Public Safety and Safeguarding Consultation Zones in New Forest District

Hazardous substances, Pipelines, Explosives and Aerodromes

April 2004
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Abbreviations used in this document

CAA  Civil Aviation Authority
COMAH  Control of Major Accident Hazards Regulations 1999
DIT  Department for Transport
DTI  Department for Trade and Industry
HSE  Health and Safety Executive
MOD  Ministry of Defence
NATS  National Air Traffic Services Ltd
NERL  NATS En-Route Ltd
PPG  Planning Policy Guidance Note
VOR  Very high frequency Omni directional Radio Range
1. Introduction

Background

1.1 Associated with certain activities including industrial processes, transmission of fuels, military activity and aviation, there are risks of accident. Hazards can arise for example from combustion, explosion or spillage of substances, which can occur during processing or movement of goods and raw materials. These can have effects well beyond the boundaries of the site or area within which they are located.

1.2 Hazards can also arise in the vicinity of airfields, where for example high structures can pose risks to aircraft approaching and leaving the airfield, and developments have the potential to obscure or confuse perception of navigation aids. In addition, the presence of birds in large numbers can increase the risk of ‘bird-strike’ - birds drawn into engines can cause catastrophic engine failures. A further hazard can be caused by developments that can disrupt radar signals and air traffic control systems, such as wind farms.

Legislation and controls

1.3 There is an array of legislation and controls administered by such bodies as the Health and Safety Executive, the Environment Agency, the Ministry of Defence and the Civil Aviation Authority directed to minimising the risks of accidents and numbers of people potentially affected. Zones have been defined around hazardous installations and aerodromes by these authorities within which they are consulted about development proposals. These are known as safeguarding or hazard consultation zones. In terms of land-use planning, policies are directed principally to ensuring that development within these zones does not increase the number of people at risk. It is also important that the proximity or type of development does not inhibit or interfere with the carrying out of industrial, military and aviation operations on these sites.

Sites in New Forest District

1.4 New Forest District accommodates a number of industrial sites, pipelines and military installations that involve the use or movement of hazardous substances or explosives. The majority of the larger sites are in the Waterside parishes, including the Fawley Oil Refinery and petrochemicals complex, Fawley Power Station, Marchwood Sea Mounting Centre, Marchwood Industrial Estate and Netley Anchorage. There are also high pressure gas pipelines traversing the District.

1.5 In addition, the District lies between two airports at Eastleigh (Southampton International Airport) and Hurn (Bournemouth International Airport). Safeguarding consultation zones for both airports, and the Public Safety Zone for Bournemouth International Airport, extend into the District.

Purpose of this Information Note

1.6 This Information Note explains the location and extent of the main safeguarding consultation and public safety zones in the District, and any special constraints that apply within them. It refers to the relevant policies in the New Forest District Local Plan, setting out in more detail the areas that they cover. It will be updated at intervals as the Council is advised of any further changes to Government advice, the definition of new zones, or changes to existing zones.

1.7 Please note that this Council does not define the zones, or the principal constraints on development within them. These are the responsibility of the relevant authority defining the zone, and are not open to objection.

1.8 If you have any queries about this information note, or about whether your property is in a consultation zone and what this means for you, please contact:

Julia Norman, Policy & Plans (tel. 023 8028 5356, e-mail julia.norman@nfdc.gov.uk)

Alternatively, the authorities responsible for the designations are listed at Section 4 of this document.
2. **New Forest District Local Plan**

2.1 The New Forest District Local Plan contains objectives relating to pollution and public safety as follows:

**Objective 11 Pollution**
To protect air and water quality and to reduce the burden of pollution of air, land and water (including noise) by controlling potentially polluting development.

**Objective 12 Safety**
To minimise development which would put people or property at risk and encourage forms of development which would enhance community safety.

2.2 The policies of the New Forest District Local Plan that flow from these objectives are as follows:

**Notifiable installations and hazardous substances**

**Policy DW-E36 Developments involving hazardous substances**
Proposals for developments involving the storage, use or transport of hazardous substances as defined in the Planning (Hazardous Substances) Act 1990 as amended will only be permitted when it can be demonstrated that there will be no unacceptable risk to the public or to nature conservation or other environmental interests, and they would not prejudice the appropriate use or development of adjoining land. Such proposals will only be permitted on sites in or allocated for industrial/business or military use, and may be subject to a requirement for Environmental Assessment (see Section C8).

