7 This policy means that, for example, development will not normally be permitted on, or in close proximity to an employment site if it would conflict with the continued use of the site for its established employment purposes, having regard to the likely effects on the development of the operation of the business, including noise, traffic generation, parking, operating hours etc. It is important that a range of sites continues to be available to businesses, including uses which produce some degree of noise or other forms of pollution, or are visually obtrusive. Another example is the need to avoid development sensitive to smell in close proximity to wastewater treatment works, where in addition to suffering loss of amenity, it could inhibit the efficient operation and uprating of the works.~~

Notifiable installations and hazardous substances**Policy DW-E45****Developments involving hazardous substances**

~~Proposals for developments involving the storage, use or transport of hazardous substances as defined in the Planning (Hazardous Substances) Act 1990 as amended will only be permitted when it can be demonstrated that there will be no unacceptable risk to the public or to nature conservation or other environmental interests, and they would not prejudice the appropriate use or development of adjoining land. Such proposals will only be permitted on sites in or allocated for industrial/ business or military use, and may be subject to a requirement for Environmental Assessment (see Section C8).~~

Policy DW-E46**Development near notifiable installations**

~~Development in the vicinity of sites known to be used for the storage, use or transport of hazardous substances will not be permitted where there would be an unacceptable risk to the life or health of the public.~~

~~C6.8 The purposes of these policies are to enable developments involving hazardous substances necessary for commercial purposes without jeopardizing the health and safety of the public, or the quality of the environment; also to control development in the vicinity of existing notifiable sites and installations. They are intended to accord with PPS23, and Circular 04/00, PPG12, and Regulation 20 of the Town and Country Planning (Development Plan) (England) Regulations 1999, which reflect Article 12.1 of the SEVESO II Directive (Directive 96/82/EC). The objectives of the Directive are to prevent major accidents and limit the consequences of such accidents for man and the environment; to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest; and in relation to existing establishments, for additional technical measures so as not to increase risks to people.~~

~~C6.9 Certain sites and pipelines are designated as notifiable installations when the quantities of hazardous substance stored, used or transported are on a sufficient scale that the installation is subject to the Planning (Hazardous Substances) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999, and/ or the Pipe-lines Act 1962 and Pipelines Safety Regulations~~

~~1996. There are several sites and pipelines in this district identified by the Health and Safety Executive as notifiable installations, including the Fawley Refinery and parts of the nearby petrochemicals complex, and Fawley Power station (see Appendix G8). In accordance with Circular 04/00, Planning Controls for Hazardous Substances, the Health and Safety Executive, the Environment Agency and where appropriate English Nature will be consulted about any proposed notifiable installations and about any developments in the vicinity of notifiable installations. Those responsible for these installations will also be consulted in accordance with their own requirements.~~

~~Policy DW-E47~~

~~Development in other safeguarding consultation zones~~

~~Development in the vicinity of areas notified to the local planning authority as being in use for the storage of explosives or as aerodromes will not be permitted where the local planning authority is advised that there would be an unacceptable risk to the life or health of the public or to the safe operation of the notified area. Within the Bournemouth International Airport Public Safety Zone, development will not be permitted that would increase the number of people at risk.~~

~~C6.10 The Ministry of Defence has notified this Council of safeguarding consultation zones around the military installations at Marchwood and Netley Anchorage. The Civil Aviation Authority has notified this Council of safeguarding consultation zones for Southampton International Airport and Bournemouth International Airport that extend into this District. The Department for Transport has notified this Council of a Public Safety Zone that extends into the District from Bournemouth International Airport and of a safeguarding consultation zone for the radio facility known as Southampton VOR. (See Appendix G8).~~

~~C6.11 The policy is intended to control development in the vicinity of notified installations for the purpose of maintaining public safety, and in the case of aerodromes, the safe operation of the airfield and minimising risk to the public. It is intended to accord with the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, the accompanying Circular 1/2003 and DfT Circular 1/2002, 'Control of Development in Airport Public Safety Zones'. In determining planning applications in the vicinity of notified installations and aerodromes, the local planning authority will consult the Ministry of Defence or the relevant airport operator as appropriate. Regard will also be had to the provisions of DfT Circular 1/2002. In the vicinity of the Southampton VOR, NATS En Route Ltd (NERL) will be consulted on any proposals involving wind turbines.~~

~~C6.12 These zones and the restrictions that apply in the various parts of them are explained in Appendix G8. All consultation zones are shown on the plan entitled "Public Safety and Safeguarding Consultation Zones in New Forest District" which forms part of the Proposals Map attached to this Plan.~~

~~Contaminated land~~

~~Policy DW-E48~~

~~Contaminated land~~

~~Where development is proposed on a site that is known or suspected to be contaminated, the applicant will be required to carry out a site assessment in order to establish the nature and extent of the contamination. The acceptability of the proposal will then be determined taking into account other local plan policies and the following criteria:~~

- ~~a the nature and extent of the contamination; and~~
- ~~b the sensitivity of the proposed use to the contamination, and the environmental implications of the development; and~~
- ~~c proposed remedial measures.~~

~~C6.13 The District Council seeks to ensure that development on contaminated land does not prejudice the health and safety of residents and/or workforce, or nature conservation or other environmental interests (e.g. by causing leaching of~~

~~contaminants to adjoining land or watercourses or groundwater resources).~~

~~C6.14 Contaminated land comprises mainly ex industrial or landfill sites, and also includes ex sewage works, gas works and military sites. The District contains a number of sites which may be contaminated. Continuing to landfill ex mineral workings with waste means that there could be more. The District Council does not keep a register of such sites, but can offer limited advice on the basis of local knowledge. The onus rests with developers to establish whether or not land is contaminated. The Environment Agency offers advice to developers on the implications for the water environment of developing such sites, and appropriate safeguards.~~

~~C7~~ Flooding and drainage

~~River and coastal flooding~~

~~Policy DW-E49~~

~~River and coastal flooding~~

~~Within areas at risk from flooding, including sites within and near the indicative areas at risk from flooding identified by the Environment Agency, development may be permitted subject to other policies of this plan provided that the local planning authority as advised by the Environment Agency is satisfied that the development is adequately defended from flooding, and~~

- ~~i a sequential test shows that there are no suitable alternative sites with a lower risk of flooding; and~~
- ~~ii a flood risk assessment demonstrates that the scheme incorporates measures to prevent danger to life and unacceptable damage to property, and will not cause flooding elsewhere; and~~
- ~~iii such measures are acceptable in environmental terms, fully funded by the developer, and include adequate arrangements for long-term maintenance; and~~
- ~~iv the proposal does not harm the maintenance and integrity of a flood defence structure, or inhibit the maintenance of a watercourse for the purpose of minimising flood risk, or compromise future shoreline or river management options.~~

~~Where the site is at risk of frequent and/or rapid inundation, the only forms of development that may be permitted are essential transport and utilities infrastructure, or recreation, sport, amenity or conservation uses, subject to other policies of this plan, the advice of the Environment Agency and criteria i to iv above.~~

~~C7.1 Policy E2 of the Hampshire County Structure Plan Review refers to development in coastal areas at risk from flooding. Government advice on development areas at risk from flooding is in Planning Policy Guidance Note 25 (PPG25) Development and Flood Risk (2001) and PPG20, Coastal Planning (1992). The Environment Agency identifies areas as being at risk from river or coastal flooding, and information about flood risk should be obtained directly from them. It should be noted that the above policy may also be applied to situations outside these areas, for example close to an 'ordinary' watercourse (i.e. one that is not 'main river') where there is at present no flood risk mapping information. The Environment Agency keeps the extent of the indicative areas under constant review. Applications on sites within and close to these areas will be referred to the Environment Agency for comment as advised in PPG25.~~

~~C7.2 Flooding in this District occurs in low-lying coastal areas, particularly between Milford-on-Sea and Lymington, along the north-west Solent shores, and in the valleys of rivers such as the Avon. It is associated with surface water run-off from the catchment areas of rivers and watercourses, and in the case of coastal flooding, with storm surges and high tides, the effects of which may increase with anticipated sea level rise and climate change. Major expenditure on improvement works may reduce, but can never eliminate, the risk of flooding.~~

~~C7.3 Most of the areas at risk from flooding in this District are outside the defined built-up areas, with the exception of parts of Ringwood, Fordingbridge, Hythe, Lymington, Milford-on-Sea and Totton.~~

~~C7.4 The Environment Agency has powers to carry out maintenance or repair to flood defences on main river or sea defences but is not under any obligation to do so; private landowners can also undertake such works in the absence of any express agreement to the contrary. Government grant aid is only available for flood defences to protect existing development, not for the provision of works associated with new development.~~

Surface water drainage

Policy DW-E50

Drainage

~~Development will not be permitted when in the opinion of the local planning authority, as advised by the Environment Agency, it will cause or exacerbate damaging flooding or interfere with natural flows in existing watercourses. Where development is permitted, the local planning authority will require that run-off is attenuated for example by the provision of sustainable drainage systems (see also Policy DW-E6, Section C1).~~

~~C7.5 Flooding can be exacerbated by development which reduces the capacity of flood plains, increases surface water run off, or interferes with watercourses or existing flood defence measures. In accordance with government advice in PPG25 this policy seeks to avoid developments which create or worsen flooding.~~

~~C7.6 Sustainable drainage schemes can assist in modifying the rate at which water is released into drainage systems, and hence in reducing flood risk. These schemes can also have a role in controlling or preventing pollution arising from urban or agricultural surface water drainage. In accordance with PPG25, the local planning authority will seek the advice of the Environment Agency, highway authority and sewerage undertakers in assessing sustainable drainage schemes, and will expect developers to do likewise in designing them. In the design and implementation of such schemes, the local authority will require to be satisfied that adequate arrangements have been made for future maintenance.~~

Policy DW-E51

Off site improvements to surface water drainage

~~Where provision for surface water drainage cannot be made on site, and/or the development specifically necessitates improvements to water drainage infrastructure off site, developers will be expected to make financial contributions towards the costs of provision, future operation and maintenance of these works (see Policy DW-F1, Section C14).~~

~~C7.7 Under the provisions of the Water Resources Act 1991, the Environment Agency is given general supervision over all flood defence matters. For watercourses not designated as main rivers, the local authority has the statutory power under the Land Drainage Act 1991 to maintain or improve existing works or construct new works in certain circumstances. In order to make such provision, operation and maintenance, financial contributions will be sought. These will be fairly and reasonably related in scale and kind to the proposed development, in accordance with advice contained in Circular 1/97, Planning Obligations.~~

~~C7.8 The local planning authority must be satisfied that on site and off site watercourses are either adequate to cater for the additional flows arising from the development, or alternatively, that the developer has the means to improve such watercourses to the appropriate standard. This will be of particular importance where riparian rights are affected on land outside the developer's control.~~

C8 Environmental Impact Assessment

C8.1 The requirement for Environmental Assessment arises from a Directive of the European Community made in 1985 and amended in 1997. This is given effect in this country by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2000. These list:

- i at Schedule 1, developments that will always require Environmental Impact Assessment (eg. oil refineries, chemical works, power stations, major port development, etc.);
- ii at Schedule 2, developments which must be subject of an Environmental Impact Assessment whenever they are likely to have a significant effect on the environment (eg. mineral extraction, major agricultural developments, major industrial developments, large urban development proposals, major roads, etc.);
- iii at Schedule 3, criteria for determining whether a Schedule 2 development will require Environmental Impact Assessment; and
- iv at Schedule 4, information for inclusion in Environmental Statements.

C8.2 In accordance with Government guidance and the aims of this local plan, the local planning authority wishes to ensure that development is sustainable, and does not cause irreversible harm to the environment of this District.

C8.3 Government guidance in Circular 2/99 indicates that in areas which are environmentally sensitive, it is more likely that the effects of development proposals will be significant and will require an Environmental Impact Assessment. The Regulations define sensitive areas, which include areas subject to national and international nature conservation designations, National Parks, Areas of Outstanding Natural Beauty, Scheduled Ancient Monuments and World Heritage Sites.

C8.4 New Forest District contains many areas of exceptional environmental sensitivity, including the New Forest National Park, Sites of Special Scientific Interest, Special Protection Areas and Ramsar sites, Special Areas of Conservation, and an Area of Outstanding Natural Beauty. Environmental Impact Assessments are therefore likely to be requested for a higher proportion of Schedule 2 developments within these areas, as their environmental effects are more likely to be significant. In the event of a dispute over a request for environmental assessment, applicants may appeal to the Secretary of State for a direction on whether it is necessary.

C8.5 In implementing Environmental Impact Assessment procedures, the provisions of the Environmental Protection Act 1990 are also relevant. These cover certain industrial processes, and necessitate consultations with the pollution control authorities.

C9 Transport

C9.1 Government guidance requires local plans to include land-use policies and proposals relating to the development of the transport network and the management of traffic.

C9.2 Planning Policy Guidance Note 13 (PPG13), Transport advises that policies should aim to reduce the rate of traffic growth, emphasising environmental considerations. The Hampshire County Structure Plan Review adopts the same principle, and includes a set of policies which aim to minimise demand for travel, through developing integrated area and route transport strategies; influencing the location of development; improvements to benefit public transport, pedestrians and cyclists; traffic calming; controls over parking; and park and ride schemes.

