LOCAL DEVELOPMENT FRAMEWORK FOR:
NEW FOREST DISTRICT
OUTSIDE THE NATIONAL PARK

HABITAT REGULATIONS ASSESSMENT
OF SITES AND DEVELOPMENT
MANAGEMENT DPD
CONSULTATION DOCUMENT

SCREENING STATEMENT

New Forest District Council
January 2011
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Executive Summary

This report explains the process of screening for Habitats Regulations Assessment. It has been prepared by New Forest District Council with technical advice from the Hampshire County Council ecology section and provides an opinion, for consultation with Natural England and others, on whether the Sites and Development Management DPD requires full assessment under the Habitats Regulations for its effects on European sites. The process of Habitats Regulations Assessment, including interim reports has been used to inform development of the options.

European sites are areas of international nature conservation importance that are protected for the benefit of the habitats and species they support. The following sites have been included in this study because they could be at risk of experiencing negative impacts as a result of the plan:

- River Avon SAC
- Avon Valley SPA
- Avon Valley Ramsar
- Dorset Heathlands SAC
- Dorset Heathlands SPA
- Dorset Heathlands Ramsar
- The New Forest SAC
- New Forest SPA
- The New Forest Ramsar
- Solent and Isle of Wight Lagoons SAC
- Solent Maritime SAC
- Solent and Southampton Water SPA
- Solent and Southampton Water Ramsar

Rationale for the selection of sites is provided in Section 2.3

Findings

Based on the information given within this document, and current levels of knowledge of the sites and effects it is New Forest District Council’s considered opinion that some of the policies in the New Forest District Council Sites and Development Management DPD may require full appropriate assessment, under the Habitats Regulations. It has not been possible to rule out Consultation Document policies TOT9 (Salterns School, Commercial Road, Totton), TOT14 (Eling Wharf), MAR8.4 (Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane), BLA2 (Land at Kings Copse Road) and BLA3 (Land at Chapel Lane) having in themselves a significant impact on the integrity of European sites.

It is also New Forest District Council’s considered opinion that the remaining policies in the Sites and Development Management DPD will not require full appropriate assessment under the Habitats Regulations, because in themselves they are unlikely to have a significant impact on the integrity of European sites and that, provided adequate and timely mitigation is delivered as recommended in this assessment, it is possible to conclude that their effects in-combination with other plans and programmes will not significantly affect the integrity of the European sites considered in this assessment.
Consultation Arrangements
This Report is being published with the Sites and Development Management DPD Consultation Document. Comments are invited on both. Forms are available for this purpose but written and e-mail comments will also be accepted. All comments should be sent by 11 March 2011 to:
Policy and Plans Team
Community Services
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1.0 Introduction and Background
New Forest District Council is in the process of producing a Local Development Framework (LDF). The Council adopted the Core Strategy in October 2009. The Council is now producing the Sites and Development Management DPD, which will provide more detailed guidance on the implementation of the Core Strategy.

1.1 New Forest District Council is considering the need to undertake a Habitats Regulations Assessment (HRA) or Appropriate Assessment (AA) of the Sites and Development Management DPD. The assessment will focus on the possible effects of the plan on the nature conservation interests of:

- River Avon SAC
- Avon Valley SPA
- Avon Valley Ramsar
- Dorset Heathlands SAC
- Dorset Heathlands SPA
- Dorset Heathlands Ramsar
- The New Forest SAC
- New Forest SPA
- The New Forest Ramsar
- Solent and Isle of Wight Lagoons SAC
- Solent Maritime SAC
- Solent and Southampton Water SPA
- Solent and Southampton Water Ramsar

This scope has been agreed during the preparation of the Core Strategy with Natural England and subject to consultation at a stakeholder workshop. Rationale for the selection of sites is provided in Section 2.3.

1.2 Habitats Regulations Assessment of Land Use Plans
The application of Habitats Regulations Assessment (HRA) to land use plans in the UK is a relatively new practice that derives from an October 2005 European Court of Justice Ruling on the transposition of European Union Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). The ruling found that the Conservation (Natural Habitats, &c.) Regulations (1994) failed to correctly implement the intention of the Habitats Directive in that it only required the application of HRA to projects, as opposed to plans and programmes.

1.3 Consequently, HRA must be applied to all Local Development Documents in England in Wales. HRA aims to assess the potential effects of a land use plan against the conservation objectives of any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European sites.

1.4 European sites provide ecological infrastructure for the protection of sites which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 79/409/EEC on the

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1 The Regulations have been revised as a result of the ruling and currently exist as the Conservation (Natural Habitats &c) (Amendment) Regulations (2007) (the Habitats Regulations).
conservation of wild birds (the Birds Directive)). Government policy (PPS9\(^{iii}\) and Circular 06/05\(^{iv}\)) recommends that Ramsar sites\(^{iv}\) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them. This report takes the same approach.

1.5 Under Article 6(3) of the Habitats Directive, the assessment must determine whether or not a plan will adversely affect the integrity of the European site(s) concerned. Where negative effects are identified, the process should consider alternatives to the proposed actions and explore mitigation opportunities. If it is impossible to avoid or remove the perceived adverse effect, the plan-makers must demonstrate, under the conditions of Article 6(4) of the Habitats Directive, that there are Imperative Reasons of Overriding Public Interest to continue with the proposal. This is widely perceived as an undesirable position and should be avoided if at all possible.

1.6 Conclusions of the Habitat Regulations Assessment of the Core Strategy
At the Preferred Options stage of the Core Strategy, the ‘Habitat Regulations Assessment Screening Statement for New Forest District Council Preferred Options’ found that none of the policies, assessed separately, would cause a significant impact on the internationally designated sites, subject to mitigation measures being in place.

1.7 When assessing the policies contained within the Preferred Options Core Strategy alongside other relevant plans and policies, no significant impact was found for most policies. However, a likely significant adverse effect was found regarding the recreational impact of housing development policies in combination with other plans and policies, which propose growth in South Hampshire and South East Dorset, and it was determined that mitigation of these impacts was needed.

Main Potential Effects Likely to Arise from New Development in the Area (identified in ‘Habitat Regulations Assessment Screening Statement for New Forest District Council Preferred Options’)

- Visitor pressures on sensitive habitats, in particular the New Forest and coastal SPAs
- Water abstraction to serve new development
- Water pollution e.g. arising from sewage and effluent disposal
- Air pollution and noise disturbance, in particular from traffic

1.8 When the screening assessment was taken forward to the Submission stage of the Core Strategy, the ‘Habitats Regulations Assessment (HRA) Screening Statement and Appropriate Assessment for New Forest District Council Core Strategy – Submission Document’ found that only Policies CS9, 10 and 11 needed to be subject to full appropriate assessment. It was concluded that:

\(^{iii}\) UNESCO (1971): Convention on Wetlands of International Importance especially as Waterfowl Habitat. (Ramsar (Iran), 2 February 1971, UN Treaty Series No. 14583).
“… The New Forest District Core Strategy submission policies, with the exception of recreational effects of CS9, CS10 and CS11 do not require full appropriate assessment under the Habitats Regulations, because in themselves or in-combination they are unlikely to have a significant impact on the integrity of European sites.”

1.9 All other policies fell into one of three categories; they did not give rise to relevant impacts; or, the impacts are adequately mitigated in the policy and consenting regimes; or, the quantum and location of effects is to be determined by lower tier Development Plan Documents (DPD) which will be more able to appropriately assess effects.

1.10 The housing development policies (CS9/10/11) which were identified at the Preferred Options stage as having likely significant effects in relation to disturbance effects on particular sites were subject to full Appropriate Assessment, as advised by Natural England. The Appropriate Assessment of the housing development policies, in combination with other relevant plans and policies, determined that there would not be a significant effect on internationally designated sites, when the mitigation measures proposed were taken into account.

1.11 This conclusion was based on the assumption that the following recommendations would be implemented through the Core Strategy and subsequent Development Plan Documents:

- Adequate protection of international sites from all direct and indirect effects of development, which would allow control of development if adverse effects were identified in the future, with particular reference to in-combination effects of visitor pressure.
- Promotion of the role of green infrastructure and commitment to resourcing its delivery across a wide area (e.g. the PUSH area) to reduce in-combination effects (i.e. provision of new country parks or other informal open space attractions)
- Appropriate levels of open space provision within new development and addressing shortfalls in existing provision. In particular for development areas close to the sites, measure to improve open space to avoid regular day visits such as dog walkers
- Management of the sites to address recreational pressures and the ability to secure resources from new development to contribute to this where necessary
- Measure to establish a partnership monitoring strategy for the interest features of the sites to inform management measures and trigger additional mitigation if required.
- Commitment to active partnership working with key stakeholders in the region to deliver the necessary open space, green infrastructure and site access management measures.

1.12 **Core Strategy Policies where assessment was left to lower tier documents**

Due to the strategic nature of higher level documents in the Local Development Framework hierarchy, it may be possible to conclude that plan policies do not have effects directly. According to David Tyldesley and Associates (for English Nature, draft 2006) there are two reasons why a proposal might have no effect at the Core Strategy level, and it might be more appropriate to assess the effects in a lower tier document:
1. **The policy makes provision for a quantum / type of development (and may or may not indicate one or more broad locations e.g. a county, or district, or sub-region) but the location of the development is to be selected following consideration of options in lower tier plans (development plan documents).** The consideration of options in the lower tier plan will need to assess potential effects on European Sites. Providing for a particular quantum of development does not itself have any effect on a European Site and associated sensitive areas. An effect could only occur if the plan directed some or all of the proposed development, directly and explicitly to areas with a European Site or associated sensitive areas. **Unless there is evidence to indicate that the quantum of development provided for in the policy cannot be accommodated without potentially affecting a European Site, this would be a policy that would have no effect, because making provision for the quantum / type of development at this strategic level will not itself have any effect on a European Site. Any potential effects will be the result of location of development at a lower tier of plan-making and should be considered at the stage of selecting preferred options in the lower tier plan.**

2. **No development could occur through the policy itself, because it is implemented through later policies in the plan, which are more detailed and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas. These kinds of policies may be found in the plan where a broad quantum of development may be specified as being delivered through a more specific policy in a later chapter or section.**

1.13 These definitions were particularly pertinent when assessing plans at a level such as the Core Strategy which establishes key strategic policies for an area but does not itself establish the detailed policies for implementation e.g. site allocations and development control policies will be established in later local development documents and will be subject to appropriate assessment.

1.14 Wherever possible the assessment and the process of policy formulation in the Core Strategy adopted a precautionary approach, attempting to consider effects and build avoidance and mitigation into the overall approach to the plan and its policies irrespective of the level of implementation. However some Core Strategy policies are so strategic that it was considered more appropriate for detailed assessment and specific mitigation to be developed as the more relevant policy documents were produced. These are outlined in Table 4 below:
<table>
<thead>
<tr>
<th>Policy</th>
<th>Subject</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS6</td>
<td>Flood Risk</td>
<td>Development is limited to previously developed land within defined settlements and establishes that flood protection measures should minimise damage to nature conservation interests. Policy subject to the findings of North Solent Shoreline Management Plan and the scale of that plan will more appropriately assess site specific aspects of effects on European sites. Notwithstanding this lower tier assessment, at the Core Strategy level development is not facilitated that would effect European sites.</td>
</tr>
<tr>
<td>CS7</td>
<td>Open space, sport and recreation</td>
<td>Policy establishes requirements for open space. New open space will be identified in subsequent Development Plan documents. These LDDs will be subject to lower tier assessment if they give rise to likely significant effects.</td>
</tr>
<tr>
<td>CS12</td>
<td>Possible housing development to meet a local housing need</td>
<td>Provides estimates for locations for local needs housing but reserves the identification of specific sites to subsequent local development documents. Assessment of specific site impacts will be more appropriately left to lower tier documents.</td>
</tr>
<tr>
<td>CS16</td>
<td>Gypsies, travellers and travelling showpeople</td>
<td>Policy itself will not lead to development and criterion takes into account impact on designated sites in the development of later DPD</td>
</tr>
<tr>
<td>CS20</td>
<td>Town, village and local centres (retail)</td>
<td>Policy establishes spatial pattern of retail provision and modest proposals for expansion within existing centres. Policy itself will not lead to development and will be subject to development DPD which will more appropriately assess any impacts.</td>
</tr>
<tr>
<td>CS22</td>
<td>Affordable housing for rural communities</td>
<td>Policy itself does not identify specific locations for development. The impact of any site specific allocations will be more appropriately left to lower tier documents.</td>
</tr>
<tr>
<td>CS 24</td>
<td>Local Transport Considerations</td>
<td>Policy itself will not lead to development or location of development is not definable spatially at this level of strategy.</td>
</tr>
</tbody>
</table>
1.16 Purpose of this document
The purpose of this document is to provide a Habitats Regulation Assessment screening of the draft Sites and Development Management DPD. It will assist in ensuring that when the final Sites and Development Management DPD is produced it provides the policy basis to ensure that the Core Strategy policies are implemented effectively, and will provide the mitigation required to ensure that the policies will not adversely affect the integrity of SAC, SPA and Ramsar sites. This document will determine whether or not a full appropriate assessment will be required for the final Sites and Development Management DPD (or parts thereof).
2.0 Scope of the Study

European sites of nature conservation interest can be affected by land use plans in a number of different ways. These include the direct footprint of new development, the type of use the land will be put to (for example, a noise emitting use), the pollution a development emits and the resources it uses (during both construction and operation).

2.1 Best practice guidance on Habitats Regulations Assessment suggests that all European sites within the area of coverage of a plan, together with all those within a 10km buffer zone should be considered as potential receptors for negative effects. In addition to these, other European sites further than 10km from the area of coverage of a plan may also be affected. This is particularly the case where there is potential for developments resulting from the plan to generate water-borne pollutants, or where there are particularly high demands for water resources.

2.2 The following European sites are wholly or partially within the area covered by the plan, or close to it, and may potentially be affected by activities arising from the plan:

- River Avon SAC
- Avon Valley SPA
- Avon Valley Ramsar
- Dorset Heathlands SAC
- Dorset Heathlands SPA
- Dorset Heathlands Ramsar
- The New Forest SAC
- New Forest SPA
- The New Forest Ramsar
- Solent and Isle of Wight Lagoons SAC
- Solent Maritime SAC
- Solent and Southampton Water SPA
- Solent and Southampton Water Ramsar

2.3 The basis of the rationale for scoping was consideration of sites within 10km of the boundaries of the District covered by the Sites and Development DPD. This was further refined by consideration of sites which potentially could be affected as their feature interests were functionally linked to effects of the Sites and Development Management DPD. Certain sites were excluded at this stage as significant effects were not identifiable and there was no evidence of functional ecological linkages to the District:

- Emer Bog SAC
- Great Yews SAC
- Mottisfont SAC – Nb. The SAC is designated due to the feature interest of Barbastelle bats. Research shows that this species can range over a large area and therefore there is theoretically potential of interchange with populations

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*David Tyldesley and Associates (for English Nature, 2006): Draft Guidance: The Assessment of Regional Spatial Strategies and Sub-Regional Strategies under the Provisions of the Habitats Regulations. [Please note: similar guidance is being prepared by David Tyldesley and Associates for Natural England but is not yet available. In the absence of this document it has been agreed with Natural England and the Environment Agency that the guidance prepared for RSS and SRS is suitable for use with LDD.*
within the New Forest, however present knowledge of behaviour suggests breeding colonies are distinct. In addition the Sites and Development Management DPD is not considered likely to promote development of a scale or location likely to adversely affect foraging and commuting routes. Regard has also been given to the fact that any future developments likely to affect the feature interest would themselves be subject to assessment at scheme level.

- Salisbury Plain SAC
- Porton Down SPA

Figure 2.6 shows these sites and how they relate to the area in question.

2.4 Site Descriptions

Site descriptions for the sites considered as part of this assessment can be found in Appendix 2.

2.5 Qualifying Features

The qualifying features of each site (that is, the reasons for which the sites were designated) are reproduced in Appendix 3. This information is derived from templates agreed with Natural England by Tesserae Environmental Consultants on behalf of the PUSH Partnership.
Figure 2.6: Relationship of European Sites to draft Sites and Development Management DPD area
2.7 **Conservation Objectives**

All SACs and SPAs have agreed nature conservation objectives, and progress towards these objectives can be taken as an indicator of favourable condition at the site. Ramsar sites do not have agreed conservation objectives, but in most instances overlap with SPAs.

2.8 The conservation objectives of the above listed sites are contained in Appendix 5 and have been agreed with Natural England as part of the PUSH Partnership study.

2.9 **Vulnerabilities and Opportunities**

Every European site has distinctive characteristics that make it vulnerable to a variety of impact-inducing activities. Many sites, due to their location or condition, also offer various opportunities for improvement.

The vulnerabilities of the sites and have been agreed with Natural England as part of the Push Partnership study. They have been used to undertake the screening and are listed as part of the screening matrix in Appendix 5.

2.10 **Implementation of Mitigation Measures identified during Appropriate Assessment of the Core Strategy**

A key task of this assessment will be to ensure that the relevant mitigation measures identified during the Appropriate Assessment of the Core Strategy are taken forward to the relevant parts of the Sites and Development Management DPD and will be sufficient to mitigate against the recreational impacts identified during the assessment of the Core Strategy.

### Table 2.11 Mitigation Measures identified during Appropriate Assessment of the Core Strategy

<table>
<thead>
<tr>
<th>Mitigation measure</th>
<th>Progress made since Core Strategy Adoption</th>
<th>Relevance to Sites and Development Management DPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adequate protection of international sites from all direct and indirect effects of development, which would allow control of development if adverse effects were identified in the future, with particular reference to in-combination effects of visitor pressure.</td>
<td>Work is progressing on the Solent Bird Disturbance project and the findings from the work will be published in July 2011.</td>
<td>The next stage of the process will consider the findings of the Solent and Bird Disturbance project work.</td>
</tr>
<tr>
<td>Promotion of the role of green infrastructure and</td>
<td>The PUSH Green Infrastructure Strategy</td>
<td>The Sites and Development Management DPD will need to</td>
</tr>
<tr>
<td>Commitment</td>
<td>Has been adopted, and includes a number of strategic sub-regional initiatives including the provision of new country parks.</td>
<td>Incorporate a local strategy for green infrastructure in the Plan Area.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Commitment to resourcing its delivery across a wide area (e.g. the PUSH area) to reduce in-combination effects (i.e. provision of new country parks or other informal open space attractions)</td>
<td>Levels of new open space provision are being monitored through the Annual Monitoring Report. A list of open space projects towards which developer’s contributions can be directed has been created.</td>
<td>The Sites and Development Management DPD will need to ensure that site specific policies ensure the provision of appropriate levels of open space, taking into account the distance of each site to the New Forest SAC/SPA/Ramsar.</td>
</tr>
<tr>
<td>Appropriate levels of open space provision within new development and addressing shortfalls in existing provision. In particular for development areas close to the sites, measure to improve open space to avoid regular day visits such as dog walkers</td>
<td>The National Park Authority have adopted a Management Plan for the National Park area which addresses these issues. More information is provided in Appendix 6.</td>
<td>N/A</td>
</tr>
<tr>
<td>Management of the sites to address recreational pressures and the ability to secure resources from new development to contribute to this where necessary</td>
<td>Work is progressing on the Solent Bird Disturbance project and the findings from the work will be published in July 2011.</td>
<td>The next stage of the process will consider the findings of the Solent and Bird Disturbance project work.</td>
</tr>
<tr>
<td>Measure to establish a partnership monitoring strategy for the interest features of the sites to inform management measures and trigger additional mitigation if required.</td>
<td>The Council remains an active member of PUSH and will also work with both the New Forest National Park and authorities to the west of the Plan Area to deliver this mitigation.</td>
<td>N/A</td>
</tr>
<tr>
<td>Commitment to active partnership working with key stakeholders in the region to deliver the necessary open space, green infrastructure and site access management measures.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3.0 Effects of the Plan

3.1 Reasons why policies may not be deemed to have no effect

Due to the strategic nature of higher level documents in the Local Development Framework hierarchy, it may be possible to conclude that plan policies do not have effects directly. According to David Tyldesley and Associates (for English Nature, draft 2006) there are seven most likely reasons why a proposal might have no effect:

“Firstly, because the policy will not itself lead to development (e.g. it relates to design or other qualitative criteria for development, or it is not a land use planning policy).

Secondly, because the policy makes provision for a quantum / type of development (and may or may not indicate one or more broad locations e.g. a county, or district, or sub-region) but the location of the development is to be selected following consideration of options in lower tier plans (development plan documents). The consideration of options in the lower tier plan will need to assess potential effects on European Sites. Providing for a particular quantum of development does not itself have any effect on a European Site and associated sensitive areas. An effect could only occur if the plan directed some or all of the proposed development, directly and explicitly to areas with a European Site or associated sensitive areas. Unless there is evidence to indicate that the quantum of development provided for in the policy cannot be accommodated without potentially affecting a European Site, this would be a policy that would have no effect, because making provision for the quantum / type of development at this strategic level will not itself have any effect on a European Site. Any potential effects will be the result of location of development at a lower tier of plan-making and should be considered at the stage of selecting preferred options in the lower tier plan.

Thirdly a policy or proposal would have no effect where no development could occur through the policy itself, because it is implemented through later policies in the plan, which are more detailed and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas. These kinds of policies may be found in the plan where a broad quantum of development may be specified as being delivered through a more specific policy in a later chapter or section.

Fourthly, a concentration of development in urban areas will not usually affect European Sites, although there may be some important exceptions, for example, urban areas close to estuarine SPAs, or bat or newt SACs and some river SACs. Generally this policy approach will help to steer development away from European Sites and associated sensitive areas.

Fifthly, a policy that will help to steer development away from European Sites and associated sensitive areas, e.g. by not developing in areas of flood risk or areas otherwise likely to be affected by climate change, is also highly likely to have no effect on a European site.

Sixthly, policies intended to protect the natural environment, including biodiversity will have no negative effects on European sites.
Seventhly, policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any effect on a European Site will have no effect.*

Using these criteria the following schedule has been created to assess whether the policies of the plan are likely to have an effect:

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The policy will not itself lead to development (e.g. it relates to design or other qualitative criteria for development, or it is not a land use planning policy).</td>
</tr>
<tr>
<td>2</td>
<td>The policy makes provision for a quantum / type of development (and may or may not indicate one or more broad locations e.g. a county, or district, or sub-region) but the location of the development is to be selected following consideration of options in lower tier plans (development plan documents). The consideration of options in the lower tier plan will need to assess potential effects on European Sites.</td>
</tr>
<tr>
<td>3</td>
<td>The policy or proposal would have no effect where no development could occur through the policy itself, because it is implemented through later policies in the plan, which are more detailed and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.</td>
</tr>
<tr>
<td>4</td>
<td>Concentration of development in urban areas will not usually affect European Sites, and will help to steer development away from European Sites and associated sensitive areas.</td>
</tr>
<tr>
<td>5</td>
<td>Policy that will help to steer development away from European Sites and associated sensitive areas.</td>
</tr>
<tr>
<td>6</td>
<td>Policies intended to protect the natural environment, including biodiversity will have no negative effects on European sites.</td>
</tr>
<tr>
<td>7</td>
<td>Policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any effect on a European Site.</td>
</tr>
<tr>
<td>8</td>
<td>The policy steers a quantum of development, or a type of development towards, or encourages development in, an area which does not include a European site. Development may indirectly affect a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>9</td>
<td>The policy steers a quantum of development or a type of development towards, or encourages development in, an area that includes a European site or an area where development may indirectly affect a European site.</td>
</tr>
<tr>
<td>10</td>
<td>The policy makes provision for a quantum, or kind of development that in the location(s) proposed would be likely to have a significant effect on a European site. The proposal must be subject to appropriate assessment to establish, in the light of the site’s conservation objectives, whether it can be ascertained that the proposal would not adversely affect the integrity of the site.</td>
</tr>
</tbody>
</table>

Table 3.2 below assesses each policy in the Consultation Document against these criteria. Those policies which score 1-7 (green) are screened out as unlikely to have an effect. Those policies which are scored 8 (yellow) are unlikely to have an effect alone, but may have an effect in-combination with other plans and programmes – these policies are considered further in Table 3.5. Those policies which are scored 9 (orange) or 10 (red) may have an effect on a European site and have been considered further both alone in Table 3.4 and in-combination in Table 3.5.
Table 3.2: Initial screening of plan policies using above criteria