**Policy DW-E37 Development near notifiable installations**
Development in the vicinity of sites known to be used for the storage, use or transport of hazardous substances will not be permitted where there would be an unacceptable risk to the life or health of the public.

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

C6.9 Certain sites and pipelines are designated as notifiable installations when the quantities of hazardous substance stored, used or transported are on a sufficient scale that the installation is subject to the Planning (Hazardous Substances) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999. There are several sites and pipelines in this district identified by the Health and Safety Executive as notifiable installations, including for example the Fawley Refinery and parts of the nearby petrochemicals complex, and Fawley Power station. In accordance with Circular 04/00, Planning Controls for Hazardous Substances, the Health and Safety Executive, the Environment Agency and where appropriate English Nature will be consulted about any proposed notifiable installations and about any developments in the vicinity of notifiable installations. The local planning authority has prepared an Information Note "Safeguarding Consultation Zones in New Forest District" showing the location of hazard zones and the special restrictions on development that apply within them.
Policy DW-E38A  Development in other safeguarding consultation zones

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

C6.10A  The Ministry of Defence has notified this Council of safeguarding consultation zones around the military installations at Marchwood and Netley Anchorage. The Civil Aviation Authority has notified this Council of safeguarding consultation zones for Southampton International Airport and VOR, and Bournemouth International Airport, that extend into this District. The Department for Transport has notified this Council of a Public Safety Zone that extends into the District from Bournemouth International Airport.

C6.10B  The policy is intended to control development in the vicinity of notified installations for the purpose of maintaining public safety, and in the case of aerodromes, the safe operation of the airfield and minimising risk to the public. It is intended to accord with the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, the accompanying Circular 1/2003, ‘Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: Town and Country Planning (Aerodromes and Technical Sites) Direction 2002’; and DfT Circular 1/2002, ‘Control of Development in Airport Public Safety Zones’. In determining planning applications in the vicinity of notified installations and aerodromes, the local planning authority will consult the relevant authorities. Regard will also be had to the provisions of DfT Circular 1/2002.

C6.10C  These zones and the restrictions that apply in the various parts of them are explained in the District Council’s Information Note “Public Safety and Safeguarding Consultation Zones in New Forest District”.

[Note: These policies are from the New Forest District Local Plan First Alteration Revised Deposit February 2003. They have been updated to refer to the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, and the accompanying Circular 1/2003, ‘Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: Town and Country Planning (Aerodromes and Technical Sites) Direction 2002’.]


3. Consultation Zones in New Forest District

Hazardous substances

Legislation and advice

3.1 The relevant legislation for the control of hazardous substances is the Planning (Hazardous Substances) Act 1990 as amended by the Environmental Protection Act 1990 Sched.13 pt. 1, and the Planning and Compensation Act 1991 s25 & Sched.3.

3.2 This Act is given effect by the Planning (Control of Major Accident Hazards) Regulations 1992 as amended by the Planning (Control of Major Accident Hazards) Regulations 1999 which arise from the Control of Major Accident Hazards Regulations 1999 (the COMAH Regulations). The COMAH Regulations are enforced jointly by the Environment Agency and the Health & Safety Executive (HSE). They implement the SEVESO Directive (European Directive 96/82/EC) in Great Britain. The Regulations aim to prevent major accidents that involve dangerous substances and to limit the consequences of any such accidents for man and the environment.

3.3 Advice on the implications of this legislation for planning is given in Circular 04/2000 Planning Controls for Hazardous Substances. There is also advice on hazardous substances controls in PPG23, Planning and Pollution Control, Annex F (as proposed to be revised 2002).

3.4 The legislation controls the presence of hazardous substances on, over or under land by means of ‘hazardous substances consent’ given by a ‘hazardous substances authority’. This is separate from the need for planning permission. Hazardous substances authorities are district councils, Welsh county councils, and county borough councils except where the land is in a National Park, or used for mineral working or refuse disposal, when the county council is usually the hazardous substances authority. In this District, New Forest District Council and Hampshire County Council are the hazardous substances authorities.

3.5 In dealing with planning applications or hazardous substances consent applications, local authorities are required to consult the competent authorities, which in this case are the HSE and the Environment Agency. The HSE is required to notify local authorities of consultation zones around sites where dangerous substances are present, which are defined on the basis of an assessment the risks associated with the substances and processes involved. Both the HSE and the Environment Agency advise on hazardous substances applications, and planning applications in or near sites and transport links where such substances are stored and/or used or moved (in particular within the defined zones). Procedures and criteria for such consultations are set out in the Town and Country Planning (General Development Procedure) Order 1995 as amended by the COMAH Regulations. English Nature are also to be consulted as appropriate.

