

Hamble-le- Rice Parish Council  
**PLANNING COMMITTEE MEETING**

Monday 28<sup>th</sup> October 2019 at 7.00pm

at The Mercury Library & Community Hub, High Street, Hamble SO31 4JE

This meeting is open to members of the public.

**AGENDA**

1. **Welcome**
  - a. Apologies for absence
  - b. Declaration of interest and approved dispensations
  - c. Approve minutes
2. **Public Session**
3. **EBC Local Plan Open Space Policy156**
4. **Pill Box on Satchell Lane**
5. **Eastleigh Borough Council Air Quality Consultation**
6. **Equestrians in Hampshire**

**APPLICATIONS WITHIN HAMBLE PARISH**

7. **T/19/86363 - MITCHELL POINT, ENSIGN WAY, HAMBLE**  
4 no. Scots Pine (G1) - Crown lift to 3 metres above ground.  
**Consultation Ended: 08/10/2019 (for noting)**
8. **F/19/86117 - South Point 2, Ensign Way, Hamble, SO31 4RF**  
New windows at first floor level to the north east elevation of the SP2 building.  
**Consultation Ended: 11/10/2019 (for noting)**
9. **H/19/86520 - 7 OYSTER QUAY, HIGH STREET, HAMBLE, SO31 4BQ**  
Extension and alterations to rear balcony.  
**Consultation Ends: 01/11/2019**
10. **H/19/86640 - 38 BARTON DRIVE, HAMBLE, SO31 4RE**  
Single storey rear extension following removal of existing conservatory.  
**Consultation Ends: 08/11/2019**
11. **NC/19/86585 - LAND AT CORNER OF GREEN LANE AND SCHOOL LANE**  
LAND AT CORNER OF GREEN LANE AND SCHOOL LANE.  
**Application by Hamble Parish Council**  
**Consultation Ends: 12/11/2019**

**APPLICATIONS OUTSIDE HAMBLE PARISH**

12. **F/19/86469 - PILE V24-25, MID STREAM HAMBLE RIVER, BURSLEDON, SO31 8DN**  
Installation of 1no. pontoon between piles V24 -25 in midstream River Hamble opposite the Jolly Sailor.  
**Consultation Ends: 08/11/2019**

**DECISIONS**

13. **H/19/86231 - 27 OLD PRIORY CLOSE, HAMBLE, SO31 4QP**  
Single storey rear and side extension.  
**DECISION: Permit - 2 Oct 2019 (Delegated Decision)**
14. **F/19/86075 - JENNY'S CAFE, HIGH STREET, HAMBLE, SO31 4HA**  
Retention of rear outdoor customer area for cafe comprising three level paved terrace, open sided gazebo, tables and chairs, storage shed and associated landscaping (retrospective application).  
**DECISION: Permit - 03/10/2019 (Local Area Committee)**

15. **T/19/86363 - MITCHELL POINT, ENSIGN WAY, HAMBLE**  
4 no. Scots Pine (G1) - Crown lift to 3 metres above ground.  
**DECISION: Consent To Tree Works - 11 Oct 2019 (Delegated Decision)**
16. **H/19/85826 - 26 CROWSPORT, HAMBLE, SO31 4HG**  
Single storey front and side extensions and alterations to roof and fenestration.  
**DECISION: Refuse Planning Permission For - 15 Oct 2019 (Delegated Decision)**
17. **F/19/85302 - Land off the B397, Hound, Hampshire, SO31 5FT**  
Installation of battery standby energy facility consisting of 13No. structures within a compound surrounded by 2.4 metre high security fence.  
**DECISION: Permit - 26/09/2019 (Local Area Committee)**
- Exempt Business** - To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 in respect of the following items of business on the grounds that it is likely to involve the disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.
18. **Enforcement Cases**

**Dated:** 23<sup>rd</sup> October 2019    **Signed:** *Amanda Jobling*, Clerk to Hamble Parish Council#

**UPCOMING PARISH COUNCIL MEETINGS**

Asset Management Committee – Tuesday 5th November, 8.30am at The Roy Underdown Pavilion

Full Council – Monday 11<sup>th</sup> November, 7pm at The Mercury

Planning Committee – Monday 25<sup>th</sup> November, 7pm at The Mercury

**OTHER UPCOMING PUBLIC MEETINGS**

**Local Area Committee Meetings**

Thursday 21<sup>st</sup> November, 6pm at Hamble Primary School

**Minutes of Planning Committee Meeting held at 7pm on Monday 23<sup>rd</sup> September 2019 at The Mercury Library and Community Hub, High Street, Hamble.**

**Present:** Cllr I Underdown (Chair), Cllr J Dajka, Cllr T Dann, Cllr D Rolfe, Cllr Ryan and Cllr A Thompson

**In Attendance:** Clerk

Minute reference is 23092019 + the agenda item number

<b>1. Welcome</b>	
<b>a. Apologies for absence</b>	Received during the meeting from Cllr Nesbit-Bell
<b>b. Declaration of interest and approved dispensations</b>	Cllr Dajka in relation to item 28
<b>c. Approve minutes</b>	Minutes of the last meeting were agreed. Proposed Cllr Rolfe and Seconded Cllr Thompson and the minutes were signed.
<b>2. Public Session</b>	None
<b>3. GE Aviation Update</b>	The Clerk feedback from the recent team meeting held with EBC at the start of the month at which the Chair of the LAC confirmed that the application was unlikely to be ready for further consideration until Jan 2020 at the earliest.
<b>4. Land at Satchell Lane – Judicial Review Decision</b>	A copy of an email from Andy Grandfield was circulated to all members following the last Council meeting. The email set out EBC's view of the decision and also an explanation as to why the decision had not been communicated to the parish in a timely fashion.
<b>5. Eastleigh Borough Council Local Plan: Examination Hearing Sessions</b>	The Clerk outlined the key dates for the EBC hearing which will start on Thursday 21 <sup>st</sup> November at Botleigh Grange Hotel. The final week of the examination will start the week commencing 28 <sup>th</sup> Jan 2020. The advice note from the Examination Office was available for reference. The Committee noted and approved the Clerk and Deputy Clerk's attendance at the start of the hearings.
<b>6. Policy 156: Open Space</b>	The Clerk outlined the discussion about the pending response from Andy Grandfield at the Team Meeting.
<b>7. England Coastal Path: Submission</b>	A copy of the response to the consultation was taken to Council and should be noted by this Committee.
<b>8. Signage Project</b>	A copy of the report carried out by Cllrs Thompson and Dajka was sent to HCC and have been assured that it will be shared with the relevant departments. In the meantime, the Local Area Committee at EBC have also agreed to be involved and the report will be sent to the next team meeting for discussion. The Clerk also confirmed that the position for the sign for the entrance to the parish had been agreed with HCC and a cost was now being sought.
<b>9. Hamble Lane: Traffic Survey</b>	The Committee noted the final information provided by WYG on traffic flows. The Committee recognised the value of the information for future work including planning applications, policy work and the Neighbourhood Plan. The committee requested that copies should be forwarded to HCC and EBC but they should be asked not to share it outside of their organisation. The Committee also requested that Cllr D Airey be invited to attend a future meeting given his portfolio links. Allied to the discussion Members raised concerns about air quality and how the survey could help with this. The Chair identified the current consultation that EBC were running and that the item would be included on the Council agenda for October.

Signed by the Chair:

Date:

10. <b>Note Delegated Authority Decisions Made Over Summer Recess</b>	The applications were noted.
<b><u>APPLICATIONS WITHIN HAMBLE PARISH</u></b>	
11. <b>F/19/85302 -Land off the B397, Hound, Hampshire, SO31 5FT</b> Installation of battery standby energy facility consisting of 13No. structures within a compound surrounded by 2.4 metre high security fence. <b>Consultation Ends: 18/09/2019</b> (extension granted for PC comments)	<p>Members discussed the importance of promoting and supporting renewable energy but despite this had concerns. In the light of the NPPF policy and EBC's countryside policy they sought clarification on the definition of utility and whether this was closed as such. Several members felt that the provision of this type of facility was better placed within a brownfield or employment zoned area rather than in the countryside especially given that it was also part of the Local Gap. It was recognised that the form of structure that was proposed was industrial in nature and the screening that was suggested was unlikely to obscure it completely from the road. Although acoustic measures were planned there remained outstanding issues that had not been dealt with that could create harm to adjoining properties. On balance the weight of harm generated by the proposals in terms of inappropriate and visual intrusion in the countryside, the policy contradiction and acoustic issues were enough to outweigh the benefit arising from the facility.</p> <p>Proposed Cllr Underdown and seconded Cllr Dajka and the committee resolved to oppose the application for the reasons outlined above. Cllr Thompson abstained and requested that it be recorded.</p>
12. <b>H/19/86231 - 27 OLD PRIORY CLOSE, HAMBLE, SO31 4QP</b> Single storey rear and side extension. <b>Consultation Ended: 12/09/2019</b> (extension granted for PC comments)	<p>The Committee considered this application and raised concerns about both the design of the extension and the materials being used. They felt that it would create an unattractive and incongruous feature at odds with the appearance of the house and neighbouring properties and detrimental to the character and pattern of development within the locality. As the deadline had passed they agreed that their comments should be feedback without a formal decision on the application.</p>
13. <b>L/19/86285 &amp; F/19/86236 - FLAT 11, HAMBLE CLIFF HOUSE, WESTFIELD COMMON, HAMBLE, SO31 4HY</b> Addition of kitchen extraction flue to rear of roof parapet and internal alterations. <b>Consultation Ends: 28/09/2019</b>	<p>As the changes were to the internal layout of the property and did not make changes to the historic fabric of the building and the flue was not visible, they agreed to make no comment on the application.</p>
<b><u>DECISIONS</u></b>	
14. <b>H/19/85658 – 28 Old Priory Close, Hamble, SO31 4QP</b> Lawful Development Certificate - Existing Use as Private storage of boats and equipment. <b>DECISION: 10/07/19 -</b>	<p>The description on the agenda is incorrect. The description should have read:</p> <p>Demolition of existing conservatory with replacement single-storey rear extension and alterations to the front elevation by way of rendering part existing brickwork, replacement window and new suspended porch canopy.</p>

	<b><u>Permit (Delegated Decision)</u></b>	
15.	<b>H/19/85789 – 110 Hamble Lane, Hamble, SO31 4HT</b> Demolition of existing garage, erection of new double garage and store building. <b><u>DECISION: 30/07/19 - Permit (Delegated Decision)</u></b>	Noted
16.	<b>T/19/85895 - 24 BARTON DRIVE, HAMBLE, SO31 4RE</b> Sycamore (G1) - Reduce overhang back to boundary to suitable growth points 1 no. Sycamore (T1) - Fell and replace with suitable species. <b><u>DECISION: 05/08/19 - Part Consent Part Refuse Trees (Delegated Decision)</u></b>	Noted
17.	<b>LDC/19/85841 - 26 CROWSPORT, HAMBLE, SO31 4HG.</b> Lawful Development Certificate for an existing use: Existing Terrace to be used as Terrace. <b><u>DECISION: 07/08/19 - CLUED - Certificate Not Issued Delegated Decision</u></b>	Noted
18.	<b>H/19/85917 - 28 BARON ROAD, HAMBLE, SO31 4RN</b> Single storey side extension/ rear garden flat roof extension to provide accessible bedroom with internal alterations forming wetroom. <b><u>DECISION: 09/08/19 - Permit (Delegated Decision)</u></b>	Noted
19.	<b>H/19/85957 - 54 COACH ROAD, HAMBLE, SO31 4LA</b> Single storey extension to side. <b><u>DECISION: 09/08/19 -</u></b>	Noted