<table>
<thead>
<tr>
<th>Policy/Proposal</th>
<th>Relevant Criteria</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM1: Locally designated sites of importance for nature conservation</td>
<td>6/7</td>
<td>This policy will protect local biodiversity designations.</td>
</tr>
<tr>
<td>Policy DM2: Protection of historic street and footpath patterns</td>
<td>1/7</td>
<td>This policy relates to design and protection of the built/historic environment.</td>
</tr>
<tr>
<td>Policy DM3: Renewable and low carbon energy generation</td>
<td>9</td>
<td>The policy could steer development towards areas including Europeans sites.</td>
</tr>
<tr>
<td>Policy DM4: Coastal Change Management Area</td>
<td>9</td>
<td>This policy could have an impact on the managed retreat of European sites.</td>
</tr>
<tr>
<td>Policy DM5: Restrictions on new soakaways</td>
<td>1</td>
<td>This policy relates to the design of new development.</td>
</tr>
<tr>
<td>Policy DM6: Green Infrastructure</td>
<td>7</td>
<td>This policy protects and enhances the natural environment.</td>
</tr>
<tr>
<td>Policy DM7: Protection of public open space, private playing fields and sports grounds and school playing fields</td>
<td>7</td>
<td>This policy protects the natural and built environment.</td>
</tr>
<tr>
<td>Policy DM8: Built-up area boundary changes (a)</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect impact when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy DM8: Built-up area boundary changes (b)</td>
<td>9</td>
<td>This would introduce a more permissive approach to development in an area which is within 400m of the Avon Valley SPA/SAC/Ramsar sites.</td>
</tr>
<tr>
<td>Policy DM9: Green Belt</td>
<td>1</td>
<td>This policy allows for changes to the green belt boundary in relation to allocations for development. The allocations themselves are included (and assessed) as separate policies.</td>
</tr>
<tr>
<td>Policy DM10: Occupation of housing to meet a local housing need</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>Policy DM11: Residential accommodation for older people</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>Policy DM12: Sites safeguarded for marine uses</td>
<td>8</td>
<td>Some of the site covered by this policy are within 400m of the Solent &amp; Southampton Water SPA.</td>
</tr>
<tr>
<td>DM13: Tourism and visitor facilities</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect impact when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>DM14: Additional retail floorspace in Totton, Hythe, Lymington, New Milton and Ringwood</td>
<td>4</td>
<td>This policy allows the intensification of retail development within urban areas.</td>
</tr>
<tr>
<td>DM15: Primary shopping areas</td>
<td>4</td>
<td>This policy allows the intensification of retail development within</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>DM16: Secondary shopping frontages</td>
<td>4</td>
<td>This policy allows the intensification of retail and commercial uses within urban areas.</td>
</tr>
<tr>
<td>DM17: Town centre development</td>
<td>4</td>
<td>This policy concentrates new development in urban areas.</td>
</tr>
<tr>
<td>DM18: Local shopping frontages in the built up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge</td>
<td>4</td>
<td>This policy concentrates new development in urban areas.</td>
</tr>
<tr>
<td>Policy DM19: Local shopping frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle and Brasngore</td>
<td>4</td>
<td>This policy concentrates new development in urban areas.</td>
</tr>
<tr>
<td>Policy DM20: Small local shops</td>
<td>4</td>
<td>This policy concentrates new development in urban areas.</td>
</tr>
<tr>
<td>DM21: Residential development in the countryside</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>DM22: Removal of restrictive conditions on agricultural workers and forestry workers dwellings</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>DM23: Employment development in the countryside</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>DM24: Shops, services and community facilities in rural areas</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>DM25: Loss of rural employment site, shops, public houses and community facilities</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>DM26: Recreational uses in the countryside – including horse-keeping/riding</td>
<td>5</td>
<td>This policy aims to steer horse-keeping and other recreational activities away from sensitive areas.</td>
</tr>
<tr>
<td>DM27: Development generating significant fright movement</td>
<td>1/5</td>
<td>This policy will not lead to development, and steers development away from sensitive sites.</td>
</tr>
<tr>
<td>Eastern 1: Improvements to the A326 Dibden to Totton Western Bypass</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Eastern 2: Bury Road to Totton cycle route</td>
<td>10</td>
<td>This route is adjacent to the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>TOT1: Land at Durley Farm</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
</tr>
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<td>----------------------------------------------------</td>
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</tr>
<tr>
<td>TOT2: Land at Loperwood</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT3: Land at Loperwood Farm</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT4: Land south of Jacob’s Gutter Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT5: Land north of Michigan Way, east of Garland Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT6: Land at Hanger Farm</td>
<td>1</td>
<td>This policy will not lead to development, as the site already has planning permission.</td>
</tr>
<tr>
<td>TOT7: Land at Brokenford Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT8: Stocklands</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT9: Salterns School</td>
<td>10</td>
<td>This site is adjacent to the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>TOT10: Land off Blackwater Drive</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT11: Bus Depot, Salisbury Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT12: Land off Oleander Drive, north of Michigan Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT13: Land at Little Testwood Caravan Site</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
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<td>Comment</td>
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<tr>
<td>-------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>TOT14: Eling Wharf</td>
<td>10</td>
<td>This site is adjacent to the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>TOT15: Land at Little Testwood Farm</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT16: Land at Sunnyfields Organic Farm, Jacobs Gutter Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT17: Town centre boundaries</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>TOT18: Totton town centre opportunity sites</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>1. Totton Conservative Club</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>2. Library Road Car Park</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>3. Former petrol station, north of Ringwood Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>4. Totton retail park servicing area</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>5. Land north of Commercial Road (nos. 81-97 including Red Lion PH)</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>6. Railway sidings, Junction Road</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>7. Totton Timber</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>8. Land between Asda and Junction Road</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>9. Land at Junction Road and Rumbridge Street</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>10. 12-16 Eling Lane</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>11. Land south of High Street</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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<tr>
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</tr>
<tr>
<td>12. Car sales site north of Totton by-pass</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>13. 37-39 Salisbury Street</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>14. 26 Rumbridge Street</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>TOT19: The civic building complex</td>
<td>4</td>
<td>This policy concentrates development in an urban area.</td>
</tr>
<tr>
<td>TOT20: Environmental and transport improvements in Totton town centre</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT21: Rumbridge Street Local Shopping Area</td>
<td>4</td>
<td>This policy concentrates development in an urban area.</td>
</tr>
<tr>
<td>TOT22: Nutshalling Close, Calmore Local Shopping Frontage</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>TOT23: Public open space proposals a) Bartley Park</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>b) Cockleydown Copse</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.1 Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.2 Totton Western Bypass: A35 – Michigan Way Junction to Cockleydown Lane Junction, dualing and junction improvements</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.3 Hounsdown – New Railway Station</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.4 New “community” rail station, Bartley Park</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.5 Rumbridge Street to A336/Ringwood Road (via Brockenford Lane) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>TOT24.6 Dales Way to Stonechat Drive cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.7 Testwood Lane to Salisbury Road (via Library Road) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.8 Bartley Park to Brockenford Lane (via Bartley Water) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.9 Hamtum Gardens to Testwood Lane (via Greenfields Avenue) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.10 Jacobs Gutter Lane to Downs Park Crescent (Hounsdown to Eling) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.11 Jacobs Gutter Lane (east of A326 spur) cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.12 Water Lane/Westfield Car Park: Pedestrian link between Car Park/rear service area and eastern end of Water Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>TOT24.13 Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road</td>
<td>10</td>
<td>This route is adjacent to the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>TOT24.14 Footpath improvements / cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR1: Land between Cracknore Hard Lane and Normandy Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR2: Land at Park’s Farm</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR3: Land south of Hythe Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>MAR4: Land off Mulberry Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR5: Marchwood Industrial Park</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR6: Cracknore Industrial Park</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>MAR7: Marchwood Military Port</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>MAR8.1: Junction improvement and crossing at the junction with A326 and Twiggs Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR8.2: New Railway station at Plantation Drive</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR8.3: Bury Road to Main Road (via Reed Drive and Cranberry Close) on and off road cycle route through the village centre</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MAR8.4: Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane</td>
<td>10</td>
<td>This route crosses the Solent and Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>HYD1: Land at Forest Lodge Farm</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HYD2: Land adjoining Frost Lane</td>
<td>9</td>
<td>This site is within 400m of the Solent and Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>HYD3: Land off Cabot Drive</td>
<td>9</td>
<td>This site is within 400m of the Solent and Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>HYD4: Land between Jones Lane and Southampton Road</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>HYD5: Town centre boundaries</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>HYD6: Town centre opportunity areas</td>
<td>9</td>
<td>Site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>1. Land in vicinity of St John’s Street car park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Pier Head</td>
<td></td>
<td>Site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
</tbody>
</table>
| HYD7: Car Park extensions  
a) Land adjoining St Johns Street car park | 9 | Site is within 400m of the Solent & Southampton Water SPA/Ramsar. |
<p>| b) Land adjoining New Road car park | 9 | Site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar. |
| HYD8: Hollybank Crescent Local Shopping frontage | 1 | This policy will not lead to development. |
| HYD9a: Land south of Cedar Road | 9 | Site is within 400m of the New Forest SPA/SAC/Ramsar. |
| HYD9b: Off Mullins Lane | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| HYD10.1 New Railway station – adjacent to New Road car park including pedestrian/cycle link to School Road | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| HYD10.2: Pier Head Bus/ferry interchange improvements | 10 | This route crosses the Southampton Water &amp; Solent SPA/Ramsar. |
| HYD10.3 Cycle route connecting Applemore to National Cycle Network 2 | 9 | This route takes people towards the New Forest SPA/SAC/Ramsar. |
| HYD10.4: North Road to Dibden Local Centre | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| HYD10.5: Cycle route connecting New Road to South Street | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| HYD10.6: Cycle route connecting South Street to Wild Ground Schools | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| HYD10.7: Public Right of Way Footpath 10 – reconstruct footway connecting Hythe to Marchwood | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| BLA1: Land adjacent to Blackfield Primary School | 8 | This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes. |
| BLA2: Land at Kings Copse Road | 9 | This site is within 400m of the New Forest SPA/SAC/Ramsar. |
| BLA 3: Land at Chapel Lane | 10 | This site is adjacent to the New Forest SPA/SAC/Ramsar site. |</p>
<table>
<thead>
<tr>
<th>Policy/Proposal</th>
<th>Relevant Criteria</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAW1: Fawley Oil Refinery</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/SAC/Ramsar.</td>
</tr>
<tr>
<td>HAR1: Land adjoining Hardley Industrial Estate</td>
<td>9</td>
<td>This site is within 400m of the New Forest SPA/SAC/Ramsar.</td>
</tr>
<tr>
<td>BLA4: Proposed changes to Blackfield local shopping frontage</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>HOL1: Holbury Drove local shopping frontage proposed changes</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>HOL2: Long Lane, Holbury local shopping frontage proposed changes</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>FAW2: Fawley Village local shopping frontage proposed changes</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>LYM1: Pinetops Nurseries</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM2: Land adjoining Pinetops Nurseries</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM3: Land north of Alexandra Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM4: Land south of Milford Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM5: Land at Queen Katherine’s Road/Grove Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM6: Land south of Ampress Lane, north of Buckland Gardens</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>LYM7: Foz Pond dairy depot and garage, Milford Road, Pennington</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM8: Riverside Site, Bridge Road (former chicken factory site)</td>
<td>1</td>
<td>This policy will not lead to development, as the site already has planning permission.</td>
</tr>
<tr>
<td>LYM9: Ampress Park</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>LYM10: Town Centre boundaries</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>LYM11: Town Centre Opportunity Areas</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>1. 37-29 St Thomas’ Street</td>
<td></td>
<td>could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>2. Wilts and Dorset bus station</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>3. The Post Office, High Street</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>4. Council Offices, Avenue Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>5. Warehouse, corner of Emsworth Road/New Street</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>6. Jewson’s Gosport Street/Canon Street</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>7. Employment uses, Bridge Road</td>
<td>9</td>
<td>This site is within 400m of the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>LYM12: Burgage Plots</td>
<td>1/7</td>
<td>This policy protects the built environment.</td>
</tr>
<tr>
<td>LYM13: Green infrastructure proposals in Lymington</td>
<td>6/7</td>
<td>This policy protects and enhances the natural and built environment.</td>
</tr>
<tr>
<td>LYM14.1: St Thomas’s Street to Belmore Lane via Church Lane and Powlett Road cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM14.2 Pennington to Highfield via Priestlands Road and the Bunny Run cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM14.3: Marsh Lane to Ampress Park cycle route</td>
<td>8</td>
<td>This route takes people towards the Solent &amp; Southampton Water SPA/Ramsar.</td>
</tr>
<tr>
<td>LYM14.4: Pennington Square/South Street to Pound Road cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM 14.5: Emsworth car park/High Street pedestrian / cycleway link</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>LYM14.6: Provision of a footpath (0.15km) linking Highburgh Avenue to Priestlands Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM14.7: Footpath improvements along High Street and St. Thomas Street to enhance walking route through the town centre</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>LYM14.8: Improve connections along Bath Road, between The Quay and the Sea Wall Park</td>
<td>9</td>
<td>This route takes people towards the Solent &amp; Southampton Water SPA/SAC/Ramsar.</td>
</tr>
<tr>
<td>MoS1: Land north of School Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MoS2: Land north of Manor Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MoS3.1: Manor Road to Milford Crescent cycle route *via Chaucer Drive, Keats Avenue, Wolsey Wat and Knowland Drive to The Orchard</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MoS3.2: Milford on Sea to Downton via Blackbush Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MoS3.3: Milford Primary School/Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>MoS3.4: Provision of footway (0.2km) on the east side of Carrington Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR1: Land to the rear of 153-169 Everton Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR2: Land at Hordle Lane Nursery</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR3: Everton Road Nursery</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>EVT1: Land at Knighton Caravan Park</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.1 New Milton to Hordle on and off road cycle route between Lower Ashley Road and Stoppes Lane via Hare Lane, Lavender Road and Heath Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.2: Bus stop improvement, near WI Hall, Ashley Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.3: Footpath link from footpath No. 738 to Stopples Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.4: Sight line improvements at Everton Road crossroad junction with Hordle Land and Woodcock Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.5: Sight line improvements at Everton Road junction with Fry’s Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.6: Footway improvements along Woodcock Lane up to Sheldrake Gardens from junction with Everton Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>HOR4.7: Everton: Milford Road (A337)/Lymington Road (B3058) – installation of a signalised crossing</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>EVT2: Milford Road (A337)/Lymington Road (B3058), traffic lights are proposed at the Milford Road/Lymington Road junction</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT1: Land off Park Road and off Park Close, Danesbury Meadows</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT2: Land west of Caird Avenue – existing allocation for employment</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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<tr>
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</tr>
<tr>
<td>NMT3: Land east of Caird Avenue – existing allocation for housing and employment</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT4: Land east of Caird Avenue – possible further extension eastwards</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT5: Land off Moore Close</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT6: Land south of Gore Road, east of the Old Barn</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT7: Land east of Stem Lane, west of Great Woar Copse</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT8: Land east of Fernhill Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT9: Ashley Cross garage and motor repairs</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT10</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>NMT11: Town centre opportunity areas 1. The Post Office, 22-24 Station Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>2. Numbers 36-46 Station Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>3. Land bounded by Station Road and the Railway Line</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>4. The Memorial Hall, off Whitefield Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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<td>-------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>NMT12: Old Milton Lymington Road local shopping frontage</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>NMT13a: Land west of Fernhill Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT13b: Land off Culver Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT13c: South of Lymington Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.1: Station Road/Manor Road junction improvements including junction realignment</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.2: A337 to Ashley Road via Caird Avenue superstore</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.3: Chatsworth Way – Gore Road: Cycleway linking the industrial estate to residential to north of rail line</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.4: Old Milton to Gore Road via Church Lane &amp; Milton Mead cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.5: New Lane (NPA boundary) to Gore Road, on and off road cycle route along Stem Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.6: Town centre to Walkford along Gore Road to Gore Road industrial estate (including Elm Avenue) shared cycle/pedestrian use route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.7: Gore Road to Marley Avenue cycle route across bridge via Davies Field</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.8: Footpath from Caird Avenue to Lower Ashley Road linking to CCarrick Way, Wentworth Gardens and Glen Spey</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>NMT14.9: Station Road/Albert Road footpath improvements along railway embankment</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>NMT14.10: Provision of a footpath (0.8km) linking Dark Lane to Fernhill Land residential area to west of sports facilities</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>SOP1: Sopley Camp (Merryfield Park)</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING1: Industrial land (including former Wellworthy site) east of Christchurch Road</td>
<td>9</td>
<td>This site is within 400m of the River Avon SPA/SAC/Ramsar.</td>
</tr>
<tr>
<td>RING2: Land south of Castleman Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane</td>
<td>9</td>
<td>This site is within 400m of the River Avon SPA/SAC/Ramsar.</td>
</tr>
<tr>
<td>RING4: Land north of Hightown Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING5: Town centre boundaries</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>RING6: Town centre opportunity areas</td>
<td>9</td>
<td>This site is within 400m of the River Avon SAC/SPA/Ramsar.</td>
</tr>
<tr>
<td>1. The Furlong long stay car park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Former cinema site, Markey Place and Environs</td>
<td>9</td>
<td>This site is within 400m of the River Avon SAC/SPA/Ramsar.</td>
</tr>
<tr>
<td>RING7: Butlers Lane, Poulnor Local Shopping Frontage</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>RING8: Public open space proposal, land west of Green Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.1: Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.2 School Lane to Cloughs Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>RING9.3 Crow Arch Lane to Moortown Lane</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.4: Cycle route – Castleman Way to Crow Lane via Embankment Way</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.5: Castleman Way to Town Centre via Quomp and The Close on road cycle route with off road section by Victoria Gardens</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.6: Cycle route from Mansfield Road to Southampton Road via Carvers sports ground</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.7: Moortown to Castleman Way via New Street on and adjacent to road cycle route</td>
<td>9</td>
<td>Part of this route is adjacent to the Avon Valley SAC/SPA/Ramsar.</td>
</tr>
<tr>
<td>RING9.8: Southampton Road enhanced pedestrian environment</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.9: Cloughs Road footpath improvement and provision where missing</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.10: Moortown to town centre via Quomp improvements to existing paths and footways, including footway link through Wellworthy site</td>
<td>9</td>
<td>Part of this route is adjacent to the Avon Valley SAC/SPA/Ramsar.</td>
</tr>
<tr>
<td>RING9.11: Southampton Road, west of Frampton Place, footpath widening</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.12: Extension of footpath along Bickerly Road to create a continuation to ‘Danny Cracknell Pocket Park’</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>RING9.13: Improve facilities for pedestrians</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Avon1: Avon Valley Lakes</td>
<td>9</td>
<td>Parts of this area are within the Avon Valley SPA/Ramsar.</td>
</tr>
<tr>
<td>FORD1: Land east of Whitsbury Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
</tr>
<tr>
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</tr>
<tr>
<td>ASH1: Land adjoining Jubilee Crescent</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>SAND1: Land to west of Scout Centre, south of Station Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>SAND2: Sandleheath Industrial Estate</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD2: Town centre boundaries</td>
<td>1</td>
<td>This policy will not lead to development.</td>
</tr>
<tr>
<td>FORD3: Open space south of Fordingbridge Recreation Ground</td>
<td>9</td>
<td>This site is within 400m of the River Avon SAC/SPA/Ramsar</td>
</tr>
<tr>
<td>FORD4.1: Marl Lane to Station Road, Ashford, on and off road cycle route via Falconwood Close</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD4.2: Pennys Lane to Marl Lane crossing Whiltsbury Road via Charnwood Drive and Avon Meade and along former railway line</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD4.3: Cycle route – Ashford to Normandy Way along Station Road</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD 4.4: Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on road section linking to the town centre</td>
<td>10</td>
<td>Part of this route is within the River Avon SAC, and it is in close proximity to the Avon Valley SPA/Ramsar.</td>
</tr>
<tr>
<td>FORD4.5: Avon Meade to Green Lane: on and off road cycle route</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD4.6: Improved footpath route from Flaxfields End (off Station Road)</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>FORD4.7: Footpath from Green Lane to Shaftsbury Street</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
<tr>
<td>Policy/Proposal</td>
<td>Relevant Criteria</td>
<td>Comment</td>
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</tr>
<tr>
<td>FORD4.8: Footpath along disused railway line from Ashford to Dorset</td>
<td>8</td>
<td>This policy will not have a direct impact on a European site but it could have an indirect on a European site when considered in combination with other plans and programmes.</td>
</tr>
</tbody>
</table>
Table 3.3: Summary of Effects on European sites caused by the plan alone

<table>
<thead>
<tr>
<th>Policy / proposal in question</th>
<th>Site(s) affected</th>
<th>Nature of effect</th>
<th>Avoidance/Mitigation recommended by HRA</th>
<th>Conclusion of HRA – will there be an overall adverse impact on site integrity?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy DM3: Renewable Energy</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Unknown – would depend on detailed proposals</td>
<td>Inclusion of caveat in policy to say that development will only permitted if it does not have a negative impact on a designated site. Any proposals made under this policy which are likely to affect a European Site to be subject to HRA screening and Appropriate Assessment at planning application stage.</td>
<td>No – providing avoidance recommendations followed.</td>
</tr>
<tr>
<td></td>
<td>The New Forest SAC/SPA/Ramsar</td>
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<td></td>
<td>Solent and Isle of Wight Lagoons SAC</td>
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<td></td>
<td>Solent Maritime SAC</td>
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<tr>
<td></td>
<td>Solent and Southampton Water SPA/Ramsar</td>
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</tr>
<tr>
<td><strong>Policy DM4: Coastal Change Management Area</strong></td>
<td>Solent &amp; Southampton SPA/Ramsar</td>
<td>There is the risk of loss of SAC/SPA/Ramsar habitat as the result of sea level rise.</td>
<td>Implementation of mitigation measures identified in the Shoreline Management Plan.</td>
<td>No – providing avoidance recommendations followed.</td>
</tr>
<tr>
<td></td>
<td>Solent Maritime SAC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Policy DM8: Built-up area boundary changes (b)</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Limited potential for increases in water abstraction and water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
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</tr>
<tr>
<td><strong>Policy DM12: Sites safeguarded for marine uses</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Could lead to requirements for additional coastal defences, but this would be within the context of the protection of urban areas in general.</td>
<td>Implementation of mitigation measures identified in the Shoreline Management Plan.</td>
<td>No – providing avoidance recommendations followed.</td>
</tr>
<tr>
<td><strong>Eastern 2: Bury Road to Totton cycle route</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>This scheme would result in the loss of BAP habitat (hedgerow) which is adjacent to the Solent &amp; Southampton Water SPA.</td>
<td>This proposal may be more acceptable if the part which is adjacent to the SPA is on road, however, this will be dependent on how easy it is to get off the cycle route and access the adjacent SPA. Further information is needed to ascertain whether the hedge is in the SPA, or is a functional part of the SPA, or if its removal would affect a functional part of the SPA.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TOT9: Salterns School</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Limited potential for increases in water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
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<tr>
<td><strong>TOT14: Eling Wharf</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, visual and noise disturbance, and in traffic leading to some potential increases in air pollution.</td>
<td>Provision of open space and a natural play space for children within the development. Formulation and secure delivery of Green Infrastructure Strategy for Totton. High standard of site design, limiting disturbance cause by light and sound coming from the site. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>Uncertain – the mitigation measures identified may not be adequate due to the proximity of Salterns School to the affected areas. A full Appropriate Assessment will be required if this site is allocated for residential development.</td>
</tr>
<tr>
<td><strong>TOT18 Town Centre Opportunity Sites</strong></td>
<td>Solent &amp;</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, visual and noise disturbance, and in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution</td>
<td>No – providing mitigation</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
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<tr>
<td>(4). Totton retail park servicing area</td>
<td>Southampton Water SPA/Ramsar</td>
<td>increases in traffic leading to some potential increases in air pollution.</td>
<td>through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>recommendations followed.</td>
</tr>
<tr>
<td>TOT18 (5). Land north of Commercial Road (nos. 81-97 including Red Lion PH)</td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in visual and noise disturbance, and in traffic leading to some potential increases in air pollution.</td>
<td>High standard of site design, limiting disturbance cause by light and sound coming from the site. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing avoidance recommendations followed.</td>
</tr>
<tr>
<td>TOT18 (6). Railway sidings, Junction Road</td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, and in traffic leading to some potential increases in air pollution.</td>
<td>Provision of open space within the development. Formulation and secure delivery of Green Infrastructure Strategy for Totton. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>TOT18 (7). Totton Timber</td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>TOT18 (8). Land between Asda and Junction Road</td>
<td>Solent &amp; Southampton Water</td>
<td>Some potential for limited increases in traffic leading to</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
<td>Conclusion of HRA – will there be an overall adverse impact on site integrity?</td>
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<tr>
<td><strong>TOT18 (9). Land at Junction Road and Rumbridge Street</strong></td>
<td>SPA/Ramsar</td>
<td>some potential increases in air pollution.</td>
<td>measures to ensure modal shift to alternative means.</td>
<td>Yes – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>TOT18 (10). 12-16 Eling Lane</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>TOT18 (11). Land south of High Street</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>TOT18 (12). Car sales site north of Totton bypass</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>TOT18 (14). 26 Rumbridge Street</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
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<tr>
<td><strong>TOT24.13 Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Air pollution.</td>
<td>Alternative means.</td>
<td></td>
</tr>
<tr>
<td><strong>MAR6: Cracknore Industrial Park</strong></td>
<td>Solent &amp; Southampton Water SPA</td>
<td>Physical damage or loss of habitat as the result of path construction.</td>
<td>Path to be constructed outside of the affected area in a manner which does not affect the site.</td>
<td>No – providing avoidance recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increases in recreational pressures.</td>
<td>Barrier between footpath and SPA/Ramsar to stop recreational activities on the SPA/Ramsar itself.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>MAR8.4: Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Limited potential for increases in water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limited potential for increases in recreational pressures as the result of improvements to the public slipway.</td>
<td>Provision of information signs educating the public on the potential impacts of recreational disturbance.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Physical damage or loss of habitat as the result of path construction.</td>
<td>Upgrading of existing paths, using materials which do not create a barrier for biodiversity, rather than construction of new.</td>
<td>Uncertain – the mitigation measures identified may not be adequate. A full Appropriate Assessment will be required if this scheme is included in the plan for submission.</td>
</tr>
<tr>
<td></td>
<td>Some potential for limited increases in recreational pressures.</td>
<td>Measures to limited access to the adjacent SAC saltmarshes where there is the greatest potential for possible habitat damage and bird disturbance.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy / proposal in question</td>
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<tr>
<td><strong>HYD2: Land adjoining Frost Lane</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, and in traffic leading to some potential increases in air pollution.</td>
<td>Provision of open space and a natural play space for children within the development. Provision of path providing direct access from the site to a large area of alternative natural greenspace (Tate’s Copse). Formulation and secure delivery of Green Infrastructure Strategy for Hythe. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD3: Land off Cabot Drive</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, and in traffic leading to some potential increases in air pollution.</td>
<td>Provision of open space and a natural play space for children within the development. Formulation and secure delivery of Green Infrastructure Strategy for Hythe. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD4: Land between Jones Lane and Southampton Road</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD6: Town centre opportunity areas (1). Land in vicinity of St</strong></td>
<td>Solent &amp; Southampton Water</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
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</tr>
<tr>
<td><strong>John’s Street car park</strong></td>
<td>SPA/Ramsar</td>
<td>some potential increases in air pollution.</td>
<td>measures to ensure modal shift to alternative means.</td>
<td></td>
</tr>
<tr>
<td><strong>HYD6 (2). Pier Head</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD7: Car Park extensions</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>a) Land adjoining St John’s Street car park</td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD7: Car Park extensions</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>b) Land adjoining New Road car park</td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD9a: Land south of Cedar Road</strong></td>
<td>New Forest SAC/SPA/Ramsar</td>
<td>Increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HYD10.2: Pier Head Bus/ferry interchange improvements</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Construction of boardwalk.</td>
<td>Boardwalk to be constructed outside of the affected area in a manner which does not affect the site.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Some potential for limited increases in air pollution.</td>
<td>Barrier between promenade and affected area.</td>
<td></td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
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<tr>
<td><strong>HYD10.3 Cycle route connecting Applemore to National Cycle Network 2</strong></td>
<td>New Forest SAC/SPA/Ramsar</td>
<td>Some potential for increased public access to the New Forest.</td>
<td>Creation of a screen or barrier between the end of the cycle path and the New Forest SAC/SPA/Ramsar to discourage public access to this area.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Some potential for limited decreases in traffic leading to some potential increases in air pollution.</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td><strong>BLA2: Land at Kings Copse Road</strong></td>
<td>The New Forest SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological disturbance from domestic animals, and in traffic leading to some potential increases in air pollution.</td>
<td>Provision of a open space buffer between the development and the affected areas. Provision of additional open space and a natural play space for children within the development. Formulation and secure delivery of Green Infrastructure Strategy for Fawley Parish. Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>Uncertain – the mitigation measures identified may not be adequate due to the proximity of Land at Kings Copse Road to the affected areas. A full Appropriate Assessment will be required if this site is allocated for residential development.</td>
</tr>
<tr>
<td><strong>BLA 3: Land at Chapel Lane</strong></td>
<td>The New Forest SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures, biological</td>
<td>Provision of a woodland buffer between the development and the affected areas. Provision of additional open space and a</td>
<td>Uncertain – the mitigation measures identified may not be adequate due to the proximity of</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
<td>Conclusion of HRA – will there be an overall adverse impact on site integrity?</td>
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<tr>
<td><strong>FAW1: Fawley Oil Refinery</strong></td>
<td>Solent &amp; Southampton Water SPA/SAC/Ramsar</td>
<td>Limited potential for increases in water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td></td>
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<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>HAR1: Land adjoining Hardley Industrial Estate</strong></td>
<td>New Forest SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
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<tr>
<td><strong>LYM6: Land south of Ampress Lane, north of Buckland Gardens</strong></td>
<td>Solent &amp; Southampton Water SPA/Ramsar</td>
<td>Some potential for limited increases in recreational pressures.</td>
<td>Formulation and secure delivery of Green Infrastructure Strategy for Lymington.</td>
<td>No - this site is too small to provide open space on site under policy CS7 – however, the site is opposite Buckland Rings (a large area of open space within the National Park) and it is likely that residents would use this area for recreation.</td>
</tr>
<tr>
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<td></td>
<td>Water pollution from sewage and effluent disposal.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td><strong>LYM9: Ampress Park</strong></td>
<td>Solent &amp; Southampton Water SPA/SAC/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Water pollution from sewage and effluent disposal.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td><strong>LYM11: Town Centre Opportunity Areas</strong></td>
<td>Solent &amp;</td>
<td>Some potential for limited</td>
<td>Mitigation of transport derived pollution</td>
<td>No – providing mitigation</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
<td>Conclusion of HRA – will there be an overall adverse impact on site integrity?</td>
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<tr>
<td><strong>(6). Jewson’s Gosport Street/Canon Street</strong></td>
<td>Southampton Water SPA/SAC/Ramsar</td>
<td>increases in traffic leading to some potential increases in air pollution.</td>
<td>through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>recommendations followed.</td>
</tr>
<tr>
<td><strong>LYM11 (7). Employment uses, Bridge Road</strong></td>
<td>Solent &amp; Southampton Water SPA/SAC/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>RING1: Industrial land (including former Wellworthy site) east of Christchurch Road</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
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<td></td>
<td>Limited potential for increases in water abstraction and water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td><strong>RING3: Land south of Ringwood, west of Corw Lane and adjacent to Crow Arch Lane</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limited potential for increases in water abstraction and water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
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<tr>
<td><strong>RING6: Town centre opportunity areas</strong>&lt;br&gt;1. The Furlong long stay car park</td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>in water abstraction and water pollution.</td>
<td>partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td><strong>2. Former cinema site, Markey Place and Environs</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limited potential for increases in water abstraction and water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Some potential for limited increases in traffic leading to some potential increases in air pollution.</td>
<td>Mitigation of transport derived pollution through delivery of transport strategies and measures to ensure modal shift to alternative means.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limited potential for increases in water abstraction and water pollution.</td>
<td>Commitment within the LDF to ongoing partnership with Environment Agency, Natural England and water companies to ensure adequate resources are delivered concurrent with new demand and requirements for high levels of efficiency are enshrined in policy.</td>
<td>No – providing the mitigation which has already been secured through Core Strategy policies CS4 Energy and Resource Use and CS8 Community Services and Infrastructure is effectively monitored.</td>
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<td>Site(s) affected</td>
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<tr>
<td><strong>RING9.7: Moortown to Castleman Way via New Street on and adjacent to road cycle route</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Some potential for limited decreases in traffic leading to some potential increases in air pollution.</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td><strong>RING9.10: Moortown to town centre via Quomp improvements to existing paths and footways, including footway link through Wellworthy site</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Some potential for limited decreases in traffic leading to some potential increases in air pollution.</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td><strong>FORD3: Open space south of Fordingbridge Recreation Ground</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Limited potential for increases in nutrient loading from fertiliser and other chemicals used on the space entering the watercourse.</td>
<td>Reasonable precautions are undertaken to ensure to pollutants enter the watercourse.</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td><strong>FORD 4.4: Recreation Ground to Bickton Mill via U119 cycle route</strong></td>
<td>River Avon SAC/SPA/Ramsar</td>
<td>Physical damage or loss of habitat as the result of path affected are in a manner which does not</td>
<td>Path to be constructed outside of the affected are in a manner which does not</td>
<td>No – providing mitigation recommendations followed.</td>
</tr>
<tr>
<td>Policy / proposal in question</td>
<td>Site(s) affected</td>
<td>Nature of effect</td>
<td>Avoidance/Mitigation recommended by HRA</td>
<td>Conclusion of HRA – will there be an overall adverse impact on site integrity?</td>
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<tr>
<td>(0.6km) across rural open land with an on road section linking to the town centre</td>
<td></td>
<td>construction.</td>
<td>affect the site.</td>
<td></td>
</tr>
</tbody>
</table>
3.4 In-Combination Effects

Other plans and projects being implemented or prepared for in the area may also have the potential to cause negative effects on the integrity of European sites. These effects may be exacerbated when experienced in combination with the effects of the plan in question, possibly leading an insignificant effect to become significant. It is therefore important to consider what effects the plan could have in combination with other plans and projects.

The plans and projects listed in Appendix 6 have been considered in combination with the plan being assessed to determine whether in combination effects are likely. As this is a Consultation Document which includes options, it is assumed that where there are options, not all would be progressed.

The following summary shows where policies and proposals of the draft plan are considered likely to lead to significant adverse effects on site integrity in combination with other known plans and projects.
### Table 3.5: Summary table showing effects on European sites caused by the plan in combination with other plans or projects

<table>
<thead>
<tr>
<th>Policy / proposal in question</th>
<th>Site(s) affected</th>
<th>Nature of effect</th>
<th>Other plan / project in question</th>
<th>Nature of effect</th>
<th>Possible combined effect</th>
<th>Conclusion of HRA – will there be an overall adverse impact on site integrity?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sites for Residential Development</strong></td>
<td>New Forest SAC/ SPA/ Ramsar</td>
<td>Recreational pressures</td>
<td>Housing allocations within the South East plan. Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region. Hampshire and Wiltshire Minerals Plan</td>
<td>Recreational pressures</td>
<td>Substantial growth in South Hampshire and South East Dorset is likely to lead to increased recreational pressures on the New Forest.</td>
<td>Uncertain – significant effects are not identified for the majority of sites providing mitigation and avoidance measures identified (at the Core Strategy Stage) for inclusion in the Sites and Development Management DPD are implemented. Significant effects resulting from disturbance and predation by domestic animals cannot be ruled out for potential sites for residential development BLA2 and BLA3 which are in very close proximity to the site.</td>
</tr>
<tr>
<td><strong>Sites for Residential Development</strong></td>
<td>Solent Maritime SAC Solent &amp; Southampton Water SPA/ Ramsar</td>
<td>Recreational pressures</td>
<td>Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region. Hampshire and Wiltshire Minerals Plan</td>
<td>Recreational pressures</td>
<td>Growth in South Hampshire could lead to an increase in recreational pressures on the coastal environment.</td>
<td>Uncertain – significant effects are not identified for the majority of potential sites for development included within the consultation document but there are three policies (TOT9, TOT14 and MAR8.4) where significant effects cannot be ruled out at this stage.</td>
</tr>
</tbody>
</table>
4.0 Screening Statement

Based on the information given within this document, and current levels of knowledge of the sites and effects it is New Forest District Council’s considered opinion that some of the policies in the New Forest District Council Sites and Development Management DPD may require full appropriate assessment, under the Habitats Regulations. It has not been possible to rule out Consultation Document policies TOT9 (Salterns School, Commercial Road, Totton), TOT14 (Eling Wharf), MAR8.4 (Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane), BLA2 (Land at Kings Copse Road) and BLA3 (Land at Chapel Lane) having in themselves a significant impact on the integrity of European sites.

It is also New Forest District Council’s considered opinion that the remaining policies in the Sites and Development Management DPD will not require full appropriate assessment under the Habitats Regulations, because in themselves they are unlikely to have a significant impact on the integrity of European sites.

The Appropriate Assessment of the South East Plan indicates the potential for effects arising from growth in this area. Whilst there is some uncertainty expressed, it is the New Forest District’s opinion that provided adequate and timely mitigation is delivered as recommended in this assessment, it is possible to conclude that in-combination effects with the New Forest Sites and Development Management DPD Consultation Document will not significantly affect the integrity of the European sites considered in this assessment.

In the South West region there is no regional spatial strategy and housing targets are included within individual local authorities’ plans. Following the abandonment of the South west Regional Spatial Strategy the level of growth which will take place in this area in now unknown. The Dorset Heaths interim delivery plan has been agreed and seeks to provide mitigation for visitor impacts. There is a framework in place to develop this into a DPD approach that will secure the necessary mitigation/avoidance measures.

This conclusion is reliant on consideration and inclusion, including within the Sites and Development Management DPD, of strategic avoidance and mitigation such as the delivery of Green Infrastructure. Effective and timely delivery of mitigation is therefore key to the ability to reach this conclusion. New Forest District Council is committed to working with partners to ensure the necessary strategies are put in place, resources are made available and that their delivery is monitored.

In order to reach this conclusion the following recommendations, which were made following the Appropriate Assessment of the Core Strategy, must be implemented through the Sites and Development Management DPD:

- Promotion of the role of green infrastructure and commitment to resourcing its delivery.
- Appropriate levels of open space provision within new development and addressing shortfalls in existing provision.