3.6 The HSE only provides advice to the local planning authority - it does not determine applications. The local planning authority can make a decision contrary to this advice, but is required to notify the HSE immediately. The HSE can then decide whether to ask the Secretary of State to call the application in and determine it.

3.7 With regard to development plans, Circular 04/00 advises that local planning authorities should have regard to the objectives of the SEVESO II Directive in preventing major accidents, and maintaining appropriate distances between establishments and residential areas, areas of public use and areas of particular natural sensitivity or interest. PPG12, Development Plans advises that:

"... In preparing or amending development plans, local authorities will therefore need to ensure that they include a policy or policies relating to the location of establishments where hazardous substances are used or stored, and to the development of land within the vicinity of establishments where hazardous substances are present." (PPG12 paragraph 6.23)

Hazard consultation zones in New Forest District

3.8 The HSE has notified this authority of installations involving hazardous substances at the Fawley Oil Refinery and petrochemicals complex, and a small site at Marchwood Power Station. Consultations are also required on applications near Fawley Power Station.
3.9 In addition, consultation arrangements are being set in place for installations adjoining Eling Wharf on the former South Western Tar Distilleries site, and the premises of R Giddings and Co, Ringwood Road, Netley Marsh. Details of the zones around these installations are not yet available; this Information Note will be updated once these have been finalised.

**Fawley Consultation Zone (Maps 1 and 2)**

3.10 The Fawley Oil Refinery and petrochemicals complex contains a wide variety of hazardous substances and operations. The HSE has defined a three-part consultation zone around this area comprising an inner, middle and outer zone (see Maps 1 and 2). The furthest extent of the outermost zone is also referred to as the ‘consultation distance’. The HSE employs defined procedures to give land use planning advice on proposed developments near such installations using these zones and a system of categorising developments into four ‘Sensitivity Levels’. These are input into a decision matrix that generates either an Advise Against (AA) or a Don’t Advise Against (DAA). This is then the advice that the HSE gives to the Council. Further information on the HSE methodology is available on their web site at www.hse.gov.uk.

<table>
<thead>
<tr>
<th>Category of Development</th>
<th>Development in Inner Zone</th>
<th>Development in Middle Zone</th>
<th>Development in Outer Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DAA</td>
<td>DAA</td>
<td>DAA</td>
</tr>
<tr>
<td>2</td>
<td>AA</td>
<td>AA</td>
<td>AA</td>
</tr>
<tr>
<td>3</td>
<td>AA</td>
<td>AA</td>
<td>AA</td>
</tr>
<tr>
<td>4</td>
<td>AA</td>
<td>AA</td>
<td>AA</td>
</tr>
</tbody>
</table>

AA - Advise Against / DAA - Don’t Advise Against

3.11 The sensitivity levels are based on a clear rationale in order to allow progressively more severe restrictions to be imposed as the sensitivity of the proposed development increases. The four sensitivity levels are:

1. Based on normal working population e.g. workplaces; parking areas;

2. Based on the general public - at home and involved in normal activities, e.g. housing; hotel/ hostel/ holiday accommodation; transport links; indoor and outdoor use by the public;

3. Based on vulnerable members of the public (children, those with mobility difficulties or those unable to recognise physical danger) e.g. institutional accommodation and education; prisons;

4. Large examples of Level 3 and large outdoor examples of Level 2, e.g. large institutional and special accommodation providing 24 hour care; theme parks; large sports stadia.

3.12 The basis for determining the category of development is factors such as:

- ease of organising emergency action (it is easier to organise an active and trained workforce than residents, children and elderly or disabled people)
- number of occupants likely to be affected
- length of time for which the development is likely to be occupied
- vulnerability of occupants to hazardous events, including mobility of occupants
- building construction and design, which affects the degree of protection available against hazardous events.

**Fawley Power station (Maps 1 and 2)**

3.13 Consultation with the HSE is required for development proposals located within 200 metres of the Fawley Power Station, because of the storage on the site of a notifiable hazardous substance.

**Marchwood (Maps 1 and 3)**

3.14 A site at Area 6, Marchwood Industrial Estate (Marchwood Wharfage Ltd) has been notified by the HSE as storing hazardous substances. Consultation with the HSE is required for development proposals within 600 metres of the site.