	<b><u>Permit (Delegated Decision)</u></b>
<p>20. <b>H/19/85079 - 9 KINGFISHER CLOSE, HAMBLE, SO31 4PE</b>          Raise roof ridge to provide second floor living accommodation with associated rear dormer, extension of first floor rear balcony and alterations to fenestration to south elevation.  <b><u>DECISION: 12/08/19 - Permit (Delegated Decision)</u></b></p>	Noted
<p>21. <b>T/19/86006 - 29 OLD PRIORY CLOSE, HAMBLE, SO31 4QP</b>          Proposal1 no. Horse Chestnut (T1) - Fell.  <b><u>DECISION: 16/08/2019 - Consent To Tree Works For (Delegated Decision)</u></b></p>	Noted
<p>22. <b>H/19/86060 - 44 BARTON DRIVE, HAMBLE, SO31 4RE</b>          Erection of a car port.  <b><u>DECISION: 21/08/2019 – Permit (Delegated Decision)</u></b></p>	Noted
<p>23. <b>NC/19/86118 - ORCHARD LODGE, SCHOOL LANE, HAMBLE, SO31 4JD</b>          1 no. Holly (T1) - Crown lift to give a 1.5 metre clearance over the garage. Reduce the lateral growth only on Orchard Lodge property side by up to 1.5 metres.  <b><u>DECISION: 27/08/2019 – Raise No Objection To</u></b></p>	Noted
<p>24. <b>F/19/85997 - South Point 3 (SP3), Hamble Lane, Hamble, SO31 4NH</b>          Siting of water treatment plant and enclosure within existing site.  <b><u>DECISION: 28/08/19 -</u></b></p>	Noted

<u>Permit (Delegated Decision)</u>	
<p>25. <b>T/19/86124 - 4 SYLVAN LANE, HAMBLE, SO31 4QG</b> 1 no. Holm Oak - reduce lateral growth away from property by 2.5m and reduce canopy height by 4m. <b><u>DECISION:</u></b> <b><u>02/09/2019 - Part Consent Part Refuse Trees (Delegated Decision)</u></b></p>	Noted
<p>26. <b>H/19/86074 - 9 WESTFIELD COMMON, HAMBLE, SO31 4LB</b> Single story side extension in replacement of existing garage. <b><u>DECISION:</u></b> <b><u>11/09/2019 – Permit (Delegated Decision)</u></b></p>	Noted
<p>27. <b>LDC/19/86058 - Barncroft, Corner, Hamble, SO31 4RZ</b> Lawful Development Certificate - Existing Use as Private storage of boats and equipment. <b><u>DECISION:</u></b> <b><u>13/09/2019 - CLUED - Certificate Not Issued</u></b></p>	Noted
<p><b><u>Exempt Business</u></b> - To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 in respect of the following items of business on the grounds that it is likely to involve the disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.</p>	<p>Cllr Underdown Proposed and Cllr Rolfe seconded and It was resolved to move into Exempt business</p> <p><i>The matters discussed were (28) Well Lane and (29) Enforcement Cases.</i></p>

Meeting ended at 20.28

Signed by the Chair:

Date:



Draft



# Air Quality Action Plan 2020 - 2025

Eastleigh Borough Council

EASTLEIGH HOUSE



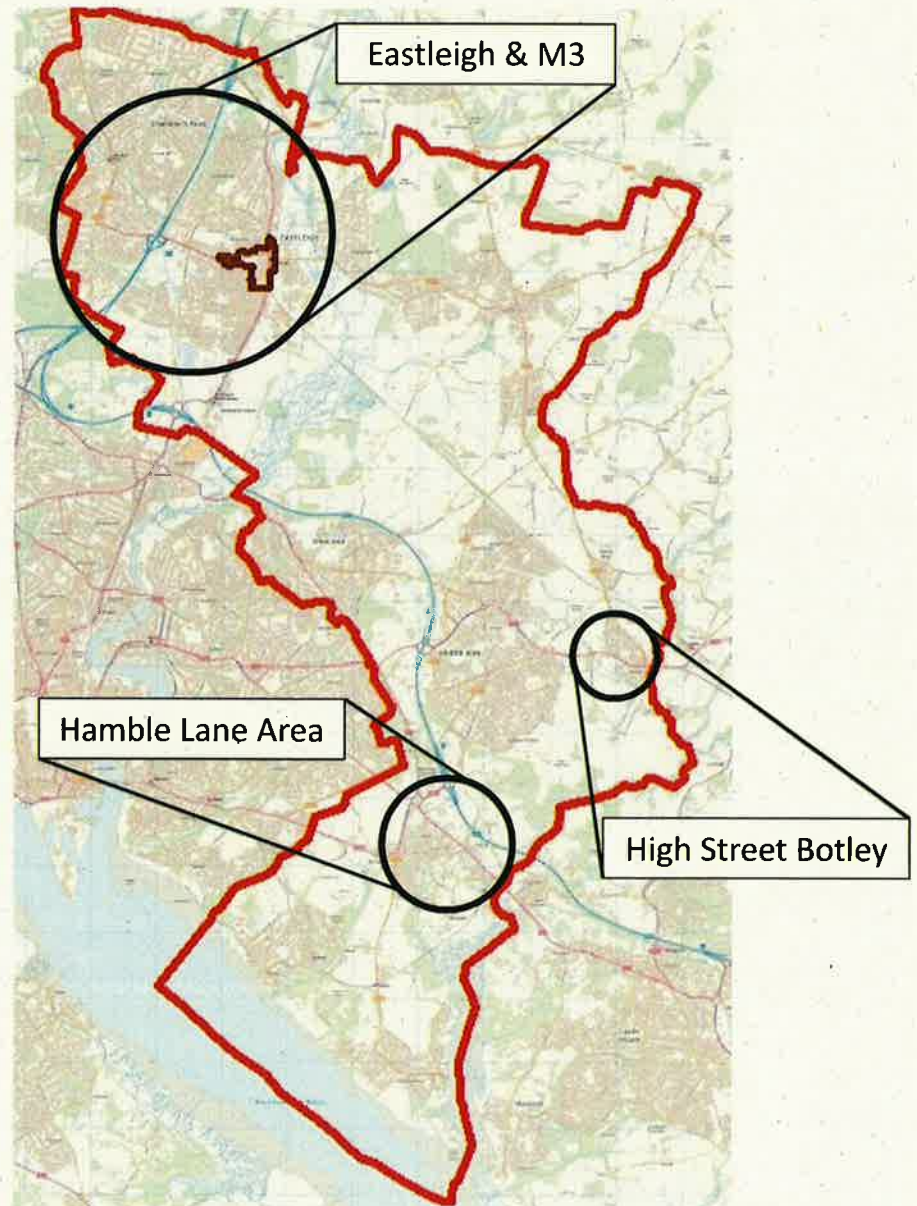


This document is a summary of proposed actions for a new Air Quality Action Plan, which will aim to improve air quality in Eastleigh Borough from 2020 to 2025. Once you have read the document you will have the chance to comment and provide us with your thoughts.

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## Introduction

Eastleigh Borough Council is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health and wellbeing. The Council recently declared a climate change and environment emergency and this plan is one of the initiatives that will support this work. As part of the Council's responsibility to review and assess air quality across the Borough there is a long history of monitoring and delivering initiatives to tackle air quality issues. Air pollution is made up of many components, with nitrogen dioxide, ozone and particulate matter being the most important. Sources of these include transport, industrial processes and the heating of businesses and homes including solid fuel burning. Air pollution levels are compared to objective levels set by the government, and where pollutant concentrations exceed these levels an Air Quality Management Area (AQMA) must be declared and an Air Quality Action Plan produced, which details actions aimed at reducing pollutant levels to below the objective.



## Current air quality in Eastleigh Borough

There are currently four AQMAs in Eastleigh Borough:

- ▶ Eastleigh (includes Southampton Road, Romsey Road & Leigh Road)
- ▶ M3 (from Junctions 12 to 14)
- ▶ High Street Botley
- ▶ Hamble Lane Area

The individual Air Quality Action Plans in place for each of these are due for review and the Council is taking the opportunity to align these into a single Borough-wide plan.

The Council measures pollution levels both in the AQMAs and across the wider Borough. Results of this monitoring can be found [here](#).

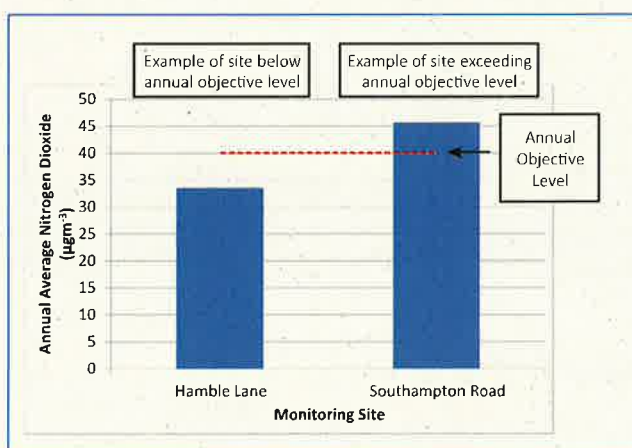
These AQMAs have all been declared due to the levels of nitrogen dioxide exceeding the annual objective of  $40\mu\text{g m}^{-3}$ . Road transport is the most significant contributor to nitrogen dioxide levels in Eastleigh Borough. Long term trends in nitrogen dioxide have been studied, looking at levels over five years or more. Concentrations of nitrogen dioxide are decreasing at most sites, but many areas haven't



Air quality monitoring station

improved as much as expected and concentrations are still higher than the objective level in a number of places.