In order to reach this conclusion the following recommendations, which were made following the Appropriate Assessment of the Core Strategy, must be implemented through subsequent Supplementary Planning Documents:
• In particular for development areas close to the sites, measures to improve open space to avoid regular day visits such as dog walkers

This opinion is subject to consultation with Natural England and other key stakeholders and the public and may be revised in light of any comments given, as well as any additional evidence such as recently commissioned research.
APPENDIX 1: Policy Outlines

Policy DM1: Locally designated sites of importance for nature conservation
Development likely to harm a Site of Importance for Nature Conservation (SINC), Local Nature Reserve (LNR) or Regionally Important Geological/Geomorphological Sites (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.

Policy DM2: Protection of historic street and footpath patterns
In development schemes, proposals should respect historic road, street and footpath patterns that contribute to the character and quality of an area.

Policy DM3: Renewable and low carbon energy generation
The benefits associated with development proposals relating to renewable energy schemes will be given significant weight, provided that they avoid unacceptable impacts on:

(i) adjoining land uses including nature conservation designations (with particular regard to any impacts on the international designations within and near to the plan area) and heritage assets;
(ii) the immediate and wider landscape, giving particular importance to impacts on the New Forest National Park and the Cranborne Chase and West Wiltshire Downs AONB;
(iii) residential amenity both during and after construction; and
(iv) the road network.

Policy DM4: Coastal Change Management Area
A coastal change management area (CCMA) is defined along the Plan Area’s southern coast as shown on the maps below. Within this CCMA, based on the national policy set out in PPS25 supplement, the following criteria will apply:
1. New residential building will generally not be appropriate (subject to the exceptions in the criteria set out below);
2. Certain types of essential infrastructure and Ministry of Defence installations (as referred to in paragraphs 6.5/6.6 of PPS25 supplement Practice Guide) may be permitted;
3. Within the indicative erosion zone up to 2025, only development directly linked to the coastal strip, such as beach huts, cafes/tea rooms, car parks and sites used for holiday or short-let caravans and camping may be permitted. All development will be subject to time-limited planning permissions.
4. Within the indicative erosion zones from 2025 up to 2055, and 2055 to 2105, in addition to the above, the following types of development may be permitted, subject where appropriate to time-limited planning permission;
   i. hotels, shops, office or leisure activities requiring a coastal location and providing substantial economic and social benefits to the community;
   ii. key community infrastructure, which has to be sited within the CCMA to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides;
   iii. subdivisions of properties, including residential subdivisions; and
   iv. limited residential extensions that are closely related to the existing scale of the property.
**Policy DM5: Restrictions on new soakaways**
A soakaway restriction zone is defined at Barton on Sea. Within this zone, any new development acceptable under Policy DM4 should be connected directly to an available surface water system, foul sewer system or highway drainage system via a controlled connection, which may require the use of storage. Alternatively it may be appropriate to construct a new surface water system or a rainwater harvesting system.

**Policy DM6: Green Infrastructure**
Development proposals should maintain, and where possible enhance, the integrity of important green infrastructure as identified in the Green Infrastructure Strategy for the settlement.
(i) Development should not result in the loss of a green buffer between existing development and a major transport route;
(ii) Development on a tree lined street should maintain and enhance the tree-lined character of that street.
(iii) Development on a street with spacious verges should maintain and enhance that aspect of the character of that street.
(iv) Where there is a watercourse, development should avoid putting the watercourse into a culvert. The banks of watercourses should be maintained and enhanced to support biodiversity.
(v) Development should not damage the open character of an area which is important as a green wedge, i.e. which extends the countryside into the settlement (including those shown on the green infrastructure maps).
(vi) Development proposals should aim to enhance ‘green links’ between the built up area and the countryside, in particular those that enhance recreational opportunities (for walking/cycling) and those that create wildlife corridors (enhancing biodiversity). Such links should not result in an increase in visitor numbers to a sensitive area.
(vii) Development will not be permitted where it would cause the loss of, or significant damage to, other landscape features of particular landscape value which contribute to the character or setting of a settlement (having regard to the relevant Supplementary Planning Document on Local Distinctiveness).

**Policy DM7: Protection of public open space, private playing fields and sports grounds and school playing fields**
Development will not be permitted on public open spaces, private playing fields and sports grounds and school playing fields, except for small scale ancillary facilities related to their recreational use. In exceptional circumstances, development may be permitted on an existing open space provided alternative and improved open space provision is made as part of a development proposal.

**Policy DM8: Built-up area boundary changes**
The built-up area boundaries are shown on the Proposals Map. Proposed changes to built-up area boundaries are shown in Appendix 4 to this consultation document. Any new development allocations adjoining existing built-up area boundaries made when the Sites and Development Management DPD is adopted will be brought within the built-up area boundaries.

**Policy DM9: Green Belt**
The Green Belt boundary is defined on the Proposals Map. Small scale proposed revisions to the Green Belt are set out in Appendix 4 to this consultation document.
Any sites which are currently in the Green Belt adjoining existing built-up area which are allocated for development when the Sites and Development Management DPD is adopted will be removed from the Green Belt. Within the Green Belt development is severely restricted by national policy.

**Policy DM10: Occupancy of housing provided to meet a local need**

To ensure that the affordable housing to meet a local need for affordable housing, as provided for under Core Strategy policies, is directed primarily towards the needs of the community in which the development is located, the following occupancy criteria will be applied.

For those in housing need, top priority will be given to persons with a local connection to the parish in which the development is built, followed by those with a local connection to adjoining parishes, followed by other persons resident within New Forest District (including the National Park).

The strength of an applicant’s local connection with a parish will be defined according to the following bands:

- **Band A** Persons who live or have their workbase in the parish and have done so for longer than 10 years, or who have lived in the parish for longer than 10 years previously.

- **Band B** Persons who live or have their workbase in the parish and have done so for longer than 5 years, or who have lived in the parish for longer than 5 years within the last 15 years, or whose parents, siblings or adult children live in the parish and have done so for 10 years or longer.

- **Band C** Persons who live or have their workbase in the parish and have done so for longer than 2 years, or who have lived in the parish for longer than 2 years within the last 15 years, or whose parents, siblings or adult children live in the parish and have done so for 5 years or longer.

**Policy DM 11: Residential accommodation for older people**

Residential accommodation designed specifically to meet the needs of older people, including care homes, will normally be permitted on sites appropriate for residential development.

**Policy DM12: Sites suitable for marine uses**

The following sites are safeguarded for marine-related businesses as set out in Core Strategy Policies CS17(g) and CS18(f):

- a) Marchwood Industrial Park (wharf and environs)
- b) Cracknore Industrial Park
- c) Marchwood Military Port
- d) Hythe Marina Boat Yard, Endeavour Way
- e) Hythe Boat Yard, St. Johns Street
- f) Hythe Marine Park, Shore Road
- g) Lymington Marina, Bath Road
- h) Bath Road, Lymington, sea water baths, yacht clubs, harbour office, car and boat parks
- i) Boat Yard, Mill Lane, Lymington
Other coastal sites in employment, utility or recreational use which provide, or are capable of providing access to coastal waters will be retained for uses which require such access.

Policy DM13: Tourism and visitor facilities
Within the defined built-up areas, new serviced visitor accommodation and facilities will be permitted outside of the primary shopping areas, having regard to compatibility with adjoining uses and the need to avoid unacceptable impacts.

Outside the defined built-up areas, development to provide visitor accommodation and/or facilities will only be permitted where it is:

(i) part of a farm diversification project or through the conversion of existing buildings in accordance with Policy DM 25; or

(ii) to extend an existing hotel or guest house, to improve its operating efficiency or to maintain the viability of the business, and where any physical extension is of a scale and design which does not have an unacceptable impact directly or indirectly on the character and setting of the building or the surrounding area; or

(iii) to relocate an existing camping or caravan site to a less sensitive location, thereby reducing the impact on nature conservation interests and the local environment; or

(iv) to enable environmental improvements to be made at an existing holiday park, camping or caravan site; or

(v) to up-grade ancillary facilities at an existing holiday park, camping or caravan site, or visitor attraction, provided this does not materially increase the overall impact of the development.

In the countryside, any new development should be of an appropriate design and scale in keeping with the rural character of the area, and should not result in significant harmful impacts (either directly or indirectly) on the countryside or rural communities. Where the development involves the re-use of an existing building, it must be one of an appropriate scale and appearance to its rural setting and structurally sound so that it can be re-occupied without major rebuilding.

Throughout the Plan Area, where an existing hotel or guest house accommodation use is not viable, the building should be used for an alternative leisure/visitor based business use(s) which continue to contribute to the local economy.

Policy DM14: Additional retail floorspace in Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge

Within the Town Centre boundary (as defined on the Proposals Map), new retail development, including improvements and extension of existing commercial premises will be permitted. New retail developments of over 1000sq. metres should be
within 300 metres of the primary shopping area. Preference will be given to the “town centre opportunity sites” as set out in the table below.

Outside of town centres retail development should complement town centre provision by providing for day to day ‘top up’ convenience shopping and services. Retail developments of over 1000 metres square will be subject to an impact assessment which will need to demonstrate that it both fulfils a local consumer need which cannot be accommodated within the town centre boundary, and would not have a significant adverse impact on the vitality and viability of the town centre.

**Policy DM15: Primary Shopping Areas**

Within the primary shopping areas, as defined on the proposals maps, the following will be permitted:

(a) Retail development, including improvements and extension of existing commercial premises;

(b) Appropriate non-retail uses (uses other than Class A1), provided the length of ground floor street frontage in non-retail use within the primary shopping area is no greater than 30% of the overall length of ground floor street frontage. Non-retail uses will not be considered appropriate in premises in prominent locations within a primary shopping area.

(c) On upper floors, and at basement level, uses which are compatible with retail use (and its associated storage and servicing) of the ground floor unit. This could include residential uses where this can be achieved without the loss of gross floorspace in retail or appropriate non-retail uses within existing premises, the loss of ancillary storage space, or the ability to service the premises off-street.

Exceptions to part (b) of this policy may be made where a proposal is for a non-retail use which is appropriately located in a shopping street and where:

(i) the proposed use will add to the vitality and attractiveness of the primary shopping area to shoppers, and

(ii) it can be demonstrated that the proposed development will generate customer activity levels (footfall) similar to a typical retail unit.

Residential development will not be permitted at ground floor level.

**Policy DM16: Secondary Shopping Frontages**

Within town centre secondary shopping frontages, as defined on the proposals maps, the following will be permitted:

(a) the development, improvement or expansion of retail and appropriate non-retail uses.

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6 Definitions given in Annex B of PPS4 indicate locations which are within 300 metres of the primary shopping area should be considered as ‘well connected’ and ‘within easy walking distance’ of the primary shopping area.

7 The assessment will take into account unimplemented planning permissions for changes of use.
(b) the change of use of retail premises to appropriate non-retail uses.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to a town centre location.

**Policy DM17: Town centre development**

Within the Town Centre Boundary (as defined on the proposals maps), excluding the Primary Shopping Area and premises in secondary shopping frontages, the following will be permitted:

(a) the development, improvement or expansion of retail and appropriate non-retail uses, subject to Policy DM 14;

(b) entertainment and community uses;

(c) office and business development;

(d) residential development provided:

(i) it does not result in the loss of retail and/or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to a town centre location;

(ii) it does not prejudice development opportunities identified in proposals ..... (list of Town centre opportunity site references);

(ii) does not result in the loss of an employment or business site capable of being satisfactorily used for an alternative employment or business use appropriate to a town centre location.

**Policy DM18: Local Shopping Frontages in the built-up areas of Totton, Hythe, Lymington, New Milton, Ringwood and Fordingbridge**

In Local Shopping Frontages, as defined on the proposals maps, uses which provide for the day to day shopping and service needs of the area will be permitted.

A minimum of 40% of ground floor units within the defined frontage should be in retail use.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to the location.

**Policy DM19: Local Shopping Frontages in Marchwood, Blackfield, Holbury, Fawley, Milford on Sea, Hordle, Bransgore**

In Local Shopping Frontages, as defined on the Proposals Maps, uses which provide for the day to day shopping and service needs of the area will be permitted. Retail
developments of over 500 square metres will be subject to an impact assessment which will need to demonstrate that it fulfils a local consumer need and would not have a significant adverse impact on the vitality and viability on nearby town centres.

In the defined Local Shopping Frontages of Bransgore, Marchwood and Milford on Sea, a minimum of 50% of ground floor units within the defined frontage should be in retail use.

In other defined Local Shopping Frontages, a minimum of 40% of ground floor units within the defined frontage should be in retail use.

Residential development will not be permitted at ground floor level in premises within the defined frontage. Residential development may be provided on other floors where it does not result in the loss of retail and/ or other appropriate non-retail uses capable of being satisfactorily used for an alternative business or employment use appropriate to the location.

**Policy DM20: Small Local Shops and Public Houses**

Outside of town centres and defined local shopping frontages, local convenience stores of up to 280 square metres will be permitted where they provided for the day to day needs of a community, which otherwise would not be provided for, and are located within the community served.

Development proposals which result in the loss of small local shops (outside defined local shopping frontages) or Public Houses will not be permitted where the proposal would result in the loss of an important local facility. Change of use to an alternative business/employment use will be acceptable where the loss of a shop or public houses is permitted.

**Policy DM21: Residential Development in the Countryside**

Residential development in the countryside will only be permitted where it is:

(a) a limited extension to an existing dwelling; or

(b) the replacement of an existing dwelling, except where it:
   (i) is the result of a temporary permission(s) and/or
   (ii) is an unauthorised uses and/or
   (iii) has been abandoned; or

(c) affordable housing to meet a local need, in accordance with Core Strategy Policy CS22; or

(d) an agricultural worker’s or forestry worker's in accordance with national planning policy (See Appendix 2)

In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts.

Replacements and extensions should be designed to respect the character and scale of the existing dwelling, and not significantly alter the impact of built development on the site within its setting.
Current adopted policy sets a 30% limit on house extensions (or increases in size for replacement dwellings). Views are invited on whether this 30% limit should:
(i) continue to be applied as a strict numerical size limit on extensions and replacement dwellings, or
(ii) be used as a guideline with the emphasis more on the acceptability of the local impact of the extension/replacement dwelling.

**Policy DM 22: Removal of restrictive conditions on agricultural workers and forestry workers dwellings.**
An occupancy condition restricting the occupancy of a dwelling to a person employed or last employed in agriculture or forestry will not be removed unless the local planning authority is satisfied that the long-term need for the dwelling has ceased and there is no evidence of a continuing need for housing for persons employed or last employed in the locality in these categories.

**Policy DM23: Employment development in the countryside**
Rural employment/business development will be permitted where it is either:

(a) part of a farm diversification project supporting a farm business, making best use of existing permanent buildings. Where new buildings are necessary they should be contained within the existing complex of farm buildings, and be limited to ensure the development remains of a scale and character appropriate to its rural setting; Or

(b) on the edge of a defined settlement, or adjoining or within a rural settlement (as listed in Core Strategy Policy CS9 Level 4) through:
   (i) the re-use of existing permanent buildings which is structurally sound so that it can be re-occupied without major rebuilding or extension;
   (ii) the redevelopment of an existing employment site which results in local environmental benefits; or
   (iii) the extension to an existing building in employment use.

In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts. Where the development involves the re-use of an existing building, it must be structurally sound so that it can be re-occupied without major rebuilding.

**Policy DM24: Shops, services and community facilities in rural areas**
Within and adjoining rural communities (Core Strategy Policy CS9: Level 4 settlements):

(a) local convenience stores of up to 280sq. metres will be permitted where they provided for the day to day needs of a community which otherwise would not be provided for, and are located within the community served.
(b) small scale development projects that provide the local delivery of services and community facilities will be permitted.

Small scale specialist retail uses ancillary to a rural business activity, such as a farm or craft business, will be considered favourably where they help sustain the viability of an existing rural enterprise.

Proposals should, where possible involve the re-use or adaption of existing permanent buildings.
New development in open countryside will not be permitted. In all cases, development should be of an appropriate design, scale and appearance in keeping with the rural character of the area, and should not be harmful to the rural character of the area by reason of traffic and other activity generated or other impacts.

**Policy DM25: Loss of rural employment sites, shops, public houses and community facilities**
Development which would result in the loss of rural employment sites, shops, public houses and community facilities will not be permitted, except where:
(a) alternative equivalent provision is secured as part of the development proposal; or
(b) the proposed development use would provide greater community benefits, for which there is a recognised local need, than the use lost; or
(c) the use of the site or building has an adverse impact on the character and amenities of the area which is not capable of being resolved by appropriate measures.

**Policy DM26: Recreational uses in countryside – including horse-keeping/riding**
Development associated with outdoor recreational uses will be permitted where it:
(a) will help meet a local recreational need; and/or
(b) will assist in the diversification of an agricultural enterprise; and/or
(c) will assist in relieving harmful pressures on a sensitive part of the New Forest National Park;
provided that there will not be unacceptable impacts on the amenities of local residents, the rural character of the area, local roads or other environmental or agricultural interests (including nearby parts of the New Forest National Park and coast).

Development related to recreational horse keeping and riding will be permitted provided the scale is appropriate to the rural setting and character and it will not lead to increased riding pressures on sensitive parts of the New Forest or otherwise have unacceptable impacts on neighbouring uses, the rural landscape, local roads or on road safety.

**Policy DM27: Development generating significant freight movements**
Development that generates significant freight movements within the district should normally be located close to the main road network. Links between such developments and the main road network should be capable of accommodating the additional freight movements anticipated. Appropriate measures to mitigate any demonstrable adverse impact of additional freight movements along such links will be sought. In addition, developers will be expected to work with occupiers of freight distribution developments, to ensure that numbers of and timings of lorry movements, and access routes are managed to minimise adverse impacts on communities and congestion.

**Eastern 1: Improvements to the A326 Dibden to Totton Western Bypass**
It is proposed to safeguard land, as shown on the adopted Local Plan Proposals Maps, to enable improvements to the A326 to be made.
**Eastern 2: Bury Road to Totton cycle route**
A cycle route adjacent to the road is proposed along Bury Road (from the Tavell’s Lane junction) to link to the Totton cycleway network at Jacob’s Gutter Lane, as shown on Map (to be included). (MA/T/7 and TE/T/19):

**TOT1: Land at Durley Farm, Hounsdown**
Land at Durley Farm, as shown on Map TOT1, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 100 dwellings within the site. The remainder of the site should be used for public open space and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:
- Satisfactory resolution of concerns regarding impacts on the local road network, particularly on Jacob’s Gutter Lane;
- Vehicular access to the site via Jacobs Walk and pedestrian and cycleway links to the A35;
- Provision of a cycle route between Jacobs Gutter Lane (west) and Hounsdown Business Park. (TE/T/17)
- The retention of existing woodland, mature trees and hedgerows within the site
- Provision of a landscaping buffer to the Totton western bypass and with land to the west, in order to screen the development from the New Forest and protect new dwellings within the site from excessive traffic noise
- Protection, or appropriate compensation for, the nature conservation value of the Site of Importance for Nature Conservation designated within the site
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.
- No built development taking place beneath power lines on the site (open space/allotments maybe appropriate)
- The development should include a significant new area of formal public open space which should be accessible from Hounsdown School.

**TOT2: Land at Loperwood, north of Loperwood Lane**
Land at Loperwood, shown as TOT2 on the map below, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11, CS12 and CS15 of the Core Strategy, and public open space. The site could accommodate up to around 75 dwellings. The provision of a community centre for the blind and children’s nursery (as proposed by the site’s owners) could also be acceptable. The remainder of the site should be used to provide a significant area of new public open space, in excess of the development’s own immediate requirements, and allotments.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site would be subject to:
- Provision of vehicular access from Loperwood Lane
- Provision of footpath/cycleway connections through the development site to link it to the cycle route running along the western boundary of the site and the recreation ground to the east
- Retention of important boundary and feature trees and hedgerows. In particular, the central pond and woodland should be retained
- Landscaping of the south-eastern boundary of the site in order to screen development from existing residential properties. Enhanced landscaping of
the northern, western and south-western boundaries in order to screen
development from road and cycle routes and provide a high quality setting for
the development
• Informal open space and natural play for younger children should be
provided within the new residential development. Additional formal public
open space should be provided to link in with King George Recreation
Ground.
• Recreational facilities for young people should be provided either on site or
on King George Recreation Ground
• Provision of land for a minimum of 10 full size allotments plots within the site
in order to provide for local needs arising from the development and in the
wider community.

TOT3: Land at Loperwood Farm
Land at Loperwood Farm, shown as TOT3 on the map below, is identified as a
possible site for residential development, to provide for housing needs in accordance
with Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate
up to 20 dwellings.

In addition to policy requirements in the Core Strategy and Development Management
policies outlined in an earlier section of this document, development on this site will
be subject to:
• Provision of vehicular access from Loperwood
• Provision of pedestrian access to King George’s Recreation Ground
• Landscaping the northern boundary to Loperwood
• Public open space provision including natural play space.

TOT4: Land south of Jacob’s Gutter Lane
Land south of Jacob’s Gutter Lane, as shown on Map TOT4, is identified as a possible
site for residential development, to provide for housing needs in accordance with
Policies CS11, CS12 and CS15 of the Core Strategy. The site could accommodate
around 10 dwellings.

In addition to policy requirements in the Core Strategy and Development Management
policies outlined in an earlier section of this document, development on this site
would be subject to:
• Provision of vehicular, pedestrian and cycle access from Jacob’s Gutter Lane
• Retention of area of woodland and important trees and hedgerows within the
site
• A 25 metre buffer between development and the Newmans Copse Site of
Importance for Nature Conservation, which can also function as informal
open space
• Public open space including provision of natural play space
• Land for the provision of allotments plots within the site
• No built development taking place beneath power lines on the site (open
space/allotments maybe appropriate)

TOT5: Land north of Michigan Way, east of Garland Way
Land north of Michigan Way, east of Garland Way, as shown on Map TOT5, is
proposed to be allocated for residential development. Development of the site should
incorporate a green buffer on the southern boundary, continuing the existing green
infrastructure which is established along Michigan Way.
TOT6: Land at Hanger Farm, Totton
Land at Hanger Farm, as shown on Map TOT6 is proposed to continue to be allocated for residential development.

TOT7: Land at Brokenford Lane, Totton
Land east of Brokenford Lane, as shown on Map TOT7, is proposed as a site for residential redevelopment. It is proposed to delete the previous residential allocation on the land to the west as shown on Map TOT7.

TOT 8: Stocklands, Calmore Drive
Stocklands, Calmore Drive, as shown on Map TOT8, is proposed as a possible site for residential development.

TOT9: Salterns School, Commercial Road, Totton
Land at Salterns School, as shown on Map TOT9, is identified as a possible site for residential development.

TOT10: Land off Blackwater Drive, Calmore
Land off Blackwater Drive, Calmore, as shown on Map TOT10, is identified as a possible site for residential development. Proposals should make provision for the enhancement of existing public open space to the north of the site to compensate for the loss of open space within the site.

TOT11: Bus Depot, Salisbury Road
The bus depot on Salisbury Road, as shown on Map TOT11, is identified as a possible site for residential development.

TOT12: Land off Oleander Drive, north of Michigan Way
Land off Oleander Drive, north of Michigan Way, as shown on Map TOT12, is identified as a possible site for residential development. The paddock adjoining Michigan Way should be retained as a green buffer between the development and Michigan Way. Footpath and cycleway routes should be provided to link the Oleander Drive to the A326 underpass. (See transport proposal Totton 23.10)

TOT13: Land at Little Testwood Farm caravan site
Land currently used as a transit caravan site for gypsies at Little Testwood Farm (as shown on Map TOT13) is safeguarded for that purpose.

A small extension, sufficient to increase the capacity of the site by about 5 permanent residential pitches for gypsies, is proposed to be made by extending the site south-eastwards to include additional land beyond the bounds of the transit caravan site, but within the curtilage of the site. This would be subject to:
- Provision of adequate vehicular/pedestrian/cycle access to the site
- Appropriate boundary treatment
- Provision for essential amenities including ablution facilities and children’s play space on the site

TOT14: Eling Wharf
Within the total site area of 15 hectares at Eling Wharf, as shown on Map TOT14:
- The primary use of the site should be employment development and high-intensity employment uses will be encouraged (especially B1 and higher density B2 uses);
- Some housing development may be permitted on the western part of the site in order to achieve a financially viable development on the site as a whole that
will significantly contribute towards achieving Core Strategy employment objectives and significant environmental improvements. This should include affordable housing as required by Core Strategy Policy CS15, unless the local planning authority accepts a lower contribution having regard to overall financial viability,

- The southern part of the site, adjoining Eling Quay should be used for community and recreational uses;
- There should be public access to the waterfront;
- The existing contamination issues will need to be satisfactorily dealt with before development takes place, or in association with the development;
- Given the key position of the site, significant environmental improvements should be made and new development should aim to create a high quality environment across the whole site;
- access to the employment areas should be from the A35, and to the housing areas from Eling Lane with all accesses being to the satisfaction of the highway authority;
- development will need to avoid creating unacceptable impacts on the nearby areas of national and international importance for nature conservation;
- A Flood Risk Assessment will be required for development proposals on this site;
- A cycle/footpath route through the site should connect to the existing cycle routes adjacent to the A35 to the north of the site and the on road route along Eling Lane to the west of the site. This route would improve links for pedestrians and cyclists and would encourage cycling and walking to and from the site.

**TOT15: Land at Little Testwood Farm**

About 1.8 hectares, as shown on the Proposals Map, is identified as a possible site for employment development in accordance with Policy CS18 of the Core Strategy. In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular access from Salisbury Road
- Provision of pedestrian/cycle access to the site which links in well with existing footpaths and cycleways
- Retention of important trees and hedgerows on the site and its boundaries
- Landscaping of the site boundaries adjoining the caravan site to the north and east in order to screen the development, adjoining the new stadium to the south, and provision of a landscape buffer along Salisbury Road in order to improve visual amenity and provide a high quality setting for the development.

**TOT16: Land at Sunnyfields Farm, Jacob’s Gutter Lane**

It is proposed that the development of food production and processing activities and ancillary training facilities at Sunnyfields Farm, south of Jacobs Gutter Lane could be considered, subject to:

(i) Built development being contained within the area identified on the Map TOT16;
(ii) Retail floorspace being restricted to that appropriate as ancillary to the food production and processing uses on the site;
(iii) Local environmental improvements to minimise the impact of development on the countryside, including appropriate landscaping to screen buildings;
(iv) Provision of an off road cycleway along the frontage to Jacob's Gutter Lane see (see transport proposal 23.7 below)
(v) Retention of woodland on the western boundary and other important trees on site.

Within this framework, it would be particularly important that any future development on the site should be in accordance with a Site Development Brief agreed by the Local Planning Authority.

**TOT17: Town centre boundaries**
The town centre boundary, the primary shopping area and secondary shopping frontages in Totton Town Centre, are as shown on Map TOT-TC1.

**TOT18: Totton Town Centre Opportunity Sites**
The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Site address</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Totton Conservative Club, Salisbury Road</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Library Road Car Park</td>
<td>Retail</td>
</tr>
<tr>
<td>3</td>
<td>Former Petrol Station, north of Ringwood Road</td>
<td>Retail</td>
</tr>
<tr>
<td>4</td>
<td>Totton Retail Park Servicing Area</td>
<td>Retail/OFFICE/ENTERTAINMENT</td>
</tr>
<tr>
<td>5</td>
<td>Land north of Commercial Road (Nos.81 to 97, including Red Lion PH)</td>
<td>Retail/ENTERTAINMENT/OFFICE</td>
</tr>
<tr>
<td>6</td>
<td>Railway Sidings, Junction Road</td>
<td>Retail/OFFICE/RESIDENTIAL</td>
</tr>
<tr>
<td>7</td>
<td>Totton Timber</td>
<td>Retail/OFFICE</td>
</tr>
<tr>
<td>8</td>
<td>Land between Asda and Junction Road</td>
<td>Retail/OFFICE/COMMUNITY</td>
</tr>
<tr>
<td>9</td>
<td>Land at Junction Road and Rumbridge Street</td>
<td>Retail/OFFICE</td>
</tr>
<tr>
<td>10</td>
<td>12-16 Eling Lane</td>
<td>Offices</td>
</tr>
<tr>
<td>11</td>
<td>Land south of High Street</td>
<td>Offices</td>
</tr>
<tr>
<td>12</td>
<td>Car sales site north of Totton by-pass</td>
<td>Offices</td>
</tr>
<tr>
<td>13</td>
<td>37-39 Salisbury Road</td>
<td>Offices/COMMUNITY</td>
</tr>
<tr>
<td>14</td>
<td>26 Rumbridge Street</td>
<td>OFFICES</td>
</tr>
</tbody>
</table>

It is proposed to carry forward the existing Local Plan Policy that only civic and community uses will be permitted in the area of the Civic Centre, library, medical
centres, fire and police stations, and associated car parks, as defined on the Proposals Map.

TOT20: Environmental and transport improvements in Totton Town Centre
Improvements are proposed to reduce the impact of through traffic and the dominance of the car on the environment in Totton Town Centre, as well as improving accessibility for non-motorised and more vulnerable road users. The transportation improvements proposed to help alleviate the impact of traffic, in the vicinity of the central roundabout (transport scheme ref TE/T/39), are as follows:

- reducing the scale of the central roundabout
- widening footways
- improvements to pedestrian crossings at the junction of Salisbury Road and the roundabout, and the central pedestrian reservation in Commercial Road
- reducing Commercial Road to a single carriageway except on the final approach to central roundabout
- improved bus stops with shelters
- replace pelican crossing on Commercial Road with raised flat top zebra crossing
- provision of a flat top table at Beaumont Road junction to help create a gateway to the town centre and slow traffic speeds

TOT21: Rumbridge Street Local Shopping Area
Within the Rumbridge Street Local Shopping Area, as defined on the Proposals Map, development proposals which enhance the commercial vitality of the area will be permitted. A minimum of 45% of the total street frontage should be retained in retail use. No residential uses will be permitted within the ground floor street frontages.

TOT22: Public Open Space Proposals
The following sites (as shown on Map TOT22a and TOT22b) are proposed to be allocated for public open space:
(a) 4.44 hectares of informal open space at Bartley Park (carried forward from Local Plan Policy TE-17)
(b) 4.5 hectares of informal open space at Cockleydown Copse

TOT23: Transport Schemes
The following transport schemes in Totton are proposed, primarily to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking:

Strategic transport improvements

TOT 23.1 (TE/T/69): Totton A35 east of A326 – highway improvements, including bus priorities, to tackle congestion.
This is a significant proposal identified in Core Strategy policy CS23(b). It is anticipated that most or all of the works will be within the highway boundary. This proposal will help ease congestion and reduce the negative impact of traffic in the area.

TOT 23.2 (TE/T/42): Totton Western Bypass: A35 - Michigan Way Junction to Cockleydown Lane junction, dualing and junction improvements.
This is a significant scheme, identified in Core Strategy policy CS23(c), involving widening of the carriageway requiring non highway land to implement. This scheme will provide improved efficiency and capacity of the bypass relieving the town centre of through traffic
and easing congestion. (This scheme may be abandoned by HCC, if it is this proposal will be deleted from this Plan)

**TOT 23.3 (TE/T44): Hounsdown - New railway station.**
This significant proposal is identified in Core Strategy policy CS23(f). It requires the use of non highway land to implement. The station forms part of the proposed reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.

**TOT23.4 (TE/T43: West Totton): New "community" rail station, Bartley Park.**
This significant proposal is identified in Core Strategy policy CS23(g). It requires the use of non highway land to implement. The station forms part of the proposed reinstatement of the waterside railway for passenger use (referred to in Core Strategy Policy CS23(f)) which will provide a viable alternative to car travel in the east of the district helping reduce traffic and congestion in the Totton and Waterside area.