C9.3 These policies are being taken further through the following led by Hampshire County Council as local transport authority:

- Hampshire Local Transport Plan;
- New Forest Transport Strategy, also covering the Coastal Towns of New Milton and Lymington;
- Southampton Area Transport Strategy (SATS) with Southampton City Council and neighbouring districts;
- Totton and Waterside Transport Strategy, a sub-strategy of SATS;
- Route Strategy for the A338;
- Strategy for the Provision of Roadside Services.

The District Council is an active participant in the development of the Local Transport Plan and area strategies, and the policies and proposals of the District Plan reflect those emerging through this process.

The road network

C9.4 The Structure Plan divides roads into two categories: the strategic road network and the non-strategic road network.

C9.5 **The strategic road network** within the District is defined as:

i National Primary Routes - which form the most satisfactory routes for through traffic:

- M27 from District boundary to Cadnam*;
- A31 from Cadnam to Dorset county boundary*;
- A36 (north of M27)*;
- A338 from Ringwood northwards to District boundary;
- A354 across the north western edge of the District.

*Motorways and trunk roads are the responsibility of the Highways Agency acting for the Secretary of State for Transport, not the local highway authority.

ii Other strategic roads:

- A326 (Totton western bypass M27 to B3054);
- A326 spur (A35 Rushington to A326);
- A35 (Totton western bypass to Redbridge).

The Hampshire County Structure Plan Review proposes, through the integrated local transport strategies, to encourage local traffic to use alternative modes and to improve the strategic road network to meet integrated strategy objectives.

C9.6 Improvements to the non-strategic road network are also required to

promote integrated strategy objectives, and to have regard to public transport, the needs of pedestrians and cyclists, lorry routes and the needs of the economy and the environment. The District Council is aware of the importance of many rural roads to the character of the District and of the New Forest in particular, and will bear this in mind in implementing Policies DW-E27 and DW-E29, Section C2.

C9.7 In May 1992, the County Council adopted policies for the routing and control of heavy commercial vehicles, including a network of strategic and local lorry routes.

C9.8 The New Forest Highway Strategy 1989 (see Section D8) identified measures to control and manage traffic in the New Forest and set out a hierarchy of roads for different purposes within the area. The Highway Strategy has effectively been superseded by the more integrated proposals of the New Forest Transport Strategy.

Improvements to the strategic road network

C9.9 In accordance with Structure Plan Review Policy T7, the integrated transport strategies aim to transfer commuting trips to alternative modes where practical. Where there is no alternative but to carry out major improvements to the Strategic Road Network these are set out in the Hampshire County Structure Plan Review.

C9.10 The Hampshire County Structure Plan Review identifies which schemes are to be implemented before the year 2011, although achievement of this will depend on the level of resources made available. Programmed schemes are included in the County Council's five-year Local Transport Plan and proposed three-year Capital Programme, revised annually. Schemes identified within the New Forest District are as follows:

- i Southampton Area and New Forest Transport Strategies:
 - A326: Improvements (including dualling of Totton Western Bypass);
 - A326 to A35, Colbury: Junction improvement to facilitate right turns (completed – see below);
 - Hythe – Marchwood – Totton: Reintroduction of passenger rail services;
 - A35 Redbridge: Safeguarding for improvements.
- ii A338 Route Strategy:
 - A338 north of Ringwood: Improvements subject to agreed strategy (completed – see below).

C9.11 Information about the environmental impact of major road proposals is given below where it is available. In most cases further environmental information will be required at planning application and/or design stage. In most cases, formal environmental assessment will be required, as will an additional appropriate assessment where certain designated natural habitats are affected. Such information and assessment will need to include details of the effects arising from the process of construction (including the disposal of waste materials), and from traffic attracted to new routes by the proposed improvement.

C9.12 There are no proposals to improve motorways or trunk roads within the District. Government planning guidance identifies the South Hampshire – Southeast Dorset corridor as part of the trans-European transport network, and a multi-modal study of transport issues in the M27 corridor and a larger multi-modal study of the Southampton - East Kent corridor have been carried out in accordance with proposals in the 1998 Transport White Paper. None of these gives rise to any proposals for inclusion in the local plan, though the M27 corridor study suggests improvements to Junction 2 (Ower) within the highway boundary beyond the end of the plan period in 2011.

A338

C9.13 Traffic management, safety and environmental improvements to the A338 between Ringwood and the Wiltshire boundary as provided for in the adopted Local Plan and the Hampshire County Structure Plan Review have now been carried out. There remain no significant further proposals for this road.

A326 and A35 (east)

C9.14 The Totton and Waterside Transport Strategy proposes a number of transport improvements including changes to the A326 and A35. In line with national and local policy, these are not based on simply increasing traffic capacity, all other options being explored first. This is in line with policies to encourage more sustainable modes in preference to the private car and follows central government advice on the assessment of transport schemes.

C9.15 The proposals consist of priority measures to improve the journey times and reliability of bus services. This could include real-time bus information systems (possibly through extension of the "Stopwatch" system) and automatic vehicle detection at signalised junctions. The following new measures are to be investigated :

- Junction priority on the A326 at Beaulieu Road, Applemore and Dibden roundabouts and the Twiggs Lane junction at Marchwood;
- Bus / multi-occupancy vehicle lane northbound on A326 from Dibden to the start of the Marchwood Bypass at Hounslow;
- Bus diverge and contraflow lane northbound onto Marchwood Bypass
- Bus / multi-occupancy vehicle lane eastbound on A35 Totton Bypass.

Consideration will be given to the merits of allowing heavy goods vehicles to share bus / multi-occupancy vehicle lanes, as also to concerns about such arrangements already expressed through consultation on the Totton and Waterside Transport Strategy in 2000-1.

C9.16 The Strategy also suggests it would be prudent to retain the existing land safeguarding for a dual carriageway scheme on the Totton Western Bypass pending the clarification of proposals in accordance with Structure Plan Review Policy EC6 relating to development at Dibden Bay.

~~Policy DW-T1~~

~~A326 improvements~~

~~The A326 will be improved between Dibden and Totton Western Bypass.~~

~~C9.17 Improvements to the A326 between Totton Western Bypass and Dibden will seek to relieve congestion on this busy section of road currently carrying up to 25,000 vehicles per day. Bus / multi-occupancy vehicle priority (see preceding paragraph) could be a key component of the scheme, as described in the Totton and Waterside Transport Strategy. This is likely to involve the widening of the A326 (single carriageway) to three lanes.~~

~~C9.18 Improvements could affect a number of environmentally sensitive sites; part of this section of the A326 also runs within and alongside the designated area of the New Forest National Park. Proposals will need to be assessed as set out in paragraphs 22 and 23 of PPS7, Sustainable Development in Rural Areas: such assessment will in particular have regard to:~~

- ~~i the landscape setting of Marchwood Priory which is a listed building;~~
- ~~ii the effects of improvements where the road runs alongside the open Forest, which is within a Site of Special Scientific Interest, a classified Special Protection Area, a listed Ramsar site and a designated Special Area of Conservation (testing the proposed improvements against Policy DW-E36 of this Plan);~~
- ~~iii the effects of improvements on roadside verges which have been designated as Sites of Importance for Nature Conservation;~~
- ~~iv impacts on the listed building at Dibden Old Manor and on the undulating countryside through which this section of the road passes; and~~
- ~~v safeguarding the adjoining U141 road (Hythe Road) in accommodating local traffic (particularly cycles).~~

Policy DW-T2**A35 Totton / Redbridge**

~~Traffic management measures will be carried out on the A35 Totton Bypass/ Redbridge Causeway.~~

~~C9.19 The A35 Redbridge Causeway over the River Test is a dual carriageway road carrying over 60,000 vehicles a day. It suffers from peak hour congestion, particularly associated with morning peak eastbound traffic on the A35 and A36, and safety problems associated with merging and diverging traffic. The A35 Totton Bypass to the west of the Causeway also carries heavy flows.~~

~~C9.20 The Totton Western Bypass provides an alternative route between the M27 and the Waterside. This route is part single and part dual carriageway.~~

~~C9.21 Following the abandonment of the major highway scheme included in the 1994 Structure Plan, Policy T16 of the Hampshire County Structure Plan Review proposes the safeguarding of land at A35 Redbridge Causeway for other transportation uses. Any improvement scheme now undertaken should, in addressing the existing congestion and safety problems, concentrate on promoting public transport and cycling, and should also provide appropriate crossing points for pedestrians. The Totton and Waterside Transport Strategy indicates that consideration will be given to introducing an eastbound bus / multi-occupancy vehicle lane.~~

~~C9.22 The Causeway runs close to the Lower Test Valley and Eling and Bury Marshes Sites of Special Scientific Interest (SSSIs), the first of these directly abutting one of the Causeway's approach roads. The relevant parts of both SSSIs are subject to international protection by virtue of their inclusion in a designated Special Area of Conservation, a classified Special Protection Area and a listed Ramsar site. The Conservation (Natural Habitats etc) Regulations 1994 impose a requirement for appropriate assessment on developments likely to have a significant effect on such areas, and the carrying out of any such development which would have an adverse effect on the protected area must be the subject of rigorous examination.~~

~~C9.23 The design of any works will inevitably be constrained by these provisions. Ideally the District Council would wish to see the physical extent of any scheme confined within the existing highway boundary. The scheme should also:~~

- ~~(i) take account of any impact upon the historic Red Bridge,~~
- ~~(ii) incorporate environmental improvements to enhance this important entry point to the District, and~~
- ~~(iii) ensure that encouragement is not given to increased traffic flows through Totton town centre.~~

Policy DW-T3**Totton western bypass**

Land is safeguarded as shown on the Proposals Map for dualling the remaining single-carriageway sections of Totton western bypass and junction improvements.

C9.24 On the Totton Western Bypass, dualling and junction upgradings would help achieve more effectively the purposes of the road, which include relieving Totton town centre and other parts of the urban area of through traffic. Currently there are five at-grade junctions on the bypass within a distance of three kilometres. Design work is to be undertaken to identify a new junction strategy (including the form of junctions). Particular account will need to be taken of the impact of any new junctions (which may be grade-separated) on the landscape of the New Forest; and of the need to continue to provide satisfactory access to residential areas. The junction strategy will establish the total extent of land required. Current safeguarding allows for the construction of a flyover at the existing A336/ western bypass interchange. In view of the character of the proposal and its potential impact on the New Forest, it is likely that both an environmental assessment and an application for planning permission will be required. Proposals will need to be assessed as set out in paragraphs 21-23 of PPS7, Sustainable Development in Rural Areas. Detailed consideration will be given to effects both on residential amenity and on the character of the Forest

C9.25 The proposed improvements may or may not be carried out within the Plan

period. They or similar improvements may be required to serve any future port proposals at Dibden Bay (see Section C13), or to achieve more effectively the other purposes of the road. If the local highway authority resolves that any part of the land safeguarded by Policy DW-T3 is no longer required for highway improvements, then as set out in paragraph 6.26 of PPG12 Development Plans, this would be a material consideration capable of justifying the release for an appropriate form of development of such land where it is located within the built-up area boundary.

Roadside facilities

Policy DW-T4

Roadside facilities

~~The development of new roadside facilities will not be permitted.~~

~~C9.26 Roadside facilities are rest and refreshment facilities for the travelling public, and include provision for re-fuelling and in some circumstances, overnight parking and stop-over accommodation. Hampshire County Structure Plan Review Policy T23 refers to the provision of roadside facilities. Hampshire County Council's Strategy for the Provision of Roadside Facilities indicates the criteria which would apply to such proposals within this District. These include a policy recognising the special environmental sensitivity of the New Forest and other areas subject to special landscape and/or nature conservation designations (Policy 1). Government guidance on the provision of such facilities is in Circular 4/88 (DTp), The Control of Development on Trunk Roads, and Roads Circular 1/94, Motorway Service Areas.~~

~~C9.27 The strategic policies for roadside facilities apply only to the strategic road network. Within this District, virtually all the roads included in this network lie within or adjacent to areas of special environmental sensitivity (eg. the New Forest, the Green Belt, Strategic Gaps, or Special Areas of Conservation, Special Protection Areas, Ramsar sites and Sites of Special Scientific Interest), where the provision of such facilities would be contrary to other policies of this local plan. In addition, there are existing facilities on or very close to the strategic road network in this District which largely satisfy the needs identified in the County Council's strategy.~~

Improvements to the non-strategic road network

~~C9.28 Hampshire County Structure Plan Review Policy T8 refers to maintenance of the non-strategic road network. Proposals for improvements to the non-strategic road network are included in Part D and Part F.~~

Traffic management

~~C9.29 The Hampshire County Structure Plan Review indicates that traffic management measures will be included in the integrated area transport strategies (Policies T1, T16 and T17 and accompanying explanatory text).~~

~~C9.30 Traffic management measures continue to be needed in many locations in the District, notably in the District's principal towns and villages (see Part F) and in the New Forest (see Part D and especially paragraph D13.19, with regard to the villages of Lyndhurst and Ashurst). Such measures are implemented mainly through procedures outside the land-use planning process, but land-use policies need to have regard to them.~~

~~C9.31 PPG12 (Development Plans) advises local planning authorities to give attention to policies and proposals for traffic management, including public transport priority and schemes to assist cyclists and pedestrians. Proposed measures are generally subject to consultation with interested parties before formal procedures are commenced. Specific exemptions within a proposed traffic regulation order will be considered by the highway authority on individual merit in the light of local circumstances. Where traffic management is carried out, in particular where pedestrian areas are created or parking restrictions imposed, special regard will be given to the needs of those with impaired mobility to have ready access to shops and other town centre facilities (see Policy DW-E15, Section C1), and to the need for convenient location of bus stops and taxi ranks. There is also a need to give special regard to the visual impact of such works on conservation areas.~~

C9.32 As resources permit, the District Council in partnership with Hampshire County Council will consider promoting schemes within the Home Zones and Quiet Lanes initiatives, particularly in the District's residential areas and the New Forest. Traffic management policies for town centres are included in Part F.