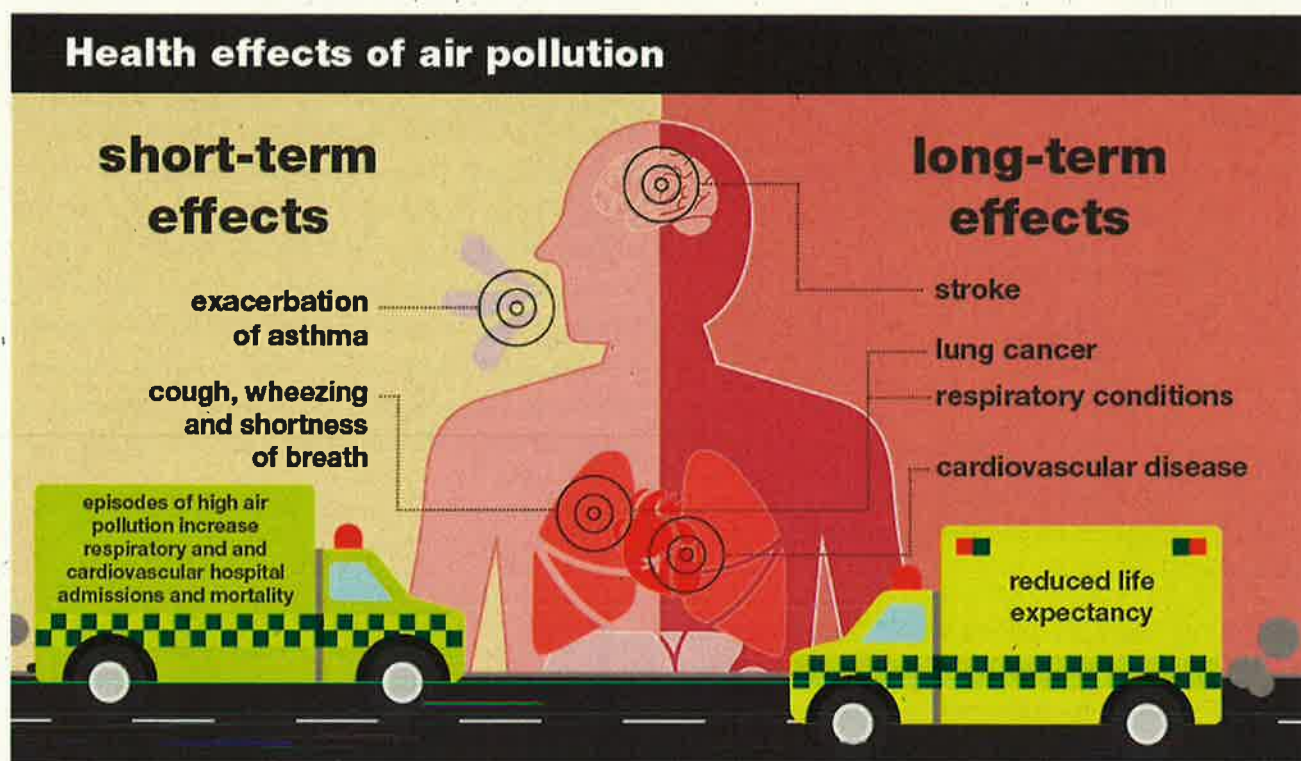
These locations are within the Eastleigh AQMA and Hamble Lane AQMA. In the case of Hamble Lane, a new area with levels higher than the objective has recently been confirmed, resulting in extension of this AQMA. Even though recent results from Botley High Street and the M3 corridor have not been higher than the objective, we continue to monitor pollution levels in these areas to support our work to further improve air quality. The actions in this plan will be essential for tackling the air pollution problem in Eastleigh Borough.



## The health effects of air pollution

Air pollution is associated with a number of adverse health impacts and has been found to be the largest environmental risk to public health in the UK, highlighting the importance of taking action on this issue. Exposure to air pollution over short timescales can cause respiratory issues and long term exposure contributes to cardiovascular and respiratory diseases, ultimately reducing life expectancy. Poor air quality particularly affects those with existing respiratory issues, such as asthma, as well as disproportionately impacting on children and older people. Objective levels have been set to apply at locations where members of the public risk exposure, primarily frontages of residential properties, schools and hospitals.





[www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution](http://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution)

## The action plan

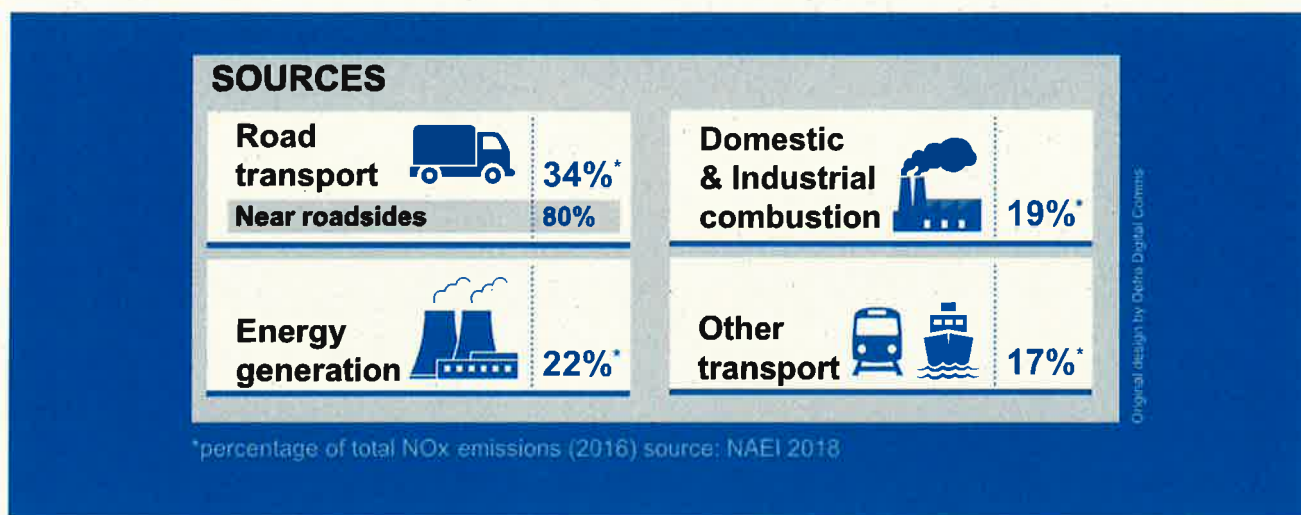
This action plan builds on previous local action plans, with both existing actions and the addition of new ideas. The following 'Proposed Actions' tables show a list of these. They are aimed at the time period 2020 to 2025, but the plan will be kept updated and progress will be reported on a regular basis throughout this period before undergoing a full review when it comes to an end. As road traffic is the major contributor to air pollution in Eastleigh Borough, actions are mainly based around reducing vehicle emissions and encouraging other methods of travel. Although the focus is on areas with the highest exposures, the whole Borough is included as we recognise that these actions will impact the wider area and to ensure we take account of the connectivity between the issues faced in each location. Therefore the proposed actions list contains both overarching actions (grouped by Council theme) and targeted actions for individual locations (grouped by area).

To identify the most appropriate actions consideration must be given to:

- ▶ the likely impact on pollution levels
- ▶ any associated effects
- ▶ cost of implementation
- ▶ implementation timescale
- ▶ feasibility of implementation

Actions included below are expected to have a positive impact on air quality but include a mixture of funded projects, longer term aspirations where resources are not yet in place and schemes that require commitment from other public and private sector organisations.

To effectively tackle air pollution with this action plan, the Council, residents, businesses and other local groups and organisations all have a role to play. This is why it is important to have your input in creating a dynamic plan which everyone will work together to achieve.



Government Clean Air Strategy 2019

## Give us your views

For information on the consultation and to comment by filling out the questionnaire, please visit:

[www.eastleigh.gov.uk/airquality](http://www.eastleigh.gov.uk/airquality)

**The questionnaire will be open from 2 September 2019 – 11 October 2019**

If you require a paper copy of the plan and questionnaire, please contact:

[environmental.healthdirect@eastleigh.gov.uk](mailto:environmental.healthdirect@eastleigh.gov.uk)

**There will also be two open evenings during the consultation period where you will be able to ask questions and discuss the plan with us. These drop-in sessions will be:**

**Tuesday 17 September**  
**5pm – 8pm**

Eastleigh House, Upper Market Street,  
Eastleigh SO50 9RD

**Monday 23 September**  
**3pm – 6:30pm**

Pilands Wood Centre, Chamberlayne  
Road, Bursledon SO31 8DT

## Proposed actions



Environment		
Action	Organisations Involved	Key Performance Indicator
Monitor pollutant concentrations across the Borough, including: <ul style="list-style-type: none"> <li>• Replacement of old analysers</li> <li>• New analysers to measure extra pollutants</li> <li>• New monitoring locations</li> <li>• Trial of innovative low cost sensors</li> </ul>	Eastleigh Borough Council External partners	% data capture for each calendar year Extended range of pollutants and number of locations monitored by 2022 Low cost sensor trial completed and findings reported to DEFRA by June 2020
Work in partnership with other Councils and key groups	Eastleigh Borough Council Hampshire County Council Neighbouring authorities Local interest groups	Regular meetings held
Promote the use of electric vehicles and develop a network of publically available electric vehicle charging points across the Borough	Eastleigh Borough Council	Number of charging points added by 2025



Transport		
Action	Organisations Involved	Key Performance Indicator
Create a walking and cycling strategy to promote and encourage travel by these methods	Eastleigh Borough Council	Completion of strategy by April 2020
Continue to improve and extend the walking and cycling network in line with the new walking and cycling strategy	Eastleigh Borough Council Hampshire County Council Developers	Length of cycle path added Pedestrian schemes completed



Transport		
Action	Organisations Involved	Key Performance Indicator
Run campaigns aimed at reducing the number of single occupancy cars on the Borough's roads	Eastleigh Borough Council	Number of campaigns run Number of people engaged
Work in partnership to improve public transport services by <ul style="list-style-type: none"> <li>- improving routes and services</li> <li>- increasing the number of users</li> <li>- reducing vehicle emissions</li> <li>- securing sources of funding</li> </ul>	Eastleigh Borough Council Hampshire County Council Southampton City Council Rail operators Public transport providers Developers	Number of supported services Number of public transport users Proportion of buses classed EURO VI
Work with taxis and other licensed operators to reduce emissions	Eastleigh Borough Council Southampton City Council Taxi operators	Number of low emission taxi grants awarded
Promote and expand car clubs	Eastleigh Borough Council	Number of new car club locations
Increase availability of bicycle hire schemes	Eastleigh Borough Council External partners	Availability of hire schemes
Consult on encouraging ownership of low emission vehicles through differential parking charges	Eastleigh Borough Council	Consultation outcome by 2022
Use low cost sensor study to understand relationships between traffic movements and air quality to influence future road management and design	Eastleigh Borough Council Hampshire County Council	Availability of air quality and traffic data to be used as evidence
Engage with Hampshire County Council and Highways England on their highways improvement schemes to ensure they support our work on air quality	Hampshire County Council Highways England	Completion of highways improvement schemes



### Health & Social Policy

Action	Organisations Involved	Key Performance Indicator
<p>Increase public awareness of air quality issues and the benefits of an active lifestyle through:</p> <ul style="list-style-type: none"> <li>the Council's website</li> <li>the 'airAlert' service</li> <li>events</li> <li>campaigns</li> </ul>	<p>Eastleigh Borough Council</p> <p>Hampshire County Council</p> <p>Local interest groups</p>	<p>Number of campaigns run</p> <p>Number of people engaged</p> <p>Number of people subscribed to airAlert</p>
<p>Carry out school projects and campaigns including:</p> <ul style="list-style-type: none"> <li>travel planning</li> <li>temporary road closures</li> <li>monitoring projects</li> <li>clean air campaigns</li> </ul>	<p>Eastleigh Borough Council</p> <p>Southampton City Council</p> <p>Hampshire County Council</p> <p>Public transport operators</p>	<p>Number of schools taking part</p> <p>Number of School Streets road closure events held</p>
<p>Provide information and advice on the use of solid fuel burners</p>	<p>Eastleigh Borough Council</p> <p>External partners</p>	<p>Number of campaigns run</p> <p>Number of people engaged</p>