**Cycle route proposals**

**TOT 23.5 (TE/T2): Rumbridge Street to A336/Ringwood Road (via Brokenford Lane) cycle route.**
This proposed cycle route comprises of on and adjacent to road sections including an upgrade to Brokenford Lane railway footbridge to assist cyclists crossing. The upgrade to the bridge involves the introduction of a ramp on the bridge to accommodate cyclists carrying their bikes over the bridge. This scheme will provide a cycle link connection across Totton, from either side of the railway line, helping reduce severance caused by the rail line crossing the town and encouraging cycling to/from the town centre.

**TOT 23.6 (TE/T4): Dales Way to Stonechat Drive cycle route.**
This scheme is an off road cycle route and therefore requires non highway land to implement. The proposal provides a missing link for the off road cycle routes already implemented in west Totton, providing greater connectivity and permeability of the cycle routes in this area encouraging walking and cycling in the town.

**TOT 23.7 (TE/T11): Testwood Lane to Salisbury Road (via Library Road) cycle route.**
This cycle route consists of both on and off road sections connecting Testwood Lane to Salisbury Road via a car park and the library site in Totton town centre. This route requires the use of non highway land for the section that links through the car park and adjacent to the library. This proposal helps provide better links through the town centre encouraging both cycling and walking as a viable transport mode to and through the town centre.

**TOT 23.8 (TE/T12): Bartley Park to Brokenford Lane (via Bartley Water) cycle route.**
This is an extensive off road cycle route connecting through a large area of open space and small areas of woodland. The route also crosses a water course and under the railway line. This scheme will help provide better links to the town centre from the west of the town, particularly utilising the existing off road cycle network. This will encourage cycling to and from the town centre helping reduce the number of cars travelling in and around the town.

**TOT 23.9 (TE/T14): Hamtun Gardens to Testwood Lane (via Greenfields Avenue) cycle route.**
This is a predominantly on road cycle route connecting an existing route on Salisbury Road to a proposed route on Testwood Lane. This proposal includes an off road section along the footpath linking Hamtun Gardens and Greenfields Avenue, requiring the use of non highway land. This proposed route provides safer links in the Testwood College area of the town encouraging cycling to and from the college.
TOT 23.10 (TE/T/16): Jacob's Gutter Lane to Downs Park Crescent (Hounsdown to Eling) cycle route.
The proposal is for an off carriageway route adjacent to the A326 Marchwood Bypass and off road section through the open space linking to Downs Park Crescent in Eling. This route requires the use of non highway land to implement the section passing across an area of open space (designated as a Site of Importance for Nature Conservation) between the A326 and Eling and also use of the land adjacent to the A326 connecting to Jacob's Gutter Lane. This proposal will improve links for cyclists and pedestrians between the southern area of Totton and the town centre as well as providing greater connectivity between Totton and Marchwood. The off road sections will provide safer routes encouraging cycling through the town, providing a viable alternative to car travel.

TOT 23.11 (TE/T/19): Jacobs Gutter Lane (east of A326 spur) cycle route.
This scheme is a proposed adjacent to road cycle route which requires non highway land to implement. The route will connect existing and proposed cycle routes improving connection around the southern area of Totton as well as to routes connecting Totton and Marchwood.

Footpath improvements

TOT 23.12 (TE/T/45): Water Lane/Westfield Car Park: Pedestrian Link between Car Park/rear service area and eastern end of Water Lane.
This scheme involves the use of non highway land to implement the link through the car park connecting to Water Lane. This route helps provide better links within the town centre encouraging walking to and through the town centre.

TOT 23.13 (TE/T/47): Footpath provision (rural 0.65km) at Goatee Shore, Eling to Marchwood Road.
This proposal is to encourage walking in the area, providing a walking route to Totton away from the highway. Non highway land is required to implement this footpath.

TOT 23.14 (TE/T/51): Footpath improvements / cycle route linking to existing cycle routes and paths in West Totton, Greenroute (extended) to Tatchbury Lane
This proposal would be a development requirement of site Totton 11: Land off Oleander Drive, north of Michigan Way, if it was allocated for development. This route is a green infrastructure proposal providing a leisure route linking towards the National Park.

MAR1: Land between Cracknore Hard Lane and Normandy Way
Land between Cracknore Hard Lane and Normandy Way as shown on Map MAR1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of 0.5 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:
- Provision of satisfactory vehicular access from Cracknore Hard Lane
- Retention of important trees and hedgerows on boundaries of the site. Verges on Cracknore Hard Lane should be retained as far as possible whilst allowing for the creation of a safe access into the site
- Public open space, including provision of informal open space and natural children's play space located within the development
MAR2: Land at Park’s Farm

Land at Park’s Farm, as shown on Map MAR2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy. It is estimated that this site could provide for about 100 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a link between Long Lane, Hythe Road and Twiggs Lane as part of a green infrastructure corridor to create a permeable site for pedestrians and cyclists and to connect the new development with the infant school
- Provision of a safe pick-up and drop-off area for the school, perhaps in connection with junction improvements at Twiggs Lane and the Marchwood bypass (see transport proposal MAR11.1)
- Retention and enhancement of the Site of Importance for Nature Conservation in the southern corner of the site, or alternative compensatory nature conservation provision
- Retention of the tree lined character of Long Lane as far as possible, allowing for the creation of a safe access
- Provision of a landscape buffer adjacent to the A326 in order to screen the development and attenuate traffic noise
- Retention of field boundaries within the site as far as possible which should be integrated into the design of the site.
- Provision of additional planting to strengthen existing hedgerows and green corridors in order to improve visual amenities within the development and enhance their contribution to biodiversity
- Additional landscape planting particularly on the north-eastern and north-western boundaries of the site to help screen the new development from existing housing on Hythe Road and to improve the biodiversity potential of green corridors
- Public open space, including provision informal open space and young people’s and children’s play space(s) located within the residential development
- Provision of land for allotment gardens for a minimum of 10 full size allotments plots either within the site or on an alternative appropriate site adjoining the village, in order to provide for local needs arising from the development and in the wider community.

MAR3: Land south of Hythe Road

Land south of Hythe Road as shown on Map MAR3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate around 15 dwellings. The site is currently identified as a Site of Importance for Nature Conservation (SINC). Its development will be conditional on replacement compensatory habitat being provided elsewhere.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from St. Contest Way adjoining the west of the site
• Provision of pedestrian/cycle access to the site which link with footpaths and cycleways. In particular, a direct pedestrian link through the development to the Hythe Road footway should be provided
• Retention of important trees and hedgerows around the perimeter of the site
• Provision of a landscape buffer between the development and the A326 in order to screen the development, attenuate traffic noise and enhance biodiversity, paying special regard to the adjoining Site of Importance for Nature Conservation
• Public open space, including provision of children’s play space located within the residential development

MAR4: Land off Mulberry Road
Land off Mulberry Road, as shown on Map MAR4, is identified as a possible site for residential development. Affordable housing will need to be provided in accordance with Policy CS15(d) of the Core Strategy. The site could accommodate around 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:
• Provision of satisfactory vehicular access from Arakan Crescent
• Provision of pedestrian/cycle access to the site which links in well with footpaths and cycleways. In particular, direct pedestrian access through the development to the Main Road footway should be provided
• Retention of important trees and hedgerows on the site including those on the Main Road frontage. Provision of landscaping on the northern boundary of the site in order to enhance the existing hedge and green frontage to Main Road
• Provision of children’s play space located within the residential development

MAR5: Marchwood Industrial Park
The development of industrial / office / storage and distribution uses at Marchwood Industrial Park will be subject to the following considerations:
• The wharf will be retained and associated areas to the south of it (west of the incinerator and power station) should be reserved for uses which require access to deep water (See also Policy DM12: Sites suitable for marine uses)
• Redevelopment and intensification will be encouraged. In particular, more efficient use of areas currently used for open storage will be encouraged, including their replacement with built warehouse floorspace to meet the requirements of Core Strategy Policy CS18
• Existing landscape features associated with the lakes and boundaries of the site should be retained and enhanced in order to screen development and enhance biodiversity

MAR6: Cracknore Industrial Park
The development of industrial / office / storage and distribution uses at Cracknore Industrial Park will be subject to the following considerations:
• Areas adjoining the waterfront should be reserved for marine-related employment uses which require direct access to the water (See also Policy DM11: Sites suitable for marine uses)
• Public access to Cracknore Hard for the launching and landing of boats should be retained
• Improvements to the parking, mooring and launching facilities should be secured through development of the site

MAR7: Marchwood Military Port
Development proposals at Marchwood Military Port should comply with Core Strategy Policy CS17 and Policy DM12: Sites suitable for marine uses.

MAR8: Transport Schemes
The following transport schemes to improve safety, reduce the adverse impact of traffic, and promote the use of public transport, walking and cycling in Marchwood are proposed:

Strategic transport improvements:

MAR8.1 (MA/T/19): Junction Improvement and crossing at the junction with A326 and Twiggs Lane.
The proposed junction improvement and signalised crossing at this location requires non highway land to implement. This scheme will improve access between Marchwood and the adjacent strategic road network and provide a safer crossing point for pedestrians in this area. (It would be required in association with development of land at Park’s Farm (See Marchwood: 2)

MAR8.2 (MA/T/20): New Railway station at Plantation Drive.
This proposal is identified in Core Strategy Policy CS23 (f). The scheme forms part of the reinstatement of the passenger service on the waterside railway line. (See paragraphs 3.8-3.9 above.) The reintroduction of the passenger service on the waterside railway line will encourage travel by train helping reduce congestion on the highway network in the Waterside area.

Cycle route proposal

MAR8.3 Bury Road to Main Road (via Reed Drive and Cranberry Close) on and off road cycle route through the village centre. (MA/T/6):
This route requires the use of non-highway land to implement providing a direct route through the village and near to the Junior School encouraging cycling in Marchwood.

Footpath improvement

MAR8.4 (MA/T/21): Footpath linking Bury Road (west of incinerator) to Normandy Way (via Corks Farm) and Magazine Lane.
This footpath scheme is significant as it involves crossing an area of open space passing through a section of an SSSI. The scheme is a leisure route that can encourage and promote walking in the area.

HYD1: Land at Forest Lodge Farm
Land at Forest Lodge Farm, as shown on Map HYD1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for 40-50 dwellings.
In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of appropriate vehicular, pedestrian and cycle access to the site from Frost Lane or Fawley Road with suitable links to cycle routes
- Pedestrian access from the site to Frost Lane in order to access public transport routes
- The retention of existing trees and hedgerows on the boundaries of the site and within the site as far as possible, allowing for safe access
- Appropriate landscape treatment to the Frost Lane and Fawley Road boundaries of the site in order to screen development from the highway and provide a high quality setting for the development
- Public open space, including provision of children’s play space and provision for young people, located within the residential development
- Land for the provision of a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

**HYD 2: Land adjoining Frost Lane**

Land adjoining Frost Lane, as shown on Map HYD2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. Subject to the outcome of a site specific Flood Risk Assessment, it is estimated that the site could provide around 12 dwellings.

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- A site specific Flood Risk Assessment to determine the developable area of the site
- The retention of important trees and hedgerows on boundaries of the site
- Public open space, including provision of natural play space for children located within the residential development.
- Provision of a pedestrian link from the development connecting with existing routes to Tate’s Copse and the recreation ground

**HYD 3: Land off Cabot Drive, Dibden**

Land off Cabot Drive as shown on Map HYD3 is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management policies in Section 2 of this document, development on this site would be subject to:

- Provision of appropriate vehicular, pedestrian and cycle access from Cabot Drive
- Landscaping of the boundaries of the site in order to screen development from existing housing

**HYD4: Land between Jones Lane and Southampton Road, Hythe**

Land adjoining Jones Lane, Hythe as shown on the proposals map has been identified as a possible industrial/office/business allocation.

**HYD5: Town centre boundaries**
The town centre boundary, the primary shopping area and secondary shopping frontages in Hythe Town Centre, are proposed to be carried forward from the adopted Local Plan, and are as shown on Map HYD – TC1.

HYD 6: Town centre opportunity areas
The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

<table>
<thead>
<tr>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land in vicinity of St. John’s Street car park</td>
<td>Retail</td>
</tr>
<tr>
<td>Pier Head</td>
<td>Retail/Office/Community/Entertainment</td>
</tr>
</tbody>
</table>

HYD7: Car Park extensions
Land will be safeguarded for possible car park extensions at:
(a) Land adjoining St John’s Street Car park.
(b) Land adjoining New Road Car Park.

HYD 8: Public Open Space Proposals
The following sites are proposed to be allocated for public open space:
(a) 6.2ha hectares of formal open space south of Cedar Road
(b) 2.3 hectares of informal open space off Mullins Lane

HYD 9: Transport Schemes
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hythe and Dibden are proposed:

Public transport infrastructure

HYD9.1 (HY/T/49): New railway station - adjacent to New Road car park including pedestrian/cycle link to School Road.
This scheme will require non highway land to implement and is linked to the reintroduction of the Waterside passenger rail line referred to earlier in this section. Provision of adequate parking is required to encourage use of the rail service, helping reduce congestion in the Waterside area (see paragraphs 3.8 and 3.9).

HYD9.2: Pier Head Bus/ferry interchange improvements (HY/T/47 and 48)
This transportation scheme involves improvements to the ferry/bus interchange area which can promote the use of these modes of transport. The improvements include resurfacing, provision of a new bus shelter, ferry ticket office improvements/replacement, and a footpath link through to the Promenade (requiring the construction of a boardwalk). Improved and greater access to information such as timetables and routings can promote use through greater awareness and knowledge of the services provided.

Cycle route proposals

HYD9.3 (HY/T/2): Cycle route linking Applemore to National Cycle Network 2
This cycle route near Hythe town centre is considered to be spatially significant as it will involve extensive construction using the highway verge (possibly requiring the use of non highway land). The provision of this shared pedestrian/cyclist route will improve connectivity for cyclists and pedestrians to/from the Applemore area and the town centre. This will encourage cycling and walking to and from these areas, in particular improving accessibility to the schools.

**HYD9.4 (HY/T/3) North Road to Dibden Local Centre Cycle route.**
This on and off road cycle route connects sections of the existing cycle network to proposed routes improving permeability of the area and connectivity for cyclists and pedestrians. This will encourage walking and cycling as viable alternatives to car travel. This cycle route is considered to be spatially significant as it involves using the highways verge adjacent to Challenger Way.

**HYD9.5 (HY/T/5): Cycle route connecting New Road to South Street.**
This route requires non highway land to implement as it passes through a private car park. The scheme will provide links to existing and proposed cycle routes to improve connectivity for cyclists in the town encouraging cycling for local trips.

**HYD9.6 (HY/T/6): Cycle route connecting South Street to Wild Ground Schools.**
The majority of this cycle route is proposed to be on road, within the highway boundary, however there are sections that require non highway land to implement. This route provides connections to/from the Buttsash/Dibden Purlieu area of Hythe and the town centre linking to Wild Ground Infant and Junior Schools as well as Waterside Primary School. This route can therefore encourage cycling to the schools as well as the town centre.

**Footpath Improvements**

**HYD9.7 (HY, MA, TE/T/C): Public Right of Way Footpath 10 - Reconstruct footway connecting Hythe to Marchwood.**
This scheme requires formally reconstructing 240m of footway of the Public Right of Way Footpath No 10, which links Hythe and Marchwood. This scheme requires the use of non highway land behind West Street in Hythe, which is currently a verge path with no formal construction leading to footpath No.9. This scheme will provide a useful link for local users in this area of Hythe and improvements will encourage walking, as a viable alternative to car travel, between the two settlements. The proposed improvement should also help to increase its use as a recreational route.

**BLA1: Land adjacent to Blackfield Primary School**
Land adjacent to Blackfield Primary School, as shown Map BLA1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Hampton Lane
- Retention of boundary hedgerows, while allowing for the creation of a safe access.
- Retention of important groups of trees on the site
- Landscaping the boundary of the site to the north and west in order to screen development from the open countryside
• Public open space provision, including informal open space and an equipped or mixed natural and equipped play area should be provided on the site.
• Land for the provision of 5 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

BLA2: Land at Kings Copse Road
Land at Kings Copse Road, as shown on Map BLA2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide for up to 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

• Provision of satisfactory vehicular access from Kings Copse Road
• Retention of important trees and hedgerows along the eastern boundary of the site
• Landscape the boundary of the site in order to screen development from existing housing to the east and south, and to the north and west to screen development from the open countryside and the National Park
• Public open space provision, including provision of an equipped or mixed natural and equipped play area on the site. The majority of the informal open space should be provided to the south of the site, in order to bring the development as far away from the New Forest SAC/SPA as possible. A higher level of open space than the standard set out in Core Strategy Policy CS7 is likely to be required in order to mitigate the impacts of development on the New Forest SAC/SPA.
• Land for the provision of 5 full size allotment plots within the site in order to provide for local needs arising from the development and in the wider community.

BLA 3: Land at Chapel Lane
Land at Chapel Lane, as shown on Map BLA3, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. It is estimated that this site could provide 12-15 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

• Provision of satisfactory vehicular access from Chapel Lane
• Retention of important trees and hedgerows on the site
• Public open space provision, including provision of natural children’s play space located within the residential development.

FAW1: Fawley Oil Refinery
Within the Fawley Oil Refinery and petrochemicals complex, land may be developed for uses directly related to the petrochemical industry, provided development does not conflict with any policies in the Core Strategy or the Development Management policies within this document.

HAR1: Land adjoining Hardley Industrial Estate
The existing allocation of land adjoining Hardley Industrial Estate, as shown on the Map HAR1, for industrial/office/business development is proposed to be carried forward. Development will be subject to:

- The existing trees along the northern and eastern boundaries being retained and protected;
- A landscape buffer being provided between the housing and office/business allocations;
- The existing footpath along the northern boundary of the site being retained;
- Direct foot/cycle access being secured between the site and Long Lane via Falconer Court;
- Vehicular access to the industrial area being provided from Lime Kiln Lane;
- The junction being designed to allow lorries to use it for turning so as to enable them to leave the Hardley Industrial Estate via the direct link onto the A326 Hardley roundabout.

**BLA4: Proposed changes to Blackfield local shopping frontage**

- **Delete small area of Local Shopping Frontage on Walkers Lane North solely covering an office use.**

It is considered unnecessary to designate this area a Local Shopping Frontage as it is in an A2 use.

- **Move area of Local Shopping Frontage east of Hampton Lane to cover the front of the retail units as opposed to the Car Park.**

This change will appropriately reflect the actual shopping frontage.

- **Delete area of Local Shopping Frontage east of Hampton Lane which currently covers a mixture of residential uses and a B8 use on New Road.**

This Local Shopping Frontage is unnecessary as it covers residential properties and a B8 use.

**HOL1: Holbury Drove local shopping frontage proposed changes**

- **Minor change to frontage to correctly reflect the existing Local Shopping Frontage.**

**HOL2: Long Lane, Holbury local shopping frontage proposed changes**

- **Extend the Local Shopping Frontage to include further units, Boots, Holbury Hardware Stores, Cobra Motor Components, Solent House, The Co-Op, Holbury Service Station and Expert Domestics.**

**FAW2: Fawley Village local shopping frontage proposed changes**

- **Add to Local Shopping Frontage: 9 The Square, Ashlett Court and Solent House to Local Shopping Frontage.**

**LYM 1: Pinetops Nurseries**

Land at Pinetops Nurseries, Pennington, as shown on Map LYM1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 2 hectares could accommodate around 50 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- **Provision of foot/cycle access to the site including a link to the proposed cycle route on Ramley Road;**
- **Landscaping works to the boundaries of the site in order to screen the development.**
• Public open space provision of around 0.4 - 0.5ha, including provision of children’s play space(s) located within the residential development (based on 50 dwellings);
• Provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

LYM 2: Land adjoining Pinetops Nurseries
Land adjoining Pinetops Nurseries, Pennington, as shown on Map LYM2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of just under 2 hectares could accommodate around 45 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:
• Provision of an appropriate vehicular access to the site taking into account the redevelopment of the adjoining Pinetops Nurseries site;
• Landscaping works to the boundaries of the site in order to screen the development from the surrounding countryside
• Retention and protection of important mature trees within the site
• Public open space provision of around 0.3 to 0.4ha, including provision of children’s play space(s) located within the residential development (Based on 45 dwellings);
• Provision of land for a minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

LYM 3: Land north of Alexandra Road
Land north of Alexandra Road, Lymington, as shown on the Map LYM3 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4 hectares could accommodate around 85-100 dwellings.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:
• Provision of an appropriate vehicular, foot and cycle access from Alexandra Road;
• The protection of important trees and hedgerows on site boundaries
• Landscaping works to the northern boundary of the site in order to screen the development from the countryside to the north;
• Public open space provision of around 0.7 to 0.8ha, including provision of children’s play space(s) located within the residential development (Based on 85 dwellings);
• Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

LYM4: Land south of Milford Road
Land south of Milford Road, as shown on Map LYM4 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 4.5 hectares could accommodate around 90 - 100 dwellings.
In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of an appropriate vehicular, foot and cycle access from Milford Road and foot/cycle links to the right of way to the south of the site;
- The protection of mature boundary trees;
- Landscaping works to the boundary of the site in order to screen the development from the surrounding countryside to the west and south;
- Public open space provision of around 0.60 - 0.85ha, including provision of children’s play space(s) located within the residential development (Based on 90 dwellings);
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

LYM 5: Land at Queen Katherine’s Road/Grove Road
Land at Queen Katherine’s Road/Grove Road, as shown on Map LYM5, is proposed to be carried forward from the adopted Local Plan as a site for residential development. The development should make provision for footpath improvements along Grove Road between South Grove and Captain's Row.

LYM 6: Land south of Ampress Lane, north of Buckland Gardens
Land south of Ampress Lane, north of Buckland Gardens, as shown on Map LYM6, is identified as a possible site for residential development.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Provision of a satisfactory vehicular, cycle and pedestrian access from Ampress Lane
- Retention of trees on the Southampton Road frontage, to reflect the generally well-treed nature of this part of Southampton Road.

LYM7: Fox Pond Dairy Depot and Garage, Milford Road, Pennington
Land at Fox Pond Dairy Depot and Garage, Milford Road, Pennington, as shown on Map LYM7, is identified as a possible site for residential development. The development of the site is subject to:

- Development for suitable commercial uses on the ground floor frontage to compliment the Pennington shopping parade with residential uses above this frontage and at the rear;
- Provision of satisfactory vehicular access from Milford Road (commercial development) and South Street (residential development), cycle and pedestrian access from both Milford Road and South Street.

LYM 8: Riverside Site, Bridge Road (Former chicken factory site)
Land adjacent to Lymington River, off Bridge Road, as shown on Map LYM8, already has permission for residential development but new proposals will be considered against the criteria set out below:

- the development must be of the highest quality of design and significantly add to the character and attractiveness of this part of Lymington;
- there must be public access to the site, including pedestrian access across the railway in the vicinity of the station and public access to and along the whole waterfront;
• development proposals must satisfactorily deal with flooding considerations, having regard to the national planning policy set out in PPS25 and the requirements of the Environment Agency;
• the main vehicular access from Bridge Road must satisfy the requirements of the Highway Authority, having regard to wider issues including the impacts on the level crossing and the junction of Bridge Road with Marsh Lane/Gosport Street;
• the development should include an element of employment-generating uses, rather than being totally residential development;
• some uses that attract the wider public should be included on the waterfront – such uses could include a hotel, cafes/restaurant/public house, leisure uses;
• any contamination issues must be satisfactorily dealt with.

LYM9: Town centre boundaries
The town centre boundary, the primary shopping area and secondary shopping frontages in Lymington town centre, as shown on the Local Plan Proposals Map, are proposed to be carried forward.

LYM 10: Town centre opportunity areas
The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>37 to 39 St Thomas’ Street</td>
<td>Retail/Community</td>
</tr>
<tr>
<td>2</td>
<td>Wilts and Dorset Bus Station, High Street</td>
<td>Retail</td>
</tr>
<tr>
<td>3</td>
<td>The Post Office, High Street</td>
<td>Retail</td>
</tr>
<tr>
<td>4</td>
<td>Council Offices, Avenue Road</td>
<td>Retail/Office</td>
</tr>
<tr>
<td>5</td>
<td>Warehouse, corner of Emsworth Road/ New Street</td>
<td>Offices/ Community</td>
</tr>
<tr>
<td>6</td>
<td>Jewson’s Gosport Street/ Cannon Street</td>
<td>Offices</td>
</tr>
<tr>
<td>7</td>
<td>Employment Uses, Bridge Road</td>
<td>Large format retail/Office</td>
</tr>
</tbody>
</table>

LYM 11: Burgage Plots
Development will not be permitted which would significantly encroach into the rear gardens or result in the loss of burgage plot boundaries at:
a. Nos. 2 to 24 High Street;
b. Nos. 45 to 51 High Street;
c. Nos. 55 to 58 High Street;
d. Nos. 63 to 75 High Street;
e. Nos. 124 to 131 High Street;
f. Nos. 43 to 48 St Thomas’ Street.
Further development will be restricted to the limited rear extension of properties fronting the High Street.
LYM12: Green Infrastructure proposals in Lymington
The following Green Infrastructure improvements are proposed:
(b) Improve green links at The Square, Pennington
(c) Improve green links at Pennington Cross

LYM13: Transport Schemes
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Lymington are proposed:

Cycle route proposals

LYM13.1 (LP/T/1): St Thomas’s Street to Belmore Lane via Church Lane and Powlett Road cycle route.
On and off road cycle route linking to existing routes. This route involves the use of non highway land to implement the off road section that crosses through a car park. The proposal provides linkages through the town centre as well as connecting the schools, services and facilities in the town centre. This will encourage cycling to and within the town.

LYM13.2 (LP/T/2): Pennington to Highfield via Priestlands Road and the Bunny Run cycle route.
This proposal requires the upgrade of a footpath to Cycleway (0.12km) and includes on and off road sections, requiring non highway land to implement. The cycle route will encourage cycling in the town through provision of improved inks to the schools as well as connection to the other proposed routes serving Pennington and the wider area.

LYM13.3 (LP/T/5): Marsh Lane to Ampress Park cycle route.
The short off road section of cycle route adjacent to an electricity substation completes a cycle route connecting to Ampress Park using non highway land. The completion of the cycle route will encourage cycling to this area, particularly for people employed at the companies located in Ampress Park.

LYM13.4 (LP/T/15): Pennington Square/South Street to Pound Road cycle route.
This off road cycle route link is part of the agreed Strategic Cycle Route network and requires the upgrade of a public footpath to be used by cyclists. This short section provides a link through the residential area in this part of Pennington connecting to routes that link to the schools, leisure centre and town centre.

LYM13.5 LP/T/18): Emsworth Car Park/ High Street pedestrian/ cycleway link
Where a redevelopment opportunity arises a pedestrian/cycle route linking the Emsworth Road car park through to the High Street should be provided. This will create improved links which will help encourage cycling and walking through the town centre.

Footpath improvement proposals

LYM13.6 (LP/T/30): Provision of a footpath (0.15km) linking Highfields Avenue to Priestlands Lane.
This scheme requires the use of non highway land to implement. This provision of a 0.15km footpath linking Highfield Avenue to Priestlands Lane will improve pedestrian routes and connectivity to the town centre, encouraging walking as a viable mode of travel to and from the services and facilities in the town centre.

LYM13.7 (LP/T/34): Footpath improvements along High Street and St Thomas Street to enhance walking route through the town centre.
This is a significant improvement proposed to improve the footpath along High Street. The improved pedestrian environment will help to promote and encourage walking to and through the town centre.

LYM 13.8: Improve connections along Bath Road, between The Quay and the Sea Wall path
Pedestrian connections from The Quay to the Sea Wall currently do not provide a coherent link. Opportunities to improve the existing footpaths, or create a new access should be explored.

MoS1: Land north of School Lane
Land north of School Lane, as shown on Map MoS1, is identified as a possible site for residential development, to provide up to around 30 dwellings for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for 30 dwellings, approximately 2 hectares of public open space (to include public playing fields and children's play space located within the residential development) and a minimum of 5 allotments plots.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from School Lane
- Provision of pedestrian/cycle access to the site, with links to both Lymington Road and School Lane
- Provision of a safe pick-up and drop-off area for Milford Primary School
- Retention of important trees and hedgerows along the Lymington Road and School Lane boundaries and additional planting to existing hedgerows to reinstate sections to provide screening and enhanced biodiversity
- Provision of a significant landscape buffer (trees and hedgerow), along the boundaries with open countryside
- Provision of land for allotment gardens for minimum of 5 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

MoS2: Land north of Manor Road
Land north of Manor Road as shown on Map MoS2 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site could provide for up to 20 dwelling, with children's play space located within the residential development and a sports pitch.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Manor Road
- Provision of pedestrian/cycle access to the site which with a direct link through the site to the bus stop and Lymington Road
- Retention of important trees and hedgerows on the boundaries of the site and additional landscape treatment on the
- Public open space provision to include on site a playing pitch, or pitches, and children's play space located within the residential development

MoS3: Transport Schemes
The following transport schemes to reduce the adverse impact of traffic and promote the use of cycling and walking in Milford on Sea are proposed:

**Cycle route proposals**

**MoS 3.1 (MF/T/2): Manor Road to Milford Crescent cycle route (Via Chaucer Drive, Keats Avenue, Wolsey Way and Knowland Drive to The Orchard).**
This is an on and off road cycle route, that requires the use of non highway land to implement the section of the route passing through a small woodland area. This scheme will help improve the permeability of the area for walkers and cyclists.

**MoS 3.2 (MF/T/6): Milford on Sea to Downton via Blackbush Road.**
This strategic on road cycle route connects Milford on Sea and Downton. The route requires the use of non highway land to implement the section linking the caravan park to the village centre. This route can encourage cycling in the area as it offers an on road route away from the more heavily trafficked roads providing better connectivity and permeability across the village.

**MoS 3.3 (MF/T/9): Milford Primary School / Lymington Road to Keyhaven Road via Lyndale Close and Carrington Lane.**
This cycle route includes both on and off road sections with an adjacent to road section along Lymington Road with a dismount section on the path between Lyndale Close and Carrington Lane. This route requires non highway land to implement the pavement widening for the adjacent to road section of the route. This route connects Milford on Sea Primary School and the village centre encouraging cycling to/from the school and the village. This can help alleviate the traffic problems associated with children being driven to school.

**Footpath improvements**

**MoS 3.4 (MF/T/10): Provision of footway (0.2km) on the east side of Carrington Lane.**
This scheme will require the use of non highway land to implement in order for on street parking to not be displaced. The footway will improve pedestrian safety and encourage walking through the village.

**HOR 1: Land to the rear of 153-169 Everton Road, Hordle**
Land to the rear of 153-169 Everton Road, as shown Map HOR1, is identified as a possible site for residential development for up to about 6 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

**HOR 2: Land at Hordle Lane Nursery**
Land at Hordle Lane Nursery, as shown on Map HOR2, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy, and allotments. Land for the provision of around 10 full size allotments plots, within or adjacent to the site, should be provided as part of the development in order to provide for local needs.

**HOR 3: Everton Road Nursery**
Everton Road Nursery, as shown on Map HOR3, is identified as a possible site for residential development for up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

**EVT 1: Land at Knighton Caravan Park, Everton**
Land at Knighton Caravan Park, Everton, as shown on Map EVT1 is identified as a possible site for residential development, residential development of up to 10
dwelling, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

In addition to policy requirements in the Core Strategy and Development Management policies outlined in an earlier section of this document, development on this site will be subject to:

- The woodland to the south of the site being retained as far as possible, allowing for creation of a safe access to the site;
- The trees on the northern and western boundaries of the site being retained.