Public transport

Policy DW-T5

Public transport infrastructure

~~Permission will be granted for infrastructure and other improvements which increase scope for public transport services, unless there are overriding environmental objections.~~

~~C9.33 This policy accords with Hampshire County Structure Plan Review Policy T3. The County and District Councils both provide support to bus, rail and ferry services. The local plan affects the potential for efficient public transport by:~~

- ~~i influencing the provision of the infrastructure (including roads) which public transport services use; and~~
- ~~ii influencing, through the location of development, the demand for travel.~~

~~Infrastructure provided under this policy may include park and ride facilities if appropriate opportunities arise.~~

Buses

~~C9.34 Policy DW-T8 below requires development proposals to incorporate appropriate access provision for buses. This would include, for example, adequate width and other characteristics of selected roads within major new residential developments commensurate with the need to maintain low vehicle speeds through residential areas.~~

~~C9.35 The accessibility of town centres is improved by the existence of a central bus station. In this District only Lymington has a conventional bus station. Hythe has a small parking area at the Pier Head. In the other town centres, buses pick up and set down on the highway (though at Ringwood this is a purpose built section provided through redevelopment). Proposals for improvement to these facilities appear in Sections F15 and F20. Elsewhere, the retention and enhancement of existing facilities will be encouraged wherever possible.~~

Rail

~~C9.36 Hampshire County Structure Plan Review Policy T16 proposes the safeguarding of land for the reintroduction of passenger services on the Waterside railway line, which currently serves Marchwood Sea Mounting Centre and Fawley Oil Refinery and carries freight only. This would benefit the growing population on the Waterside and could relieve traffic congestion on the A326/A35 route to Southampton. In accordance with this policy, the Local Plan identifies sites at Hythe, Marchwood and Hounslow for new or re-opened stations (see Section F15, Policy HD-12; Section F17, Policy MA-9; Section F22, Policy TE-24).~~

~~C9.37 A final decision on any proposal to re-introduce passenger services on the Totton Hythe line will be dependent on a case being made taking into account expected levels of patronage, the availability of funding to meet capital and/or revenue shortfall, and the environmental benefits anticipated as a result of transfer of road journeys to rail. It will also be necessary to assess the proposal's environmental impact, having regard particularly to noise levels affecting residential areas adjacent to the line, to access and parking arrangements for stations, to the effect of increased rail traffic on access across the railway, especially the level crossing in Totton town centre, and to the feasibility of measures to mitigate these impacts. It is envisaged that the restored passenger services will form one plank of an integrated transport system and will largely complement rather than compete with existing bus and ferry services.~~

~~C9.38 At Brockenhurst, improvements have been carried out to the station forecourt area to enable service buses to call, facilitating integrated journeys by public transport into and out of the Forest.~~

~~C9.39 The plan also contains Policy TE 23 (Section F22) for a new station on the existing passenger network at Bartley Park, West Totton, and Policy LP 7 (Section F16) for development of the Ampress Works site, Lymington provides for the safeguarding of access to the existing unused rail halt.~~

Ferries

~~C9.40 The Hythe Ferry provides an important link with Southampton and an alternative to the 16 kilometre journey by road. It forms part of an important public transport interchange in Hythe centre (see Section F15).~~

~~C9.41 A regular ferry service operates to the Isle of Wight from Lymington Pier. Any proposals to alter terminal arrangements which require specific planning permission will be considered in relation to the policies set out elsewhere in this local plan and the Structure Plan; this is likely to rule out expansion of the site beyond its existing boundaries.~~

Freight

Policy DW-T6

Freight sites and routes

Developments generating substantial freight movements shall, where possible, be located away from congested, central and residential areas and should have adequate access to trunk roads.

Such freight-generating development will be located to take maximum advantage of opportunities for access by rail and water. Where appropriate, realistic opportunities for rail and waterways connections to existing employment sites will be identified and protected.

Sustainable transport uses will be considered on disused transport sites before other uses.

Development (including new transport infrastructure) will not be permitted on disused transport sites and routes or other land which could form part of a future freight transport network unless the local planning authority is satisfied that the development will not prejudice such future use.

C9.42 Policy DW-C2 (Section C13) controls future development on sites with access to coastal waters in order to ensure that the best use is made of this limited resource. The policy above extends the same principle to other transport modes. Through its Local Development Framework, the local planning authority will identify other sites and routes which could be critical in maintaining and developing infrastructure for the movement of freight and which therefore merit protection through this policy.

C9.43 Further guidance on providing for freight movement is contained in paragraphs 45 to 47 of PPG13, Transport.

~~New development: location, access and parking~~

~~C9.44 The way in which new development provides for access, including the provision of parking space, has a direct impact upon the performance of the transport network in the immediate vicinity. However, access, parking and the location of the development also have wider impacts on the overall demand for travel, as described in PPG13, Transport.~~

Location

~~C9.45 Whether a proposed development is in an appropriate location will frequently be indicated by other policies of this Plan which allocate land or set out criteria for various land uses. These policies reflect as far as possible the need to contain growth in demand for motorised travel. In many cases, however, and certainly for the largest developments, the proposed location will also need to be evaluated specifically in relation to the particular characteristics of the development proposed. Applications for planning permission for major developments (for example, those exceeding the size thresholds in Annex D of PPG13), and for some smaller traffic attracting developments in rural areas (see below), therefore need to be accompanied~~

by a Transport Assessment. Key elements of a transport assessment include details of the modes of transport likely to be used, the potential of these trips to be made by public transport, by cycle and/or on foot, the environmental impact of the traffic generated by the development and traffic management or other measures to deal with this impact.

~~C9.46 In most cases the best way of setting out such measures will be through a Travel Plan. In accordance with Paragraph 89 of PPG13, travel plans will be expected to accompany any application for major non-residential development (see previous paragraph) and for some smaller traffic-attracting developments in rural areas (see below). The PPG also seeks the submission of travel plans alongside proposals for smaller traffic-attracting developments in or near air quality management areas (designated under Part IV of the Environment Act 1995): this will be of particular importance in Lyndhurst and in Totton town centre, where the Council has resolved to make such designations.~~

~~C9.47 Further guidance on travel plans can be found in 'Using the planning process to secure travel plans: Best practice guide', ODPM /DfT July 2002, and on the website of Hampshire County Council (www.hampshire.gov.uk).~~

~~Policy DW-T7~~

~~Location of new development~~

~~Development of a type likely to attract large numbers of trips will only be permitted in locations which are readily accessible to the proposed catchment population by an appropriate combination of public transport, cycling and walking. This includes smaller developments, such as village halls, which attract large numbers of trips in relation to their size.~~

~~C9.48 Developments such as offices, shopping and places of entertainment by their nature generally attract large numbers of people in comparison to their floorspace. Where this is the case, they should be accessible by a variety of modes to the population likely to visit them. This applies both to local facilities in rural areas and to larger developments.~~

~~Access~~

~~Policy DW-T8~~

~~Access, safety and traffic management requirements~~

~~Development must have or provide satisfactory means of access for motor vehicles (including service vehicles and buses where appropriate), cyclists and pedestrians, having regard to the nature of the development, its location and the adopted policies and standards of Hampshire County Council as strategic planning and transport authority. Development shall not cause or demonstrably increase danger to road users or conflict with existing or proposed schemes for traffic management. Where development necessitates improvements to transport infrastructure or services off-site, developers will be required to contribute to the costs of those improvements (see also Policy DW-F1, Section C14). Contributions shall be directly related in scale and in kind to the proposed development.~~

~~C9.49 This policy seeks to ensure that developers have regard to:~~

- ~~i national guidance, e.g: DoT Circular 4/88, The Control of Development on Trunk Roads, DoT Circular 6/91, Development in the Vicinity of Trunk Roads, Design Bulletin 32, Residential Roads and Footpaths and its companion guide Places, Streets and Movement; and~~
- ~~ii Policies T2, T4, T5 and T6 of the Hampshire County Structure Plan Review; and~~
- ~~iii the standards of the transport authority, including those set out in Hampshire County Council's document Movement Access Streets and Spaces.~~

~~C9.50 Developers should also have regard to the needs of those with impaired mobility (see Policy DW-E15, Section C1).~~

~~C9.51 Where an otherwise acceptable development is likely to impose additional~~

~~burdens on existing transport networks, in accordance with Circular 1/97, Planning Obligations, the developer will be required to contribute to improvements off site that will enable the additional travel needs to be accommodated. This will normally be achieved by means of a legal agreement involving the highway authority. (In relation to trunk roads see also DoT Circular 6/91, Development in the Vicinity of Trunk Roads).~~

Parking

~~C9.52 The availability of parking space has considerable influence, both directly and indirectly, on travel behaviour. Excessive on-site parking provision can also be a wasteful use of land, particularly in urban areas where land is scarce and there are good alternatives to car driving. Accordingly, government guidance (PPG13 and PPG3) seeks to limit, and in appropriate circumstances reduce, the amount of car parking space provided at new developments. On the other hand, minimum requirements may be imposed for the provision of on-site cycle parking facilities, and adequate car parking space for disabled people will also be required notwithstanding reductions in general car parking provision. Further guidance on parking provision for disabled people can be found in supplementary planning guidance to this local plan "Access for Disabled People".~~

~~C9.53 PPG13 sets out national upper limits to car parking ratios for non-residential developments over a given size (for example, office developments over 2,500 sq m gross floorspace should be limited to 1 space per 30 sq m). Limits for smaller developments (which will form the great majority of developments in this District) are set locally (see paragraph C9.55 below).~~

~~C9.54 Both Government guidance and the Hampshire Local Transport Plan recognise that the potential for reducing car travel through parking policy is greatest in urban areas; and that at the same time excessive restrictions would run the risk of damaging town centre vitality and viability. The 2001 countywide review has involved the development of an accessibility model to support the adoption of more restrictive on-site parking limits for town centres and other locations which are relatively accessible by public transport and cycle and on foot.~~

~~C9.55 Following the countywide review, Hampshire County Council has adopted supplementary planning guidance to the Hampshire County Structure Plan Review entitled "Hampshire Parking Strategy and Standards 2002". The limits and standards set out in Appendix G7 of this Plan are based on this guidance. They take account of the rural nature of most of the District and the resulting relatively low level of accessibility by means other than the car. At the same time they provide for:~~

- ~~• A small reduction in permitted car parking space in those of the District's urban areas which have a fair range of public transport available, and in the central areas of the District's other main towns~~
- ~~• A slightly greater reduction in permitted car parking space in the main town centres (again, those which have a fair range of public transport available).~~

~~C9.56 Government guidance advises against imposing any minimum requirement for on-site parking space as a general rule. However PPG13 does allow for appropriate amounts of on-site parking space to be required in exceptional circumstances such as those where failure to provide such facilities on-site would have significant road safety implications which cannot be resolved through the introduction or enforcement of on-street parking controls. In a number of locations in this District, similar exceptional circumstances arise where the overspill of parked cars from a development site could lead to significant damage to the amenity and character of the area, in particular where such vehicles are parked on roadside verges and other grassed areas. In such circumstances parking demand will need to be met on-site unless alternative measures to reduce or accommodate it can be secured.~~

~~C9.57 PPG3, Housing, advises against the adoption of policies which would result, on average, in development with more than 1.5 car parking spaces per dwelling. The local planning authority will monitor development and planning permissions and if necessary review the residential limits in this Plan with a view to achieving an average level of provision consistent with this advice.~~

Policy DW-T9**~~New car parking provision on development sites and elsewhere~~**

~~The provision of additional car parking space in the District will be controlled in accordance with upper limits for each class of development, as set out in Appendix G7. Provision beyond these limits will not be permitted.~~

~~Development will be required to provide:~~

- ~~i parking facilities for bicycles in accordance with the minimum standards set out in Appendix G7;~~
- ~~ii at non-residential developments, parking space for motorcycles at a rate of at least 1 space for every 25 car parking spaces;~~
- ~~iii at non-residential developments, car parking space to serve disabled people at a rate of at least 5% of the prescribed upper limit for car spaces at the development in question. (Note that this requirement applies irrespective of the total number of car parking spaces proposed: however on constrained sites in town centres account may be taken of existing public parking spaces for disabled people which are within 50 metres of the entrance to the building.) On sites where the total car parking provision is 20 spaces or more, spaces for disabled people should be specifically reserved for them and not available for any other user.~~