### Housing

Action	Organisations Involved	Key Performance Indicator
<p>Ensure that development adheres to policies set out in the emerging Local Plan relating to air pollution impacts and supports high quality sustainable development, particularly for developments in or close to AQMAs. These could include:</p> <ul style="list-style-type: none"> <li>electric vehicle charging points</li> <li>parking policies</li> <li>low NOx boilers</li> <li>landscaping</li> <li>walking and cycling facilities</li> </ul>	<p>Eastleigh Borough Council</p> <p>Developers</p>	<p>Managed impact on air pollution</p> <p>Sustainability of new developments</p>



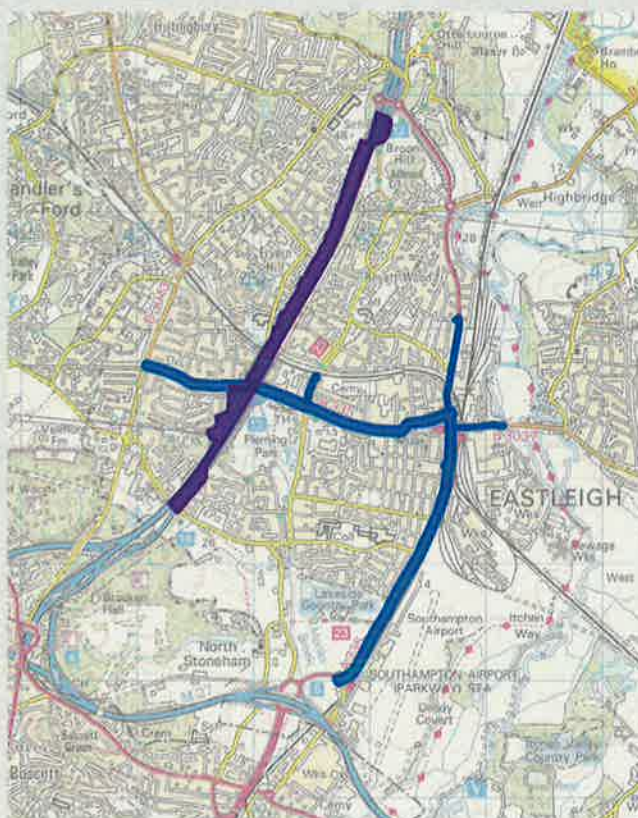
## Economy & Regeneration

Action	Organisations Involved	Key Performance Indicator
Eastleigh Borough Council will work to <ul style="list-style-type: none"> <li>• reduce business mileage</li> <li>• reduce vehicle fleet emissions</li> <li>• promote sustainable travel choices to staff, Councillors and visitors through travel planning</li> </ul>	Eastleigh Borough Council	Number of business miles saved  Amount of diesel and petrol purchased  Number of low emission vehicles in use
Work with local businesses to reduce their emissions through: <ul style="list-style-type: none"> <li>• fleets</li> <li>• deliveries</li> <li>• staff travel plans</li> <li>• delivery service planning</li> </ul>	Eastleigh Borough Council  Local businesses  External partners	Number of businesses involved in projects
Support and encourage businesses to adopt flexible working practices through improved connectivity	Eastleigh Borough Council  Local businesses	Number of businesses engaged
Work with Southampton Airport to minimise the impact of their operations on air quality	Eastleigh Borough Council  Southampton Airport	Number of meetings attended  Staff and visitor travel plans in place





## Local Area: Eastleigh



### Eastleigh AQMA

Declared in 2005. Follows the A335 Southampton Road, Romsey Road & Leigh Road.

Amended in 2015 to extend a short way along Woodside Avenue, Twyford Road & Bishopstoke Road

### M3 AQMA

Declared in 2006. Covers an area extending either side of the M3 motorway, from junctions 12 to 14.



## Local Area: Eastleigh

Action	Organisations Involved	Key Performance Indicator
Further study to learn more about the proportion of different vehicles by age and type in Eastleigh	Eastleigh Borough Council Consultants	Completion of study by 2021
Carry out trial of innovative monitoring equipment	Eastleigh Borough Council External partners	Data collected for key junctions in Eastleigh
Consider pedestrianisation of Market Street, initially as a temporary event	Eastleigh Borough Council	Temporary closure event organised by June 2020 Impact of closure assessed by December 2020
Install electric vehicle charging points to include: <ul style="list-style-type: none"> <li>Aldi, Chestnut Retail Park</li> <li>Romsey Road Car Park, Upper Market Street.</li> </ul>	Eastleigh Borough Council	Two charge points installed by 2020 Number of charge points installed by 2025

Local Area: Eastleigh		
Action	Organisations Involved	Key Performance Indicator
Continue to seek approval and funding for the Chickenhall Lane Link Road	Eastleigh Borough Council Hampshire County Council Department for Transport	Link road approved

## Local Area: Chandler's Ford & Hiltingbury

Local Area: Chandler's Ford & Hiltingbury		
Action	Organisations Involved	Key Performance Indicator
Provide an off road cycle/pedestrian route along Hut Hill, linking Chandler's Ford with Chilworth	Hampshire County Council	Completion of scheme by 2021
Consider potential locations and funding sources to install electric vehicle charging points	Eastleigh Borough Council External partners	Number of new charge points installed
Investigate expanding Co-Wheels electric vehicle locations to Chandler's Ford	Eastleigh Borough Council	New Co-Wheels location in Chandler's Ford

## Local Area: Bishopstoke, Fair Oak & Horton Heath

Local Area: Bishopstoke, Fair Oak & Horton Heath		
Action	Organisations Involved	Key Performance Indicator
Improve traffic flow and increase facilities for active travel along Bishopstoke Road	Eastleigh Borough Council Hampshire County Council	Completed traffic study by Spring 2020 Improvements implemented
Consider potential locations and funding sources to install electric vehicle charging points	Eastleigh Borough Council External partners	Number of new charge points installed
Use the development at Horton Heath as an opportunity to promote sustainable practices	Eastleigh Borough Council	Number of sustainable initiatives implemented in development



## Local Area: Hedge End, West End & Botley



### High Street Botley AQMA

Declared in 2011. An area covering a number of properties along High Street from the Maypole roundabout to the Winchester Street junction.



### Local Area: Hedge End, West End & Botley

Action	Organisations Involved	Key Performance Indicator
Investigate expanding Co-Wheels electric vehicle locations to Botley	Eastleigh Borough Council	New Co-Wheels location in Botley
Consider potential locations and funding sources to install electric vehicle charging points	Eastleigh Borough Council External partners	Number of new charge points installed
Delivery of Botley Bypass scheme	Hampshire County Council	Works commence by 2021 Completion of Bypass
Following completion of Botley Bypass, reduce HGVs using High Street	Eastleigh Borough Council Hampshire County Council	Number of HGVs on Botley High Street

## Local Area: Bursledon, Hamble-le-Rice & Hound



### Hamble Lane Area AQMA

Declared in 2006 to cover an area covering a number of properties along Hamble Lane between the junctions with Jurd Way and Portsmouth Road.

Amended in 2011 to extend north to Windhover roundabout.

Amended in 2019 to include Windhover roundabout and the A27 to the river Hamble.



## Local Area: Bursledon, Hamble-le-Rice & Hound

Action	Organisations Involved	Key Performance Indicator
Further study to learn more about the proportion of different vehicles by age and type in the Hamble Lane Area AQMA	Eastleigh Borough Council Consultants	Completion of study
Liaise with neighbouring local authorities on their activities on the A27	Eastleigh Borough Council Southampton City Council Fareham Borough Council	Information sharing
Work to increase the number of people using Hamble, Netley and Bursledon railway stations	Eastleigh Borough Council Community Rail Partnership	Number of people using stations
Investigate expanding Co-Wheels electric vehicle locations to Hamble	Eastleigh Borough Council	New Co-Wheels location in Hamble



### Local Area: Bursledon, Hamble-le-Rice & Hound

Action	Organisations Involved	Key Performance Indicator
Highway improvements for Hamble Lane	Hampshire County Council	Completion of scheme
Highway improvements for M27 J8 and Windhover Roundabout	Highways England	Works commence by March 2020 Completion of scheme
Consider potential locations and funding sources to install electric vehicle charging points	Eastleigh Borough Council External partners	Number of new charge points installed
Improve air circulation along Hamble Lane and the A27 through the management of trees	Eastleigh Borough Council Hampshire County Council	Completion of scheme by 2023

# Eastleigh Borough Council NO<sub>2</sub> Diffusion Tube Survey

## NOTES:

- To protect our health the government have set a national objective for the annual average NO<sub>2</sub> concentration at 40 micrograms per cubic metre of air (40 µg m<sup>-3</sup>)
- Tubes are deployed, analysed and adjusted in accordance with Local Air Quality Management (LAQM) guidance  
<http://laqm.defra.gov.uk/>
- Bias adjustment factors are calculated by the National Diffusion Tube Bias Adjustment Spreadsheet **VERSION: 09/18**  
<https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>
- Tubes are assigned (A), (B) or (C) where grouped as duplicates or triplicates
- Site Type: R = Roadside, UB = Urban Background, I = Industrial

			YEAR: 2019												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Un -Adjusted **
HL	Hamble Lane	R	37.29	44.68	18.14	23.18	31.08	34.48	42.91	21.93					31.71
HL2	Hamble Lane 2	R	51.94	47.64	27.55	39.46	39.51	40.61	30.81	Missing					39.65
HL3	Hamble Lane 3	R	30.56	29.98	10.97	23.76	Error	34.30	18.86	16.84					23.61
			YEAR: 2018												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Adjusted (Factor = 0.93)
HL	Hamble Lane	R	45.28	33.82	Error	31.13	34.59	31.73	41.02	32.42	36.85	47.92	28.78	33.59	33.58
HL2	Hamble Lane 2	R	43.82	40.26	47.30	46.79	48.24	44.12	Missing	38.43	42.05	34.32	38.00	40.63	39.23
CP	Coronation Parade (Hamble) *	R	28.41	Closed	-	-	-	-	-	-	-	-	-	-	26.42
BC	Beech Close (Hamble)*	UB	20.66	Closed	-	-	-	-	-	-	-	-	-	-	19.22
HL3	Hamble Lane 3**	R	-	-	-	-	-	-	-	-	-	27.07	26.67	24.61	22.06
* Short period monitoring site- not annualised															
**Data capture <75% Annualised in accordance with LAQM TG(16)															
			YEAR: 2017												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Adjusted (Factor = 0.87)
HL	Hamble Lane	R	Missing	46.64	36.05	38.33	28.73	33.80	30.75	37.50	39.50	25.48	56.27	47.68	33.28
HL2	Hamble Lane 2	R	67.32	56.92	47.59	39.86	41.10	48.52	48.09	46.52	46.45	40.44	44.71	56.23	42.32
CP	Coronation Parade (Hamble) * **	R	-	-	-	-	-	-	-	23.40	22.20	26.15	27.64	28.00	24.82
BC	Beech Close (Hamble)* **	UB	-	-	-	-	-	-	-	15.89	Missing	19.23	22.94	21.54	18.49
* Short period monitoring site															
**Data capture <75% Annualised in accordance with LAQM TG(16)															
			YEAR: 2016												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Adjusted (Factor = 0.92)
HL	Hamble Lane	R	39.62	Missing	48.11	33.58	34.07	33.86	Missing	37.09	38.22	38.50	41.40	56.73	36.91
HL2	Hamble Lane 2	R	45.00	Missing	35.92	44.97	53.53	bmpromis	45.09	Missing	Missing	46.58	54.04	61.42	40.01
			YEAR: 2015												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Adjusted (Factor = 0.87)
HL	Hamble Lane	R	46.35	Missing	38.56	27.30	30.94	43.10	33.17	38.15	Missing	35.59	39.16	35.10	31.97
HL2	Hamble Lane 2	R	39.49	Missing	Missing	4.47	Missing	43.04	31.81	40.91	37.92	46.40	36.71	34.28	30.45
			YEAR: 2014												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Adjusted (Factor = 0.92)
HL	Hamble Lane	R	47.58	34.63	42.06	42.39	39.74	43.01	39.95	34.38	39.67	41.68	34.07	38.89	36.65
HL2	Hamble Lane 2	R	35.01	42.84	44.52	45.59	36.70	44.99	46.33	33.79	47.35	39.02	37.84	37.17	37.65
			YEAR: 2013												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Adjusted (Factor = 0.95)
HL	Hamble Lane	R	45.50	16.61	35.00	32.35	37.31	32.65	40.11	40.23	34.89	34.40	60.21	31.90	34.93
HL2	Hamble Lane 2	R	46.06	40.34	35.77	34.31	34.10	39.66	41.11	45.70	36.47	38.58	47.95	38.33	37.87
			YEAR: 2012												Mean Annual Nitrogen Dioxide (µgm <sup>-3</sup> )
Site ID	Site Name	Site Type	Nitrogen Dioxide (µgm <sup>-3</sup> )												
			Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Adjusted (Factor = 0.96)
HL	Hamble Lane	R	49.72	51.86	47.21	43.51	43.19	35.80	38.43	42.74	46.81	44.59	51.06	57.04	44.16
HL2	Hamble Lane 2	R	34.42	51.76	51.52	50.84	33.12	32.47	43.42	45.77	48.74	44.31	51.55	28.67	41.33