**HOR4 : Transport Schemes**

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Hordle are proposed:

**HOR4.1 (HO/T/2): New Milton to Horder On and off road cycle route between Lower Ashley Road and Stopples Lane via Hare Lane, Lavender Road and Heath Road.**

This route uses a short section of non highway land to implement the off road section of the route. The scheme will provide greater awareness to drivers that cyclists use this route, improving safety for cyclists, encouraging cycling between Hordle and New Milton. This will help reduce traffic congestion to/from the services and facilities available in this area.

**HOR4.2 (HO/T/7): Bus stop improvement, near WI Hall, Ashley Lane, Hordle.**

The proposal includes provision of a bus lay-by, raised kerbs and bus shelter and the implementation of the scheme involves the use of non-highway land. This bus stop improvement together with other public transport improvements proposed in the area can encourage the use of the bus service, helping reduce car travel between the villages and nearby towns. The other public transport proposals are detailed in the transport schemes SPD.

**HOR4.3 (HO/T/8): Footpath link from footpath No 738 to Stopples Lane.**

Link to be provided if Woodlands caravan park is redeveloped. It would require non highway land to implement. The footpath link will links in the village encouraging walking and reducing the reliance on car travel, particularly for short trips.

**HOR4.4 (HO/T/9): Sight line improvements at Everton Road crossroad junction with Hordle Lane and Woodcock Lane.**

This junction improvement scheme requires the use of non highway land to achieve the required visibility to increase safety at the junction. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village and will be of particular benefit to pupils travelling to the school on Hordle Lane.

**HOR4.5 (HO/T/10): Sight line improvements at Everton Rd junction with Fry's Lane.**

This junction improvement scheme requires the use of non highway land to achieve the required visibility in order to make this location safer. Improved driver visibility will create greater safety for cyclists and pedestrians, encouraging walking and cycling in the village.

**HOR4.6 (HO/T/12): Footway improvements along Woodcock Lane up to Sheldrake Gardens from junction with Everton Road.**

This scheme will require non highway land to implement. The footway link will improve connectivity and permeability of the village encouraging walking and reducing the reliance on car travel, particularly to the school.

**HOR4.7 (HO/T/A and B): Everton: Milford Road (A337)/Lymington Road (B3058) - installation of a signalised junction**
Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction are proposed. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea.

(See Map MoS3/HOR5/EVT2)

**Everton**

**EVT2: Milford Road (A337)/Lymington Road (B3058),**
Traffic lights are proposed at the Milford Road (A337)/Lymington Road (B3058) junction.
Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction are proposed. This is a significant scheme aimed at improving safety for pedestrians and cyclists crossing the A337, particularly beneficial for those travelling between Everton and the school on Lymington Road, Milford on Sea.

**NMT1: Land off Park Road and off Park Close, Danesbury Meadow, Ashley**
Land off Park Road and off Park Close, as shown on Map NMT1 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The combined area of land, of about 1.2 hectares could accommodate around 30 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular, pedestrian/cycle access, with links to existing footpaths and cycleways
- Retention of important trees and hedgerows on the site boundaries
- Provision of a 25m buffer between Stanley’s Copse SINC and development (northern part). This could serve a dual function as open space.
- Public open space provision of around 0.3ha, including provision of children’s play space within both parts of the site
- Land for the provision of a minimum of 5 full size allotments plots on the northern part of the site, adjoining the existing allotment gardens, in order to provide for local needs arising from the development and in the wider community.

**NMT2: Land west of Caird Avenue - existing allocation for employment**
Land west of Caird Avenue, as shown on Map NMT 2/3/4 below, is proposed to be carried forward as a site for employment development. Use of the site may include large format non-food retail warehousing development in accordance with Core Strategy Policy CS20.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Access from Caird Avenue
- Retention of trees on the northern and western boundaries
- Provision of pedestrian/cycle access to and within the site, linking in with the existing footpath and cycleway network in the area (See NMT 14.4)
- Provision of landscaping along the Caird Avenue frontage.
NMT3: Land east of Caird Avenue – existing allocation for housing and employment
Land east of Caird Avenue, as shown on Map NMT 2/3/4 below, is proposed to be carried forward as a site for housing and employment development. This area is currently used for mineral processing and other industrial activities. Proposals have recently been granted outline planning permission.

Residential development will be restricted to an area of about 2 ha. north of the spur access to the site from Caird Avenue and employment development restricted to an area of about 4 ha. to the south.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular access from Caird Avenue
- Improvement to the junctions of Caird Avenue with Ashley Road and the A337
- Provision of an access point about 180m south of roundabout on Caird Avenue to include provision of pedestrian refuge
- Retention of woodland and balancing pond on the northern part of the site
- Provision of pedestrian/cycle access with links to the existing footpath and cycleway network. In particular provision of footpath and cycleways from the site to Carrick Way and south through the site to link with Caird Avenue
- A landscape buffer being created between the employment and residential development in order to protect the amenities of residents and along Caird Avenue
- A 25m buffer being provided between Carrick Way woodland and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer could serve a dual function as open space
- Provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development
- On site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.

NMT4: Land east of Caird Avenue – possible further extension eastwards
An additional area east of Caird Avenue, as shown on Map NMT 2/3/4 (above), is identified as a possible additional site for employment development and also possible residential development. This could provide for about 5 hectares of employment land in accordance with Policy CS18 of the Core Strategy, and land for residential development for up to about 90 dwellings to provide for local housing needs in accordance with Policies CS12 and CS15(b) of the Core Strategy.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Caird Avenue through the existing permitted scheme to the west of the site
- Improvement to the junctions of Caird Avenue with Ashley Road and the A337
- Retention of important trees on the site and its boundaries
- Provision of pedestrian/cycle access and routes through the site and linking with the footpath and cycleway network. In particular provision of a footpath
links to Carrick Way Woodland and the planned development to the west of the site

- A landscape buffer being created between employment and residential development.
- A 25m buffer being provided between Carrick Way Woodland and Ashley Meadows, and any development on the site in order to safeguard the Site of Importance for Nature Conservation. This buffer can serve a dual function as open space
- Provision of an enhanced landscape buffer between the development and the southern boundary of the site in order to screen the development from the countryside and views from the A337 and to provide a high quality setting for the development
- On site provision of informal open space, equipped or mixed natural and equipped play areas and space for young people as part of the residential development.
- Provision of land for allotment gardens to provide a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

NMT5: Land off Moore Close
Land off Moore Close, as shown on Map NMT2, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.4 hectares could accommodate around 10-12 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Moore Close
- Provision of pedestrian/cycle access to the site which links with existing footpaths and cycleways. A pedestrian link through the development should give access to Fawcetts Field public open space to the west
- Retention of important trees and hedgerows on the site boundaries Provision of children's play space located within the residential development.

NMT6: Land south of Gore Road, east of the Old Barn
Land south of Gore Road, as shown on Map NMT6 is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of about 0.8 hectares could accommodate around 15 - 20 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Gore Road
- Provision of grass verges and a hedgerow on the Gore Road frontage to reflect the character of this side of Gore Road
- Public open space provision of informal open space and natural play space on site.

NMT7: Land east of Stem Lane, west of Great Woar Copse
Land east of Stem Lane, west of Great Woar Copse, as shown on Map NMT7, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. This site of
about 3.8 hectares could accommodate around 60 - 80 dwellings. Formal open space could be provided on land to the north of the site.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site would be subject to:

- Provision of satisfactory vehicular access from Stem Lane
- Provision of cycle route within the site linking Stem Lane to the south with Bashley Cross road to the north. (See NMT14.5)
- The area of hedgerow and hedgerow trees between the site and Stem Lane being retained as far as possible, while allowing for the creation of a safe access to the site.
- A 25m buffer being provided between Great Woar Copse and development in order to safeguard the Site of Importance for Nature Conservation. This could serve a dual function as open space.
- The stream and hedgerow on the northern boundary being retained as a Green Infrastructure corridor
- Provision of informal open space, an equipped or mixed natural and equipped play area and space for young people on the site.
- Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

NMT8: Land east of Fernhill Lane
The existing allocation of land east of Fernhill Lane for residential development, as shown on the Map NMT8, is proposed to be carried forward into this Plan. The site could accommodate around 15 dwellings.

NMT9: Ashley Cross Garage and Motor Repairs, Ashley Lane
Land of Ashley Cross Garage and Motor Repairs, as shown on Map NMT9, is proposed as a site for residential development. The site could accommodate around 10 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies of Section 2 of this document, the development of the site will be subject to:

- Provision of satisfactory vehicular from Ashley Lane
- Retention of trees on the northern boundary of the site

NMT10: Town centre boundaries
The town centre boundary, the primary shopping area and secondary shopping frontages in New Milton town centre, as shown on the Local Plan Proposals Map, are proposed to be carried forward.

NMT11: Town centre opportunity areas
The following sites are identified as 'Town centre opportunity sites'. Proposals for development or redevelopment on these sites should be primarily for the uses indicated below:

<table>
<thead>
<tr>
<th></th>
<th>Site Address</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Post Office, 22-24 Station Road</td>
<td>Retail</td>
</tr>
</tbody>
</table>
Development opportunity primarily for the following uses:

<table>
<thead>
<tr>
<th></th>
<th>Site Address</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Numbers 36 to 46 Station Road</td>
<td>Retail</td>
</tr>
<tr>
<td>3</td>
<td>Land bounded by Station Road and the Railway Line</td>
<td>Retail/ Office</td>
</tr>
<tr>
<td>4</td>
<td>The Memorial Hall, off Whitefield Road</td>
<td>Cultural/ Entertainment/ Community facilities</td>
</tr>
</tbody>
</table>

NMT12: Old Milton Lymington Road Local Shopping Frontage
It is proposed that the local shopping frontage at Lymington Road Old Milton is revised as shown on Maps NMT12:
- Extend to include Lidl supermarket and two further retail units. All 3 units are in A1 use and are part of the Local Shopping Frontage at Old Milton.

NMT13: Public Open Space Proposals in New Milton
The following sites, as shown on Maps NMT13a, NMT13b and NMT13c below, are proposed to be allocated for public open space:
(a) 5.9 hectares of formal open space at land west of Fernhill Lane
(b) 3.5 hectares of open space at land off Culver Road
(c) 2 hectares of informal open space south of Lymington Road

NMT14: Transport Schemes
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in New Milton are proposed:

Junction improvement

NMT14.1 (NM/T/18): Station Road / Manor Road Junction improvements including junction realignment.
This is a significant scheme to assist the safe movement of traffic at this location improving safety of pedestrians and cyclists in the area. The improved junction can encourage walking and cycling to the town centre by providing an improvement in safety at the junction.

Cycle route proposals

NMT14.2: A337 to Ashley Road via Caird Avenue superstore (NM/T/11)
On and adjacent to road cycle route from A337 to Ashley Road via Caird Avenue. This scheme requires non highway land to implement the section along Caird Avenue linking through to Carrick Way. This route will connect to existing cycle routes and encourage cycling in this area of New Milton. The off road section could be included as part of the development of site NM9.

NMT14.3 (NM/T/2): Chatsworth Way - Gore Road: Cycleway linking the industrial estate to residential to north of rail line.
This cycle route consists of on and off road sections including a dismount section over the railway bridge. The off road section requires the use of non highway land in the area of open space to the north of the bridge to implement the proposal. The cycle route provides a route through the town centre connecting to other cycle routes serving the wider New Milton area encouraging cycling as an alternative mode of travel to the car.
NMT14.4 (NM/T/3): Old Milton to Gore Road via Church Lane & Milton Mead cycle route.
The cycle route requires the use of non highway land to implement the off road section between Milton Mead and Church Lane. The route provides connection to other proposed routes in the Barton on Sea area linking towards Arnewood School, the leisure centre and New Milton town centre. This will improve links in the town for cyclists and will encourage cycling to school.

NMT14.5 (NM/T/7): New Lane (NPA boundary) to Gore Road, on and off road cycle route along Stem Lane.
This route is predominantly on road and within highways boundary however the northern section of this route is off road requiring non-highway land to implement. This route can encourage cycling in this area of New Milton and can provide cycle route connections to the trading estate in New Milton.

NMT14.6 (NM/T/5): Town Centre to Walkford along Gore Road to Gore Road Industrial Estate (including Elm Avenue), shared cycle/pedestrian use route.
This proposed scheme will be implemented within the highway boundary; however is an extensive route utilising the roadside verge adjacent to Gore Road. The eastern section of the route utilises the existing footway and the section of the route to the west of the School is a new route on the existing verge. This route would provide a safe link for cyclists connecting western areas of New Milton to the town centre and the Arnewood School and New Milton leisure centre, encouraging cycling in this area.

NMT14.7 (NM/T/17): Gore Rd to Marley Avenue Cycle Route across bridge via Davis Field.
This proposed cycle route includes a short dismount section on the bridge over the railway. The scheme requires non-highway land to implement and will provide greater permeability of the town for cyclists through provision of a route crossing the railway line. This route also connects to other routes encouraging cycling between the residential area in this part of New Milton to the town centre.

Footpath improvement proposals

NMT14.8 (NM/T/38): Footpath from Caird Avenue to Lower Ashley Road linking to Carrick Way, Wentwood Gardens and Glen Spey.
This scheme requires land to implement. Part of the route is proposed to be provided as part of the development of the land to the east of Caird Avenue.

NMT14.9 (NM/T/19): Station Road/Albert Road footpath improvements along railway embankment.
This route requires use of non highway land to implement. The proposal will improve accessibility to the rail station which can help encourage non car travel, it also can encourage walking to the services and facilities within the town centre.

NMT14.10 (NM/T/20): Provision of a footpath (0.8km) linking Dark Lane to Fernhill Lane residential area to west of sports facilities.
This route is based on the previous Local Plan policy DW-T10.46. It requires non highway land to implement. The route will improve links in the town for pedestrians and will encourage walking within the town, providing a more direct link between the north east and north west parts of New Milton.
To enable the restoration of Sopley Camp, a limited amount of development may be permitted within the framework of a comprehensive site restoration plan to remove existing buildings and hardstandings, return most of the site to agriculture and forestry, and significantly improve the environmental appearance of the site.

The total amount of development will be limited to that needed to produce a financially viable scheme that achieves these aims, demonstrated to the satisfaction of the local planning authority. The possible uses on the site may include business uses, training/education and a limited amount of residential accommodation (including affordable housing).

The developed part of the site of the site should be the closest part to Bransgore.

RING1: Industrial land (including former Wellworthy site) east of Christchurch Road Ringwood
The existing Local Plan allocation to the east of Christchurch Road, shown on Map RING1 below, is proposed to be carried forward. The land is identified for employment development (industrial / office / storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

In addition to policy requirements in the Core Strategy and Development Management Policies in Section 2 of this document, development on this site will be subject to:

- Within the site, the provision of an access road linking from Christchurch Road to land south of Crow Arch Lane Industrial Estate; (See RING3 below)
- A full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with;
- Appropriate transport contributions being paid towards any necessary transport improvements, including junction improvements with the A31 in the town centre;
- Provision of a cycle route within the site linking the Christchurch Road to New Street; (See RING8.7)
- Foot and cycle links to the Castleman Way and the Christchurch Road (See RING8.10);
- Full contamination remediation work to an employment development standard;
- Compatible employment uses being located in those areas of the site closest to existing housing. Consideration will need to be given to any impact on residential amenities in terms of noise or other disturbance.

RING2: Land south of Castleman Way
The existing Local Plan allocation south of Castleman Way, shown as on Map RING1 below, is proposed to be carried forward. The land is identified for employment development (industrial / office / storage and distribution uses) to provide for employment needs in accordance with Policy CS17 of the Core Strategy.

RING3: Land south of Ringwood, west of Crow Lane and adjacent to Crow Arch Lane
Land south of Ringwood, west of Crow Lane and Lane and adjacent to Crow Arch Lane, as shown on Map RING1 below, is identified as a possible site for residential development, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, employment development in accordance with Policy
In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- The residential development being located principally in the northern and eastern parts of the site adjoining the existing housing
- The employment development being located in the western and southern parts of the site, primarily adjoining Crow Arch Lane Industrial Estate and Hightown Industrial Estate
- Provision of an access road linking Christchurch Road to Crow Arch Lane (See also Policy RING 1)
- A full transport assessment outlining how any negative impacts upon the road network will be satisfactorily dealt with
- Appropriate transport contributions being paid towards any necessary transport improvements, including junction improvements with the A31 in the town centre
- Retention /enhancement of the green route/cycleway on the route of the old railway line
- Provision of links to the proposed cycle route on Hightown Gardens to the north of the site and the proposed cycle route on the Castleman Trailway towards the south of the site including links across the site
- Public open space provision, both formal and informal, of around 1.2 to 1.4ha, including provision of children’s play space(s) located within the residential development (Based on 150 dwellings)
- The provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood.
- Provision of land for a minimum of 15 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.
- Appropriate phasing of development being agreed, to tie in with the prior development of the majority of site RING1.

RING4: Land north of Hightown Road
Land north of Hightown Road, as shown on Map RING4 below, is identified as an alternative possible site (to site RING3) for up to 150 dwellings, to provide for housing needs in accordance with Policies CS11 and CS15 of the Core Strategy, and public open space. In addition to public open space requirements associated with the developments own requirements, land would be allocated for formal public open space. (Playing fields).

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site would be subject to:

- Provision of an appropriate vehicular/foot and cycle access to the site from Hightown Road
- The protection of existing hedgerows on the site boundaries
- The provision of green infrastructure corridors utilising the existing streams/ditches along the southern and eastern boundary of the site
• Landscaping works to the eastern and northern boundaries of the site in order to screen the development from the New Forest National Park
• Public open space provision, both formal and informal, of around 1.2 to 1.4ha, should be provided adjacent to the existing children’s play area on the western boundary of the site (Based on 150 dwellings)
• The provision of land (at least 2 hectares) to provide formal playing fields, on site or on suitable adjacent land, to help address the shortfall of playing fields in Ringwood
• Provision of land for a minimum of 15 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

RING5: Town centre boundaries
The town centre boundary, the primary shopping area and secondary shopping frontages in Ringwood town centre, are as shown on Map RING-TC1.

RING6: Town centre opportunity areas
The following sites are identified as ‘Town centre opportunity sites’. Proposals for development or redevelopment on these sites should be for the uses indicated below:

<table>
<thead>
<tr>
<th></th>
<th>Site</th>
<th>Development opportunity primarily for the following uses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Furlong Long Stay Car Park</td>
<td>Retail</td>
</tr>
<tr>
<td>2</td>
<td>Former Cinema Site, Market Place and Environs</td>
<td>Retail/Entertainment/Office</td>
</tr>
</tbody>
</table>

RING 7: Public Open Space Proposal, land west of Green Lane
3.1 hectares of formal open space at land west of Green Lane is allocated for public open space, as shown on Map RING 7

RING8: Transport Schemes
The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Ringwood are proposed:

Cycle route proposals

RING8.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.

The cycle route is an on and off road cycle route that involves the use of non highway land to implement, utilising an area of open space for the off road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.

RING8.2 (PC3): School Lane to Cloughs Road: On road cycle route via Manor Road with short off road section adjacent to the Schools.

This scheme requires the use of non highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car, which can help reduce congestion particularly that associated with school traffic.
RING8.3 (PC6): Crow Arch Lane to Moortown Lane - Cycleway across fields to Moortown Lane.
This cycle route which includes a small section on Crow Arch Lane requires non highway land to implement and will provide improved access to the town from the south. This route will encourage cycling to the employment sites in the southern part of the town, helping reduce traffic congestion in this area of Ringwood.

This adjacent to road and off road cycle route requires the use of non highway land to implement, utilising the former rail line. This route continues the existing “Castleman Trailway” route, improving accessibility to Ringwood and the industrial estate from the Crow area. (See also Ring 1)

RING8.5 (PC11): Castleman Way to Town Centre via Quomp and The Close on road cycle route with off road section by Victoria Gardens.
This scheme requires the use of non highway land to implement the off road section in Victoria Gardens. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and confidence aiding in promoting walking and cycling.

RING8.6 (PC14): Cycle route from Mansfield Road to Southampton Road via Carvers sports ground.
This scheme includes adjacent, on and off road sections of cycle route and involves the use of non highway land through Carvers sports field. The route improves accessibility and permeability of the town for cyclists away from the major roads in the town centre. This can encourage cycling as an alternative to car travel for short trips through the town.

RING8.7: Moortown to Castleman Way via New Street on and adjacent to road cycle route (PC15).
This is a significant scheme that involves the use of non highway land through the former Wellworthy site and highways verge for the adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood. (See Ring 3)

Footpath improvements

RING8.8 (PR1): Southampton Road enhanced pedestrian environment to make the area safe and attractive for walking and cycling, southern section to Fridays Cross.
This scheme forms part of Phase 2 of the current Country Towns Initiative scheme (described in scheme reference AP1 in the Ringwood TAP). The scheme is the second phase of a significant environmental scheme improving pedestrian facilities in the town centre along Southampton Road. The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities in the centre of Ringwood. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel for short trips.

RING8.9 (AP2): Cloughs Road footpath improvement and provision where missing.
This scheme involves the use of non highway land to implement the footpath widening. The footpath improvements will assist safe walking in this area of Ringwood which will encourage walking to and from the town centre to this residential area.

RING8.10 (PC20): Moortown to Town Centre via Quomp improvements to existing paths and footways, including footway link through Wellworthy site.
This is a significant scheme which provides an improved footpath route connecting Castleman Way and Christchurch Road and requires non highway land to implement the section passing through the Wellworthy site. The section of footway link proposed through the Wellworthy site is to be provided as part of development of the site following a similar route to cycle route PC15 (See Ring 3). The improvements along Christchurch Road through to Castleman Way will improve the permeability of this area of Ringwood for pedestrians encouraging walking to the town centre from the southern area of Ringwood.

**RING8.11 (PC21): Southampton Road, west of Frampton Place, footpath widening.**
This scheme requires the use of non highway land to implement the widening of the footpath. This will assist pedestrian safety encouraging walking to and from this area of Ringwood as well as improving accessibility to the Ringwood School and recreation ground.

**RING8.12 (AP3): Extension of footpath alongside Bickerley Road to create a continuation to ‘Danny Cracknell Pocket Park’.**
This scheme requires the use of non highway land to implement the footpath extension adjacent to Bickerley Road. This scheme will continue and develop upon the pedestrian network in this area, helping promote walking in and around the town.

**RING8.13 (TMH4): Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing.**
This transport scheme includes improved pedestrian links along West Street and dropped crossings to be provided on High Street. This is a significant pedestrian facility improvement scheme that creates an improved pedestrian environment which will encourage walking/cycling to the town centre reducing reliance on the private car, improving access for all.

**Avon 1: Avon Valley Lakes**
The Avon Valley Lakes area, as shown on the Proposals Maps, is safeguarded for the following uses:
- Water storage
- Nature conservation and environmental education
- Recreational uses, which are compatible with water storage and nature conservation interests

**FORD1: Land east of Whitsbury Road, Fordingbridge**
Land east of Whitsbury Road, as shown on map FORD1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate around 100 dwellings. The remaining area of this site should provide for 2.8 hectares of public open space.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:
- Provision of satisfactory vehicular access from Whitsbury Road
- Provision of pedestrian/cycle routes linking with footpaths and cycleways and the adjoining school sites. An area of drop-off and pick-up parking should be provided at the entrance to the site, with direct pedestrian/ cycleway links provided through to the Fordingbridge school sites, utilising the route of the former railway line.
• Retention of important trees and hedgerows on the boundaries of the site and within the site, including the group of mature pines on the southern boundary backing into Hertford Close
• Strengthening of the landscape buffer along the Whitsbury Road frontage and the south-eastern boundary of the site. Landscape the northern edge of the developed area in order to screen development and provide a suitable boundary between the development and countryside beyond
• Public open space provision, including provision of natural children's play spaces and recreational space for young people located within the residential development and formal open space on the northern part of the site
• Provision of safe access across Whitsbury Road in order to allow children to access the existing equipped play area to the south west of the site (see transport proposal FO/T/12)
• Provision of land for a minimum of 10 full size allotments plots within the site in order to provide for local needs arising from the development and in the wider community.

ASH1: Land adjoining Jubilee Crescent, Ashford
Land adjoining Jubilee Crescent, as shown on Map ASH1, is identified as a possible site for residential development, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy. The site could accommodate up to 10 dwellings.

In addition to the requirements of policies in the Core Strategy and the Development Management Policies in Section 2 of this document, the development of the site will be subject to:
• Provision of satisfactory vehicular access from Jubilee Crescent
• Retention of trees and hedgerows on the northern, western and southern boundaries of the site
• Provision of pedestrian access through the development to the line of the dismantled railway, enabling links to nearby public rights of way.
• Public open space provision, including provision of natural children’s play space located within the residential development

SAND1: Land to west of Scout Centre, south of Station Road
Land to the west of the Scout centre, south of Station Road, as shown on Map SAND1, is identified as a possible site for residential development of up to 10 dwellings, to provide for local housing needs in accordance with Policies CS12 and CS15 of the Core Strategy.

In addition to policy requirements in the Core Strategy and the Development Management Policies in Section 2 of this document, development on this site will be subject to:
• A landscape buffer being provided on the southern boundary of the site;
• On-site provision of a natural play space (of around 0.1ha, based on 10 dwellings).

FORD2: Town centre boundaries
The town centre boundary, the primary shopping area and secondary shopping frontages in Fordingbridge town centre, are as shown on Map FORD TC1 (below).

FORD 3: Open Space south of Fordingbridge Recreation Ground
1.5 hectares of formal open space is allocated south of Fordingbridge Recreation Ground, as shown on Map FORD3

**FORD4: Transport Schemes**

The following transport schemes to reduce the adverse impact of traffic and promote the use of public transport, cycling and walking in Fordingbridge and Ashford are proposed (there are no specific proposals at Sandleheath):

**Cycle route proposals**

**FORD4.1 (FO/T/1): Marl Lane to Station Road, Ashford, on and off road cycle route via Falconwood Close.**

This scheme requires non highway land to implement, utilising an existing footpath route. This scheme will encourage cycling in the area by providing a safe off road route connecting Ashford to northern areas of Fordingbridge and other routes connecting to schools and Fordingbridge town centre.

**FORD4.2 (FO/T/2): Pennys Lane to Marl Lane crossing Whitsbury Road via Charnwood Drive and Avon Meade and along former railway line.**

This cycle route links through the residential area of this part of Fordingbridge with links to the schools off Burnham Road. The off road section of this route requires the use of non highway land to implement, providing a safe off road link across an area of open space. This route will encourage cycling, particularly to the Fordingbridge Infant and Junior Schools which may help reduce congestion and traffic in this area.

**FORD4.3 (FO/T/6): Cycle route - Ashford to Normandy Way along Station Road.**

This cycle route along Station Road to Fordingbridge town centre includes an adjacent to road section on Station Road which will require the use of non highway land to implement. The route will provide improved cycle links to and from Fordingbridge town centre and the west of the town and Ashford area. This can encourage cycling to the town centre, helping reduce congestion in the town.

**FORD4.4 (FO/T/7): Recreation Ground to Bickton Mill via U119 cycle route (0.6km) across rural open land with an on road section linking to the town centre.**

This cycle route requires the use of non highway land to implement and provides a link to the town from areas to the south of Fordingbridge. This will encourage cycling as a viable alternative to car travel to the town, due to the provision of a safer off road route connecting to the town.

**FORD4.5 (FO/T/8): Avon Meade to Green Lane: On and off road cycle route.**

This proposal includes sections along Avon Meade, Parsonage Park Drive and across an existing footpath route from Meadow Avenue to Green Lane and on road sections along Green Lane. The section of route through the area of open space between Meadow Avenue and Green Lane requires non highway land to implement. The route provides improved accessibility and permeability of the town for cyclists, encouraging cycling for shorter trips in the town.

**Footpath improvement**

**FORD4.6 (FO/T/13): Improved footpath route from Flaxfields End (off Station Road).**

This scheme provides improved access and links to the play area and residential development on Reeder Close. The footpath requires the use of non highway land to implement and will provide greater permeability of pedestrian routes encouraging walking through the town.
**FORD4.7: Footpath from Green Lane to Shaftsbury Street**
The creation of a 0.5km footpath from Green Lane to Shaftsbury Street, through the southern part of Sweatfords Water, will create better links from north Fordingbridge from the town centre and provide greater recreational opportunities within the town.

**FORD4.8: Footpath along disused railway line from Ashford to Dorset**
This will provide a recreational route from Ashford to footpaths in Dorset

5.84 The proposal in the previous Local Plan (Policy FB-11) to extend the car park adjoining the A338 slip road will not be carried forward into this Plan as a proposal.
APPENDIX 2: European Site Descriptions
Southampton and Isle of Wight Lagoons SAC

The Solent on the south coast of England encompasses a series of Coastal lagoons, including percolation, isolated and sluiced lagoons. The site includes a number of lagoons in the marshes in the Keyhaven – Pennington area, at Farlington Marshes in Chichester Harbour, behind the sea-wall at Bembridge Harbour and at Gilkicker, near Gosport. The lagoons show a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle, which support a diverse fauna including large populations of three notable species: the nationally rare foxtail stonewort Lamprothamnium papulosum, the nationally scarce lagoon sand shrimp Gammarus insensibilis, and the nationally scarce starlet sea anemone Nematostella vectensis. The lagoons in Keyhaven – Pennington Marshes are part of a network of ditches and ponds within the saltmarsh behind a sea-wall. Farlington Marshes is an isolated lagoon in marsh pasture that, although separated from the sea by a sea-wall, receives sea water during spring tides. The lagoon holds a well-developed low-medium salinity insect-dominated fauna. Gilkicker Lagoon is a sluiced lagoon with marked seasonal salinity fluctuation and supports a high species diversity. The lagoons at Bembridge Harbour have formed in a depression behind the sea-wall and sea water enters by percolation. Species diversity in these lagoons is high and the fauna includes very high densities of N. vectensis.

Solent Maritime SAC

The Solent encompasses a major estuarine system on the south coast of England with four coastal plain estuaries (Yar, Medina, King’s Quay Shore, Hamble) and four bar-built estuaries (Newtown Harbour, Beaulieu, Langstone Harbour, Chichester Harbour). The site is the only one in the series to contain more than one physiographic sub-type of estuary and is the only cluster site. The Solent and its inlets are unique in Britain and Europe for their hydrographic regime of four tides each day, and for the complexity of the marine and estuarine habitats present within the area. Sediment habitats within the estuaries include extensive estuarine flats, often with intertidal areas supporting eelgrass Zostera spp. and green algae, sand and shingle spits, and natural shoreline transitions. The mudflats range from low and variable salinity in the upper reaches of the estuaries to very sheltered almost fully marine muds in Chichester and Langstone Harbours. Unusual features include the presence of very rare sponges in the Yar estuary and a sandy ‘reef’ of the polychaete Sabellaria spinulosa on the steep eastern side of the entrance to Chichester Harbour.

Solent Maritime is the only site for smooth cord-grass Spartina alterniflora in the UK and is one of only two sites where significant amounts of small cord-grass S. maritima are found. It is also one of the few remaining sites for Townsend’s cord-grass S. x townsendii and holds extensive areas of common cord-grass Spartina anglica, all four taxa thus occurring here in close proximity. It has additional historical and scientific interest as the site where S. alterniflora was first recorded in the UK (1829) and where S. x townsendii and, later, S. anglica first occurred.