~~Development will not be permitted which, as a result of failing to meet expected car parking demand on site, is likely to lead to the parking of additional vehicles on nearby roads or other land, resulting in:~~

- ~~• a significant road safety hazard, or~~
- ~~• significant environmental damage, having regard to the character of the surrounding area.~~

~~Such consequences may however be avoided in some circumstances to the satisfaction of the local planning authority by means of an undertaking by the developer to contribute either financially or otherwise towards one or more of the following as appropriate:~~

- ~~a the provision of additional or improved public car parking, including provision in accordance with a proposal of this Plan;~~
- ~~b measures to improve the accessibility of the application site by walking, cycling and/or public transport;~~
- ~~c measures which directly prevent the relevant safety hazard or environmental damage.~~

~~Public car parking provided or improved under sub-paragraph (a) above should be of good quality, secure and suitably located in relation to the proposed development (normally within reasonable walking distance). These and other measures undertaken under sub-paragraphs (a), (b) and (c) should be likely to be implemented within a reasonable time.~~

~~Proposals for new private car parks not directly associated with development will be similarly assessed in the light of this policy.~~

~~C9.58 A comprehensive car parking study undertaken for the District Council in 1992 produced forecasts of demand to the year 2001 for the District's seven main centres (Fordingbridge, Hythe, Lymington, Lyndhurst, New Milton, Ringwood and Totton) and recommended action to meet predicted shortfalls in all except Hythe, Ringwood and Totton where provision was expected to be adequate for this period.~~

~~C9.59 A district wide review of car parking policy and management currently under way will provide guidance on the future need for public parking space. In doing so, the review will also consider alternative car park management systems and other demand management options that can help in meeting transport strategy targets.~~

~~C9.60 It is possible that in some locations on the fringes of central areas, demand for parking space on street will lead to pressure for controls to safeguard residents' parking. The District Council will keep the situation under review and promote residents' parking schemes if necessary.~~

~~C9.61 Measures to improve the accessibility of a proposed development by other modes may include improvements to the footpath and cycleway network such as those which appear in the following section of this Plan; cycle parking; and/or improvements to public transport infrastructure. At an appropriate time, the District Council will prepare a supplementary planning document setting out criteria for such considerations.~~

Footpaths, cycleways and bridleways

Policy DW-T10

New and improved footpaths and cycleways

The following improvements to the network of footpath and cycle routes are proposed during the plan period:

Brockenhurst

- .1 New Forest Drive/ Armstrong Lane – North Weirs, west of Woodbury House development (footpath)
- .2 Horlock Road – Waters Green (footway) (subject to evaluation of impact upon the environment of the New Forest)

Fawley

- .3 Holbury – Blackfield (on- and off-road cycle route)
- .4 Chapel Lane, Fawley – Saxon Road, Blackfield – existing footpath (upgrade to cycleway)
- .5 Alongside Newlands Road and the eastern end of Blackfield Road (on-road cycle route)

Fordingbridge

- .6 Marl Lane – Station Road, Ashford (cycleway)
- .7 North side Shaftesbury Street (Normandy Way to Mill Court) (footway)
- .8 Victoria Rooms, Bridge Street – Recreation Ground (footpath)
- .9 Whitsbury Road to Avon Valley Path using former railway line (footpath)
- .10 Whitsbury Road – Marl Lane adjoining and using former railway line (cycleway)
- .11 Station Road (Marl Lane) via watermeadow - West Street and footpath to Bowerwood Road (footpath)
- .12 Disused railway – Station Road, Fordingbridge, along Marl Lane (cycleway)
- .13 Whitsbury Road to Green Lane (footpath)
- .14 Ashford – Normandy Way along Station Road (cycleway)
- .15 Church Street – town centre via the river bank (footpath)
- .16 Shaftesbury Street – Provost Street (footpath)
- .17 West Street (footways)

Hordle

- .18 Everton Road – Stopples Lane (part existing footpath) and new link to Acacia Road (on-road cycle route / cycleway)

Hythe and Dibden

- .19 Cosworth Drive – Challenger Way (cycleway)
- .20 Tamar Grove – existing footpath adjoining proposed open space (footpath)
- .21 Challenger Way – northern boundary of the Orchard and Noadswood school playing fields (footpath)
- .22 Blenheim Gardens – Oaklands Way/ Briarwood Rise (footpath)
- .23 Applemore – Holbury via Roman Road (cycleway and on-road cycle route) incorporating crossing of Beaulieu Road, Hythe (cycleway)

- .24 Clayfields Recreation Area – Hythe centre via Southampton Road (cycleway)
- .25 North Road – Dibden Local Centre site (cycleway)
- .26 St John’s Street – Shore Road via Dreamland site water frontage (footpath)
(note: it may also be appropriate to allow cyclists access to certain parts of this “promenade” route)
- .27 New Road – South Street, Hythe (footpath/cycleway)

Lymington and Boldre

- .28 Belmore Lane – Ridgeway Lane and Poles Lane via open space at Woodside (footpath)
- .29 All Saints Road – Old Orchards (footpath)
- .30 St Thomas’s Street - Powlett Road - Belmore Road - Stanford Hill (on- and off-road cycle route)
- .31 Bath Road (footway)
- .32 Priestlands Lane – Milford Road via Gurney Dixon centre (footpath)
- .33 Priestlands Lane (Highfield Road - Southern Road) (upgrade footpath to cycleway)
- .34 Pennington Cross – Stanford Road (cycleway with crossing of A337)
- .35 A337 Milford Road – Lower Pennington Lane – Keyhaven (upgrade to cycleway): link to A337 to be implemented only if hazards resulting from the speed of traffic and lack of cycling facilities on the A337 Milford Road can be satisfactorily overcome
- .36 Lower Woodside – Keyhaven via “Ancient Highway” (upgrade to cycleway)
- .37 Lower Buckland Road - Harvester Way – entrance to Ampress Works (cycleway)
- .38 Ampress - Boldre Lane (cycleway)

Lyndhurst and Minstead

- .39 Great Mead – Gosport Lane (footpath)
- .40 Gosport Lane, Chapel Lane (part) (on-road cycle route)

Marchwood

- .41 Bury Road west of incinerator – Corks Farm – Magazine Lane (footpath)
- .42 Marchwood Road / Bury Road: link to Totton cycle network (footpath and cycleway) (subject to assessment of impact on the New Forest and on Eling conservation area)
- .43 Magazine Lane – Cracknore Hard (footpath)

Milford-on-Sea

- .44 East side Carrington Lane (footway)
- .45 Milford on Sea - Keyhaven (footway)
(see also Policies DW-T10.35 and DW-T10.36 Lymington (Keyhaven))

New Milton

- .46 Dark Lane – Fernhill Lane (footpath)
- .47 Wentwood Gardens – A337 (footpath)
- .48 Ellingham Road – Naish Farm (cycleway)
- .49 Extend coastal footpath: Beckton Bunny – Marine Drive East, and Marine Drive West - Chewton Bunny (footpath) (note: route subject to detailed examination in light of safety considerations close to cliff edge)
- .50 Caird Avenue (superstore) – Andrew Lane and Lower Ashley Road (on-road cycle route)

- .51 Chatsworth Way – Gore Road (cycleway)
- .52 Milton Mead – Church Lane (upgrade to cycleway)
- .53 Carrick Way – Lower Ashley Road (footpath)
- .54 Link between proposed footpath DW-T10.46 and Ballard Lake (footpath)
- .55 Fernhill Lane – Hollands Wood Drive and Gainsborough Avenue (footpath)
- .56 Park Road – Bramshaw Way and Naish Farm – Marine Drive West (cycleway)
- .57 Lanes Corner – Caird Avenue superstore (cycleway)

Ringwood

- .58 From North Poulner Road northwards adjoining Poulner Lake (cycleway)
- .59 Crow Arch Lane – Moortown Lane (cycleway)
- .60 Extend Dorset “Trail Way” using dismantled railway from A31 at Ashley – Christchurch Road (cycleway)

Totton and Eling, Netley Marsh and Ashurst

- .61 Calmore – Hammonds Green – Water Lane (on-road cycle route with short length of cycleway)
- .62 Bartley Park (West Totton Greenroute) – Brokenford Lane housing allocation via Bartley Water (cycleway)
- .63 Calmore – Testwood - town centre – Redbridge cycleway (on-road cycle route/off-road cycleway)
- .64 A35 Hounslowdown – Wharton’s Lane, Ashurst (cycleway)
- .65 Hounslowdown – Eling and Bury Road including Jacob’s Gutter Lane and Marchwood Bypass routes (cycleway)

Policy DW-T11

Safeguarding proposed footpaths and cycleways

The following footpath and cycleway routes, for which proposals may or may not come forward during the plan period, will be safeguarded:

Fawley

- .1 Rolleston Road – Manor Park and the Old Mill Inn, Holbury (footpath)
- .2 Fawley – Calshot (cycle route and improvements for pedestrians)

Fordingbridge and Sandleheath

- .3 Marl and Puddleslosh Lanes – existing bridleway (upgrade to cycleway)
- .4 Sandle Dairy Farm – former railway line (cycleway)
- .5 Station Road – County boundary at Ashford Water (footpath)
- .6 Recreation Ground – Bickton Mill via U119 (cycleway)

Hordle and Everton

- .7 Link from footpath no. 738 (Everton Road - Stopples Lane) to Stopples Lane (footpath)
- .8 Hordle – Christchurch Road, Everton (footpath)

Hythe and Dibden

- .9 Hart Hill (existing footpath: upgrade to cycleway)

Lymington

- .10 Brunswick Place – Cannon Street (footpath)
- .11 The Quay – Bridge Road (footpath)
- .12 Marsh Lane – Clinton Road (footpath)

- .13 Alexandra Road – Jimmy Bays to link with existing footpath (footpath)
- .14 Ramley Road – Wainsford Road adjoining Avon Water (footpath)
- .15 Highfield Avenue – Priestlands Lane (footpath)
- .16 All Saints Road – Normandy Lane (footpath)

Marchwood

- .17 Goatee Shore Eling; - Marchwood Road (footpath)

Milford-on-Sea

- .18 Shorefield Road – Blackbush Road (cycleway)

New Milton

- .19 Fenleigh Close – Caird Avenue (footpath)
- .20 Sway Road – Lower Ashley (link to coast) via Danestream (footpath)
- .21 Carrick Way – A337 opposite Crooked Lane (footpath)
- .22 Caird Avenue – A337 (footpath)
- .23 Recreation Ground – Station Road (footpath)
- .24 Elm Avenue car park – Station Road (footpath)

Ringwood and Ellingham

- .25 Town centre – Poulner Lake (cycleway) (to be implemented in conjunction with Policies AV-4 and AV-6, Section E11, and Policy RW-11, Section F20)
- .26 Extend Dorset “Trail Way” using dismantled railway from Crow Arch Lane – Crow Cottages (cycleway)

Totton, Eling, Netley Marsh and Ashurst

- .27 West Totton Greenroute (extended) – Tatchbury Lane: existing footpath (upgrade to cycleway)
- .28 Westwood Business Park – Salmon Leap (cycleway)
- .29 Bartley Park (west Totton Greenroute) – existing footpath to Fletchwood Road via Ashurst Bridge Road (footpath).
- .30 Brokenford Lane housing allocation – Junction Road (cycleway)

Policy DW-T12

Protection of existing and proposed public rights of way

Development shall not lead to the loss of any existing, proposed or safeguarded public rights of way nor reduce substantially the convenience and attractiveness of such public access routes, unless the provision of an equally or more convenient and attractive route is secured. Wherever possible, the opportunity should be taken to join, upgrade and extend existing networks of footpaths, cycleways and bridleways.

~~**Policy DW-T13**~~

~~Contributions to footpaths, cycleways and bridleways~~

~~Where necessary in order to provide satisfactory access from, to or through a development, developers will be required to provide, or contribute towards the cost of, new footpaths, cycleways and bridleways including those identified on the proposals map and in Policies DW-T10 and DW-T11, and improvements to existing routes. Such provision or financial contribution shall be directly related in scale and in kind to the proposed development.~~

Policy DW-T14

Improvements to footpaths, cycleways and bridleways

Proposals to improve and extend the footpath, cycleway and bridleway network, including those the subject of Policies DW-T10 and DW-T11, should:

- a be integrated with existing routes; and**
- b not adversely affect residential amenities; and**
- c not adversely affect nature conservation interests; and**
- d take into account the needs of agriculture; and**
- e be located and designed to minimise opportunities for criminal behaviour; and**
- f where practicable have regard to the needs of those with impaired mobility; and**
- g have regard to the needs of other users of the route and vehicular traffic; and**
- h include clear signing indicating purpose.**

C9.62 Footpaths (including footways alongside roads) and cycleways provide important access routes especially in built-up areas. Walking, cycling and horse riding are also popular recreational activities in the District, in particular within the New Forest, where they can impose pressures in the form of wear and tear on pathways and vegetation, and disturbance to wildlife. The above policies seek to achieve and retain an attractive and coherent network of footpaths, cycleways, on-road cycle routes and bridleways in the built-up areas and the countryside, including riverside and coastal areas. They include selected proposals of the Area Transport Strategies including the New Forest Cycle Plan and the Totton and Waterside Transport Strategy (where there is reasonable certainty about the feasibility of a safe route). Particular attention has been given to:

- i town and village centres; and
- ii routes to public transport nodes, places of work, schools and colleges, leisure facilities and open spaces; and
- iii the countryside around the towns and larger villages, where they can enhance opportunities for recreation, and particularly if they can assist in relieving pressures on the New Forest; and
- iv Policy T16 of the Hampshire County Structure Plan Review which refers to the development of a Southampton area cycle network.