# EQUESTRIANS in Hampshire

A **reference guide** for Transport,  
Planners, Developers and  
other decision makers

Hampshire  
Countryside  
Access Forum



## ROAD SAFETY

**3,863** horse riders and  
carriage drivers in England  
and Wales were admitted  
to hospital during 2016-  
2017 through transport  
related accidents

(source: NHS Hospital Episodes Statistics).

## £4.3 BILLION

The **contribution**  
made by the equine sector  
to the UK economy in  
2017 excluding the racing  
industry (source: [British  
Equestrian Trade Association](#)).  
£313,000,000 – the estimated  
annual contribution to  
Hampshire's local economy  
supporting many small  
businesses in Hampshire.

## EMPLOYMENT

Second **largest  
rural employer**  
after the agricultural sector  
in the UK

(source: [British Horse Industry  
Confederation 2017 Mid-Sector  
Manifesto](#)).



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**The Hampshire Countryside Access Forum (HCAF) is the Local Access Forum (LAF) for Hampshire, Portsmouth and Southampton. The Forum's statutory purpose under the Countryside and Rights of Way Act (CROW) 2000 is to advise local authorities and other bodies on access issues, both in the rural and urban environments. For their part, local authorities and others are required to take account of advice from HCAF.**

The Forum is independent of any council or interest group – it comprises local members of the public with a wealth of experience in aspects of countryside recreation and rights of way. Members are volunteers, appointed to represent an interest rather than a specific organisation. They are balanced between those who use public rights of way (PROW) (walkers, horse-riders, carriage drivers, cyclists, disabled users and vehicle users), those who provide access (farmers, land managers etc) and other interests (e.g. conservation, education). It is this wide range of interests that enables the Forum to provide balanced advice.

HCAF is concerned about the impacts of new developments in Hampshire on the PROW network, multi-user routes, accessible green space and carriageways that together enable residents and visitors to explore and enjoy the countryside on foot, cycle, horseback, etc. HCAF members in response to this concern have developed this guidance document, focused on equestrian needs.



# What this guidance is for

Hampshire is one of the most densely horse populated counties in England. Unlike the walking and cycling sectors, the benefit to the equestrian sector of the UK Government's 'Strategy for the Horse Industry in England and Wales' has not filtered down to local level as part of transport planning. This national government strategy, originally devised in 2005 and published in 2011 as part of the Coalition Manifesto, sets out to foster a robust and sustainable horse industry, increase its economic value, enhance the welfare of the horse, and develop the industry's contribution to the cultural, social, educational, health and sporting life of the nation.

**The Hampshire Countryside Access Plan (CAP) 2015-2025 sets out Hampshire County Council policies and actions to improve countryside access in Hampshire. It provides a high level vision of what is required for a range of users including equestrians. There is now a need to turn these aspirations into action to support the Government's strategy. This document sets out to help achieve this goal by:**

- Providing guidance to help decision makers to develop strategic local/transport plans and undertake master planning that includes the needs of equestrians.
- Guiding developers at an early stage in preparing planning applications and identifying opportunities to meet the needs of the equestrian community.
- Explaining why equestrian activities are important both to individuals and to the local economy, promoting a healthy lifestyle and individual well-being.
- Providing guidance on what decision makers can do to support the growth of the equestrian sector in Hampshire.
- Improving connectivity of the public rights of way (PROW) network which is one of the highest priorities identified in the CAP, together with more paths which can be used by cyclists and horse riders.
- Suggesting ways to improve safe road connections between the PROW network to minimise risk.
- Ensuring that Hampshire's Rights of Way network remains accessible to all.
- Acting as a tool to encourage co-ordination and effective working relationships between Hampshire County Council/District/Borough Councils and the equestrian community.

Driving for the Disabled

©Riding for the Disabled Association





# Key points - Why these are important to you

The UK Government's Strategy for the Horse Industry in England and Wales has eight aims, one of which is 'to increase access to off-road riding and carriage driving'. A conservative estimate of the number of horses, ponies and donkeys in Hampshire excluding the 5,500 New Forest Ponies (as at 2016) is 87,000. Feedback from local authorities has indicated that they would welcome more information about how they can be inclusive of equestrians in their work, engagement and consultation.

Summarised below are key points that have been identified through research as what is important and why:

- **Improved safety** – equestrians are legitimate, vulnerable road users - alternatives to road links between PROW and other off-road routes need to be considered, such as creating multi-user routes by managing the verges, creating parallel routes, etc.
- **Supporting Hampshire's economy** – equestrians are estimated to contribute at least £313,000,000 pa towards the local economy. Creating better and safer routes will encourage equestrian activity and increase business opportunities.
- **Rural employment** – many large and small rural businesses depend upon the equestrian sector in Hampshire. Nationally it is the largest rural employer after the agricultural sector and employs many individuals in both the urban as well as rural areas.
- **Working with the community** – consultation with local equestrians will identify where limited resources need to be targeted.
- **Creating opportunities** - access to the countryside and natural environment increases property desirability and supports healthy, fit communities. Horses connect people to Hampshire's rich landscape and a way of life.



- **Minimising risk** – increases in traffic volume and speeds should be evaluated and mitigated. Equestrians have the right to use roads between the PROW network and need to feel confident when doing so, particularly those that are relatively inexperienced.
- **Preserving and protecting Hampshire's heritage** – equestrian leisure activities are the most common equestrian pursuit. The PROW network provides a safe environment for equestrians and it is vital that it remains accessible, maintained and enhanced for future generations.
- **An inclusive approach** – equestrians, unlike other recreational users are not automatically included in the planning process.

# Key actions - What you can do

The Hampshire Countryside Access Forum recommends the following key actions to help meet the aspirations of Hampshire's CAP and the UK Government for more safe access to off-road riding and carriage driving:

## Policy

- Involve equestrians in developing local policies to ensure the equestrian community is linked into key areas of planning; transport; health and well-being; economy; community; tourism and environment, thereby meeting responsibilities to a legitimate vulnerable road user group and creating parity with other recreational users.
- Planners should ensure developers have complied with all planning conditions in relation to PROW and non-motorised routes ensuring, for example, that diverted PROW are completed and safe to use BEFORE development takes place.
- Investigate the importance of unmetalled, unclassified country roads (UUCRs) and other routes with public access (ORPAS) and how they can be better utilised and maintained to help connect the PROW network.

## Road Safety and Highways

- Provide horse crossings on busy carriageways ensuring that they are safe, clearly visible and fit for purpose.
- Consider using local highway authority powers to provide horse riders with the same legal rights to share routes on cycle ways and grass verges as other recreational users.
- Recognise that new utility routes, such as cycle ways, will also be used as recreational routes and that these should be addressed as integrated rather than as separate activities. They create an opportunity to provide safe links between PROW for horse riders.

## Engagement and Consultation

- Research and engage with local equestrian organisations (e.g. riding clubs, livery/training yards, the [British Horse Society](#), the [British Driving Society](#), other local equestrian access groups) either directly or indirectly at the pre-consultation stage to find out where people exercise their horses, ponies and donkeys and what their needs are.

## Improvements and New Connections

- Consider how the connection of urban and countryside routes can be improved through existing PROW, the creation of new multi-user routes for use by all non-motorised users and how the road network facilitates this connectivity. Consider, where practical, the upgrading of a PROW to allow horse riders and cyclists safer access through a site to connect to off-site routes.
- Provide adequate parking for horse transport at safe PROW network locations – many equestrians now have to transport their horses to ride them in safe areas due to the urbanisation of what were once rural locations in which they live and keep their equines.

## Management and Maintenance

- Ensure PROWs are maintained and when routes are subjected to traffic regulation orders on motorised vehicles consider how to avoid excluding non-motorised vehicles such as horse-drawn carriages. This could be by installing lockable bollards set with a 1.6m gap allowing a carriage access to a route, but preventing four wheeled motor vehicle access. Codes for locks can be given to legitimate users by Hampshire Countryside Service.
- Wherever possible provide surfaces and widths that are fit for purpose for the environment and all users, e.g. on new routes where a sealed surface is necessary consider using water-permeable surfacing made from recycled rubber granules and aggregates bound with a specially formulated polyurethane binder that fully meet the Sustainable Urban Drainage System (SUDS) requirements.
- Ensure bridleway gates and other 'street furniture' are safe for horse riders and carriage drivers that comply with Hampshire County Council's [Countryside Service Design Standards](#) and the recommendations of the [British Horse Society](#) and [Natural England](#).
- Improve signage to ensure people understand rights and responsibilities on shared routes.
- Where PROW are diverted they should go through green space wherever possible away from estate roads and other highways - see [Defra Guidance to Local Authorities Circular \(1/09\)](#). The width of the diversion should be compliant with both [Hampshire County Council Design Standards](#) and [British Horse Society](#) recommendations and surfaces should be fit for purpose and the environment.

## Case study

Natural England, in partnership with the British Horse Society, Centrewire and the Pittecroft Trust, has created the country's first ever specialist centre to open up access to the countryside for wheelchair users and those with mobility needs as well as disabled and able-bodied horse riders, cyclists and walkers. Natural England research shows there are around 519 million visits to paths, cycleways and bridleways in England each year.