The Solent contains the second-largest aggregation of Atlantic salt meadows in south and south-west England. Solent Maritime is a composite site composed of a large number of separate areas of saltmarsh. In contrast to the Severn estuary, the salt meadows at this site are notable as being representative of the ungrazed type and support a different range of communities dominated by sea-purslane Atriplex portulacoides, common sea-lavender Limonium vulgare and thrift Armeria maritima. As a whole the site is less truncated by man-made features than other parts of the south coast and shows rare and unusual transitions to freshwater reedswamp and alluvial woodland as well as coastal grassland. Typical Atlantic salt meadow is still widespread in this site, despite a long history of colonisation by cord-grass Spartina spp.
Solent and Southampton Water SPA

The Solent and Southampton Water are located on the south English coast. The area covered extends from Hurst Spit to Hill Head along the south coast of Hampshire, and from Yarmouth to Whitecliff Bay along the north coast of the Isle of Wight. The site comprises a series of estuaries and harbours with extensive mud-flats and saltmarshes together with adjacent coastal habitats including saline lagoons, shingle beaches, reedbeds, damp woodland and grazing marsh. The mud-flats support beds of Enteromorpha spp. and Zostera spp. and have a rich invertebrate fauna that forms the food resource for the estuarine birds. In summer, the site is of importance for breeding seabirds, including gulls and four species of terns. In winter, the SPA holds a large and diverse assemblage of waterbirds, including geese, ducks and waders. Dark-bellied Brent Goose Branta b. bernicla also feed in surrounding areas of agricultural land outside the SPA.

Solent and Southampton Water Ramsar

The area covered extends from Hurst Spit to Gilkicker Point along the south coast of Hampshire and along the north coast of the Isle of Wight. The site comprises of estuaries and adjacent coastal habitats including intertidal flats, saline lagoons, shingle beaches, saltmarsh, reedbeds, damp woodland, and grazing marsh. The diversity of habitats support internationally important numbers of wintering waterfowl, important breeding gull and tern populations and an important assemblage of rare invertebrates and plants.

The estuaries and harbours of the Solent are particularly sheltered and form the largest number and tightest cluster of small estuaries anywhere in Great Britain. The Solent and Isle of Wight system is notable for its large range and extent of different habitats.

The intertidal area is predominantly sedimentary in nature with extensive intertidal mud and sandflats within the sheltered harbours and areas of gravel and pebble sediments on more exposed beaches. These conditions combine to favour an abundant benthic fauna and green algae which support high densities of migrant and over-wintering wildfowl and waders. Eelgrass Zostera beds occur discontinuously along the north shore of the Isle of Wight and in a few places along the northern shore of The Solent.

The Solent system supports a wide range of saltmarsh communities. Upper saltmarshes are dominated by sea purslane Atriplex portulacoides, sea plantain Plantago maritima, sea meadow grass Puccinellia maritima and sea lavender Limonium vulgare; locally thrift Armeria maritima and the nationally scarce golden samphire Inula crithmoides are abundant. Lower saltmarsh vegetation tends to be dominated by sea purslane, cord grass Spartina spp., glasswort Salicornia spp. and sea-blite Suaeda maritima. Cord-grasses dominate much of the saltmarsh in Southampton Water and in parts of the Solent and it was the original location of the introduction of Spartina alterniflora and subsequent hybridisation with the native species.

There are several shingle spits including Hurst spit, Needs Ore Point, Calshot spit and Newtown Harbour spits which support a characteristic shingle flora.

A range of grassland types lie inshore of the intertidal zone including unimproved species-rich neutral and calcareous grasslands, brackish grazing marsh systems and reed dominated freshwater marshes. The brackish water lagoons associated with grazing marsh systems behind the seawalls, e.g. Keyhaven-Lymington, Gilkicker lagoon, and at Brading Marshes contain internationally important communities of rare and endangered invertebrates and plants.
New Forest SAC

Hatchet Pond in the New Forest in the south of England is in fact three ponds, one of which is an example of an oligotrophic waterbody amidst wet and dry lowland heath developed over fluvial deposits. It contains shoreweed Littorella uniflora and isolated populations of northern species such as bog orchid Hammarbya paludosa and floating bur-reed Sparganium angustifolium, alongside rare southern species such as Hampshire-purslane Ludwigia palustris. Hatchet Pond is therefore important as a southern example of this lake type where northern species, more common in the uplands of the UK, co-exist with southern species.

In the New Forest vegetation of the Littorelletea uniflorae and/or of the Isoëto-Nanojuncetea occurs on the edge of large temporary ponds, shallow ephemeral pools and poached damp hollows in grassland, which support a number of specialist species in a zone with toad rush Juncus bufonius. These include the two nationally scarce species coral-necklace Illecebrum verticillatum and yellow centaury Cicendia filiformis, often in association with allseed Radiola linoides and chaffweed Anagallis minima. Heavy grazing pressure is of prime importance in the maintenance of the outstanding flora of these temporary pond communities. Livestock maintain an open habitat, controlling scrub ingress, and trampling the surface. Commoners’ animals also transport seed in their hooves widely from pond to pond where suitable habitat exists. Temporary ponds occur throughout the Forest in depressions capable of holding water for part of the year. Most ponds are small (between 5-10 m across) and, although great in number, amount to less than 10 ha in total area.

The New Forest contains the most extensive stands of lowland northern Atlantic wet heaths in southern England, mainly of the M16 Erica tetralix – Sphagnum compactum type. M14 Schoenus nigricans – Narthecium ossifragum mire is also found on this site. The wet heaths are important for rare plants, such as marsh gentian Gentiana pneumonanthe and marsh clubmoss Lycopodiella inundata, and a number of dragonfly species, including the scarce blue-tailed damselfly Ischnura pumilio and small red damselfly Ceriagrion tenellum. There is a wide range of transitions between wet heath and other habitats, including dry heath, various woodland types, Molinia grasslands, fen, and acid grassland. Wet heaths enriched by bog myrtle Myrica gale are a prominent feature of many areas of the Forest. Unlike much lowland heath, the New Forest heaths continue to be extensively grazed by cattle and horses, favouring species with low competitive ability.

The New Forest represents European dry heaths in southern England and is the largest area of lowland heathland in the UK. It is particularly important for the diversity of its habitats and the range of rare and scarce species which it supports. The New Forest is unusual because of its long history of grazing in a traditional fashion by ponies and cattle. The dry heaths of the New Forest are of the H2 Calluna vulgaris – Ulex minor heath type, and H3 Ulex minor – Agrostis curtisii heath is found on damper areas. There are a wide range of transitions between dry heath and wet heath, Molinia grassland, fen, acid grassland and various types of scrub and woodland. Both the New Forest and the two Dorset Heath SACs are in southern England. All three areas are selected because together they contain a high proportion of all the lowland European dry heaths in the UK. There are, however, significant differences in the ecology of the two areas, associated with more oceanic conditions in Dorset and the continuous history of grazing in the New Forest.

The New Forest represents Molinia meadows in southern England. The site supports a large area of the heathy form of M24 Molinia caerulea – Cirsium dissectum fen-meadow. This vegetation occurs in situations of heavy grazing by ponies and cattle in areas known locally as ‘lawns’, often in a fine-scale mosaic with 4010 Northern Atlantic wet heaths and other mire and grassland communities. These lawns occur on flushed soils on slopes and on level terrain on the floodplains of rivers and streams. The New Forest Molinia meadows are unusual in the UK in terms of their species composition, management and landscape position. The grasslands are species-rich, and a particular feature is the
abundance of small sedges such as carnation sedge Carex panicea, common sedge C. nigra and yellow-sedge C. viridula ssp. oedocarpa, and the more frequent occurrence of mat-grass Nardus stricta and petty whin Genista anglica compared to stands elsewhere in the UK.

The New Forest, one of three sites selected in southern England, is considered to hold the largest area in England of Depressions on peat substrates of the Rhynchosporion, in complex habitat mosaics associated primarily with the extensive valley bogs of this site. The habitat type is developed in three situations: in natural bog pools of patterned bog surfaces, in flushes on the margins of valley mires and in areas disturbed by peat-digging, footpaths, tracks, ditches etc. In places the habitat type is rich in brown mosses Cratoneuron spp. and Scorpidium scorpioides, suggesting flushing by mineral-rich waters. The mosaics in which this habitat type occurs are an important location for bog orchid Hammarbya paludosa.

The New Forest is the largest area of mature, semi-natural beech Fagus sylvatica woodland in Britain and represents Atlantic acidophilous beech forests in the most southerly part of the habitat’s UK range. The mosaic with other types of woodland and heath has allowed unique and varied assemblages of epiphytic lichens and saproxylic invertebrates to be sustained, particularly in situations where the woodland is open and the tree trunks receive plenty of light. The traditional common grazing in the Forest by cattle and ponies provides opportunities to explore the impact of large herbivores on the woodland system.

The New Forest is the largest area of mature, semi-natural beech Fagus sylvatica woodland in Britain; much of it is a form of W14 Fagus sylvatica – Rubus fruticosus woodland that conforms to the Annex I type Asperulo-Fagetum beech forests. The mosaic with other types of woodland and heath has allowed unique and varied assemblages of epiphytic lichens and saproxylic invertebrates to be sustained, particularly in situations where the woodlands are open and the tree trunks receive plenty of light. The traditional common grazing in the Forest by cattle and ponies provides opportunities to explore the impact of large herbivores on the woodland system.

The New Forest is representative of old acidophilous oak woods in the southern part of its UK range. It is the most extensive area of active wood-pasture with old oak Quercus spp. and beech Fagus sylvatica in north-west Europe and has outstanding invertebrate and lichen populations. This site was preferred over other sites that lack a succession of age-classes because, although scattered over a wide area, the oak stands are found within a predominantly semi-natural landscape with a more balanced age-structure of trees. The traditional common grazing in the Forest by cattle and ponies provides opportunities to explore the impact of large herbivores on the woodland system. The New Forest has been identified as of potential international importance for its saproxylic invertebrate fauna by the Council of Europe (Speight 1989).

Within the New Forest, in southern England, birch – willow Betula – Salix stands occur over valley bog vegetation, with fringing alder Alnus – Sphagnum stands where there is some water movement. These stands appear to have persisted for long periods in stable association with the underlying Sphagnum bog-moss communities. The rich epiphytic lichen communities and pollen record provide evidence for the persistence of this association. The Bog woodland occurs in association with a range of other habitats for which the site has also been selected.

The New Forest contains many streams and some small rivers that are less affected by drainage and canalisation than those in any other comparable area in the lowlands of England. Associated with many of the streams, particularly those with alkaline and neutral groundwater, are strips of alder Alnus glutinosa woodland which, collectively, form an extensive resource with a rich flora. In places there are examples of transitions from open water through reedswamp and fen to alder woodland. The small rivers show natural meanders and debris dams, features that are otherwise rare in the lowlands,
with fragmentary ash Fraxinus excelsior stands as well as the alder strips. In other places there are transitions to 9190 Old acidophilous oak woods with Quercus robur on sandy plains and 9120 Atlantic acidophilous beech forests with ilex and sometimes also Taxus in the shrublayer (Quercion roboripetraeae or Ilici-Fagenion), for which this site has also been selected.

The New Forest in central southern England is an outstanding locality for southern damselfly Coenagrion mercuriale, with several population centres and strong populations estimated to be in the hundreds or thousands of individuals and with a long history of records. With Preseli, Dorset Heaths and the River Itchen, it represents one of the four major population centres in the UK.

The New Forest represents stag beetle Lucanus cervus in its Hampshire/Sussex population centre, and is a major stronghold for the species in the UK. The forest is one of the most important sites in the UK for fauna associated with rotting wood, and was identified as of potential international importance for its saproxylic invertebrate fauna by the Council of Europe (Speight 1989).

**New Forest SPA**

The New Forest is located in southern Hampshire, west of the Solent in southern England. It comprises a complex mosaic of habitats overlying mainly nutrient-poor soils over plateau gravels. The major components are the extensive wet and dry heaths with their rich valley mires and associated wet and dry grasslands, the ancient pasture woodlands and inclosure woodlands, the network of clean rivers and streams, and frequent permanent and temporary ponds. The area supports important populations of breeding birds associated with such habitats, including Nightjar Caprimulgus europaeus, Woodlark Lullula arborea and Dartford Warbler Sylvia undata. Breeding Honey Buzzard Pernis apivorus and wintering Hen Harriers Circus cyaneus are also notable.

**New Forest Ramsar**

The New Forest is an area of semi-natural vegetation including valley mires, fens and wet heath within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. The habitats present are of high ecological quality and diversity with undisturbed transition zones.

The suite of mires is regarded as the locus classicus of this type of mire in Britain. Other wetland habitats include numerous ponds of varying size and water chemistry including several ephemeral ponds and a network of small streams mainly acidic in character which have no lowland equivalent in the UK. The plant communities in the numerous valleys and seepage step mires show considerable variation, being affected especially by the nutrient content of groundwater. In the most nutrient-poor zones, Sphagnum bog-mosses, cross-leaved heath, bog asphodel, common cottongrass and similar species predominate. In more enriched conditions the communities are more fen-like.

**River Avon SAC**

The Avon in southern England is a large, lowland river system that includes sections running through chalk and clay, with transitions between the two. Five aquatic Ranunculus species occur in the river system, but stream water-crowfoot Ranunculus penicillatus ssp. pseudofluitans and river water-crowfoot R. fluitans are the main dominants. Some winterbourne reaches, where R. peltatus is the dominant water-crowfoot species, are included in the SAC.

There is an extensive population of Desmoulin’s whorl snail Vertigo mouliniana along about 20 km of the margins and associated wetlands of the Rivers Avon, Bourne and Wyley. This is one of two sites representing the species in the south-western part of its range, in chalk stream habitat. It occurs here in a separate catchment from the Kennet and Lambourn, within an environment more heavily
dominated by arable agriculture.

The Avon represents sea lamprey Petromyzon marinus in a high-quality river in the southern part of its range. There are excellent examples of the features that the species needs for survival, including extensive areas of sand and gravel in the middle to lower reaches of the river where sea lampreys are known to spawn.

The Avon is a high-quality river that represents the southern part of the range of brook lamprey Lampetra planeri. A healthy, stable population occurs in the main river and in a number of tributaries. The main river, and in particular its tributaries, provides clean beds of gravel for spawning and extensive areas of fine silt for juveniles to burrow into.

The Avon in southern England represents a south coast chalk river supporting Atlantic salmon Salmo salar. The salmon populations here are typical of a high-quality chalk stream, unaffected by the introduction of genetic stock of non-native origin. The Avon has an excellent mosaic of aquatic habitats, which include extensive areas of gravels essential for spawning and growth of juvenile fry. There has been limited modification of the river course by comparison with many other southern lowland rivers in England.

The Avon represents bullhead Cottus gobio in a calcareous, relatively unmodified river in the southern part of its range in England. The River Avon has a mosaic of aquatic habitats that support a diverse fish community. The bullhead is an important component of this community, particularly in the tributaries.

River Avon SPA

The Avon Valley SPA encompasses the lower reaches of the River Avon and its floodplain on the south coast of England. The site extends for approximately 20 km between Bickton and Christchurch. The River Avon displays wide fluctuations in water level and parts of the valley are regularly flooded in winter. Consequently, the valley includes one of the largest expanses of unimproved floodplain grassland in Britain, including extensive areas managed as hay meadows and grazing marsh under low-intensity agricultural systems. These extensive floodplain grasslands support wintering Bewick’s Swans Cygnus columbianus bewickii in numbers of European importance, and Blashford Lakes Gravel Pits within the SPA are particularly important for wintering Gadwall Anas strepera.

Avon Valley Ramsar

The site encompasses the lower reaches of the River Avon and its floodplain between Bickton and Christchurch. The River Avon displays wide fluctuations in water level and parts of the valley are regularly flooded in winter. The Avon valley has a greater range of habitats and a more diverse flora and fauna than any other chalk river in Britain. The valley includes one of the largest expanses of unimproved floodplain grassland in Britain, including extensive areas managed as hay meadow.

Dorset Heaths SAC

This is a complex site which includes 37 SSSIs, most of which include fine transitions between European dry heaths and wet lowland heathland and mires, as well as other habitats such as woodland, grassland, pools, saltmarsh and reedswamp. The common characteristics of the M16 Erica tetralix – Sphagnum compactum wet heaths are the dominance of cross-leaved heath Erica tetralix, heather Calluna vulgaris and purple moor-grass Molinia caerulea, and the presence of a diverse group of rare species. These include Dorset heath Erica ciliaris (which readily hybridises with E. tetralix), white beak-sedge Rhynchospora alba, brown beak-sedge R. fusca, marsh gentian Gentiana pneumonanthe, great, round- and oblong-leaved sundews Drosera anglica, D. rotundifolia and D.
intermedia, and marsh clubmoss Lycopodiella inundata. Typical mosses of the wet heath include Sphagnum compactum, S. pulchrum and S. tenellum. These sites are a stronghold for invertebrates, particularly dragonflies, damselflies, butterflies and spiders, including the Annex II species Southern damselfly Coenagrion mercuriale. Within the UK, some of these invertebrates are restricted to the Dorset heaths.

This site displays fine transitions between Northern Atlantic wet heaths with Erica tetralix, dry heaths and other habitats. Dry heath NVC types include H2 Calluna vulgaris – Ulex minor, H3 Ulex minor – Agrostis curtisi, H4 Ulex gallii – Agrostis curtisi and H8 Calluna vulgaris – Ulex gallii. The area of heathland has been reduced and fragmented, with about 86% lost since the mid-18th century. However, the Dorset heaths represent some of the biggest and finest remaining areas of lowland heathland in the UK. The dry heath occurs on very infertile soils and is not very diverse botanically, but occasionally some nationally scarce plants occur, such as mossy stonecrop Crassula tillaea and yellow centaury Cicendia filiformis. In places, where heather Calluna vulgaris occurs in mature stands, lichens of the genus Cladonia are very abundant. Uncommon features of the south-eastern heathlands are the localised presence of bilberry Vaccinium myrtillus and the co-existence in some areas of western gorse Ulex gallii and dwarf gorse U. minor. The dry heaths support populations of European importance of several species, including rare butterflies (e.g. silver-studded blue Plebejus argus), grasshoppers and spiders. Among birds, the dry heath is very important for woodlark Lullula arborea, European nightjar Caprimulgus europaeus, Dartford warbler Sylvia undata and some migrants such as hen harrier Circus cyaneus and Eurasian hobby Falco subbuteo. All six species of native British reptiles, including the Annex IV species sand lizard Lacerta agilis and smooth snake Coronellia austriaca, occur within the Dorset Heaths.

The two Dorset Heaths cSACs, together with the New Forest, support a large proportion of the resource of Depressions on peat substrates of the Rhynchosporion within England. The habitat is widespread on the Dorset Heaths, both in bog pools of valley mires and in flushes. There are numerous valley mires within the Dorset Heaths, and the habitat type is most extensively represented here as part of a habitat mosaic. This location shows extensive representation of brown-beak sedge Rhynchospora fusca and is also important for great sundew Drosera anglica and bog orchid Hammarbya paludosa.

This site in south-west England, along with Dorset Heaths (Purbeck and Wareham) and Studland Dunes, represents the Dorset stronghold of southern damselfly Coenagrion mercuriale. The large size of the two cSACs, and a long history of records indicating well-established populations, should ensure the future viability of the small populations that occur here.

**Dorset Heathlands SPA**

The Dorset Heathlands cover an extensive complex of heathland sites at the western edge of the Hampshire Basin in southern England. The area is centred around the large estuary of Poole Harbour and lies in close proximity to the urban conurbation of Bournemouth and Poole. Past losses of the heathland (an estimated 75% during the twentieth century to development, agriculture and afforestation) have left the remaining heaths in a highly fragmented state. Despite this decline and fragmentation, the heaths show a high degree of ecological cohesion. They contain large areas of dry heath, wet heath and acid valley mire, all habitats that are restricted to the Atlantic fringe of Europe. The examples of the Dorset Heathlands are among the best of their type in the UK. There are also transitions to coastal wetlands and floodplain fen habitats. The whole complex has an outstanding fauna in a European context, covering many different taxa. Many species have a specialist ecology, strongly associated with, or restricted to, heathland. The area is ornithologically important for specialist breeding birds of lowland heathland, as well as for some wintering raptors.
Dorset Heathlands Ramsar

Extensive and fragmented, these heathland areas are centred around the estuary of Poole Harbour and are adjacent to the urban conurbation of Bournemouth and Poole. The heathland contains numerous examples of wet heath and acid valley mire, habitats that are restricted to the Atlantic fringe of Europe. These heath wetlands are among the best of their type in lowland Britain. There are also transitions to coastal wetland and fen habitat types. The wetland flora and fauna includes a large assemblage of nationally rare and scarce species, especially invertebrates.
APPENDIX 3 – Qualifying Features

Southampton and Isle of Wight Lagoons SAC

qualifying features:

Coastal lagoons

Solent Maritime SAC

qualifying features:

Estuaries
Spartina swards (Spartinio maritimae)
Atlantic salt meadows (Glaucio-Puccinellietalia maritimae)
Sandbanks - slightly covered by sea water all the time
Mudflats and sandflats - not submerged at low tide
Annual vegetation drift lines
Perennial vegetation of stony banks
Salicornia and other annuals colonising mud and sand
Shifting white dunes with Ammophila arenaria
Desmoulin's whorl snail Vertigo moulinsiana

Solent and Southampton Water SPA

qualifying features:

Little Tern Sterna albifrons, 49 pairs representing at least 2.0% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
Sandwich Tern Sterna sandvicensis, 231 pairs representing at least 1.7% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
Common Tern Sterna hirundo, 267 pairs representing at least 2.2% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
Mediterranean Gull Larus melanocephalus, 2 pairs representing at least 20.0% of the breeding population in Great Britain (5 year peak mean, 1994-1998)
Roseate Tern Sterna dougallii, 2 pairs representing at least 3.3% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
Black-tailed Godwit Limosa limosa islandica, 1,125 individuals representing at least 1.6% of the wintering Iceland - breeding population (5 year peak mean, 1992/3-1996/7)
Dark-bellied Brent Goose Branta bernicla bernicla, 7,506 individuals representing at least 2.5% of the wintering Western Siberia/Western Europe population (5 year peak mean, 1992/3-1996/7)
Ringed Plover Charadrius hiaticula, 552 individuals representing at least 1.1% of the wintering Europe/Northern Africa - wintering population (5 year peak mean, 1992/3-1996/7)
Teal Anas crecca, 4,400 individuals representing at least 1.1% of the wintering Northwestern Europe population (5 year peak mean, 1992/3-1996/7)

Birds Directive Assemblage Qualification (the area qualifies by regularly
Solent and Southampton Water Ramsar

**Ramsar criterion 1:** several outstanding wetland habitat types, including unusual double tidal flow, a major sheltered channel, saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs

**Ramsar criterion 2:** nationally rare species assemblage

**Ramsar criterion 5:** winter assemblage of 51,343 waterfowl (5 year peak mean 1998/99 - 2002/03)

**Ramsar criterion 6:** Ringed plover, Charadrius hiaticula, Europe/Northwest Africa, 397 individuals, representing an average of 1.2% of the (on passage) GB population (5 year peak mean 1998/9-2002/3)

**Ramsar criterion 6:** Black-tailed godwit, Limosa limosa islandica, Iceland/W Europe, 1,240 individuals, representing an average of 3.5% of the over-wintering GB population (5 year peak mean 1998/9-2002/3)

**Ramsar criterion 6:** Dark-bellied brent goose, Branta bernicla bernicla, 6,456 individuals, representing an average of 3% of the over-wintering GB population (5 year peak mean 1998/9-2002/3)

**Ramsar criterion 6:** Eurasian teal, Anas crecca, NW Europe, 5,514 individuals, representing an average of 1.3% of the GB over-wintering population (5 year peak mean 1998/99-2002/03)

New Forest SAC

**Northern Atlantic wet heaths with Erica tetralix**

**European dry heaths**

**Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)**

**Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (Quercion robori-petraeae or Ilici-Fagenion)**

**Asperulo-Fagetum beech forests**

**Old acidophilous oak woods with Quercus robur on sandy plains**

**Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)**

**Bog woodland**

**Alkaline fens**

**Depressions on peat substrates of the Rhynchosporion**

**Transition mires and quaking bogs**

**Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae)**
Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or of the Iso?to-Nanojuncetea
Southern damselfly Coenagrion mercuriale
Stag beetle Lucanus cervus
Great crested newt Triturus cristatus

New Forest SPA

**qualifying features:**
- Dartford Warbler Sylvia undata, 538 pairs representing at least 33.6% of the breeding population in Great Britain
- Honey Buzzard Pernis apivorus, 2 pairs representing at least 10.0% of the breeding population in Great Britain
- Nightjar Caprimulgus europaeus, 300 pairs representing at least 8.8% of the breeding population in Great Britain
- Woodlark Lullula arborea, 184 pairs representing at least 12.3% of the breeding population in Great Britain (Count as at 1997)
- Hen Harrier Circus cyaneus, 15 individuals representing at least 2.0% of the wintering population in Great Britain

New Forest Ramsar

**qualifying features:**
- Southern damselfly Coenagrion mercuriale
- Stag beetle Lucanus cervus
- Great crested newt Triturus cristatus
- Bullhead Cottus gobio
- Brook lamprey Lampetra planeri
- Dartford Warbler Sylvia undata, 538 pairs representing at least 33.6% of the breeding population in Great Britain
- Hen Harrier Circus cyaneus, 15 individuals representing at least 2.0% of the wintering population in Great Britain
- Ramsar criterion 1: outstanding valley mires - bog woodland
- Ramsar criterion 1: outstanding valley mires - depressions on peat substrates of the Rhynchosporion
- Ramsar criterion 1: outstanding wet heaths
- Ramsar criterion 2: nationally rare species assemblage
- Ramsar criterion 3: species assemblage of importance to maintaining biogeographic biodiversity

River Avon SAC

**qualifying features:**
- Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation
Bullhead Cottus gobio
Brook lamprey Lampetra planeri
Sea lamprey Petromyzon marinus
Atlantic salmon Salmo salar
Desmoulin's whorl snail Vertigo moulsinsiana

Avon Valley SPA

qualifying features:
Bewick's swan Cygnus columbianus bewickii, 135 individuals representing an average of 1.9% of GB overwintering population (5yr peak mean 1991/92-1995/96)
Gadwall Anas strepera, 667 individuals representing an average 2.2% of the population GB overwintering population (5 year peak mean 1991/92-1995/96)

Avon Valley Ramsar

qualifying features:
Ramsar criterion 1: greater range of habitats than any other chalk river in Britain, including fen, mire, lowland wet grassland and small areas of woodland.
Ramsar criterion 2: diverse assemblage of wetland flora and fauna including several nationally-rare species.
Ramsar criterion 6: Gadwall Anas strepera strepera, NW Europe, 537 individuals, representing an average of 3.1% of the GB over-wintering population (5 year peak mean 1998/9-2002/3)
Ramsar criterion 6: Northern pintail Anas acuta, NW Europe, 715 individuals representing an average of 1.1% of the ovr-wintering population (5 year peak mean 1998/9-2002/3)
Ramsar criterion 6: Black-tailed godwit Limosa limosa islandica, Iceland/W Europe, 1142 individuals, representing an average of 3.2% of the over-wintering population (5 year peak mean 1998/9-2002/3)

Dorset Heaths SAC

qualifying features:
Northern Atlantic wet heaths with Erica tetralix
European dry heaths
Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)
Old acidophilous oak woods with Quercus robur on sandy plains
Calcareous fens with Cladium mariscus and species of the Caricion davallianae
Alkaline fens
Depressions on peat substrates of the Rhynchosporion
Southern damselfly Coenagrion mercuriale
Great crested newt Triturus cristatus
Dorset Heathlands SPA

qualifying features:

Dartford Warbler Sylvia undata, 418 pairs representing at least 26.1% of the breeding population in Great Britain (three count mean, 1991/2 & 4)

Nightjar Caprimulgus europaeus, 436 pairs representing at least 12.8% of the breeding population in Great Britain (two year mean 1991-2)

Woodlark Lullula arborea, 41 pairs representing at least 6.8% of the breeding population in Great Britain (three count mean 1991-2 & 4)

Hen Harrier Circus cyaneus, 20 individuals representing 2.7% of the wintering population in Great Britain (Count 1991/2)

Merlin Falco columbarius, 15 individuals representing 1.2% of the winter population in Great Britain (Count 1991/2)

Dorset Heathlands Ramsar

qualifying features:

Ramsar criterion 1: particularly good example of northern Atlantic wet heaths with cross-leaved heath Erica tetralix

Ramsar criterion 1: particularly good example of acid mire with Rhynchosporion

Ramsar criterion 1: largest example in Britain of southern Atlantic wet heaths with Dorset heath Erica ciliaris and cross-leaved heath Erica tetralix.

Ramsar criterion 2: 1 nationally rare and 13 nationally scarce wetland plant species, and at least 28 nationally rare wetland invertebrate species.

Ramsar criterion 3: high species richness and high ecological diversity of wetland habitat types and transitions, and lies in one of the most biologically-rich wetland areas of lowland Britain, being continuous with three other Ramsar sites: Poole Harbour, Avon Valley and The New Forest.
APPENDIX 4 – Conservation Objectives

Southampton and Isle of Wight Lagoons SAC

conservation objectives:

Gilkicker Lagoon
The conservation objective for the European interest on the site is, subject to natural change, maintain* in favourable condition, the: lagoon *maintenance implies restoration if the feature is not currently in favourable condition.

Brading Marshes to St Helen's Ledges
The conservation objective for the European interest on the site is, subject to natural change, maintain* in favourable condition, the: lagoon *maintenance implies restoration if the feature is not currently in favourable condition.

Langstone Harbour
The conservation objective for the European interest on the site is, subject to natural change, maintain* in favourable condition, the: lagoon *maintenance implies restoration if the feature is not currently in favourable condition.

Hurst Castle & Lymington River Estuary
The conservation objective for the European interest on the site is, subject to natural change, maintain* in favourable condition, the: lagoon *maintenance implies restoration if the feature is not currently in favourable condition.

Solent Maritime SAC

conservation objectives:

Medina estuary
Subject to natural change, to maintain the following habitats in favourable condition (*), with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated:
- Littoral sediment
(*) or restored to favourable condition if features are judged to be unfavourable.

Yar estuary
Subject to natural change, to maintain the following habitats in favourable condition (*), with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated:
- Littoral sediment
- Coastal lagoon
(*) or restored to favourable condition if features are judged to be unfavourable.

Boulder and Hamstead Cliffs
Subject to natural change, to maintain the following habitats in favourable condition (*), with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated:
- Littoral sediment
(*) or restored to favourable condition if features are judged to be unfavourable.

Chichester Harbour
Subject to natural change, maintain* the Chichester Harbour estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal sandflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain* the Atlantic salt meadows (Glauco - Puccinellietalia) favourable condition?, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
Subject to natural change, maintain* the Cordgrass swards (Spartinion) favourable condition?, in particular:
- Small cordgrass (Spartina maritima) communities
- Smooth cordgrass (Spartina alterniflora) Communities
- Townsend’s cordgrass (Spartina townsendii) Communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Langstone Harbour
Subject to natural change, maintain* the estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal sandflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain* the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
Subject to natural change, maintain*, in favourable condition, the:
- saline lagoons
*maintenance implies restoration if the feature is not currently in favourable condition.