C9.63 In the detailed layout and design of the proposed routes, particular attention will be given to the needs of vulnerable groups, including children, the elderly and those with impaired mobility, and to the impact on occupants and users of land and premises affected by the routes. The routes illustrated on the proposals maps may be modified as a result of detailed consideration. The timing of provision will depend on the availability of funding and any necessary statutory procedures. Route 2 of the National Cycle Network, running across the New Forest from Hythe to Christchurch, has not been included, since preliminary work on the detailed alignment of the route suggests that in two locations (Brockenhurst and Wilverley) the most appropriate alignment has yet to be determined.

C9.64 Some of the proposed new footpaths at Totton, Lymington, Holbury and Hythe will provide alternatives and connecting routes to the Test Way and Solent Way. The District Council is keen to see improvements to the route of the Solent Way to bring sections of it nearer to the coast, and will support efforts by the County Council to achieve this.

C9.65 Proposals have been drawn up to extend the Southampton – Rushington – Ashurst cycle route to Lyndhurst. The proposal would assist both journeys to work and recreational journeys. Further evaluation and assessment of the impact of the proposal upon the New Forest Site of Special Scientific Interest, Special Protection Area, Ramsar site and Special Area of Conservation may be necessary before it can be determined that the proposal can be progressed for implementation.

C9.66 The local planning authority will also seek further opportunities for improvements to the pedestrian and cycle route networks, following the criteria outlined above. In particular, improvements will be sought in provision for cyclists within the existing road network wherever possible.

C9.67 There may be potential for some of the existing and proposed recreational footpaths and cycleways to be used as, or upgraded to form, bridleways and the District Council will encourage the creation of bridleway routes in appropriate locations. The District Council will give particular encouragement to proposals which:

- i. form part of an agreed management plan designed to control recreational pressures on the Forest; and
- ii. provide attractive alternatives to routes through the open Forest; and
- iii. assist in reducing conflict between vehicular traffic and horse-riders; and
- iv. provide additional opportunities for horse riding within built-up areas.

C9.68 Where public access might conflict with nature conservation interests, this will be dealt with where possible by management measures (for example waymarked footpaths, careful design and landscaping of routes, wardening, etc.). In the event that such conflict proves irreconcilable, nature conservation will be given priority. In routing new footpaths and cycleways in the countryside, it will also be important to avoid conflict with agricultural uses of the land.

C9.69 While increasing a public presence in otherwise unsupervised areas can deter crime, pedestrian and cycle routes can also provide potential for criminal activity. The District Council will seek to maximise public safety and deter crime through design, lighting appropriate to the character of the area and routing. In general, public access ways should be wide, clear of hiding places and well lit, and should follow a direct route. Where possible, they should also be overlooked to encourage surveillance. Public access ways giving unrestricted access to the rear of residential or other properties should in general be avoided.

Resources

C9.70 The proposals in Policies DW-T10 and DW-T11 will be implemented where possible by agreement with landowners. Where funding is required, this is expected to come principally from the County Council (as transport authority), the District Council, and where related to new development, from developers.

~~C10 Recreation~~

~~Public open space~~

~~C10.1 Hampshire County Structure Plan Review Policy R2 refers to the provision of open space with new development and to meet local needs. Government guidance on open space is in revised Planning Policy Guidance Note 17 (PPG17), Planning for Open Space, Sport and Recreation 2002.~~

~~C10.2 The July 2002 version of PPG17 was published during the preparation of the First Alteration. Whilst much of the revised guidance has been incorporated into amended policies and explanatory text, the provisions of the First Alteration do not fully meet the requirements of that guidance. The local planning authority will undertake the necessary survey and assessment work to resolve this situation at the earliest opportunity. Revised PPG 17 stresses the value of sport and recreation, and notes the important role of public open space in providing both recreation facilities and visual amenity. The provision of publicly accessible recreation facilities also contributes to reducing crime. The revised PPG advises local planning authorities to:~~

- ~~i undertake assessments of existing and future needs for open space, sport and recreation facilities;~~
- ~~ii retain existing open space, sport and recreation facilities unless shown to be surplus to requirements as part of a wider assessment of need;~~
- ~~iii use planning obligations to remedy local deficiencies in provision where provision is inadequate, or under threat, or where new development increases local needs;~~
- ~~iv ensure that sport and recreation facilities are easily accessible by public transport, walking and cycling and for people with disabilities.~~

~~As well as assessing existing and future needs, authorities are asked to establish the quantity, quality and accessibility of existing sports, open spaces and recreation facilities, and establish standards of provision. The needs of those living in and visiting rural areas are also to be met.~~

~~C10.3 The basic standard of open space provision employed in this local plan is 2.8 hectares per 1000 population. This comprises:~~

~~Formal open space (i) 1.6 ha.~~

~~Informal open space (ii) 1.2 ha.~~

~~**Total 2.8 ha.**~~

- ~~i comprises playing pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas available for general public use (irrespective of ownership).~~
- ~~ii comprises National Playing Fields Association (NPFA) standard of 0.8 ha. as designated areas for children and young people, containing a range of facilities and an environment that has been designed to provide focused opportunities for outdoor play, and casual or informal playing space within housing areas. Also includes 0.4 ha. for general amenity use.~~

~~C10.4 The derivation of this standard and the way it is to be employed are explained in Appendix G6, Open Space Requirements Arising from New Development.~~

~~Protection of open space~~

~~Policy DW-R1~~

~~Protection of public open space~~

~~Permission will not be granted for the development of non-recreational uses on existing or proposed formal or informal public open spaces, including those defined on the proposals map, unless:~~

- a ~~alternative open space facilities of equivalent direct benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or~~
- b ~~it is demonstrated that the open space is surplus to requirements in terms of all its functions; or~~
- c ~~the proposals bring benefits to the community that outweigh the effects of the loss of open space.~~

~~The development should not result in the loss of an open area important to the character of the locality.~~

~~Within open spaces, small scale developments ancillary to the recreational use may be permitted provided that they are directly related to and support the recreational use, and maintain or enhance the character of the open space.~~

Policy DW-R2

~~Protection of private or education authority recreational facilities~~

~~Permission will only be granted for the development of non-educational or non-recreational uses on school playing fields and other privately owned pitches, greens, and courts (including those identified on the proposals maps) if they are within a defined built-up area and:~~

- a ~~alternative open space facilities of equivalent direct benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or,~~
- b ~~it is demonstrated that it is surplus to requirements in terms of all its functions; or~~
- c ~~the proposals bring benefits to the community that outweigh the effects of the loss of open space.~~

~~The development should not result in the loss of an open area important to the character of the locality.~~

~~Within open spaces, small scale developments ancillary to the recreational use may be permitted provided that they are directly related to and support the recreational use, and maintain or enhance the character of the open space.~~

~~C10.5 In accordance with revised PPG17, Planning for Open Space, Sport and Recreation (2002), the local planning authority seeks to protect open space which is in, or has potential for, formal or informal recreational uses. In addition, these areas can be of importance to the character of built-up areas, contributing to visual amenities. Some such spaces are too small to be shown on the proposals maps, but can be identified through planning applications, agreements and obligations. Others are remote from built-up areas, and covered by other policies limiting their development potential; however, it is still considered important that those offering public use should be retained for recreational use, and such areas are therefore protected in accordance with policies DW-R1 and DW-R2.~~

~~C10.6 Privately owned pitches, greens, courts, and school playing fields (both education authority owned and private) represent a valuable outdoor recreational resource, and often contribute to the visual amenities of built-up areas. Government advice in revised PPG17 suggests that they should be afforded the same degree of protection as open spaces in public ownership, where this can be justified in relation to local needs. Privately owned open space facilities offering public use are included in the Council's estimates of open space supply for parishes. Nevertheless, a number of settlements are deficient in open space according to the minimum standard employed in this local plan (see Appendix G6, Annex 1, Table 2).~~

~~C10.7 This policy is not intended to prevent the development of facilities ancillary to the existing use of the site, e.g. facilities in connection with the recreational use, provided that these are modest in scale and maintain or enhance the visual amenities of the open space. In assessing community benefit as identified in clause (c) of policies DW-R1 and DW-R2, the local planning authority will have regard to the degree of use of the playing fields involved and the significance to the community of the benefit offered in relation to this use.~~

~~C10.8 In determining applications that affect playing fields, including private and education authority facilities, the local planning authority will have regard to the Town and Country Planning (Playing Fields) (England) Direction 1998 and the Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999, Annex 2.~~

~~Open space requirements arising from new development~~

~~Policy DW-R3~~

~~Open space contributions~~

~~Residential development shall make provision for open space and play facilities in accordance with the minimum standard of 2.8 hectares per 1000 population (see Appendix G6). Such provision shall normally be made on site or in the immediate vicinity. Where this is not feasible, a financial contribution will be sought to secure open space provision elsewhere or enhancement or maintenance of nearby existing sports facilities that would be of direct benefit to the residents of the new development.~~

~~In establishing the amount and type of open space or financial contribution required, the local planning authority will have regard to:~~

- ~~a the population likely to be generated by the development;~~
- ~~b the existing and proposed provision of open space and its type within the settlement, that is conveniently accessible to the residents;~~
- ~~c the likely age structure of the residents and their particular open space needs;~~
- ~~d the accessibility of on-site open space by alternative transport modes;~~
- ~~e the design of the open space and community safety;~~
- ~~f the potential to link on-site open space to other areas of open space and pedestrian networks in the locality; and~~
- ~~g future maintenance of any open space provided.~~

~~C10.9 In accordance with Hampshire County Structure Plan Review Policy R2 and Government advice in revised PPG17 this policy seeks to ensure that public open space of an appropriate type is provided in association with new development to meet the needs of its occupiers. While all new dwellings will add to the demand for open space, it is not considered practicable to require sites of less than 3 dwellings net to contribute to its provision. The potential population generated by the residential development will be assessed on the basis of one person per bedroom. In implementing Policy DW-R3, the local planning authority will have particular regard to Circular 1/97, Planning Obligations. In respect of financial contributions, provision will be made for the repayment of any sums paid by developers if by a specific date they have not been used for the purpose for which they were intended.~~

~~C10.10 The derivation of the local open space standards and developers' options for providing open space are set out in detail in Appendix G6, Open Space Requirements arising from New Development.~~

~~Recreational buildings~~

~~Policy DW-R4~~

~~Retention of recreational buildings~~

~~The redevelopment for non-recreational uses of recreational buildings such as sports centres, swimming pools, stadia, club houses, changing rooms etc. will not be permitted unless:~~

- ~~a alternative facilities of equivalent benefit to the community and equivalent or better accessibility by a choice of transport modes are made available; or,~~
- ~~b the redevelopment proposals bring benefits to the community that outweigh the effects of the loss of the recreational building.~~

~~C10.11 In accordance with advice in revised PPG17, Planning for Open Space, Sport and Recreation (2002), the local planning authority seeks to retain in recreational use buildings offering sporting facilities, or those ancillary to existing sporting uses.~~

~~C11 Utilities~~

~~C11.1 Utilities include:~~

- ~~i water service developments including reservoirs, water mains and sewers, waste water and sludge treatment plants and pumping stations;~~
- ~~ii developments by electricity and gas suppliers, such as power lines, pipelines, installations and transforming stations; and~~
- ~~iii telecommunications developments including masts, radio and radar stations.~~

~~C11.2 Proposals involving the treatment of waste (including waste water) are covered by the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan and by the Hampshire County Structure Plan Review policies MW2, MW3, MW6 and MW8.~~

~~C11.3 Policies for public utilities specific to the New Forest, the countryside and built up areas are included in Sections D11, E9 and F6 of the plan. This section gives background information common to all these areas, and a general policy for the development of power stations.~~

~~C11.4 The supply of water, electricity, gas and telecommunications services, and the treatment of waste water in this District are the responsibility of a number of statutory undertakers, privatised utility companies and telecommunications code system operators. Under the Town and Country Planning (General Permitted Development) Order 1995 certain developments may be undertaken by these companies without planning permission. Responsibility for determining applications for major developments by the power industry, such as power stations and gas pipelines usually rests with the Secretary of State, with the local planning authority as consultee.~~

~~Water and waste water services~~

~~C11.5 Water and waste water treatment services in this District are supplied by the Southern Water and Wessex Water Companies. In some areas, water is supplied by the Bournemouth and West Hampshire Water Company.~~