[Note: this Information Note will be updated in the event of any additional zones being defined around the new power stations at Marchwood Industrial Estate].
Pipelines

Legislation and advice

3.15 The hazardous substances consent system does not apply to controlling substances in local or cross country pipelines (although when a pipeline lies within a site where there are hazardous substances, the substance it contains is added into the calculations of the total present on the site). Pipelines are controlled by the Pipelines Act 1962 and Pipelines Safety Regulations 1996. These regulations require certain pipelines to be notified to the HSE. All the pipelines in this District have zones or easements around them within which the company responsible for the pipeline and/or the HSE must be consulted on planning applications. The pipelines of principal concern in this District are the high pressure gas pipelines.

Pipelines in New Forest District

Gas pipelines (Map 4)

3.16 High pressure gas pipelines from Wytch Farm in Dorset run across the District from the Avon Valley and Sopley to Hardley, Blackfield, the Hardley power station (in the Refinery), Lepe, Buttsash and along the Waterside to Ower in the north. The HSE are consulted on development proposals within the consultation distances specified (see Table 1 below).

Table 1: Consultation distances for gas pipelines (HSE)

<table>
<thead>
<tr>
<th>Pipeline</th>
<th>Consultation distance (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sopley-Ower</td>
<td>80</td>
</tr>
<tr>
<td>Hardley-Lepe</td>
<td>33</td>
</tr>
<tr>
<td>Sopley-Hardley</td>
<td>125</td>
</tr>
<tr>
<td>Beaulieu Heath-Lepe</td>
<td>60</td>
</tr>
<tr>
<td>Lepe-Egypt Point East</td>
<td>8</td>
</tr>
<tr>
<td>Lepe-Egypt Point West</td>
<td>8</td>
</tr>
<tr>
<td>Lepe-Egypt Point Central</td>
<td>8</td>
</tr>
<tr>
<td>Braishfield (Ower) - Buttsash</td>
<td>160</td>
</tr>
<tr>
<td>Buttsash-Hardley</td>
<td>4</td>
</tr>
<tr>
<td>Blackfield West-Blackfield East</td>
<td>85</td>
</tr>
<tr>
<td>Wytch Farm- Sopley</td>
<td>43</td>
</tr>
<tr>
<td>Sopley - Sopley regs</td>
<td>80</td>
</tr>
<tr>
<td>Lepe lee - Lepe</td>
<td>70</td>
</tr>
<tr>
<td>Setley lee - Setley</td>
<td>33</td>
</tr>
<tr>
<td>Buttsash - Hardley Power Station</td>
<td>9</td>
</tr>
</tbody>
</table>

[Note: The DTI has now given consent for a new gas pipe line running from Lockerley in Test Valley to the Marchwood Industrial Park to serve the proposed new gas turbine power station. This Information Note will be updated to show the route of this pipeline and any consultation distances when it is implemented.]
Explosives and Airfields

Legislation and advice

3.17 The presence of explosives in factories, ports and magazines is controlled by the HSE through the provisions of the Explosives Act 1875, and the Dangerous Substances in Harbour Areas Regulations 1987 rather than the hazardous substances regulations. In this District, there are specific Ministerial directions that apply to the two military sites where explosives are stored:

- Ministry of Defence Netley Direction 1980 (Netley Anchorage)
- Ministry of Defence Explosives Area (Marchwood) Direction 1979 (Marchwood Military Port/ Marchwood Sea Mounting Centre)


3.19 The Secretary of State for Defence notifies local authorities about safeguarding consultation zones around their explosives storage areas and technical sites.

3.20 The Civil Aviation Authority (CAA) notifies local authorities of safeguarding consultation zones around safeguarded airfields and civil technical sites on behalf of airfield operators and National Air Traffic Services Ltd (NATS). (Technical sites are those which provide air traffic services). Safeguarded aerodromes are selected on the basis of their importance to the national air transport system. Safeguarding involves ensuring that the operation and development of the aerodrome are not inhibited by developments that impair protected surfaces, obscure runway lights, interfere with navigation aids, radio aids or telecommunications systems, involve lighting with the potential to confuse pilots, or attract birds. Both Bournemouth and Southampton International Airports are safeguarded and have safeguarding consultation zones extending into this District.

3.21 The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 requires that local authorities should consult civil aerodrome operators on development proposals within aerodrome safeguarding consultation zones. It similarly requires consultation with NATS on development proposals within technical site safeguarding consultation zones. In military explosives storage areas, the Secretary of State for Defence should be consulted. The requirement for consultation does not imply a decision to refuse the proposal; it is intended to enable the consultees to assess and advise on the consequences of permitting it.