Launched in October 2018, the new National Land Access Centre, located at Oxfordshire's Aston Rowant National Nature Reserve, has been designed to demonstrate the use, maintenance and installation of gaps, gates and stiles meeting the new British Standard for improved countryside access.

Mobility issues can be a major barrier to people heading to the countryside. Over 20% of England's population cannot use public rights of way, either because they cannot use stiles or kissing gates themselves, or they are accompanying someone who can't. This new facility will help ensure those who usually struggle with access are able to enjoy England's beautiful countryside.



# Supporting information, best practice, facts and figures

## 1. Highways and Road Safety

Rules 204 and 215 of the Highway Code explicitly recognise equestrians as a legitimate vulnerable road user group.


The PROW network provides equestrians with off-road routes on which to enjoy their recreational activity. It is, however, a network that has become fragmented by the highway network so that non-motorised users have to use busy roads to access these rights of way.

Equestrians are particularly affected by this fragmentation. Horse riders have access to only 22% of the total PROW network and carriage drivers have access to 5% – see section 2 on Countryside, Access and Rights of Way. Once development takes place there is often a knock-on effect requiring equestrians to use busy carriageways, which were once quiet lanes to access safe off-road routes. This means coping with HGVs, noiseless electric cars, speeding traffic and vehicle drivers unused to horses. Rural roads which are narrow with poor visibility can be just as risky to negotiate for the same reasons.

**1 in 5** incidents resulted in cars colliding with horses.

**30% of riders** reported road rage abuse (source: BHS Accidents and Incidents)

**National Driver Offender Schemes** will in future recognise horse riders as vulnerable road users within all their courses, including the Speed Awareness Course.






**15**

**Dead?**  
**Or Dead Slow?**  
**Your Choice**

The British Horse Society

Horses are unpredictable. Passing horses wide and slow can prevent deaths of drivers, riders and horses.

#thinkhorsethink15

[bhs.org.uk/deadslow](https://bhs.org.uk/deadslow)   

The British Horse Society is a Registered Charity Nos. 210504 and SC038516

## Dead Slow?

### Good Choice

It's not just the horse that will suffer when involved in a road accident. The average horse weighs half a tonne and on impact can cause significant damage to a vehicle and the people inside.

Protect yourself. Protect your car.  
Protect horses and riders.

**15**

If I see a horse on the road, then I will...

- 1 Slow down to a maximum of 15mph
- 2 Be patient; I won't sound my horn or rev my engine
- 3 Pass the horse wide and slow (at least a car's width)
- 4 Drive slowly away

Thank you for driving safely around horses.

[bhs.org.uk/deadslow](https://bhs.org.uk/deadslow)   



# Reduce road accidents and you reduce NHS costs

**3,863** horse riders and carriage drivers in England and Wales were **admitted to hospital** for 'animal-rider or occupant animal-drawn vehicle injured in transport accident' in 2016-2017 (source: [NHS Hospital Episodes Statistics](#))

**85%** the percentage of accidents involving equestrians caused by **speeding vehicles** or **passing too close to horses**

Between 2010 and 2017 the BHS horse accidents website has recorded:

**39 riders killed**, 10 severely injured

**230 horse deaths** and 840 injured, 5 severely (excluding equine deaths in the New Forest)

**Only 1 in 10** horse related road accidents are reported (source: [British Horse Society](#))

These statistics demonstrate how important it is that planning authorities, developers, Highways and Strategic Transport understand the requirement for safe access for equestrians on the roads and the links to PROW. Hampshire's accident record is currently relatively low in relation to the horse density of the county, except in the New Forest where 44 ponies and donkeys were killed and 18 injured in 2017 alone. The aim is to not only sustain Hampshire's current record, but to seek out ways to improve it.

Horse riders, cyclists and pedestrians successfully share routes. The development of a cycle network, funded by the public purse, provides an excellent opportunity to create multi-user routes to be used by all non-motorised users. Where practical, horse riders should be given access to all new paths and cycle ways and opportunities should also be taken to changing rights on existing routes where safer access is required. This could, in many cases, be achieved at little or no extra cost.

Not addressing road safety issues when there is an opportunity to do so will have an impact on future generations of equestrians. They will not feel confident to use carriageways and vehicle drivers will not be used to passing equines safely, thereby limiting, and increasingly preventing, equestrians from enjoying the same open spaces that other user groups enjoy.

## Case studies:

Cambridgeshire County Council, Hertfordshire County Council, Central Bedfordshire Council, Bedford Borough Council, Huntingdonshire District Council and Luton Council, now have all inclusive non-motorised user policies.

Equestrian activity is included in the [West Berks Active Travel Plan](#) which is a model that has made life easier for planners whilst delivering benefits to equestrians.

[The Department for Transport and the British Horse Society](#) collaborated on the THINK! video which supported the Society's 'Dead? Or Dead Slow' campaign to raise the awareness of avoiding accidents by passing horses 'slow and wide'. This campaign won the Driving Instructors Association 'Driver Education of the Year' award in 2016.

Since 2015 [Transport Focus](#) has represented all users of England's motorways and major 'A' roads, including equestrians. It has looked into users' needs and how they can be better met in future road designs. New road schemes or major upgrades should incorporate crossings for cyclists, pedestrians and equestrians as well as segregated paths with minimal diversion from the intended route.

## 2. Countryside, Access and Rights of Way

Many rural parts of Hampshire are becoming increasingly urbanised as a result of development. The pressures of this are confining equestrian activities to ever-smaller areas.

- Hampshire Countryside Services, as the Highway Authority for Public Rights of Way, maintains and manages the PROW network.
- Hampshire Highways manages the road network including unclassified unmetalled county roads (UUCRs) that are on what is called the List of Streets and are also known as ORPAs (other routes with public access).

Combined with the scale of development and the associated increase in volume and speed of traffic, equestrians are becoming less confident in being able to access PROWs using the road network.

The UK Government's 'Strategy for the Horse Industry in England and Wales', originally devised in 2005 and published in 2011 as part of the Coalition Manifesto, sets out to foster a robust and sustainable horse industry, increase its economic value, enhance the welfare of the horse, and develop the industry's contribution to the cultural, social, educational, health and sporting life of the nation. It has eight aims, one of which is to increase off-road riding and carriage driving routes.

The County of Hampshire has 4,500 km of PROW. This network of footpaths, bridleways restricted byways and byways open to all traffic is highly valued by residents and visitors alike, enriching quality of life and contributing to good physical and mental health, community cohesion and a strong rural economy. The

graphic below clearly identifies who has the rights to use PROW together with the number of kilometers available. The Definitive Map provides legal protection to these routes.

The work carried out by Hampshire Countryside Service is vital to ensuring the PROW network remains open and maintained to enable this recreational activity to continue for future generations.

In 2016 the Hampshire Countryside Access Forum (HCAF) recommended that, where practical, horse riders and carriage drivers should be given parity with other recreational groups in relation to road safety and access to non-motorised routes.

Planners, Developers, Highways Department and Strategic Transport are creating environments that help walkers and cyclists to reach open green spaces through the development of shared routes. Hampshire's CAP 2015-2025, and the county's walking

and cycling strategies support this work. The planned delivery of these strategies presents an opportunity to recognise and include equestrian needs within a local community.

Surfaces and widths of routes must be compliant with Hampshire County Council Countryside Service Design Standards and the recommendations of the [British Horse Society](#) and [Natural England](#).

Where it is necessary to install street furniture to restrict motorised vehicles on byways, then it is recommended that lockable bollards are used set at a gap of 1.6m with a clear visible line of sight to enable carriage drivers to negotiate them safely. This also allows for access to the route by an emergency vehicle should the need arise. Padlock codes can be given to legitimate users by the Countryside Service.

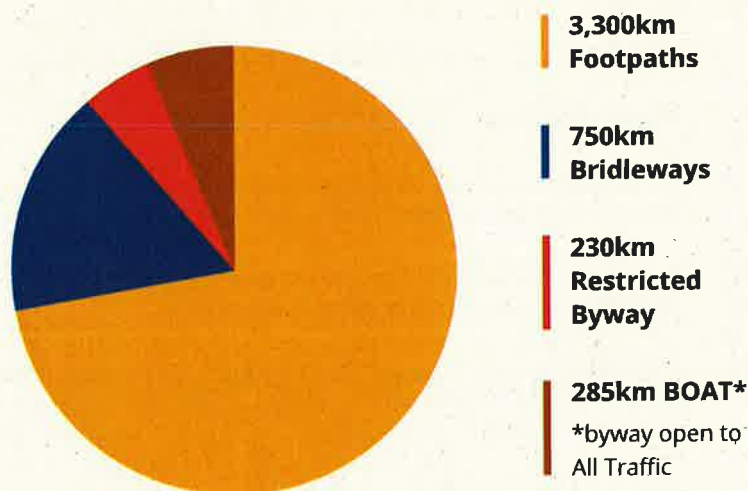
In addition, there is a vast network of other routes shown on the OS map that are available for public use which could provide more and better connectivity between communities for non-motorised users. Known as 'other routes with public access' (ORPAs), these unclassified, unmetalled country roads (UUCRs) are depicted on OS Explorer maps as white roads usually with a green dot on them. They are the responsibility of Highways and are identified on the 'List of Streets' database maintained by Highways. These roads potentially provide important connectivity between rights of way and offer opportunities to enhance access to the countryside.

### PROW access

**4,500km (3,000 miles)** of paths enable people to exercise, explore outdoors and connect with nature.

**870,000** – the estimated number of miles that are ridden or driven in Hampshire each year

**2026** – the cut off date for recording unrecorded historic routes under the CROW Act 2000



Leisure riding/carriage driving are the most common equestrian pursuits.