~~C11.6 Since privatisation of the water companies developers can requisition water mains and sewers. To avoid problems that may arise if development takes place before adequate water and waste water infrastructure is available, developers should liaise with the water companies. In order to ensure adequate water supplies and effective waste water treatment the utilities themselves sometimes need to undertake development. Hampshire County Council is the planning authority responsible for determining planning applications for waste water treatment facilities.~~

~~C11.7 The strategy being developed by Southern Water could include the development of further waste water treatment centres and improvements to water supply sources. The Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan allows for the extension of the Ashlett Creek wastewater treatment works and for the development of a new works at Pennington. Water storage schemes have been permitted in the lower Test Valley to the north of Totton, and on the Avon Valley Lakes north of Ringwood. Policies for the Avon Valley Lakes, including their use for water storage, are given in Section E11.~~

~~C.11.8 It is important that development and the provision of any necessary water and water treatment infrastructure should take place in a properly phased manner. The local planning authority may impose conditions on planning permissions to secure this objective.~~

~~Policy DW-P1~~

~~Water and waste water infrastructure~~

~~The local planning authority will ensure that new development is properly phased with the provision of adequate water and waste water infrastructure.~~

Electricity and gas

~~C11.9 The supply of gas and electricity, unlike water, is not so dependent on the availability of local resources. However, pipelines and cables needed to transport the supplies can have a significant impact on the environment.~~

Power stations

~~C11.10 Under the Electricity Act 1989, responsibility for determining applications for major developments by the electricity industries rests with the Secretary of State for Energy, with local planning authorities acting as consultees. Local planning authorities may determine applications for generating stations of under 50 megawatts capacity, or extensions to such stations which do not cause them to exceed this limit. Emissions from power stations are controlled by the Environment Agency under environmental protection legislation.~~

~~C11.11 Power generation commenced in this District with the decision to allow the Marchwood Power Station in the 1950s. Fawley Power Station was permitted in the 1960s. Power generation facilities capable of serving the national grid also exist within the Fawley Oil Refinery and petrochemicals complex. The power station at Marchwood was demolished in 1990, but the existence of this site, and the Fawley Power Station, together with the well-established transmission links to the national grid system, and the ready availability of cooling water, mean that this part of the District is still regarded by the power generation industry as having potential for further power station development. An Energy Recovery Facility generating power from waste combustion has now been built at Marchwood, and permission has also been granted there for a gas turbine power station.~~

~~C11.12 The decisions to allow the original power stations were made at a time when understanding of the environmental consequences was not as advanced as it is now. These installations have a substantial impact on the environment of the District. They are very close to the New Forest, and visually prominent even in distant views across the Forest and from other parts of Hampshire and the Isle of Wight. All the existing sites are prominent in views from Southampton Water; the Fawley Power Station site is particularly exposed, being visible from the Solent and beyond. Potentially, emissions from these installations could have an effect on the ecology of the New Forest. Their associated infrastructure, particularly the major power lines, are prominent in views in many parts of the District.~~

~~C11.13 Future power station development in the District must be considered in the context of the overall aims and objectives of the local plan, (see Sections B1 and B2), in particular the overriding need to conserve and protect the New Forest. The coast is also of recognised landscape and ecological value, as is much of the countryside outside the New Forest. Planning Policy Statement PPS7, Sustainable Development in Rural Areas indicates that in areas subject to special designations such as National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas, Special Areas of Conservation and the Green Belt, proposals for major developments such as power generation should be subject to the most rigorous examination, and should be demonstrated to be in the public interest. The majority of this District lies within such designated areas, and development within them of any commercial power generation facility, and associated new infrastructure such as connections to the national grid, would be likely to be seriously detrimental to their environmental quality.~~

Policy DW-P2

Power stations

~~Permission for the development of licensed power stations serving the national grid, will only be granted on existing power station sites at Fawley Power Station (subject to Policy FP-1, Section D13) and the former Marchwood Power Station (subject to Policy MA-2, Section F17), and within the Fawley Oil Refinery and petrochemicals complex (subject to Policy FA-1, Section F11), provided that:~~

- ~~a their environmental impact is acceptable to the local planning authority; and~~
- ~~b they involve no extension of the existing Fawley and Marchwood Power Station sites; and~~

- ~~c the highway authority and the local planning authority are satisfied that the transport implications of the proposal are acceptable.~~

~~Proposals to refurbish or modify existing power stations will be subject to the same criteria:~~

~~C11.14 This policy is intended to guide the local planning authority in determining the applications for power station developments of 50 megawatts or less. It will also provide the basis for the authority's response to any consultation received from the Secretary of State for Trade and Industry on applications to construct or extend larger power stations within this District.~~

~~C11.15 While the existing power station sites have a considerable impact on the local environment, the local planning authority accepts that they are likely to remain in power-generation use. However, the authority seeks to minimise both their existing impact, and that of any proposals for improvement or redevelopment of the power generation uses.~~

~~C11.16 The planning authority recognises that the environmental implications of power station proposals will depend on their fuel sources and the scale of the installation. In considering the fuel sources used, the authority will have particular regard to:~~

- ~~i **transport implications** fuel sources such as coal or waste materials which have to be transported by road or imported by sea will have significant implications for the road network and/or the coast. The local planning and highway authorities will need to be satisfied that the local road network is adequate, or can be improved to the required standard, and that importing facilities will have no unacceptable impact on the coastal environment;~~
- ~~ii **pollution** the authority seeks to minimise harmful emissions, and smell, dust and noise arising from the storage and use of the fuel source (see Policy DW-E43, Section C6); in considering proposals, the local planning authority will be advised by the Environment Agency. Any new proposals will have to comply with nationally adopted EU standards on the quality of emissions;~~
- ~~iii **visual impact** storage of fuel such as coal can have a significant impact on the appearance of the area; and~~
- ~~iv **renewable fuel sources** the local planning authority is mindful of the advice in PPS22 Renewable Energy, and will encourage the development of power generation from renewable sources on the existing power station sites as defined in Policy DW-P2 and elsewhere in accordance with Policy DW-P3.~~

~~C11.17 In view of the relatively sheltered nature of this area, it is unlikely that the existing sites would be suitable for wind power.~~

~~C11.18 In terms of scale, the local planning authority seeks to reduce the visual impact of these developments, and will oppose new installations of a scale equivalent to, or greater than those which exist, or have existed within this District.~~

~~C11.19 Under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2000, an Environmental Impact Assessment is likely to be required in connection with proposals for new power stations in this District (see Section C8).~~

~~Renewable energy~~

~~C11.20 Renewable energy is a term used to describe those continuous energy flows that occur naturally and repeatedly in the environment – from the sun, the wind and the oceans, and from plants (including combustion or digestion of energy crops) and the fall of water. It is also used to describe the energy available from certain wastes (e.g. agricultural or forestry waste) and within the earth itself (e.g. geothermal activity). Generating electricity from renewable energy can be less harmful to the environment than using fossil fuels – coal, oil and gas.~~

~~C11.21 The Government has proposed that 5% of the UK's electricity requirements~~

should be met from renewable sources by 2003, rising to 10% by 2010. RPG9, Energy Efficiency and Renewable Energy, published by the Government Office for the South East in November 2004, sets out targets of 5.5% of energy in the South East to be generated from renewable sources by 2010, and 8% by 2016. The principal potential sources of renewable energy for the Region are considered to be energy from biomass, on-shore and off-shore wind power, and energy from certain forms of waste (including landfill gas, green waste and sewage gas). Solar energy (including photovoltaic power, solar water heating and passive solar design) may also contribute.

~~C11.22~~ In this District the generation of energy from combustion of certain forms of waste (e.g. timber waste from forestry operations) appears to be one feasible option. There may also be potential for use of solar energy in various forms. Other options such as the use of landfill gas or the development of energy from biomass may be limited because of their environmental impact. The potential for production of wind energy in this area may also be limited because of environmental impact; the proximity of the airports at Southampton and Bournemouth is also a consideration given current advice on the possible effects of wind turbines on air navigation and aeronautical radio stations — see Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and the accompanying Circular 1/2003. This requires that proposals for wind turbines within a 30 kilometre radius of a notified civil technical site (e.g. an aerodrome or National Air Transport Services (NATS) installation) should be the subject of consultation with the aerodrome operators and NATS. Consultation zones are indicated on the Proposals Map (see also Appendix G8).a

~~C11.23~~ PPS22, Renewable Energy (2004) notes that sites for such schemes will often be in rural areas or on the coast, and recognises the need to protect the landscape and wildlife of designated areas. Particular care should be taken in assessing proposals for developing renewable energy projects in sites subject to international and national nature conservation and landscape designations such as Special Areas of Conservation, Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest, National Parks and Areas of Outstanding Natural Beauty, and in the Green Belt — PPS22 paragraphs 9 —13 refer.

Policy DW-P3

Renewable Energy

~~Permission for the development of renewable energy schemes will only be granted where the local planning authority is satisfied such developments will not harm interests of acknowledged importance in the local environment. In assessing proposals for renewable energy schemes the local planning authority will have particular regard to the following issues:~~

- ~~a the immediate and wider impact of the proposed development on the landscape; and~~
- ~~b the need to protect features and areas of natural, cultural, historical and archaeological interest; and~~
- ~~c the measures that would be taken, both during and after construction, to minimise the impact of the development on local land use and residential amenity; and~~
- ~~d the local and any wider benefits the proposal may bring; and~~
- ~~e certain renewable energy resources can only be harnessed where the resource occurs.~~

~~C11.24~~ The local planning authority acknowledges that renewable energy sources can potentially contribute to meeting energy needs in a significant and sustainable way. The significance of reducing carbon dioxide and other emissions in relation to climate change is recognised. At the same time, as the majority of the District lies within designated areas of landscape and/or nature conservation value or other restraint on development, and in accordance with the above policy and Hampshire County Structure Plan Review Policy E5, any proposals should be subject to rigorous examination.

~~C11.25 In assessing proposals under this policy, the local planning authority will require that the energy source used is truly renewable, i.e. that it arises from energy flows that occur naturally such as solar, hydro, wind, waves or processing of certain waste products. Subject to the criteria in Policy DW-P3, the local planning authority will encourage the development of a variety of technologies as appropriate to the character of the locality to generate power from these sources, such as:~~

- ~~(i) solar and photovoltaic apparatus on new and existing buildings;~~
- ~~(ii) the development of small scale power stations using renewable sources on existing industrial sites, and by re-use of appropriate buildings in rural areas subject to Policies NF-RB1, Section D12 and CO-RB1, Section E10.~~

~~While there may be some potential to make use of landfill gas as suggested in the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan, landfill sites are usually remote from developed areas, and the environmental implications of development in such locations will require very careful consideration given the particular sensitivity of the environment of this District.~~

~~C11.26 The local planning authority will also encourage proposals that reduce energy consumption from conventional sources, including orientation and insulation of buildings, and the use of Combined Heat and Power (CHP) schemes (see Policy DW-E4, Section C1).~~

~~Telecommunications~~

~~C11.27 The policies relating to telecommunications are set out in Sections D11, E9 and F6.~~

~~C12 Gypsies and travelling showpeople~~

~~Gypsy sites~~

~~C12.1 There is currently one permanent gypsy site in the District at Bury Brickfields, Eling. It is managed by the County Council, and has 20 pitches and a permanent warden on site. The site has been in operation since November 1990 and has good facilities.~~

~~C12.2 The adopted Hampshire County Structure Plan Review indicates that local planning authorities no longer have a statutory duty to provide sites for gypsies residing in or resorting to their area, but draws attention to Government guidance that local planning authorities should continue to make adequate gypsy site provision in development plans. Policy H12 of the Structure Plan indicates that local plans should make provision for gypsy sites either by allocations or by criteria-based policies. The statistical survey undertaken on behalf of the Department of the Environment, Transport and the Regions by Hampshire County Council in co-operation with New Forest District Council did not reveal any further demand for additional local authority sites. The County Council has indicated that it does not envisage providing additional permanent or transit sites within this District, based on the present statistics provided by the Office of the Deputy Prime Minister. However, there is a need for short stay facilities (temporary stopping places) in the county to accommodate the travelling population. The District Council, in consultation with Hampshire County Council, will keep under review the provision of gypsy sites within the District.~~

~~C12.3 Government guidance on gypsy sites is in Circular 1/94, Gypsy Sites and Planning. Additional advice on policy is provided in Circular 18/94, Gypsy Sites Policy and Unauthorised Camping.~~

~~Policy DW-G1~~

~~Gypsy sites~~

~~The development of permanent, transit and temporary sites for gypsies will only be permitted where they:~~

- ~~a have no unacceptable impact on designated areas of landscape and/or nature conservation value, including the New Forest, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas and Special Areas of Conservation; and~~
- ~~b do not prejudice the purposes of the Green Belt or the Strategic Gaps; and~~
- ~~c do not involve the loss of the best and most versatile agricultural land; and~~
- ~~d have satisfactory means of access and adequate parking, and do not generate traffic of an amount or type inappropriate for roads in the area; and~~
- ~~e do not have an unacceptable impact on neighbouring land uses; and~~
- ~~f can be provided with basic essential services (potable drinking water, foul waste disposal and skip facilities); and~~
- ~~g are not visually intrusive and/or can readily be screen landscaped; and in the case of permanent sites,~~
- ~~h have reasonable and convenient access to schools, medical services, shops and other community facilities.~~