3.22 If a local authority wishes to grant permission for development contrary to the advice given by the operator of a civil aerodrome or technical site then it is required to notify the consultee and the CAA. The CAA may request the First Secretary of State to call in the application and determine it. If a local authority wishes to give permission contrary to advice given by the Secretary of State for Defence, it must notify the Secretary of State for Defence who likewise can request the First Secretary of State to call in the application.

3.23 The Department for Transport (DFT) has also defined Public Safety Zones at the ends of main runways of larger airports in the UK, and notified local authorities of these areas. Public Safety Zones cover the areas where there is the greatest risk to the public arising from aircraft crashing on landing or take-off. They are to be reviewed at regular intervals. The DFT has issued guidance on the implications for development of these zones, Circular 1/2002, Control of Development in Airport Public Safety Zones. The basic objective of this guidance is that there should be no increase in the number of people living, working or congregating in these zones, and that over time, this number should be reduced.
Explosives safeguarding - New Forest District

3.24 Explosives are stored and moved at Marchwood Sea Mounting Centre (Military Port) and Netley Anchorage. The Secretary of State for Defence has notified this Council of safeguarding consultation zones accordingly.

Marchwood Sea Mounting Centre (Map 5)
Netley Anchorage (Map 6)

3.25 Inner and outer zones have been defined around the Marchwood Sea Mounting Centre and Netley Anchorage within which the Secretary of State for Defence must be consulted about development proposals. At Marchwood, the inner zone covers principally the area within the Sea Mounting Centre, while the outer zone extends over parts of Husband’s Shipyards and Dibden Bay. The inner safeguarding zone for Netley Anchorage lies over Southampton Water, while the outer zone extends inland to cover parts of Hythe and a small part of the petrochemicals complex to the south-east. There are specific restrictions on development within these zones as follows:

- Inner zone (bounded by yellow line)

The local planning authority is required to consult the Secretary of State for Defence on all planning applications in this zone, for all forms of development.

- Outer zone (bounded by purple line)

In the area between the inner and outer zones, the local planning authority is required to consult the Secretary of State for Defence on any planning applications involving a building or curtain wall construction clad or substantially clad in glass.

3.26 The safeguarding of explosives storage and handling sites seeks to control the numbers of people and types of construction in an area around an explosives storage site. The purpose is to protect the quantity of explosives stored or handled at the facility. To minimise the potential risk to the general public and surrounding property, the MOD keeps explosives at prescribed distances from inhabited buildings, roads, railways and places frequented by member of the public. The distances are determined by the quantities stored. The yellow line on the safeguarding map indicates the area within which any development could prejudice storage limits. Within the yellow line, (the Inhabited Building Distance), the MOD tends to object to any persons living, working or congregating for long periods of time. Within the purple zone, the MOD would be likely to object to buildings of vulnerable construction such as glasshouses or large clad-walled buildings such as superstores or warehouses, or any unsupported structures taller than three storeys. The MOD is eager to engage in dialogue with developers at an early stage of planning. They are happy to receive planning proposals prior to formal submission of a planning application and will give advice regarding design of developments within the purple zone.
Aerodrome safeguarding - New Forest District

3.27 The Civil Aviation Authority has notified this Council of safeguarding consultation zones extending into this District from Southampton International Airport and Bournemouth International Airport, and of a consultation zone around a civil technical site within Southampton Airport (the Southampton VOR) that extends marginally into this District. The Department for Transport (DfT) has defined a Public Safety Zone that extends marginally into the District from Bournemouth International Airport.

Southampton International Airport (Map 7)

Consultation zone

3.28 The outer 'blue' consultation zone for Southampton International Airport extends over Hythe, most of Marchwood and part of Totton. In this zone, the local planning authority is required to carry out consultations with the relevant authorities on all buildings, structures, erections and works exceeding 90 metres in height.

Southampton VOR

3.29 The Southampton VOR is a radio facility that provides on-route navigation facilities for aircraft. It has a 10km radius consultation zone extending into this District at Marchwood and Hythe, within which NATS En Route Ltd (NERL) are to be consulted on wind farm proposals (see also paragraph 3.35 below).