Hurst Castle and Lymington River estuary
Subject to natural change, maintain* the Atlantic salt meadows (Glauco - Puccinellietalia) favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
Subject to natural change, maintain* the saline lagoons in favourable condition
*maintenance implies restoration if the feature is not currently in favourable condition.
Eling and Bury Marshes
Subject to natural change, maintain the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
Subject to natural change, maintain the Cordgrass swards (Spartinion) in favourable condition, in particular:
- Smooth cordgrass (Spartina alterniflora) Communities
- Townsend's cordgrass (Spartina townsendii) Communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Hythe to Calshot Marshes
Subject to natural change, maintain the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
Subject to natural change, maintain the Cordgrass swards (Spartinion) in favourable condition, in particular:
- Smooth cordgrass (Spartina alterniflora) Communities
- Townsend's cordgrass (Spartina townsendii) Communities
*maintenance implies restoration if the feature is not currently in favourable condition.

King's Quay Shore
Subject to natural change, maintain the estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal sandflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Lee-on-the-Solent to Itchen estuary
Subject to natural change, maintain the estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Lincegrove to Hackett's Marshes
Subject to natural change, maintain* the Estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain the Atlantic salt meadows (Glauco - Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Lower Test Valley
Subject to natural change, maintain* the Atlantic salt meadows (Glauco - Puccinellietalia) favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
*maintenance implies restoration if the feature is not currently in favourable condition.

Newtown Harbour
Subject to natural change, maintain*, in favourable condition, the estuary, with particular reference to:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities
Subject to natural change, maintain*, in favourable condition, the Atlantic salt meadows (Glauco - Puccinellietalia), with particular reference to:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities
*maintenance implies restoration if the feature is not currently in favourable condition.

North Solent
Subject to natural change, maintain* the estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities

Subject to natural change, maintain the Atlantic salt meadows (Glauco-Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities

*maintenance implies restoration if the feature is not currently in favourable condition.

Thorness Bay
Subject to natural change, maintain* the Estuary in favourable condition, in particular:
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities

*maintenance implies restoration if the feature is not currently in favourable condition.

Upper Hamble estuary and woods
Subject to natural change, maintain* the estuary in favourable condition, in particular:
- Saltmarsh communities
- Intertidal mudflat communities
- Intertidal mixed sediment communities
- Subtidal sediment communities

Subject to natural change, maintain the Atlantic salt meadows (Glauco-Puccinellietalia) in favourable condition, in particular:
- Pioneer marsh communities
- Low marsh communities
- Mid-marsh communities
- High-marsh communities
- Transitional high marsh communities

* maintenance implies restoration if the feature is not currently in favourable condition.

Solent and Southampton Water SPA

### Medina estuary
Subject to natural change, to maintain the following habitats in favourable condition (*), with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated:
- Neutral grassland
- Fen, marsh and swamp
- Broad-leaved woodland
- Littoral sediment

(*) or restored to favourable condition if features are judged to be unfavourable.

### Yar estuary
Subject to natural change, to maintain the following habitats in favourable condition
(\*), with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated:

**Habitat Types represented (Biodiversity Action Plan categories)**
- Grazing marsh comprising neutral grassland
- Supra Littoral sediment
- Littoral sediment
- Coastal lagoon

(\*) or restored to favourable condition if features are judged to be unfavourable.

**Brading Marshes to St Helen’s Ledges**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- coastal grassland
- standing water
- boulder and cobble shores
- saltmarsh
- intertidal sand and mudflat
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.

To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
- boulder and cobble shores
- saltmarsh
- intertidal mudflats and sandflats

*maintenance implies restoration if the feature is not currently in favourable condition.

**Lymington River Reedbeds**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- coastal grassland
- standing water
- reedbed
- saltmarsh
- intertidal mudflats and sandflats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.

To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
- reedbed
- saltmarsh
- intertidal mudflats and sandflats

*maintenance implies restoration if the feature is not currently in favourable condition.

**Ryde Sands and Wooton Creek**
To maintain*, in favourable condition, the habitats for populations of migratory bird species + of European importance, with particular reference to:
- intertidal mudflats and sandflats
+ dark-bellied brent goose, teal and ringed plover.

To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- intertidal sand and mudflats
*maintenance implies restoration if the feature is not currently in favourable condition.

**Sowley Pond**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- coastal grassland
- standing water
+ teal.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
*maintenance implies restoration if the feature is not currently in favourable condition.

**Titchfield Haven**
To maintain*, in favourable condition, the habitats for the populations of Annex 1 species + of European importance, with particular reference to:
- Reedbeds and open water with marshy grassland and scrub
+ Common Tern.
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- Reedbed and open water with marshy grassland and scrub
+ teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- Reedbed and open water with marshy grassland and scrub
*maintenance implies restoration if the feature is not currently in favourable condition.

**Hurst Castle and Lymington River**
To maintain*, in favourable condition, the habitats for the populations of the Annex 1 species + of European importance, with particular reference to:
- intertidal with saltmarsh and shingle
+ Mediterranean gull, Sandwich Tern, Common Tern, Little Tern
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- intertidal with saltmarsh and shingle
- grazing marsh
- permanent grassland
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- intertidal with saltmarsh and shingle
- grazing marsh
- permanent grassland
- reedbed/open water
- vegetated shingle
- saline lagoons
*maintenance implies restoration if the feature is not currently in favourable condition.

**Eling and Bury Marshes**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- intertidal mudflat
- saltmarsh and fringing habitats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition?, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- intertidal mudflat
- saltmarsh and fringing habitats
*maintenance implies restoration if the feature is not currently in favourable condition.

Hythe to Calshot Marshes
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- saltmarsh
- intertidal mudflats and sandflats
- mixed sediment shores
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- saltmarsh
- intertidal mudflats and sandflats
- mixed sediment shores
*maintenance implies restoration if the feature is not currently in favourable condition.

King's Quay Shore
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- saltmarsh
- intertidal mudflats and sandflats
+ dark-bellied brent goose and teal.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- saltmarsh
- intertidal mudflats and sandflats
*maintenance implies restoration if the feature is not currently in favourable condition.

Lee-on-the-Solent to Itchen estuary
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- Estuarine habitats
- intertidal mudflats and shingle
- coastal and inundation grasslands
+ Dark-bellied Brent Goose, Teal, Ringed Plover and Black-tailed Godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- Estuarine habitats
- intertidal mudflats and shingle
- coastal and inundation grasslands
- reedbeds
*maintenance implies restoration if the feature is not currently in favourable
condition.

Lincegrove to Hackett's Marshes
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- Estuarine and marginal habitats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- Estuarine and marginal habitats
*maintenance implies restoration if the feature is not currently in favourable condition.

Lower Test Valley
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- marshy grassland/fen meadow
- grazed swamp
- reedbed
- saltmarsh
+ dark-bellied brent goose, teal ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- marshy grassland/fen meadow
- grazed swamp
- reedbed
- saltmarsh.
*maintenance implies restoration if the feature is not currently in favourable condition.

Newtown Harbour
To maintain*, in favourable condition, the habitats for the populations of Annex 1 species + of European importance, with particular reference to:
- shingle
- saltmarsh
- intertidal mudflats and sandflats
- shallow coastal waters
+ Sandwich tern, Common tern, Mediterranean Gull
To maintain*, in favourable condition, the habitats for populations of migratory bird species + of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- intertidal mudflats and sandflats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- intertidal mudflats and sandflats
*maintenance implies restoration if the feature is not currently in favourable condition.

North Solent
To maintain*, in favourable condition, the habitats for the populations of Annex 1 species + of European importance, with particular reference to:
- standing water
- shallow coastal waters
- shingle
- saltmarsh
- intertidal mudflats and sandflats
+ mediterranean gull, sandwich tern, roseate tern, common tern and little tern.
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- intertidal mudflats and sandflats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- intertidal mudflats and sandflats
*maintenance implies restoration if the feature is not currently in favourable condition.

**Thorness Bay**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- reedbeds
- intertidal mudflats and sandflats
- mixed sediment shores
+ Dark-bellied brent goose, teal, ringed plover, black-tailed godwit
to maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- coastal grassland
- standing water
- saltmarsh
- reedbeds
- intertidal mudflats and sandflats
- mixed sediment shores
*maintenance implies restoration if the feature is not currently in favourable condition.

**Upper Hamble estuary and woods**
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- Estuarine and marginal habitats
+ dark-bellied brent goose, teal, ringed plover and black-tailed godwit.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- Estuarine and marginal habitats
*maintenance implies restoration if the feature is not currently in favourable condition.
Whitecliff Bay and Bembridge Ledges
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- intertidal mudflats and sandflats
- boulder and cobble shores
+ dark-bellied brent goose and ringed plover.
To maintain*, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:
- intertidal mudflats and sandflats
- boulder and cobble shores
*maintenance implies restoration if the feature is not currently in favourable condition.

Solent and Southampton Water Ramsar

New Forest SAC

Conservation objectives:

- **Langley Wood and Homan's Copse**
  To maintain*, in favourable condition, the:
  - Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)
  * maintenance implies restoration if the feature is not currently in favourable condition.

- **Loosehanger Copse and Meadows**
  To maintain*, in favourable condition, the:
  - Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)
  - Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)
  * maintenance implies restoration if the feature is not currently in favourable condition.

- **White Parish Common**
  To maintain*, in favourable condition, the:
  - Asperulo-Fagetum beech forests
  - Old acidophilous oak woods with Quercus robur on sandy plains
  - Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)
  - Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (Quercion robori-petraeae or Ilici -Fagenion)
  To maintain*, in favourable condition, the habitats for the population of:
  - Stag beetle (Lucanus cervus)
  * maintenance implies restoration if the feature is not currently in favourable condition.

- **The New Forest**
  To maintain*, in favourable condition, the:
  - Alkaline fens
  - Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae Salicion albae)
- Asperulo-Fagetum beech forests
- Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (Quercion robori-petraeae or Ilici-Fagenion)
- Bog woodland
- Depressions on peat substrates of the Rhyncosporion
- European dry heath
- Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)
- North Atlantic wet heaths with Erica tetralix
- Old acidophilous oak woods with Quercus robur on sandy plains
- Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and or of the Isoeto-Naonjuncetea
- Oligotrophic waters containing very few minerals of sandy plains: Littorelletalia uniflora
- Transition mires and quaking bogs
To maintain*, in favourable condition, the habitats for the population of:
- Great crested newt (Triturus cristatus)
- Southern damselfly (Coenagrion mercuriale)
- Stag beetle (Lucanus cervus)
* maintenance implies restoration if the feature is not currently in favourable condition.

Landford Bog
To maintain*, in favourable condition, the:
- Depressions on peat substrates of the Rhyncosporion
To maintain*, in favourable condition, the habitats for the population of:
- Southern damselfly (Coenagrion mercuriale)
* maintenance implies restoration if the feature is not currently in favourable condition.

New Forest SPA

conservation objectives: The New Forest
To maintain*, in favourable condition, the habitats for the populations of Annex 1 bird species + of European importance, with particular reference to:
- dry heathland
- dry grassland
- inclosure and pasture woodlands
+ Honey Buzzard, Nightjar, Woodlark, Dartford Warbler, Hen Harrier
* maintenance implies restoration if the feature is not currently in favourable condition.

New Forest Ramsar

River Avon SAC

conservation objectives: Jones' Mill
To maintain*, in favourable condition, the habitats for the population of:
- Desmoulin’s whorl snail (Vertigo moulinsiana).
* maintenance implies restoration, if the feature is not currently in favourable condition.
Lower Woodford Water Meadows
To maintain*, in favourable condition, the habitats for the population of:
- Desmoulin’s whorl snail (Vertigo moulinsiana).
* maintenance implies restoration, if the feature is not currently in favourable condition.

Porton Meadows
To maintain*, in favourable condition, the habitats for the population of:
- Desmoulin’s whorl snail (Vertigo moulinsiana).
* maintenance implies restoration, if the feature is not currently in favourable condition.

River Avon System
To maintain*, in favourable condition, the:
- river habitat: floating formations of water crowfoot (Ranunculus) of plain and sub-mountainous rivers
the river as a habitat for:
- populations of Atlantic salmon (Salmo salar) and bullhead (Cottus gobio)
- populations of brook lamprey (Lampetra planeri) and sea lamprey (Petromyzon marinus)
and the river and adjoining land as habitat for:
- populations of Desmoulin’s whorl snail (Vertigo moulinsiana)
* maintenance implies restoration, if the feature is not currently in favourable condition.

River Till
To maintain*, in favourable condition, the river as a habitat for:
- floating formations of water crowfoot (Ranunculus) of plain and sub mountainous rivers
- populations of Atlantic salmon (Salmo salar)
- populations of bullhead (Cottus gobio)
- populations of brook lamprey (Lampetra planeri)
- populations of sea lamprey (Petromyzon marinus).
and the river and adjoining land as habitat for:
- populations of Desmoulin’s whorl snail (Vertigo moulinsiana).
* maintenance implies restoration, if the feature is not currently in favourable condition.

River Avon SPA
conservation objectives: To maintain*, in favourable condition, the habitats for the populations of Annex 1 bird species + of European importance, with particular reference to:
- standing water
- marshy grassland
- arable
+ Bewick’s swan
To maintain*, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to:
- open water and surrounding marginal habitats.
+ Gadwall
* maintenance implies restoration if the feature is not currently in favourable condition

Avon Valley Ramsar – not available
Dorset Heaths SAC – awaiting data
Dorset Heathlands SPA – awaiting data
Dorset Heathlands Ramsar - not available
## APPENDIX 5: Habitats Regulations Significance Screening Matrix

### Avon Valley

<table>
<thead>
<tr>
<th>Name</th>
<th>Type of impacts that would affect the Site (Vulnerability of features)</th>
<th>Which, if any, of these impacts likely to arise from policies?</th>
<th>Will Core Strategy policies have significant impact on the vulnerability of the Site’s qualifying features?</th>
<th>Evidence/justification for impact</th>
<th>Other plans/projects with in-combination effects</th>
<th>Will policies have significant effect in combination with other plans?</th>
</tr>
</thead>
</table>
| River Avon SAC | Below-average rainfall / drought  
Decreased flow velocities and increased siltation (especially affecting Ranunculus cover)  
Increased abstractions  
Combined effect of low flow with point sources of nutrient inputs producing localised increases in competitive plant growth  
Inappropriate stocking with fish populations (intentional or accidental)  
Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities)  
Inappropriate control of vegetation (as a refuge for fry and juvenile fish)  
River channel workings leading to less natural form  
Sediment oxygen availability  
Toxic contamination - synthetic compounds  
Toxic contamination - non-synthetic compounds | Increased abstraction  
Point source nutrient inputs/changes in nutrient loading:  
Extent of habitat: | No | Possible impacts from the potential allocation of sites for residential development considered most relevant. Open space, green infrastructure and transport policies in the area may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and mitigation measures have been identified.  
Water abstraction: The EA Review of Consents process in the south west has found current levels of licensed water abstraction in the River Avon to be having an adverse effect on the site’s integrity. Development of new houses in the New Forest District and the requirement for greater primary aggregate extraction may result in increased abstraction from the Avon. Abstraction is subject to lower tier consents by the Environment Agency that safeguard the qualifying features of the site. The Environment Agency has not identified that adequate controls are not available in their response to Preferred Options.  
The South-east Plan concludes the timing and location of new water resource development are crucial to ensure there are no impacts on designated sites. Provided water resources are in place and predicted water efficiency improvements secured, the plan’s assessment concludes no adverse effect on integrity. Policy CS4 of the New Forest submission plan requires water efficiency measures in line with the Code for Sustainable homes linked to the requirements of the RSS.  
Water quality: Development of new houses in New Forest District may result in increased wastewater disposal into the Avon (for example, from Ringwood Sewage Treatment Works) and an associated decline in water quality. However these issues are subject to controls and consents that safeguard the qualifying features of the site. The proposed levels of development are small and provide for only a proportion of housing in proximity to the Ringwood and New area.  
The EA Review of Consents process has found existing licensed discharges to the River Avon from the STW, fish and cress farms and the MOD to be having an adverse effect on the site’s integrity. Any future demands for wastewater | Housing allocations within the South East plan.  
Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region.  
Hampshire, Wiltshire and Dorset Minerals Plans | No - although effects are dependent on implementation of mitigation and avoidance in the plans prepared by other local authorities within the south east and south west regions. |
Non-toxic contamination - changes in nutrient loading
Non-toxic contamination - changes in organic loading
Non-toxic contamination - changes in mineral loading
Non-toxic contamination - changes in thermal regime
Non-toxic contamination - changes in turbidity
Biological disturbance - microbial pathogens
Biological disturbance - non-native species, translocation or introduction
Biological disturbance - selective extraction of species
Food availability

- Treatment capacity to serve the new development are likely to increase this adverse effect.
- The South-east Plan concludes the timing and location of new water resource development are crucial to ensure there are no impacts on designated sites. Provided water resources are in place and predicted water efficiency improvements secured, the plan’s assessment concludes no adverse effect on integrity.
- Increased recreation associated with the development of sites allocated for housing, and the provision of additional footpaths and open space in the area, could also cause trampling and erosion and biological disturbance due to fishing. Scale of visitor increase and impact uncertain.
- Potential improvements to roads could also increase air pollution at the site. However, there is no APIS or EA data available for current pollutant levels or deposition loads at this site. Mitigation and avoidance is delivered through transport policies.

Avon Valley SPA

- Water levels and hydology (groundwater, rainwater or floodwater-fed)
- Water level management
- Water depth (standing water - fresh water, brackish or saline)
- Increased abstractions
- Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities)
- Non-physical disturbance - noise
- Non-physical disturbance - visual disturbance

<table>
<thead>
<tr>
<th>Increased abstraction:</th>
<th>No</th>
<th>As above.</th>
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</thead>
<tbody>
<tr>
<td>Point source nutrient inputs/changes in nutrient loading:</td>
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<tr>
<td>Extent of habitat:</td>
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<tr>
<td>Predation - domestic animals</td>
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</table>

Housing and residential use is likely to increase domestic cat numbers. However the risk to qualifying interest feature (Bewick’s swan and Gadwall) is limited. Evidence relating to other habitats suggests small mammals are a preferred prey group and maximum roaming 1500m. The distance of interest feature from new residential development, number of physical barriers including major roads and the low likelihood of cats foraging in the habitats preferred by the interest feature combine to allow conclusion that significant impacts are not likely.

- Housing allocations within the South East plan.
- Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region.
- Hampshire, Wiltshire and Dorset Minerals Plans

No - although effects are dependent on implementation of mitigation and avoidance in the plans prepared by other local authorities within the south east and south west regions.
<table>
<thead>
<tr>
<th>Avon Valley Ramsar</th>
<th>Water levels and hydology (groundwater, rainwater or floodwater-fed)</th>
<th>Increased abstraction:</th>
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<tbody>
<tr>
<td></td>
<td>Decreased flow velocities and increased siltation (especially affecting Ranunculus cover)</td>
<td>Point source nutrient inputs/changes in nutrient loading:</td>
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<td>Increased abstractions</td>
<td>Extent of habitat:</td>
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<td>Inappropriate stocking with fish populations (intentional or accidental)</td>
<td>Predation - domestic animals</td>
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<td>Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities)</td>
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<td></td>
<td>Inappropriate control of vegetation - burning, grazing, mowing or clearing of deadwood</td>
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<td></td>
<td>Succession</td>
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<td></td>
<td>Isolating barrier - presence and nature</td>
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<td></td>
<td>Physical damage - siltation</td>
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<tr>
<td></td>
<td>Non-physical disturbance - noise</td>
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</tbody>
</table>

| No | As above | No - although effects are dependent on implementation of mitigation and avoidance in the plans prepared by other local authorities within the south east and south west regions. |

Housing allocations within the South East plan.
Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region.
Hampshire, Wiltshire and Dorset Minerals Plans
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<tr>
<th>Non-physical disturbance - visual disturbance</th>
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<tbody>
<tr>
<td>Toxic contamination - synthetic compounds</td>
</tr>
<tr>
<td>Biological disturbance - non-native species, translocation or introduction</td>
</tr>
<tr>
<td>Predation - domestic animals</td>
</tr>
</tbody>
</table>
## Dorset Heathlands

<table>
<thead>
<tr>
<th>Name</th>
<th>Type of impacts that would affect the Site (Vulnerability of features)</th>
<th>Which, if any, of these impacts likely to arise from policies?</th>
<th>Will Core Strategy policies have significant impact on the vulnerability of the Site's qualifying features?</th>
<th>Evidence/justification for impact</th>
<th>Other plans/projects with in-combination effects</th>
<th>Will policy have significant effect in combination with other plans?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dorset Heathlands SAC</td>
<td>Mix of acid and alkaline soil conditions</td>
<td>Water levels and hydrology</td>
<td>Possible impacts from potential sites for residential development within 5km of the heathlands considered relevant. (SOP1, RING3, RING-08B, ASHF-03 and SAN-05) The creation of a new built up area boundary at Blashford (Policy DM8(b)) could lead to some residential intensification as the result of a more permissive approach to development. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives.</td>
<td>Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region. Hampshire and Wiltshire Minerals Plan</td>
<td>No - provided mitigation secured - The Dorset Heaths interim delivery plan has been agreed and seeks to provide mitigation for visitor impacts. There is a framework in place to develop this into a DPD approach that will secure the necessary mitigation/avoidance measures and that can reasonably be relied upon</td>
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<td>Soil compaction</td>
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<td>Below-average rainfall / drought</td>
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<td>Water levels and hydology (groundwater, rainwater or floodwater-fed)</td>
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<td></td>
<td>Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities)</td>
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<td></td>
<td>Extent of suitable larval habitat (southern damselfly)</td>
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<td>Inappropriate control of vegetation - burning, grazing, mowing or clearing of deadwood</td>
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<td>Physical loss - removal</td>
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<td>Physical damage - abrasion/erosion</td>
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<td></td>
<td>Physical damage - selective extraction</td>
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<td></td>
<td>Toxic contamination - synthetic compounds</td>
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<td></td>
<td>Toxic contamination - non-synthetic</td>
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<tr>
<td>Dorset Heathlands SPA</td>
<td>Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities) Inappropriate control of vegetation - burning, grazing, mowing or clearing of deadwood Succession Physical loss - removal Physical damage - selective extraction Non-physical disturbance - noise Non-physical disturbance - visual disturbance Predation - domestic animals Height/density of vegetative cover (as bird refuge)</td>
<td>Physical loss - removal Inappropriate control of vegetation - wildfires through urban effects Predation - domestic animals Non-physical disturbance - noise and visual</td>
<td>No</td>
<td>Possible impacts from potential sites for residential development within 5km of the heathlands considered relevant. (SOP1, RING3, RING-08B, ASHF-03 and SAN-05) The creation of a new built up area boundary at Blashford (Policy DM8(b)) could lead to some residential intensification as the result of a more permissive approach to development. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives. Physical loss (via recreational pressures) through trampling and wildfires result from urban effects (Liley et al 2006) and are linked to residential development, particularly close enough for regular visits. However the locality of the area where development is directed is over this distance and separated by major roads. Predation by cats can occur up to approx 1500m from domestic dwellings (Liley et al 2006). However the locality of the area where development is directed is over this distance and separated by major roads. Although an increase quantum of housing is provided for in the Core Strategy, the plan predicts an overall decrease in human residential population with the New Forest District. Impacts arising from residential development proposed in the plan may therefore be reduced.</td>
<td>No - provided mitigation secured - The Dorset Heaths interim delivery plan has been agreed and seeks to provide mitigation for visitor impacts. There is a framework in place to develop this into a DPD approach that will secure the necessary mitigation/avoidance measures and...</td>
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<td>Name</td>
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<td>Dorset Heatlands Ramsar</td>
<td>Mix of acid and alkaline soil conditions Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities) Physical loss - removal Non-toxic contamination - changes in nutrient loading Non-toxic contamination - changes in mineral loading</td>
<td>Physical loss - removal</td>
<td>No</td>
<td>Possible impacts from potential sites for residential development within 5km of the heathlands considered relevant. (SOP1, RING3, RING-08B, ASHF-03 and SAN-05) The creation of a new built up area boundary at Blashford (Policy DM8(b)) could lead to some residential intensification as the result of a more permissive approach to development. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives. Although an increase quantum of housing is provided for the Core Strategy, the plan predicts an overall decrease in human residential population with the New Forest District. Impacts arising from residential development proposed in the plan may therefore be reduced. The provision of open space and green Infrastructure via Core Strategy Policy CS7 and draft policies within this consultation document will direct recreation away from this site, and provide avoidance for effects generated by the plan. Core Strategy Policy CS25 allows for developer contribution if the Dorset Heaths DPD identifies a requirement.</td>
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</table>

Food availability provision of open space and green Infrastructure via Core Strategy Policy CS7 and draft policies within this consultation document will direct recreation away from this site, and provide avoidance for effects generated by the plan. Core Strategy Policy CS25 allows for developer contribution if the Dorset Heaths DPD identifies a requirement. Town centre policies (DM14, RING5, RING6, FORD2) not considered likely to contribute to recreational pressures as retail centres within the existing towns not considered to generate trips to the site. That can reasonably be relied upon
## New Forest

<table>
<thead>
<tr>
<th>Name</th>
<th>Type of impacts that would affect the Site (Vulnerability of features)</th>
<th>Which, if any, of these impacts likely to arise from policies?</th>
<th>Will Core Strategy policies have significant impact on the vulnerability of the Site’s qualifying features?</th>
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</thead>
<tbody>
<tr>
<td>The New Forest SAC</td>
<td>Mix of acid and alkaline soil conditions</td>
<td>Soil compaction (as a result of recreation)</td>
<td>Water quality: Development in New Forest District (resulting from potential allocation of sites for residential and employment development) is unlikely to result in increased wastewater disposal and water quality issues within the SAC, as most effluent from the district discharges into the Solent, Southampton Water and the River Avon. Discharges are controlled by other consents and mechanisms to ensure sites are protected. The Environment Agency did not indicate issues or objections during the preparation of the Core Strategy.</td>
<td>Water levels/abstraction: Abstraction for water supply as a result of the potential allocation of sites for residential and employment development is hydrologically remote from the features and is subject to consent and assessment which will avoid harm. Policy CS4 of the Core Strategy requires high levels of water efficiency measures in line with the Code for Sustainable homes linked to the requirements of the RSS.</td>
<td>Air quality/nutrient loading: The APIS data for this site shows that acid and nitrogen deposition are 1.7 and 1.9 times higher respectively than the critical load for beech woodland and calcareous grassland (the most extensive habitat types at this site for which data is available.). The south-east plan AA concludes that in the future increases in road traffic could impact on areas in close proximity to major roads. Proposes avoidance measures at high and local scales which would address this issue.</td>
<td>Sustainable homes linked to the requirements of the RSS. Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region. Hampshire and Wiltshire Minerals Plan Local Transport Plans</td>
</tr>
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<td>Name</td>
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<tr>
<td>The New Forest SPA</td>
<td>Soil compaction</td>
<td>Soil compaction (linked to recreation)</td>
<td>Uncertain - significant effects resulting from disturbance and predation by domestic animals cannot be ruled out for potential sites for residential development BLA2 and BLA3. Significant effects cannot be ruled out for these sites at this stage.</td>
<td>The Core Strategy provides for additional open space and recreational opportunities to divert activity from sensitive areas (policy CS 7 and parts of CS19). Detailed proposals for the implementation of this approach are included within the consultation document. The National Park Management Plan manages recreation within the site and controls the extent of opportunity for erosion/abrasion of features. Core Strategy Policy CS 19 seeks to provide opportunities to divert tourism pressure from sensitive locations and vulnerable habitats. Open space, green infrastructure and transport polices in the area may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and mitigation measures have been identified. Wildfires: Arson can be linked to proximity to human populations (Liley et al 2006) and with climate change trends represents a possible threat. The extent and magnitude of impact is limited by the coordination of effective responses by plans such as the Wildfire Plan and National Park Management Plan. The majority of potential allocation of sites for residential and employment development in the consultation document are within existing urban centres or away from proximity to the European sites. Given the spatial pattern of development proposed and mitigatory controls this is considered a de minimus effect. Toxic/non-toxic contamination: The potential allocation of sites for residential and employment development can lead to pollution effects either through direct or diffuse events. Policy CS5 commits the authority to addressing such issues in partnership.</td>
<td>Housing allocations within the South East plan. Housing development targets in the Poole Core Strategy and existing Local Plans</td>
<td>Uncertain - significant effects are not identified for the majority of sites providing mitigation and avoidance</td>
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</tbody>
</table>
| deadwood | Non-physical disturbance - noise | Non-physical disturbance - visual disturbance | Biological disturbance - non-native species, translocation or introduction | Biological disturbance - selective extraction of species | Predation - domestic animals | Biological disturbance - non-native species, translocation or introduction | carried out by Footprint Ecology (2008) suggests that there is some avoidance of high visitor areas within the New Forest SPA by woodlark and other Annex 1 species. The significance of impacts is difficult to establish with the current level of understanding of both species and visitor behaviour and based on current analysis there is insufficient evidence to rule out a possible significant effect. This position has also been advised by Natural England.  

Core Strategy Policy CS7 requires that any sites allocated for residential development will be accompanied by the delivery of open space and that adequate green Infrastructure is provided to avoid in-combination effects (e.g. CS7) and that development will not be permitted that is harmful (CS3). Core Strategy Policy CS25 also recognises that developer contributions may be required to mitigate effects on the environment outside of the District (e.g. National Park) and provision of Green Infrastructure. Thus the Core Strategy in its totality already provides for avoidance and mitigation of effects.  

Although an increase quantum of housing is provided for in the Core Strategy, the plan predicts an overall decrease in human residential population with the New Forest District over the plan period. Thus increase in recreational effects e.g. abrasion from the scale of new development cannot be automatically assumed to accompany the additional housing. There however remains uncertainty, particularly surrounding the impacts of the potential allocation of sites for residential development in very close proximity to the site (BLA2 and BLA3). Significant effects cannot be ruled out for these sites at this stage.  

Open space, green infrastructure and transport polices in the area may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and mitigation measures have been identified.  

DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives.  

**Predation - Domestic animals:** Site specific research on this issue is lacking but predation by cats has been shown to occur up to approx 1500m from domestic dwellings elsewhere (Liley et al 2006). The vast majority of the spatial pattern of development is beyond this distance and in addition there are considerable physical barriers in some cases (main roads/watercourses) and thus the effects arising from most potential allocations for residential development are considered to be de minimus. However, there is uncertainty, surrounding the impacts of the potential allocation of sites for residential development in very close proximity to the site (BLA2 and BLA3). Significant effects cannot be ruled out for these within the South West region.  

Hampshire and Wiltshire Minerals Plan  

Local Transport Plans  

measures identified (at the Core Strategy Stage) for inclusion in the Sites and Development Management DPD are implemented. Significant effects resulting from disturbance and predation by domestic animals cannot be ruled out for potential sites for residential development BLA2 and BLA3 which are in very close proximity to the site.
| The New Forest Ramsar | Mix of acid and alkaline soil conditions | Water levels and hydrology | Non-physical disturbance (recreational pressures): The potential allocation of sites for residential development creates a risk that there will be associated increases in recreational visits to the site as research (e.g. Tourism South East Survey 2005), shows visits to the site are made by people living in the District area. There is uncertainty with respect to the likely increase in recreational activity as housing growth is not necessarily linked to population increase, however there is no authoritative research to show increased recreation is not a reasonable expectation. Research carried out by Footprint Ecology (2008) suggests that there is some avoidance of high visitor areas within the New Forest SPA by woodland and other Annex 1 species. The significance of impacts is difficult to establish with the current level of understanding of both species and visitor behaviour and based on current analysis there is insufficient evidence to rule out a possible significant effect. This position has also been advised by Natural England.