~~Permanent and transit sites can include an element of business activity providing it does not adversely affect neighbouring land uses or generate levels and types of traffic inappropriate to local roads.~~

~~C12.4 Circular 1/94 indicates that local plans should make provision for the development of sites for Gypsies, subject to certain constraints, including those referred to in the above policy, which cover most of the District. The policy is intended to facilitate provision within the District appropriate to gypsies' accommodation needs,~~

~~which may include public or private permanent or transit sites or temporary stopping places, while protecting the environment and local amenity.~~

~~Travelling showpeople~~

~~C12.5 Government advice on development for travelling showpeople is in Circular 22/91, Travelling Showpeople. There are sites accommodating travelling showpeople's winter quarters in Totton and Netley Marsh. In Totton town centre, the travelling showmen's site in Commercial Road is covered by Policy TE 7, Section F22, which suggests that along with adjoining land, it could be re-developed for residential, office/business and/or leisure uses. There is some evidence of further demand for sites for travelling showpeople, but the extent of this is difficult to assess. In view of the environmental constraints in this District, it is also difficult to identify a specific allocation for developments of this type; Circular 22/91 indicates that Government advice restricting development in specially protected areas continues to apply and that for example, very special circumstances have to be demonstrated to justify allowing development for purposes not normally appropriate in the Green Belt. Specially protected areas in this District also include areas of landscape and/or nature conservation value, e.g. the New Forest National Park, the Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Ramsar sites, Special Protection Areas and Special Areas of Conservation; also Strategic Gaps. None of the Government or structure plan advice on these areas indicates that they are regarded as suitable locations for travelling showpeople's sites. Proposals for such development will accordingly be dealt with on their merits in accordance with the policies of this local plan and government guidance.~~

C13 The coast

C13.1 The coast of this District is some 64 km (40 miles) long, and includes built-up areas, countryside and parts of the New Forest (see proposals maps). The undeveloped coast, which lies within the New Forest National Park and Countryside outside the New Forest, is covered by policies in Parts D and E of the plan, which severely restrict development. In addition, parts of the undeveloped coast are covered by special rural designations, in particular Green Belt and Strategic Gaps (see proposals maps). These areas are protected from development by policies in Part C3 of the plan. The majority of the coastline is included in special designations for nature conservation or geological interest (see proposals maps), which are protected by policies DW-E36 and DW-E37, Section C4. The District's coast falls into three broad sections.

i Christchurch Bay (Barton-on-Sea to Hurst Spit).

C13.2 This coast is characterised by narrow shingle beaches and slumping or eroding cliffs of much geological interest, mostly included in Sites of Special Scientific Interest (SSSIs). There is cliff top development at Barton-on-Sea and Milford-on-Sea, and the need to protect these areas from coastal erosion has generated considerable coast protection work. Works to maintain the stability of Hurst Spit are ongoing. Cliff-top footpaths provide panoramic views of the coast and its hinterland, and the Isle of Wight. The whole of this coastline is accessible to the public, and there are amenity car parks at Barton, Taddiford Gap and Milford.

ii North-west Solent Shore (Hurst Spit to Calshot).

C13.3 This contains extensive coastal marshes of considerable wildlife value, all within SSSIs; the Beaulieu River estuary is included in a National Nature Reserve, and there are local nature reserves in the Lymington- Keyhaven marshes and at Boldre foreshore. These areas are in a Special Protection Area (SPA) and Ramsar site, and parts of them, together with areas off-shore, are within Special Areas of Conservation (SACs). The hinterland is low lying, with an attractive landscape, part open, part wooded, all included within the New Forest National Park. This stretch of the coast also includes the Lymington and Keyhaven river estuaries, which are centres for recreational sailing, boat building and repair, and commercial fishing. There are amenity car parks at Keyhaven and Lymington, and footpaths run through the marshes and along the sea wall between Keyhaven and Lymington, but east of Lymington, public access to the coast is limited primarily to Calshot, Lepe and the Beaulieu River.

iii Southampton Water (Calshot to Redbridge).

C13.4 This is a river estuary, with much of the coast now developed for major industry and other uses, including the Fawley oil refinery and petrochemicals complex, the Fawley Power Station, the site of the former Marchwood Power Station, Husbands Shipyard and the Marchwood Sea Mounting Centre (Military Port). Other developed areas are at Eling, Marchwood and Hythe. The remaining coastal marshes and intertidal areas are of great nature conservation value, and largely included within SSSIs. These areas are in a SPA and Ramsar site; part of the Hythe-Calshot Marshes SSSI, Eling & Bury Marshes SSSI and part of the Lower Test Valley SSSI are in a SAC. There is also a local nature reserve at Calshot. The New Forest National Park extends to the old shoreline at Dibden Bay. There remain some landscape features on this coastline which are important to its character viewed from inland and from the water, for example woodland within the petrochemicals complex and between this and the residential areas of Hythe, the old shoreline viewed across the reclaimed land at Dibden Bay, and remnants of traditional Forest grazing land at Ashlett Creek and Eling.

History and archaeology

C13.5 The coast contains a number of sites and buildings of historic and/or archaeological interest which have become an integral part of the coastal landscape. These are identified in Hampshire County Council's Sites and Monuments Record, and

include two Tudor castles at Hurst and Calshot Spits, two nationally rare examples of early working tide mills at Eling and Beaulieu, one of the most important sites in the Solent for the construction of early wooden warships at Buckler's Hard, and important relics of the world wars, for example the hangars at Calshot. There are also archaeological remains off-shore, which are identified in the County Council's Maritime Sites and Monuments Record. Several Conservation Areas are on or related to the coast (see proposals maps).

Coastal Management Plan

C13.6 The District Council has prepared a non-statutory Coastal Management Plan covering all aspects of the Council's involvement with the coast, and other general coastal issues. This includes further consideration of:

- i environmental improvements;
- ii coastal protection and flood defences;
- iii new and improved coastal access routes;
- iv beach huts;
- v public slipways and hards; and
- vi on- and off-shore facilities for coastal recreation.

C13.7 The District Council has led the production of the Western Solent and Southampton Water Shoreline Management Plan and has contributed to the production of the Poole and Christchurch Bays Shoreline Management Plan. These deal in more detail with coast protection proposals, and complement the Coastal Management Plan.

Structure Plan and government guidance

C13.8 Policies C4 and C5 of the Hampshire County Structure Plan Review deal with coastal issues. Government guidance relevant to the coast is in:

Planning Policy Guidance Note (PPG) 20, Coastal Planning(1992); PPG9, Nature Conservation (1994); PPG12, Development Plans (1999); PPG14, Development on Unstable Land (1990); PPG15, Planning and the Historic Environment (1994); PPG16, Archaeology and Planning (1990); PPG17, Sport and Recreation (1991) and revised 2001; PPG21, Tourism (1992) and PPG25, Development and Flood Risk (2001);

Circular 2/99, Environmental Impact Assessment; Circular 20/89, Water Act 1989; Circular 17/91, Water Industry Investment: Planning Considerations; Circular 30/92, Development and Flood Risk; and Circular 2/93, Public Rights of Way.

Development on the coast

C13.9 Other than in river estuaries, planning control extends only to low water mark. Planning controls are limited in areas controlled by Harbour Authorities which have powers to carry out certain forms of developments under Harbour Acts.

Policy DW-C1

Coastal development

Development on the coast shall:

- a **be designed to the highest standards, having regard to the impact of the proposal on views of the coast from land and sea; and**
- b **not adversely affect coastal townscape, landscape, seascape, nature conservation or archaeological interests.**

C13.10 The Hampshire County Structure Plan Review Policy C5 contains a presumption against the development of sites on the undeveloped coast. Where development is acceptable in principle, and in accordance with PPG20, Coastal Planning, and Policies C4 and C5 of the Hampshire County Structure Plan Review, Policy DW-C1 seeks to ensure that new development on the coast does not detract from, and where possible improves the coastal environment.

C13.11 In assessing proposals for new development and in schemes for environmental improvement, views from the sea will be an important consideration, as well as those from the shore and inland. Views of the sea (seascape) will also be taken into account. There is intensive recreational use of these coastal waters and the appearance of the coast contributes to the quality of the recreational experience offered by this area.

C13.12 The District Council places a high priority on the protection of coastal areas of nature conservation value. As well as designated areas, these include areas off-shore that could be affected by developments on-shore, for example uses which discharge waste out to sea.

C13.13 Given the exceptional sensitivity of much of this District's coastline, the local planning authority is likely to request Environmental Impact Assessments for development proposals on the coast falling within Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Policy DW-C2

Restricted uses on coastal sites

On coastal sites in the defined built-up areas and existing developed coastal sites outside the defined built-up areas which are in business, public utilities or recreational use and which enable, or have existing means of providing access to coastal waters, development will be restricted to uses dependent upon access to coastal waters, subject to other policies of this local plan.

C13.14 In accordance with Policies C4 and C5 of the Hampshire County Structure Plan Review, this policy seeks to retain the relatively few coastal sites which provide access to coastal waters for uses dependent upon such access. Acceptable uses on such sites could include, for example, boat building and repair, import/export activities and other shipping, power generation (subject to policies DW-P2 and DW-P3, Section C11) or certain recreational uses, subject to the appropriate policies of this local plan. Residential uses would not normally be acceptable.

Dibden Bay

~~C13.15 The Hampshire County Structure Plan Review Policy EC6 indicates that port development on land at Dibden Bay may be permitted provided that it can be demonstrated that the need for the development outweighs its impact on areas of importance to nature conservation; on the conservation, landscape or ecology of the New Forest; and on local communities. Provision would need to be made to offset the impact on habitats; the required access would need to be achieved without serious disturbance to the countryside, coastal or built-up areas affected; maximum use should be made of rail and sea routes; and appropriate contributions would need to be secured to fund infrastructure requirements. A full Environmental Assessment would be required. In addition, if the proposals affect the Special Protection Area, an assessment will be required under the Habitats Regulations. The proposal will be carefully examined in accordance with Government advice in PPG9, Nature Conservation. The Council will also wish to assess the construction impacts of any proposal for port development, since these could be significant and long-term.~~

~~C13.16 Proposals to develop a container port at Dibden Bay were submitted by Associated British Ports in October 2000. Following consultation on these applications, a Public Inquiry was held to consider the applications, and representations on them. This Inquiry began in the autumn of 2001 and concluded towards the end of 2002. The Secretary of State for Transport dismissed the proposals.~~

~~C13.17 Structure Plan Review Policy EC6 clearly locates the proposed port development at Dibden Bay. However, the precise boundaries of the port development, the extent of associated mitigation works and linked transport infrastructure can only be established in the light of specific proposals. It would not, therefore, be appropriate at this stage to closely define areas of land involved or precise details of necessary infrastructure. The location of the proposed port development is, therefore, shown in diagrammatic form on the Proposals Map.~~

Policy DW-C3**Port development at Dibden Bay**

~~Port development requiring access to deep water may be permitted at Dibden Bay as indicated diagrammatically on the Proposals Map provided that it complies with the requirements of Policy EC6 of the Structure Plan Review and provided that the developer carries out or provides:~~

- ~~i a contamination risk assessment of the land where the development is to take place and any necessary remediation works, in accordance with Policy DW-E48, Section C6;~~
- ~~ii measures to minimise the level of emissions to the air during the construction and operation of the development and the monitoring of such emissions, in accordance with Policy DW-E43, Section C6;~~
- ~~iii a detailed landscape strategy for the development and associated transport infrastructure in order to minimise landscape and visual effects, in accordance with Policies DW-E6 and DW-E7, Section C9;~~
- ~~iv a detailed lighting strategy for the operational area, in accordance with Policy DW-E43, Section C6;~~
- ~~v a detailed scheme of noise attenuation measures, in accordance with Policy DW-E43, Section C6;~~
- ~~vi a detailed scheme of archaeological assessment with appropriate measures, in accordance with Policies DW-E28 and DW-E29, Section C2;~~
- ~~vii appropriate provision of transport and access arrangements and public rights of way, in accordance with Policies DW-T5, DW-T8, DW-T9, and DW-T12 – DW-T14, Section C9;~~
- ~~viii appropriate replacement of open space, in accordance with Policy DW-R1, Section C10; and,~~
- ~~ix any other provision for the infrastructure necessary to ensure that the development is acceptable in land use planning and transport terms and in the context of local plan objectives, in accordance with Policy DW-F1, Section C14.~~

Coast protection and flood defence**Policy DW-C4****Coastal protection works**

New and improved coast protection and coastal flood defence works will be permitted where there is a significant potential loss or inundation of land posing a threat to life, built-up areas, important amenity land or the best and most versatile agricultural land, provided that the local planning authority is satisfied that these proposals have had regard to their effects on:

- a nature conservation and geological interests; and
- b the appearance of the coast as viewed from land and sea, including the quality of the design of the scheme and its relationship to its surroundings; and
- c designated Conservation Areas; and
- d features of historic and archaeological value on- and off-shore; and
- e public access to the shore, both effects on existing and potential to create new access opportunities; and
- f coastal recreational uses; and
- g the effects on hydrology and coastal processes locally and elsewhere on this and neighbouring coastlines; and
- h the environmental effects of the construction process, including local extraction of materials and their movement.