Bournemouth International Airport (Map 7)

Consultation zone

3.30 The consultation zones for Bournemouth International Airport extend well into this District, covering Ringwood, much of the Avon Valley up to and including North Gorley and south to Sopley, Burley, New Milton and nearby settlements. The elements of this zone affecting the District are:

- inner 'pink' and 'grey' zones extending marginally into this District across the River Avon west of Bisterne.
- a 'green' zone covering parts of Sopley and the valley to the north up to the Bisterne area.
- a 'yellow' zone that extends east of Sopley and north of Brangore; it also covers higher areas of the Forest east of Ringwood, for example at Picket Post and Linwood.
- an outer 'blue' zone extending to New Milton, Burley, Ringwood and north into the Avon Valley.

3.31 The restrictions that apply within these zones are as follows:

- In the grey zone, the local planning authority must consult the relevant authorities on all development.
- In the pink zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 10 metres in height.
- In the green zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 15 metres in height.
- In the yellow zone, the local planning authority must consult the relevant authorities on all buildings, structures, erections and works exceeding 45 metres in height.
- In the blue zone, the local planning authority is required to carry out consultations with the relevant authorities on all buildings, structures, erections and works exceeding 90 metres in height.
Public Safety Zone

3.32 The Public Safety Zone extends from the eastern end of the main runway of Bournemouth International Airport (Runway 08/26) into the District as far as Avon, north of Sopley. It indicates the area within which there is a degree of public risk arising from aviation activity, and development within it is restricted in accordance with the advice in DfT Circular 1/2002.

Both airports

13 Kilometre Consultation Zone (Map 7)

3.33 Beyond and including the consultation zones, there are 13km radius circles around both airports that also extend into this District. Within these areas the local planning authority must consult the appropriate authorities on any proposal likely to attract flocks of birds e.g. refuse tips, reservoirs, sewage disposal works, nature reserves, bird sanctuaries etc, and all applications connected with an aviation use.

30 Kilometre Consultation Zone (Map 7)

3.34 The relevant authorities must also be consulted on any applications for wind farm proposals within a 30km radius of each airport. The reason for this is that the movement of the wind turbines can cause interference with radar signals, and disruption to air traffic control systems. The 30km radii for Southampton and Bournemouth airports overlap substantially, between them covering the whole of the District (see Map 7).

3.35 Advice on how to approach and deal with windfarm proposals in such consultation zones is given in "Wind Energy and Aviation Interests, Interim Guidelines", a document produced jointly by the DTI, the MOD, the CAA and the British Wind Energy Association in 2002.

Relevant authorities

3.36 Within the safeguarding consultation zones, the authorities to be consulted are the airport operators or NATS as relevant. NERL are consulted on development within the zones of civil technical sites. The CAA is consulted if the local planning authority wishes to grant permission for a development contrary to the advice given by the relevant authorities. If necessary, the DfT can be consulted on proposals within the Public Safety Zone.
4. Further contacts

Hazardous substances, safeguarding consultation zones (including gas pipelines)

Health & Safety Executive (HSE)
HM Principal Inspector
Priestley House, Priestley Road
Basingstoke
Hampshire  RG24 9NW

Transco
2 Leesons Hill
Orpington
Kent  BR5 2TN

The Environment Agency - Hampshire & IoW
Planning Liaison Team
Colvedene Court, Wessex Business Park
Wessex Way, Colden Common
Winchester
Hampshire  SO21 1WP

Ministry of Defence explosives storage areas

Ministry of Defence
The Head of Safeguarding
Defence Estates
Blakemore Drive
Sutton Coldfield
B75 7RL
Tel: 0121 311 3818

Aerodromes

Bournemouth Airport Ltd
Christchurch
Dorset
BH23 6SE
Tel. 01202 364000

Bournemouth Airport Ltd
Safeguarding Office
East Midlands Airport
Castle Donington
Derby  DE74 2SA
Tel. 01332 852971

BAA Southampton
Southampton Airport
Hampshire
SO18 2NL
Tel 023 8062 0021

BAA Safeguarding Team
Group Airport Planning and Environment
First Point
Buckingham Gate
Gatwick Airport
West Sussex  RH6 0NT
Tel 01293 507756
NATS En-Route Ltd
Nav, Spectrum and Surveillance
Room NG1, Spectrum House
Gatwick Airport South
West Sussex
RH6 0LG
Tel. 01293 576448

NATS (Services) Ltd
Technical Safeguarding
Room 101, Control Tower Building
Heathrow Airport
Hounslow
Middlesex TW6 1JJ

Civil Aviation Authority
Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex RH6 0YR
Tel. 01293 573264

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