Core Strategy Policy CS7 requires that any sites allocated for residential development will be accompanied by the delivery of open space and that adequate green infrastructure is provided to avoid in-combination effects (e.g. CS7) and that development will not be permitted that is harmful (CS3). Core Strategy Policy CS25 also recognises that developer contributions may be required to mitigate effects on the environment outside of the District (e.g. National Park) and provision of Green Infrastructure. Although an increase quantum of housing is provided for in the Core Strategy, the plan predicts an overall decrease in human residential population with the New Forest District over the plan period. Thus increase in recreational effects e.g. abrasion from the scale of new development cannot be automatically assumed to accompany the additional housing. There however remains uncertainty, particularly surrounding the impacts of the potential allocation of sites for residential development in very close proximity to the site (BLA2 and BLA3). Significant effects cannot be ruled out for these sites at this stage.

Open space, green infrastructure and transport polices in the area may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and mitigation measures have been identified. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives. DPD are implemented. Significant effects resulting from disturbance and predation by domestic animals cannot be ruled out for potential sites for residential development BLA2 and BLA3 which are in very close proximity to the site. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives. DPD are implemented.

Significant effects resulting from disturbance and predation by domestic animals cannot be ruled out for potential sites for residential development BLA2 and BLA3 which are in very close proximity to the site. DM13 will promote increased provision of serviced accommodation which may increase levels of visitors and use of sites, however the quantum of effect is likely to be small and the policy does provide the test that development must be consistent with environmental objectives. DPD are implemented.
 |
| Soil compaction | Inappropriate control of vegetation - burning, grazing, mowing or clearing of deadwood | Physical damage - abrasion/erosion | Wildfires: Arson can be linked to proximity to human populations (Liley et al 2006) and with climate change trends represents a possible threat. The |
| Below-average rainfall / drought | Physical damage - abrasion/erosion | Inappropriate control of vegetation - visual disturbance | |
| Water levels and hydrology (groundwater, rainwater or floodwater-fed) | Physical damage - abrasion/erosion | Physical damage - selective extraction | |
| Water depth (standing water - fresh water, brackish or saline) | Physical damage - abrasion/erosion | Non-physical disturbance - noise | |
| Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities) | Physical damage - abrasion/erosion | Non-physical disturbance - visual disturbance | |
| Extent of suitable larval habitat (southern damselfly) | Physical damage - abrasion/erosion | Non-physical disturbance - noise | |
| Extent of suitable larval habitat (stag beetle) | Physical damage - abrasion/erosion | Non-physical disturbance - visual disturbance | |
| Inappropriate control of vegetation - burning, grazing, mowing or clearing of deadwood | Physical damage - abrasion/erosion | Non-physical disturbance - noise | |
| Succession | Physical damage - abrasion/erosion | Non-physical disturbance - visual disturbance | |
| River channel workings leading to less natural form | Physical damage - selective extraction | Toxic contamination - synthetic compounds | |
| Physical loss - removal | Toxic contamination - non-synthetic | Toxic contamination - synthetic compounds | |
| Physical damage - abrasion/erosion | Toxic contamination - non-synthetic | Toxic contamination - synthetic compounds | |
| Physical damage - selective extraction | Physical loss - removal | Physical damage - selective extraction | |
| Non-physical disturbance - noise | Physical damage - abrasion/erosion | Non-physical disturbance - noise | |
| Non-physical disturbance - visual disturbance | Physical damage - abrasion/erosion | Non-physical disturbance - noise | |
compounds
Non-toxic contamination - changes in nutrient loading
Non-toxic contamination - changes in organic loading
Non-toxic contamination - changes in mineral loading
Biological disturbance - microbial pathogens
Biological disturbance - non-native species, translocation or introduction
Biological disturbance - selective extraction of species
Predation - domestic animals
Height/density of vegetative cover (as bird refuge)
Food availability

extent and magnitude of impact is limited by the coordination of effective responses by plans such as the Wildfire Plan and National Park Management Plan. The majority of potential allocation of sites for residential and employment development in the consultation document are within existing urban centres or away from proximity to the European sites. Given the spatial pattern of development proposed and mitigatory controls this is considered a de minimus effect.

Physical damage-abrasion/erosion: Although an increase quantum of housing is provided for the Core Strategy, the plan predicts an overall decrease in human residential population with the New Forest District over the plan period. Thus increase in recreational effects e.g. abrasion from the scale of new development cannot be assumed to accompany the additional housing. There however remains uncertainty, particularly surrounding the impacts of the potential allocation of sites for residential development in very close proximity to the site (BLA2 and BLA3). Significant effects cannot be ruled out for these sites at this stage.

The Core Strategy provides for additional open space and recreational opportunities to divert activity from sensitive areas (policy CS 7 and parts of CS19). Detailed proposals for the implementation of this approach are included within the consultation document. The National Park Management Plan manages recreation within the site and controls the extent of opportunity for erosion/abrasion of features. Core Strategy Policy CS 19 seeks to provide opportunities to divert tourism pressure from sensitive locations and vulnerable habitats.

Predation - Domestic animals: Site specific research on this issue is lacking but predation by cats has been shown to occur up to approx 1500m from domestic dwellings elsewhere (Liley et al 2006). The vast majority of the spatial pattern of development is beyond this distance and in addition there are considerable physical barriers in some cases (main roads/watercourses) and thus the effects arising from most potential allocations for residential development are considered to be de minimus. However, there is uncertainty, surrounding the impacts of the potential allocation of sites for residential development in very close proximity to the site (BLA2 and BLA3). Significant effects cannot be ruled out for these sites at this stage.

Water levels and hydrology: Review of consents and water authority data suggests that capacity for abstraction to supply residential and commercial development is available provided resources measures put in place and predicted efficiency savings are achieved. These are provided for within the Core Strategy. Potential sites for allocation for development are remote from the Ramsar site and not hydrologically linked to its interest features.
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<tbody>
<tr>
<td>Solent and Isle of Wight Lagoons SAC</td>
<td>Water level management</td>
<td>Non-toxic contamination - changes in nutrient loading Coastal development may result in coastal squeeze if maintenance of coastal defence results.</td>
<td>No</td>
<td>Changes in nutrient loading: The discharges from several STW’s (such as Pennington and Banbridge), coupled with seepage from some landfill sites are currently considered to result in nutrient enrichment of some lagoons. The Environment Agency currently considers that freshwater abstractions are likely to reduce the freshwater inputs to the lagoons and therefore have a positive effect through restoring salinity. However, excessive abstraction of freshwater would result in undesirable contraction of the lagoons. For the purposes of this assessment it is assumed that the Environment Agency would not permit such excessive abstraction. This approach has not attracted objection or adverse comment at the Core Strategy stage. Coastal Squeeze: Policy DM12, and some of the potential allocations for development (TOT14, MAR5, MAR6, MAR7 and LYM8) could lead to a requirements for additional coastal defences, however, this would be within the context of the protection of urban areas in general. The Shoreline Management Plan is seen as the strategic management tool for flood risk, this will be subject to lower level assessment of its predicted effects. The designation of coastal change management areas and associated development management measures in Policy DM4 will assist in the managed retreat of some areas of coastline, as identified in the Shoreline Management Plan. The Shoreline Management Plan seeks to minimise harm to nature conservation interests and provides for replacement habitats and the mitigation of nature conservation impacts.</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Solent Maritime SAC</td>
<td>Water level management Water depth (standing water - fresh water, brackish or saline) Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities) Inappropriate control of vegetation -</td>
<td>Extent in habitat cover (linked to algal growth) Coastal defences/ coastal squeeze Non-toxic contamination - changes in nutrient loading</td>
<td>No</td>
<td>Algal growth and changes in nutrient loading: The potential allocation of sites for residential development could add to pressures on the volume of waste water and its quality. The discharges from several STW’s currently result in nutrient enrichment of the SAC, which has been associated with an increase in macroalgal growth and nutrient inputs. N inputs have been identified as being particularly critical by the Environment Agency’s Review of Consents. The extent of growth is facilitated by policies in the Core Strategy. It is considered that the potential allocation of sites for residential development will not add significantly to N inputs given the availability of treatment and the provision for infrastructure improvements</td>
<td>No</td>
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<td>Environmental Impact</td>
<td>Coastal Implications</td>
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<td>Burning, grazing, mowing or clearing of deadwood</td>
<td>Identified in the SE Plan and policy CSS and CS 8.</td>
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<td>Succession</td>
<td>Coastal Squeeze: Policy DM12, and some of the potential allocations for development (TOT14, MAR5, MAR6, MAR7 and LYM8) could lead to a requirements for additional coastal defences, however, this would be within the context of the protection of urban areas in general. The Shoreline Management Plan is seen as the strategic management tool for flood risk, this will be subject to lower level assessment of its predicted effects. The designation of coastal change management areas and associated development management measures in Policy DM4 will assist in the managed retreat of some areas of coastline, as identified in the Shoreline Management Plan. The Shoreline Management Plan seeks to minimise harm to nature conservation interests and provides for replacement habitats and the mitigation of nature conservation impacts.</td>
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<tr>
<td>Changes in creek system pattern</td>
<td>Physical damage - abrasion/erosion: This was not identified as a likely significant effect at the Core Strategy stage, however, Natural England are currently advising authorities within the Solent area that further evidence may be required to support this conclusion. Whilst the condition assessment of the component SSSI identifies two units are being unfavourable due to erosion/abrasion these are outside the District area and within the New Forest National Park in the vicinity of Lepe Country Park. Ongoing research, commissioned by a partnership of local authorities and stakeholders facilitated by the Solent Forum, will assist in providing further evidence to base decisions but this will not be available until July 2011. Until such time as further evidence is available, this assessment has considered that housing growth as a result of the plan is relatively modest and the majority will be provided in areas away from the site. Mitigation is integrated within the plan in the form of open space provision and Green Infrastructure Strategies. Regard has also been given to the recreational management that is facilitated by the National Park Recreation Management Strategy and existing wardening of the coast in the New Forest area.</td>
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<tr>
<td>Coastal defences / coastal squeeze</td>
<td>Port related activities (channel dredging)</td>
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<td>Sea level rise</td>
<td>Shore line Management Plans</td>
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<tr>
<td>Isolating barrier - presence and nature</td>
<td>Sediment oxygen availability</td>
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<td>Sedimentation regime</td>
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<td>Physical loss - removal</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Physical loss - smothering</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Physical damage - siltation</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Physical damage - selective extraction</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Toxic contamination - synthetic compounds</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Toxic contamination - non-synthetic compounds</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Non-toxic contamination - changes in nutrient loading</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Non-toxic contamination - changes in organic loading</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Non-toxic contamination - changes in thermal regime</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Non-toxic contamination - changes in turbidity</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Non-toxic contamination - changes in salinity</td>
<td>Physical damage - abrasion/erosion</td>
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<td>Biological disturbance - non-native species, translocation or introduction</td>
<td>Physical damage - abrasion/erosion</td>
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<td>nutrient loading:</td>
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<td>Solent and Southampton Water SPA</td>
<td>Water level management</td>
<td>Coastal defences / coastal squeeze</td>
<td>Uncertain - significant effects are not identified for the majority of potential sites for development included within the consultation document but there are three policies (TOT9, TOT14 and MAR8.4) where significant effects cannot be ruled out at this stage.</td>
<td>Coastal Squeeze: Policy DM12, and some of the potential allocations for development (TOT14, MAR5, MAR6, MAR7 and LYM8) could lead to a requirements for additional coastal defences, however, this would be within the context of the protection of urban areas in general. The Shoreline Management Plan is seen as the strategic management tool for flood risk, this will be subject to lower level assessment of its predicted effects. The designation of coastal change management areas and associated development management measures in Policy DM4 will assist in the managed retreat of some areas of coastline, as identified in the Shoreline Management Plan. The Shoreline Management Plan seeks to minimise harm to nature conservation interests and provides for replacement habitats and the mitigation of nature conservation impacts.</td>
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<td>Housing allocations within the South East plan. Housing development targets in the Poole Core Strategy and existing Local Plans within the South West region. Port related activities (channel dredging) Shoreline Management Plans Southampton City Council Core Strategy</td>
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<td>Solent and Southampton Water Ramsar</td>
<td>Extent and condition of habitat cover (including species composition, vegetative cover and characteristic communities) Coastal defences / coastal squeeze Sea level rise Sedimentation regime Physical loss - removal Physical loss - smothering Physical damage - abrasion/erosion</td>
<td>Coastal defences / coastal squeeze Non-physical disturbance - noise Non-physical disturbance - visual disturbance Predation - domestic animals</td>
<td>Uncertain - significant effects are not identified for the majority of potential sites for development included within the consultation document but there are three policies (TOT9, TOT14 and MAR8.4) where significant effects cannot be ruled out at this stage.</td>
<td>Coastal Squeeze: As above. Non-physical disturbance, noise and visual: As above Predation domestic animals: Although cat predation can be increased by an increase in housing development the quantum in vicinity to the designated sites themselves is relatively small and obstacles exist such as major roads and watercourses that will reduce the propensity for cat activity. Likely significant effects are therefore not anticipated. Obstruction to sight lines: Although the document is consulting on the potential allocation of sites for development in the vicinity of the sites it is not possible to predict the design of any built structures at this level. Further levels of assessment can adequately control effects and ensure designs do not obstruct sight lines and current submission</td>
<td>Housing allocations within the South west plan. Allocations in the South east plan Port related activities (channel dredging)</td>
<td>Uncertain - significant effects are not identified for the majority of potential sites for development included within the consultation document but there are three policies (TOT9, TOT14 and</td>
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<tr>
<td>Environmental Stressors</td>
<td>Ecological Indicators</td>
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<td>Physical damage - selective extraction</td>
<td>Obstruction to sight lines</td>
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<td>Non-physical disturbance - noise</td>
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<td>Non-physical disturbance - visual disturbance</td>
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<td>Toxic contamination - synthetic compounds</td>
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<td>Toxic contamination - non-synthetic compounds</td>
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<td>Non-toxic contamination - changes in nutrient loading</td>
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<td>Non-toxic contamination - changes in organic loading</td>
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<td>Biological disturbance - non-native species, translocation or introduction</td>
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<tr>
<td>Biological disturbance - selective extraction of species</td>
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<tr>
<td>Predation - domestic animals</td>
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<tr>
<td>Height/density of vegetative cover (as bird refuge)</td>
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<td>Obstruction to sight lines</td>
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<tr>
<td>Connectivity - between sheltering and foraging habitats</td>
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<td>Food availability</td>
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</table>

Shoreline Management Plans
Southampton City Council draft Core Strategy

MAR8.4 where significant effects cannot be ruled out at this stage.
APPENDIX 6: Other plans and projects
### Appendix 6 – Other plans and projects

<table>
<thead>
<tr>
<th>Region</th>
<th>Key objectives of relevant plan/ programme etc</th>
<th>Implications for Strategy</th>
<th>Implications for HRA</th>
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</thead>
<tbody>
<tr>
<td><strong>REGIONAL</strong></td>
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<tr>
<td>Integrated Regional Framework (IRF) for the South East 2004</td>
<td>The IRF provides the overarching high-level policy framework for the region. It includes separate sections on the range of strategies in the region and on data and trends for each objective. Overall objective: to establish a shared vision and objectives for integrated working and ultimately sustainable development of the region. Has 25 regional objectives to co-ordinate regional level policy. It provides a shared regional vision which guides development in the region. (The RSF sets a common vision, four priorities and 25 objectives for sustainable development all of which will help guide action in the region. It sets the overarching framework within which all regional strategies and policies should be formulated and implemented).</td>
<td>LDF needs to provide for environmental, social and economic spatial dimensions of objectives</td>
<td>Objectives set strategic sustainability goals for strategic planning documents such as the Core Strategy. Provides for protection of sites; however social and economic aspirations may have adverse impacts if promoted without the balance of true environmental sustainability.</td>
</tr>
<tr>
<td>South East Plan</td>
<td>LDF must be in general Contains policies for the protection of the New forest National Park, and for conservation and improvement of biodiversity. Also proposes substantial new development in South East Hampshire</td>
<td>LDF must bring into effect proposals of the SE Plan relating</td>
<td>HRA should take account of new development across the region and the</td>
</tr>
<tr>
<td>Plan/ Programme/ Strategy/ Legislation/ Advice</td>
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<tr>
<td>conformity with RSS (All Regional Spatial Strategies are proposed to be abolished)</td>
<td>which may impact on New Forest National Park through increased population and traffic pressures.</td>
<td>to this area.</td>
<td>pressures this may bring in terms of recreation demand, water resources, air pollution etc.</td>
</tr>
<tr>
<td>Action for Biodiversity in South East England (South East England Biodiversity Forum, 2001) Informs preparation of LDF</td>
<td>Objective: to promote a consensus on biodiversity priorities in the region. This programme sets out the importance of the region’s habitats and provides planners with essential information on regional biodiversity targets.</td>
<td>Will need to make biodiversity a fundamental consideration in policies</td>
<td>Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed.</td>
</tr>
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<tr>
<td>Hampshire Biodiversity Action Plan (BAP)</td>
<td>The plan:</td>
<td>Should include policies to protect and encourage appropriate management of habitats / species identified in Hampshire BAP</td>
<td>Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed.</td>
</tr>
</tbody>
</table>
| Non-statutory guidance                      | • identifies habitats and species of priority nature conservation concern in Hampshire (including pasture woodland, coast, river valleys, chalk downlands and numerous species)  
• prepares action plans for these habitats and species  
• provides a basis for monitoring  
• identifies issues and actions affecting biodiversity including land management and development. | Should include policies to protect and encourage appropriate management of habitats / species identified in Wiltshire BAP | Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed. |
| Wiltshire Biodiversity Action Plan (BAP)    | The plan:                                      | Should include policies to protect and encourage appropriate management of habitats / species identified in Wiltshire BAP | Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed. |
| Non-statutory guidance                      | • identifies the distribution of UK Priority BAP species in Wiltshire, and describes the key habitats found in the New Forest.  
• Prepares action plans for these habitats and species (including woodlands, wood-pasture and ancient trees, river and stream habitats, standing open water, arable farmland, hedgerows, lowland calcareous grasslands, unimproved neutral grasslands, bats, and for urban areas).  
• identifies broad landscape areas that have particularly high wildlife value, termed Areas of High Ecological Value (AHEV). Most of the New Forest National Park that lies in Wiltshire has | Should include policies to protect and encourage appropriate management of habitats / species identified in Wiltshire BAP | Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed. |
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<tr>
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<td>been designated as an AHEV.</td>
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</table>
| **Wiltshire County Structure Plan** | Protect and enhance New Forest Heritage Area – no harm to landscape, nature conservation or commoning interests – provision for social & economic interests – no major development proposals unless in national interest.  
Reclamation/ restoration of spoiled/ derelict land in rural areas to enhance landscape quality  
Improve recreational use of countryside provided this is consistent with protection of NFHA  
No caravans/ chalet/ static holiday homes in NFHA  
Wind farms/ turbines not to detract from character of NFHA  
Mineral extraction to be permitted only exceptionally in NFHA and AONB provided in public interest.  
Major telecommunications development in NFHA only if in national interest | Highest priority to protection of character and heritage of New Forest and the AONB | Provides for housing with associated impacts on water resources.  
Direct impacts on designated sites avoided by policy protection. Measures for avoidance and enhancement of biodiversity promoted. |
| **Strategic Guidance for the Solent (Solent Forum)**  
General non-statutory guidance on coastal issues for LDDs and coastal management | Maintain, enhance and promote understanding and enjoyment of nature conservation value, landscape character and quality and archaeological & historic heritage of the Solent  
In shoreline management seek to balance conservation of natural systems with protection of human life and property. | Recognise and protect coastal nature conservation, landscape & archaeological/ historic interests  
Enable necessary coast protection/ flood defence works subject to environmental constraints | Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed.  
Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed.  
Whilst works are promoted these should not |
<table>
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<tr>
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</table>
| Ensure that infrastructure for the management of waste and the extraction of minerals are developed with due regard to the principles of sustainable development. | DC Policies provide specific guidance for the National Park and international designated sites. Planning permission for major proposals, including land-won sand and gravel, non-hazardous landfill and strategic recycling, aggregate processing and recovery and treatment facilities, within or likely to impact upon the New Forest National Park will not be permitted. Planning permission for minor proposals will only be granted where these would not prejudice the purpose of the designation or where the reasons for development exceed the likely impacts of development and any adverse impact can be mitigated, provided the development primarily serves the communities within these areas and the development is designed appropriately to a high standard. | HRA should take account of new development and the pressures this may bring in terms of recreation demand, water resources, air pollution etc.
Consideration of biodiversity within the policies (including the development control policies) will provide a basis for supporting avoidance/mitigation measures proposed. |
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<tr>
<td><strong>New Forest District (areas outside the National Park) Core Strategy</strong></td>
<td>To promote and safeguard biodiversity, protection and enhancement of wildlife, and landscape quality in the Plan Area. To avoid harmful impacts on the New Forest National Park and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. To promote public education and understanding of the care and quiet enjoyment of the natural environment.</td>
<td>Conserve and enhance the New Forest whilst attempting to meet local needs through the provision of housing and employment sites.</td>
<td>HRA should take account of new development and the pressures this may bring in terms of recreation demand, water resources, air pollution etc. Consideration of biodiversity within the policies will provide a basis for supporting avoidance/mitigation measures proposed.</td>
</tr>
<tr>
<td><strong>Southampton Water and Western Solent Shoreline Management Plan</strong></td>
<td>Provides strategic framework for planning and implementation of coast defence works For each section of the coast indicates intention to: • do nothing (except to monitor the management unit); • hold the existing defence line by maintaining or changing the standard of protection afforded by existing works; • advance the existing defence line seawards; or • retreat the existing defence line to a point further inland (managed retreat).</td>
<td>Restrict development in areas at risk from coastal erosion and flooding Restrict development likely to give rise to a need for new coast protection/ coastal flood defence works Enable coast defence works/ managed realignment</td>
<td>Promotes objectives and criteria that should minimise impact by restricting development in areas at risk of coastal flooding and/or erosion whilst enabling coast protection and flood defence works necessary to protect existing developed areas</td>
</tr>
<tr>
<td><strong>Solent European Marine Sites (SEMS) Management Plan</strong></td>
<td>• Achievement/ maintenance of coastal sites subject to European designations in favourable condition • Control/ management of human activities likely to impact on these sites</td>
<td>Control of activities likely to have an adverse impact on the coastal SACs/ SPAs</td>
<td>Minimises risk of activities contributing to adverse impacts on site integrity by providing common management framework across the Solent.</td>
</tr>
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| **Crown Lands Management Plan (draft 2008)** | • Restoring and sustaining habitats mosaics  
• Achieving sustainable woodland management  
• Contributing to the enjoyment of the Crown Lands and providing opportunities for learning | Partnership actions for management of access and promoting education | Seek to maintain and enhance habitats and sustainable management of woodlands. Promote opportunities for management of recreation and enjoyment within Crown Lands |
| **Solent European Marine Sites (SEMS) Management Plan** | • Achievement/ maintenance of coastal sites subject to European designations in favourable condition  
• Control/ management of human activities likely to impact on these sites | Control of activities likely to have an adverse impact on the coastal SACs/ SPAs | Minimises risk of activities contributing to adverse impacts on site integrity by providing common management framework across the Solent. |

**OTHER AGENCIES’ STRATEGIES/ ADVICE**
<table>
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<th>Plan/ Programme/ Strategy/ Legislation/ Advice</th>
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</thead>
</table>
| Cranborne Chase and West Wiltshire Downs AONB Partnership | Biodiversity  
Protect habitats characteristic of AONB and geological/ geomorphological sites | Protect designated nature conservation habitats in the AONB | Promotes objectives and criteria that should minimise risk of adverse impacts on habitats and support avoidance/mitigation measures. |
<p>| Environment Agency: | | | |</p>
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<tr>
<td><strong>New Forest Catchment Abstraction Management Strategy</strong></td>
<td>Strategy for management of water resources at a local level. Balances needs of abstractors, water users and the aquatic environment in consultation with community and stakeholders. Manages time limited licences and license practises. Sets out availability of water resource in the catchment.</td>
<td>Current projections indicate existing abstraction licenses can supply anticipated development and demand. However to satisfy likely future demand resource schemes outside the area require investigation e.g. increasing treatment capacity at Testwood, reservoir at Havant Thicket. Policy commitments in South East Plan will require translation into effective action.</td>
<td>Commitments to water resource management, including efficiency savings should be supported and practically implemented through policy.</td>
</tr>
<tr>
<td><strong>Hampshire Avon Catchment Abstraction Management Strategy March 2006</strong></td>
<td>Strategy for management of water resources at a local level. Balances needs of abstractors, water users and the aquatic environment in consultation with community and stakeholders. Manages time limited licences and license practises. Sets out availability of water resource in the catchment.</td>
<td>Current projections indicate existing abstraction licenses can supply anticipated development, however these consents are the subject of an ongoing HRA review, the results of which are expected in March 2008.</td>
<td>Commitments to water resource management, including efficiency savings should be supported and practically implemented through policy. Policies should allow for evolution as results of Consents Review become available.</td>
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### Appendix 6 – Other plans and projects

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<tr>
<td><strong>NEIGHBOURING AUTHORITIES’ PLANS</strong>&lt;br&gt;To be taken into account in considering cross-boundary issues**</td>
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<tr>
<td><strong>New Forest National Park Core Strategy</strong></td>
<td>Seeks to conserve essential qualities of the New Forest through effective management: natural beauty; diversity of plants and animals; historic, cultural and archaeological heritage; commoning; the New Forest pony; tranquillity; opportunities for quiet learning, recreation and discovery; a healthy environment and strong and distinctive local communities</td>
<td>Protect and conserve the New Forest</td>
<td>Mitigation of impacts of the Plan on the New Forest SPA/SAC/Ramsar through management of National Park users.</td>
</tr>
<tr>
<td><strong>New Forest National Park Management Plan</strong></td>
<td>Seeks to conserve essential qualities of the New Forest through effective management: natural beauty; diversity of plants and animals; historic, cultural and archaeological heritage; commoning; the New Forest pony; tranquillity; opportunities for quiet learning, recreation and discovery; a healthy environment and strong and distinctive local communities</td>
<td>Protect and conserve the New Forest</td>
<td>Mitigation of impacts of the Plan on the New Forest SPA/SAC/Ramsar through management of National Park users.</td>
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| **Cite of Southampton Core Strategy and City of Southampton Local Plan** | Provision for:  
- Shopping – access to sub-regional scale shopping facilities  
- Industrial and commercial uses, including Southampton Port  
- Life-long learning – including higher education  
- Access to health care – including major hospitals  
- Cultural and leisure facilities – sub-regional centre for arts, | Ensure sustainable transport links to enable access for shopping, employment, education, health and cultural/ sporting facilities. | Possible increase in trip generation across the National Park. Promotes protection and enhancement of the natural environment which may support avoidance/mitigation measures. Establishes targets for housing with consequent consequences for water resources. Water efficiency measures |
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<tr>
<td>Test Valley Borough Local Plan</td>
<td>‘To protect and conserve the Borough’s natural and built environment, including wildlife, landscapes, natural resources and cultural heritage’ Identified areas include the New Forest National Park area – also Valley of the River Test Heritage Area</td>
<td>Protect and conserve the New Forest Policy for River Test valley to be coordinated with TVBC (subject to review under PPS7)</td>
<td>HRA should take account of new development and the pressures this may bring in terms of recreation demand, water resources, air pollution etc. Consideration of biodiversity within the policies will provide a basis for supporting avoidance/ mitigation measures proposed</td>
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</tbody>
</table>
| Replacement Salisbury District Local Plan   | To maintain and enhance the traditional character of the New Forest through planning policy whilst ensuring the social and economic well-being of all those who live and work in the area.  
- Housing permitted in defined villages  
- Provision for commoners’ dwellings  
- Small scale business development in defined villages  
- Employment development by change of use only outside villages  
- Indoor sport & recreation provision in and on the edge of defined villages  
- No outdoor recreation facilities that increase pressures on New Forest – no golf courses or new riding establishments | Protect and conserve the New Forest whilst ensuring social and economic well-being of the local community Policy for Cranborne Chase & West Wiltshire Downs AONB to be coordinated with those of other authorities. Policy for Avon Valley | Seeks to maintain and enhance nature conservation interests including those of the New Forest  
Ensure thriving rural economy, supports commoning and land management practices which could contribute to enhancing site integrity.  
Need for essential utilities and transport infrastructure identified but qualified by having regard to environmental constraints  
Promotes local open space and recreation opportunities |
## Key objectives of relevant plan/ programme etc

- No new tourist facilities/ accommodation
  - Cranborne Chase & West Wiltshire Downs AONB – as per national policies
  - River Valleys – policies to protect character water quality, amenity, visual quality and public enjoyment

### Implications for Strategy
- to be coordinated with SDCs

### Implications for HRA
- Ensure thriving rural economy, supports commoning and land management practices which could contribute to enhancing site integrity.
- Needs for essential utilities and transport infrastructure qualified by having regard to environmental constraints. Expansion of air travel may result in increased trip generation across the National Park.

### Dorset County Structure Plan

- South East Dorset Green Belt
- Expansion of employment at Bournemouth Airport
- Cranborne Chase and West Wiltshire Downs AONB – as national policies

### East Dorset Local Plan

- South East Dorset Green Belt
- Cranborne Chase and West Wiltshire Downs AONB – as national policies
<table>
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<tbody>
<tr>
<td><strong>Christchurch Local Plan</strong></td>
<td>South East Dorset Green Belt</td>
<td>Basis for location of South West Hampshire Green Belt south of Ringwood Assess traffic implications for roads of employment expansion at Bournemouth Airport (e.g. B3347, Avon Causeway)</td>
<td>Establishes targets for housing with consequent consequences for water resources. Water efficiency measures promoted. Needs for essential utilities and transport infrastructure qualified by having regard to environmental constraints. Expansion of air travel may result in increased trip generation across the National Park. Promotes local open space and recreation opportunities</td>
</tr>
<tr>
<td></td>
<td>Expansion of employment at Bournemouth Airport and associated road proposals</td>
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<tr>
<td><strong>Poole &amp; Christchurch Bays Shoreline Management Plan</strong></td>
<td>Provides strategic framework for planning and implementation of coast defence works For each section of the coast indicates intention to: • do nothing (except to monitor the management unit); • hold the existing defence line by maintaining or changing the standard of protection afforded by existing works; • advance the existing defence line seawards; or retreat the existing defence line to a point further inland (managed retreat).</td>
<td>• Restrict development in areas at risk from coastal erosion and flooding • Restrict development likely to give rise to a need for new coast protection/ coastal flood defence works • Enable coast defence works/ managed realignment</td>
<td>Promotes objectives and criteria that should minimise impact by restricting development in areas at risk of coastal flooding and/ or erosion whilst enabling coast protection and flood defence works necessary to protect existing developed areas</td>
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<tr>
<td><strong>Bournemouth District Wide Local Plan</strong></td>
<td>Sustainable provision for:</td>
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<tr>
<td></td>
<td>• Shopping</td>
<td>Ensure sustainable transport links to enable access for shopping, employment, education, health and cultural/ sporting facilities</td>
<td>Establishes targets for housing with consequent consequences for water resources. Water efficiency measures promoted.</td>
</tr>
<tr>
<td></td>
<td>• Industrial and commercial uses</td>
<td>Strong link to tourism – some Bournemouth tourism marketing based on proximity to the New Forest</td>
<td>Needs for essential utilities and transport infrastructure qualified by having regard to environmental constraints.</td>
</tr>
<tr>
<td></td>
<td>• Tourism</td>
<td></td>
<td>Promotion of tourism may result in trip generation and visitor disturbance.</td>
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<tr>
<td></td>
<td>• Life-long learning</td>
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<td>• Access to health care</td>
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<td>• Cultural and leisure facilities</td>
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