C13.18 Under the Coast Protection Act 1949 the District Council has permissive powers to undertake coast protection activities within this District. Flood defence can be undertaken by the Environment Agency under the Water Resources Act 1991.

C13.19 PPG20, Coastal Planning, recognises that such works can have a significant impact on the coastal environment, and requires that this should be taken into account in planning decisions. The policy sets out those aspects of the coastal environment of particular concern to this authority. In some instances, an Environmental Assessment may be required (see Section C8).

C13.20 Options for coastal defences on the undeveloped coast may include “managed realignment” where the maintenance of existing defences is no longer justified economically. All such areas within this District are covered by policies restricting development.

Policy DW-C5

Development requiring coastal works

~~Development giving rise to a need for new coast protection works or for extensions or improvements to existing works will not be permitted.~~

~~C13.21 In accordance with PPG20, Coastal Planning (1992), the policy seeks to prevent development which would give rise to a need for additional coast protection works to be undertaken at public expense. Government grant aid is not available for works to protect new development; funding is only available to protect existing developed areas.~~

~~C13.22 Development giving rise to need for new flood defences is covered by Policy DW-E49, Section C7.~~

Policy DW-C6

Coastal erosion

New built development, or development leading to an increase in risk to the public, will not be permitted in areas on or near the coast at risk from coastal landslip or erosion, as defined on the proposals map, other than minor works required to enable continued use of existing structures while they are structurally sound.

C13.23 In accordance with government advice in PPG14, Development on Unstable Land (1990), PPG14 Annex 1, Development on Unstable Land; Landslides and Planning (1996) and PPG20, Coastal Planning (1992), the policy seeks to avoid permitting new built development, or development that would increase risk to the public, in the area which would be at risk from coastal erosion during the lifetime of the building. The life of a building is assumed to average 60 years, based on an estimate of the service life of new housing in British Standard advice notice BS 7543. The areas at risk have been defined accordingly. This policy is not intended to prevent minor works to maintain existing buildings within the area at risk in a usable condition while they are capable of being used. Minor works include small scale repairs and decoration; they do not include extensions, major structural repairs, or alterations, redevelopment or changes of use that would increase numbers of people at risk. The policy is not intended to prevent the development of beach huts in accordance with Policy DW-C10, as these are minor recreational developments subject to restrictions on hours of use. However, as the erosion progresses, the degree of risk associated with such proposals will need to be taken into account.

C13.24 Development in areas at risk from flooding is covered by Policy DW-E49, Section C7.

Coastal land reclamation

Policy DW-C7

Coastal land reclamation

Permission will not be granted for the reclamation of land from the sea or the reclamation, development, excavation or permanent flooding of intertidal areas unless the local planning authority is satisfied that the proposal will:

- a **have no adverse effects on hydrology or coastal processes locally or elsewhere on this or neighbouring coastlines; and**
- b **not damage areas of recognised nature conservation, landscape, historic or archaeological importance; and**
- c **have no adverse impact on the character of adjoining areas by reason of the development proposals with which it is associated, including traffic generation.**

C13.25 In accordance with Hampshire County Structure Plan Review Policy C7, this policy seeks to avoid land reclamation proposals which would prejudice the environmental objectives of the local plan, the Structure Plan or national guidance on coastal development in PPG20, Coastal Planning (1992).

Coastal recreation and tourism

Policy DW-C8

Pedestrian and vehicular coastal access

Development proposals on the coast should make provision for public access to and along the shore and clifftop where this is practicable, does not conflict with shoreline management interests and does not cause irreconcilable conflict with nature conservation interests or with the particular land use proposal.

C13.26 Relatively little of the District's coastline is accessible to the public. Public access is limited by land ownership, land uses such as industry, nature conservation constraints, the absence of coastal roads and footpaths, and occasionally, coast protection or flood defence works.

C13.27 In accordance with Policy C4 of the Hampshire County Structure Plan Review, PPG20, Coastal Planning (1992), and Circular 2/93, Public Rights of Way, the District Council seeks to achieve and retain public access to the coast, including where practicable access for those with restricted mobility, and to create an attractive and coherent public footpath, cycleway and bridleway network along the coast which is linked to countryside and built-up areas inland. Particular attention will be given to improvements along the coast of Southampton Water, and where possible along the north-west Solent shore including the Solent Way. Preferred routes are listed in policies DW-T10 and DW-T11, Section C9, and where appropriate identified on the proposals maps.

C13.28 Policy DW-T14, Section C9 sets down the considerations which apply to new and improved routes, including the priority given to nature conservation.

Policy DW-C9

Coastal car parks

Permission will not be granted for new coastal amenity car parks unless they:

- a **can be fully justified in terms of resolving an existing recognised parking problem; and**
- b **will not materially increase visitor pressures on the coast; and**
- c **are small in scale (ie. can accommodate no more than 20 cars); and**
- d **do not intrude into views from the coast or the sea; and**
- e **do not have an adverse effect on landscape, nature conservation, historic or archaeological interests.**

C13.29 The District contains a number of coastal amenity car parks, principally around Christchurch Bay, and at Keyhaven, Lymington, Lepe and Calshot. Problems of vehicular congestion occur in some places at peak holiday periods, notably at Barton, Keyhaven and Milford.

C13.30 The local planning authority is concerned that the creation of new car parks could conflict with objectives to protect the coastal environment, because of their impact on the coastal landscape, and by intensifying visitor pressures. For this reason, the authority seeks to ensure that the scale of new provision is strictly limited.

C13.31 Car parks can be visually intrusive, and a number of existing car parks are in need of environmental improvement. The policy enables relocation of these should more suitable sites become available.

C13.32 The District Council will also consider introducing traffic management measures where particular problems of vehicular congestion occur.

Policy DW-C10

Beach huts

Permission for new beach huts will be limited to replacement of existing huts and the infilling of gaps in the existing lines of huts by new units in the locations defined on the proposals map provided this does not conflict with nature conservation or shoreline management interests.

C13.33 There are approximately 860 beach huts in this District, at Barton-on-Sea, Hordle Cliff, Milford-on-Sea and Calshot. While they may be considered visually intrusive by some, they remain a popular and traditional element of the coastal scene. Some lie within Sites of Special Scientific Interest, and the effects of proposals for new huts on features of nature conservation value will be a material consideration. Some also lie in areas at risk from coastal erosion and/or flooding, and the degree of risk will need to be taken into account in considering proposals for infilling or replacement. Vandalism of beach huts and fragmentation of their location have become issues, particularly at Barton-on-Sea. At Calshot, some rationalisation of gaps and access arrangements is needed. In order to facilitate management and improve security it is intended to concentrate replacement huts and any new huts within the areas defined on the proposals map. Outside these areas, permission will not be granted for new or replacement huts. For the purpose of infilling or replacement, gaps should be of sufficient size to enable access to all sides of the huts for maintenance purposes, and at appropriate sites, of sufficient width to facilitate access by wheelchair users.

C13.34 The District Council will encourage improvements in the design and maintenance of beach huts wherever possible.

Policy DW-C11

Marinas and moorings

The development of new moorings and marinas will not be permitted unless the local planning authority is satisfied that:

- a they will have no adverse effects on nature conservation interests; and**
- b they will have no adverse impact on the coastal landscape, townscape or seascape; and**
- c they will have no unacceptable impact on marine archaeological interests; and**
- d they will not cause or increase water pollution or flooding; and**
- e they will not give rise to traffic flows and car or boat parking requirements on-shore which are detrimental to the local environment; and**
- f outside the defined built-up areas, they do not give rise to a requirement for substantial built facilities on-shore (see policies NF-R2, Section D9 and CO-R2, Section E7).**

C13.35 The Solent is one of the most popular and prestigious sailing areas on the coast of the British Isles. There are continuing pressures for the creation of moorings and marinas throughout the area, including this District.

C13.36 There are four marinas in the District, at Buckler's Hard, Hythe, and two at Lymington. These, together with other public and private moorings around the coast, contribute to a total of around 4000 moorings around these shores. In addition, there is provision for a further 1400 boats on shore, and there are 18 public and private launching facilities (slipways, hards etc.).

C13.37 PPG20, Coastal Planning (1992), advises that policies for the development of marinas should be based on an assessment of the capacity of the local environment to accommodate further water based recreation. In view of the particular sensitivity of this District's coast, the above policy seeks to control the development of further moorings and marinas in order to avoid adverse environmental impact.

C13.38 The local planning authority can only control the development of moorings, marinas and associated facilities above low water mark (mean high water where a harbour authority exists). Below low water mark and in areas covered by some Harbour Acts, these proposals are controlled by the relevant Harbour Authority or the Crown Estates Commissioners.

C13.39 An alternative to moorings is the use of public slipways and hard for the launching of trailered craft. The District Council will encourage environmental improvements to those which are accessible to the general public, where appropriate including improvements to parking and turning facilities.

On-shore facilities for coastal recreation

C13.40 Proposals for on-shore facilities related to coastal recreation are covered by policies NF-R2, Section D9, CO-R2, Section E7 and BU-LC6, Section F5 which deal with the New Forest, the countryside outside the New Forest and the defined built-up areas respectively. These policies recognise the needs of those enjoying coastal recreational pursuits while minimising the environmental impact of such proposals on the undeveloped coast.

Coastal Pollution

C13.41 The District Council seeks to minimise the pollution of coastal waters in the interests of public health, and in order to protect nature conservation interests. The waters around these shores are used intensively for recreational purposes, and they are also fished extensively. The oyster fisheries in the Solent, which are of particular importance to the local economy, are especially vulnerable to pollution.

C13.42 The District Council will seek to achieve this through use of Policy DW-E43, Section C6 (Control of Pollution), through its role as consultee on proposals such as planning applications for waste water treatment works, which are the responsibility of Hampshire County Council, and through participation in joint initiatives such as the Standing Conference on Solent Water Quality.

C13.43 This issue is addressed further in the New Forest District Coastal Management Plan.

~~C14 Developers' obligations~~

~~Policy DW-F1~~

~~Developers' obligations~~

~~Development proposals shall make provision for the infrastructure necessary to secure that the development is acceptable in land use planning and transport terms and in the context of local plan objectives. In some circumstances, financial contributions for the provision of infrastructure off site will be sought.~~

~~C14.1 Government guidance on developers' obligations is in Circular 1/97, Planning Obligations. It includes criteria against which to test the reasonableness of a planning obligation. The Hampshire County Structure Plan Review notes the circumstances in which contributions may be sought for public open space (Policy R2) and transport infrastructure (Policy T5).~~

~~C14.2 It is important that new development does not impose excessive demands on existing physical and social infrastructure such as roads, drainage systems, public open space and community facilities. It is also important that where possible, it assists in achieving the planning objectives of this local plan, for example the provision of affordable housing, a coherent footpath and cycleway network and improvements to the environment. The test of reasonableness of seeking a planning obligation from an applicant for planning permission is set out in Circular 1/97. Accordingly, where appropriate, the local planning authority may seek the following contributions in connection with development proposals:~~

- ~~i off-site highway and other transport infrastructure improvements, including provision for public transport where appropriate (as specified in Policy DW-T8, Section C9);~~
- ~~ii car parking (as specified in Policy DW-T9, Section C9);~~
- ~~iii footpaths and cycleways (as specified in Policy DW-T13, Section C9);~~
- ~~iv surface water drainage infrastructure (as specified in Policy DW-E51, Section C7);~~
- ~~v public open space (as specified in Policy DW-R3, Section C10);~~
- ~~vi community and education facilities (as specified in BU-TC11, Section F2 and Policy BU-LC8, Section F5);~~
- ~~vii environmental improvements (as specified in Policy DW-E6, Section C1, and in policies for the defined built up areas in Part F);~~
- ~~viii affordable housing as specified in Policies AH-1 and AH-2 (Section B4), NF-H2 (Section D3), and CO-RB1 (Section E10) and site specific policies;~~
- ~~ix other local needs as appropriate to the development.~~

~~C14.3 Clearly, not every development will have to provide all these forms of infrastructure; requirements will vary depending on the scale, type and location of the proposal, and the particular needs of the development concerned. Developers' contributions will not normally be used to make up existing deficiencies in physical or social infrastructure, although Hampshire County Structure Plan Review Policy R2 indicates that in areas of acknowledged open space deficiency, the local planning authority may negotiate a higher provision of open space to offset the deficiency.~~

~~C14.4 In accordance with Circular 1/97, it may be necessary for developers to enter into planning obligations under Section 106 of the Town and Country Planning Act 1990 and/or obligations under other legislation, for example, Section 278 of the Highways Act 1980, prior to the granting of planning permission, to ensure the implementation of the infrastructure necessary to support their proposals. Developers are strongly advised to ascertain the level of contributions required before agreeing to purchase any site; this can then be reflected in the price paid.~~