Only 22% of this network is available to horse riders and cyclists

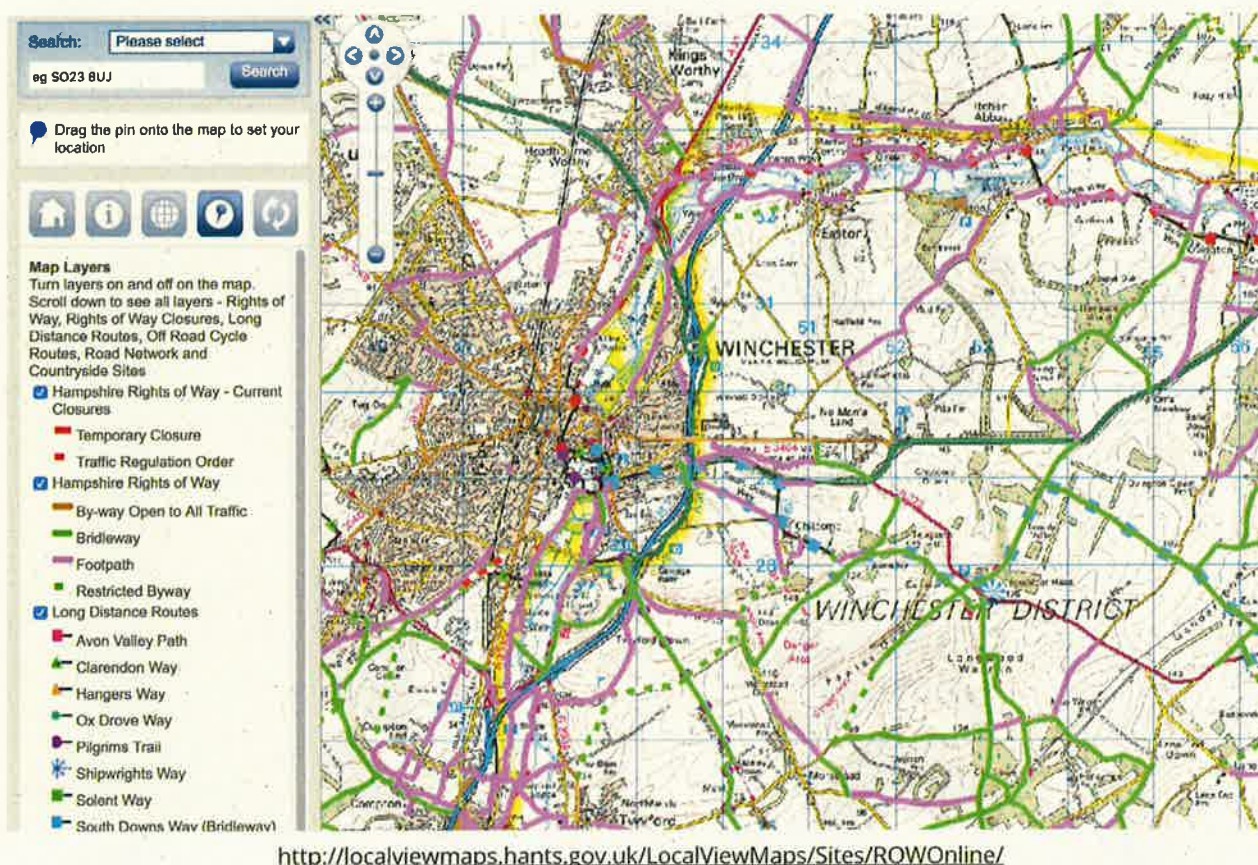
Carriage drivers can use just 5%



## Case Studies

The Hampshire County Council online rights of way map is the envy of people living in other counties who do not enjoy such a good facility. The Hampshire Countryside Access Forum instigated the GIS layer for adopted roads (A, B, C, U, T and W) that was added to the PROW online mapping that identifies where UUCRs/ORPAs are located. This online map means that people who wish to view both rights of way and UUCRs/ORPAs need only go to one access point to obtain information as well as being able to report a problem.

The online map is taken from the Definitive Map for the county and is used as a reference point for people undertaking historic research to identify unrecorded and under-recorded PROW. Under the CROW Act 2000 a deadline of 2026 for registering unrecorded routes was included in the legislation. Applications for Definitive Map Modification Orders (DMMOs) not received by Hampshire County Council by that date will be lost forever. For more information go to: <http://www.bhs.org.uk/our-work/access/campaigns/2026> and [www.ramblers.org.uk/dontloseyourway](http://www.ramblers.org.uk/dontloseyourway)



### Say Hi

Horse riders and cyclists have been sharing routes for many years and both are recognised vulnerable road users. However, many people are unfamiliar with horses and how to behave around them. Equestrian and cycling national bodies are working together to ask cyclists when approaching from behind to warn horse riders and carriage drivers by saying 'Hi' and never passing on the inside of a horse. The campaign warns everyone to 'expect the unexpected'.

The local BHS Access and Bridleways Officer worked with Balfour Beatty and Highways England to create a four-mile off-road shared user route alongside the new A21 London to Hastings dual carriageway. The route, opened in 2017, is wide and has good visibility of other users approaching or up ahead for walkers, cyclists and equestrians to share the track.





### 3. Employment and Economic benefits

The UK has one of the highest quality equine industries in the world and is recognised as the leading source of equestrian expertise. It is also the second largest rural employer after the agricultural industry

Hampshire contributes to this through its rich equestrian heritage. The county has training facilities that attract top international riders and trainers to live and work here. It boasts one of the country's leading equine veterinary practices; it is home to one of the country's largest training colleges for equestrians; as well as a world-renowned riding therapy center and other well-respected educational facilities.

Hampshire is one of the most densely horse populated counties in the UK as indicated in the British Horse

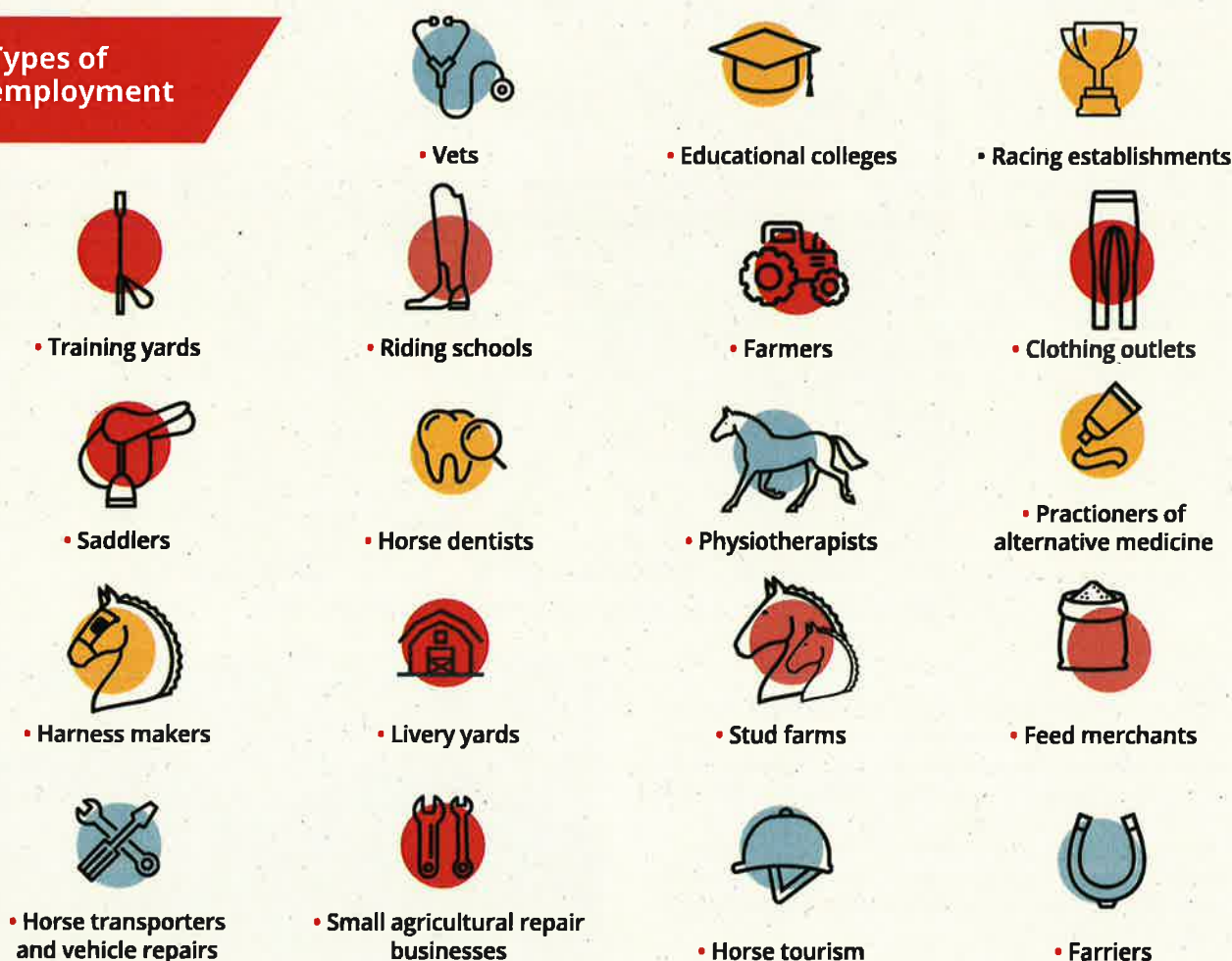
Industry Confederation 2017 Mid-Term Manifesto for the Horse. Equines are kept in both rural and urbanised environments, despite the reduction in the availability of land around our towns and cities. There is a supply chain of small and medium sized businesses that provide the services required to look after their needs creating jobs in local communities and income to farmers. If equestrian activities are supported then the rural economy will grow and create opportunities for both small and large businesses.

**£313m** – estimated value the equestrian sector contributes annually to Hampshire's local economy, excluding the contribution made by the horse racing industry

The horse industry is the **2nd largest** rural employer after the agriculture industry in the UK (source: British Horse Industry Confederation 2017)

**87,000** - the estimated number of horses in Hampshire. In addition, in 2017 there were 5,583 ponies in the New Forest.

#### Types of employment



Hampshire has 2 National Parks (South Downs National Park and The New Forest). It has 7 country parks as well as 12 long distance trails. Preserving and improving connections to these trails will help develop horse tourism and support an additional revenue stream for the Parks and for the Hampshire rural economy as a whole.



## 4. Health and Well-being – Benefits of Horse Riding and Access to Animals

The UK Government is committed to helping people develop a healthier lifestyle by providing, amongst other things, easier access to safe routes and recreational activities in both urban and countryside areas. The National Planning Policy Framework supports this commitment – see sections 3 and 5:

It is widely recognised and supported by scientific evidence that giving people access to safe green open spaces promotes health and well-being.

Equestrianism is an extremely popular and healthy outdoor activity for people of all ages and abilities. It is a diverse and family-friendly sport where men and women compete on an equal basis. It extends from amateur and community participation to international success.

Equestrian activities stimulate positive psychological feelings and a sense of well being. They also engage a higher proportion of people with disabilities than other sports.

One of the key findings of the British Horse Society report prepared by the University of Brighton and Plumpton College is that horse riders with a long-

standing illness or disability are able to undertake horse riding and associated activities at the same level of frequency and physical intensity as those without such an illness or disability. This also applies to carriage drivers.

**2.7m** – number of horse riders in the UK

**3 times a week** – the average number of times horse riders and carriage drivers participate in equestrian activities

**25%** – the proportion of riders below the age of 16; this illustrates how riding encourages young people to enjoy the countryside and outdoor activity

**8%** of equestrians considered themselves disabled in some way

### In Hampshire there are:

- **14** Riding Clubs
- **488 young people** who are members of 14 active Pony Clubs
- **540 disabled riders** are catered for by 23 riding for the disabled groups on a weekly basis;
- **5 carriage** driving groups for the disabled
- **2 harness clubs** associated to British Carriage Driving
- **200 members** of the British Driving Society
- **3,207** Members of the British Horse Society (as at 2017)

These statistics are indicative only of the level of participation in equestrian activities and do not reflect the true levels of participation. It is known that there are many other active equestrians who are not affiliated to any of these groups.

### Case studies:

Horses, donkeys and ponies are recognised as an important link to mental wellbeing, particularly to those people who are vulnerable and in need of emotional support. Across the county equines are helping to re-connect young people with society and also helping the elderly.

'Changing Lives Through Horses', a British Horse Society flagship programme, helps young people who are not in education, employment or training (NEET). It is designed to help them to reconnect with society through engagement with horses, gaining confidence and skills that will help them for life. This scheme was successfully piloted at a Hampshire riding centre. It reflects many other similar projects across the country established by other organisations helping thousands of vulnerable people.

The Fortune Centre of Riding Therapy (FCRT) works to harness young people's motivation for horses to enable co-operation, communication and concentration. The FCRT works especially with young people with learning difficulties and disabilities, complex physical disabilities and those from deprived inner city areas. Located on the edge of the New Forest, it teaches skills by using the horses' inclusiveness, warmth, smell, movement, routine and needs.

The Riding for the Disabled Association (RDA) enriches lives of people through horses and ponies providing therapy, achievement and enjoyment to people with disabilities all over the UK. It has been carrying out life-changing activities for almost 50 years, offering activities for all age groups and, where possible, to people with any disability. It relies on voluntary help, donations and legacies to deliver its services.



Mill Cottage Farm Experience, Alton – this family run business takes farm animals to people, including residential homes where donkeys can be taken into the home to be petted by people who cannot get out of bed or are too infirm to stand.

## 5. Planning, Development and Growth, and Policy

**Equestrians, unlike other recreational users, are not automatically included in the planning process. This is partly due to the lack of an equestrian strategy for the county and to a lack of knowledge of equestrian needs generally.**

The economic and health benefits of increased equestrian activity can, however, best be secured by building equestrian considerations into the planning process from the earliest stages onwards. Planners and developers should develop contacts with equestrian interests and representatives, and consult them alongside all other interested stakeholders, as plans develop and mature.

The requirement to provide more housing and employment in rural environments affects the daily lives of people who already live there, often in vibrant communities that have a large part to play in the success of new developments. Historically equestrians have been an important element in the cement that binds these communities, and it is therefore correspondingly important to identify their needs and provide access for equestrian pursuits.

Since equestrian activities are not specifically supported within the [National Planning Policy Framework \(NPPF\)](#) in the way that other recreational pursuits are it is all the more important that local planning policy should support and facilitate a duty of care to this category of vulnerable road user. Equestrians should be considered alongside other non-motorised users as an integral part of planning policy for infrastructure and building developments.

The NPPF promotes a healthier lifestyle by providing, among other things, easier access to safe routes and recreational activities in both urban and countryside areas through the development of green infrastructure policies. This presents an excellent opportunity to local planners to include the needs of local equestrians as one of the user groups when developing these policies.

See sections 3 (Supporting a prosperous rural economy) and particularly 8 (Promoting Healthy Communities) of the NPPF where Point 75 states:

'Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example, by adding links to existing rights of way networks including National Trails.'

Planning of a new cycle way in developments often focuses on the creation of utility routes; however these will also form the backbone of recreational routes. People do not stop using these routes at weekends simply because they are not cycling to work or going to school. Therefore there is an opportunity to include equestrian use to provide safe off-road access where appropriate. Sustrans, the charity responsible for the creation of the cycleways network, states that, wherever possible, equestrians should have access to the cycleway network.

Green Infrastructure Plans create ideal opportunities to be inclusive of all non-motorised users where it is practical to do so.

### Case studies:

West Berkshire is an example of an authority that has recognised the need to include its equestrian community in developing planning policy. As a result, equestrian activity is included in the [West Berks Active Travel Plan](#).

[Mid-Sussex Plan](#) – Development Policy 22 says that developers must consider access for all non-motorised users in their plans.

Current examples of where there are opportunities for the inclusion of equestrians in green infrastructure plans are [Basingstoke & Deane Green Infrastructure Strategy \(2013-2019\)](#) and the [Cambridge Green Infrastructure Strategy](#), which includes the Greater Cambridge Greenways Project.

In 2016 the [Greater Cambridge Partnership](#) commissioned a consultant to review the 12 greenway routes that lead into the centre of Cambridge. The study identified a number of missing links that could be provided on private land, generally on field edges, so early consultation with landowners was essential to discuss possible alignments or alternatives. Horse riders will also be able to ride these routes alongside other non-motorised groups.

### Greenways plan



# Contacts / where to find more information:

## **Basingstoke and Dean Green Infrastructure Strategy (2013-2019)**

[https://www.basingstoke.gov.uk/ENV09#elem\\_27396](https://www.basingstoke.gov.uk/ENV09#elem_27396)

## **British Equestrian Trade Association**

<http://www.beta-uk.org>

## **British Equestrian Trade Association Equine Sector 2017 Mid-Term Manifesto for the Horse including horse density map**

[http://www.bef.co.uk/repository/EquineDevelopment/Mid\\_Term\\_Review\\_Manifesto\\_for\\_the\\_Horse\\_V7\\_Jan\\_2017.pdf](http://www.bef.co.uk/repository/EquineDevelopment/Mid_Term_Review_Manifesto_for_the_Horse_V7_Jan_2017.pdf)

## **British Horse Industry Confederation/Equine Sector Council**

<http://equinesectorcouncil.org.uk>

## **British Horse Society advice leaflets**

<http://www.bhs.org.uk>

<http://www.bhs.org.uk/access-and-bridleways/free-leaflets-and-advice>

<http://www.bhs.org.uk/safety-and-accidents/dead-slow>

<http://www.bhs.org.uk/changinglivesthroughhorses>

## **Cambridgeshire Green Infrastructure Strategy**

<https://www.cambridge.gov.uk/cambridgeshire-green-infrastructure-strategy>

## **Defra Guidance to Local Authorities Circular (1/09)**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69304/pb13553-rowcircular1-09-091103.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69304/pb13553-rowcircular1-09-091103.pdf)

## **Hampshire Countryside Access Plan – 2015-2025**

<http://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf>

## **Hampshire Countryside Access Forum**

<https://www.hants.gov.uk/landplanningandenvironment/countryside/hcaf>

## **Hampshire County Council Online Rights of Way Map**

<http://localviewmaps.hants.gov.uk/LocalViewMaps/Sites/ROWOnline/>

## **Hampshire County Council Design Standards**

<https://www.hants.gov.uk/landplanningandenvironment/countryside/designstandards>

## **Highway Code**

<http://www.highwaycodeuk.co.uk/road-users-requiring-extra-care.html>

## **Mid-Sussex Plan**

<https://www.midsussex.gov.uk/media/3406/mid-sussex-district-plan.pdf>

## **National Planning Policy Framework**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

## **NHS Hospital Episode Statistics**

<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>

## **Riding and Carriage Driving for the Disabled**

<http://www.rda.org.uk>



### Strategy for the Horse Industry in England and Wales

<https://www.gov.uk/government/publications/strategy-for-the-horse-industry-in-england-and-wales>

### The Fortune Centre

<http://www.fortunecentre.org>

### The Pony Club, international youth organisation

<http://www.pcuk.org>

### Transport Focus

<https://www.transportfocus.org.uk>

### The Trails Trust

<http://www.thetrailstrust.org.uk//pages/aboutus.php>

### West Berks District Council Active Travel Plan

<http://info.westberks.gov.uk/CHttpHandler.ashx?id=36907&p=0>

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## Important pieces of legislation:

### The Countryside and Rights of Way (CROW) Act 2000

**2026** – the cut off date for recording unrecorded historic rights of way

**2018** – Deregulation Bill comes into force (expected date)

### Abbreviations:

**HCC** – Hampshire County Council

**HCAF** – Hampshire Countryside Access Forum

**CAP** – Countryside Access Plan

**PROW** – public rights of way

**UUCR** – unclassified, unmetalled county road

also know as:

**ORPA** – other routes with public access

**OS** – Ordnance Survey

**NPPF** – National Policy Framework

**BHS** – British Horse Society

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## Acknowledgements

Thank you to the British Horse Society, Riding for the Disabled Association, Greater Cambridge Partnership for supplying images and to Hampshire Countryside Service for its support.



## Development Management

Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN

Tel: 023 8068 8264 [www.eastleigh.gov.uk](http://www.eastleigh.gov.uk)

Office hours: Mon-Thurs 8.30am - 5pm, Friday 8.30am - 4.30pm



## Application for Planning Permission. Town and Country Planning Act 1990

### Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

### 1. Site Address

Number	7
Suffix	
Property name	
Address line 1	Oyster Quay
Address line 2	High Street
Address line 3	
Town/city	Hamble-Le-Rice
Postcode	SO31 4BQ

Description of site location must be completed if postcode is not known:

Easting (x)	448422
Northing (y)	106690

Description

--

### 2. Applicant Details

Title	Mr
First name	
Surname	Cooling
Company name	
Address line 1	7, Oyster Quay
Address line 2	High Street
Address line 3	
Town/city	Hamble-Le-Rice
Country	

## 2. Applicant Details

Postcode	<input type="text" value="SO31 4BQ"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email address	<input type="text"/>

Are you an agent acting on behalf of the applicant?

☒ Yes ☐ No

## 3. Agent Details

Title	<input type="text" value="Mr"/>
First name	<input type="text" value="Toby"/>
Surname	<input type="text" value="Connis"/>
Company name	<input type="text" value="Leyson Building Consultancy"/>
Address line 1	<input type="text" value="67"/>
Address line 2	<input type="text" value="Berrywood Gardens"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="HEDGE END"/>
Country	<input type="text"/>
Postcode	<input type="text" value="SO30 4QZ"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email	<input type="text"/>

## 4. Site Area

What is the measurement of the site area?  
(numeric characters only).

Unit

## 5. Description of the Proposal

Please describe details of the proposed development or works including any change of use.

If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.

Has the work or change of use already started?

☐ Yes ☒ No



## 6. Existing Use

Please describe the current use of the site

Residential

Is the site currently vacant?

☐ Yes ☒ No

**Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.**

Land which is known to be contaminated

☐ Yes ☒ No

Land where contamination is suspected for all or part of the site

☐ Yes ☒ No

A proposed use that would be particularly vulnerable to the presence of contamination

☐ Yes ☒ No

## 7. Materials

Does the proposed development require any materials to be used?

☒ Yes ☐ No

**Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):**

Walls

Description of existing materials and finishes (optional):

Mix of brickwork to inner face of balcony and principal facade (at 1st floor) and stone cladding to external face of balcony with central glazed panel set in metal surround

Description of proposed materials and finishes:

To match existing but extending the width of the glass panel with reduction in stone cladding either side

Are you supplying additional information on submitted plans, drawings or a design and access statement?

☒ Yes ☐ No

If Yes, please state references for the plans, drawings and/or design and access statement

1144 E.01.01 - Site / Block Plan  
1144 E.01.02 - Existing Elevation / Plan (in part)  
1144 P.01.01 - Proposed Elevation / Plan (in part)  
1144 DAS  
Flood Risk Map Confirmation Flood Zone 1

## 8. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway?

☐ Yes ☒ No

Is a new or altered pedestrian access proposed to or from the public highway?

☐ Yes ☒ No

Are there any new public roads to be provided within the site?

☐ Yes ☒ No

Are there any new public rights of way to be provided within or adjacent to the site?

☐ Yes ☒ No

Do the proposals require any diversions/extinguishments and/or creation of rights of way?

☐ Yes ☒ No

## 9. Vehicle Parking

Is vehicle parking relevant to this proposal?

☐ Yes ☒ No

## 10. Trees and Hedges

Are there trees or hedges on the proposed development site?

☐ Yes ☒ No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?

☐ Yes ☒ No

**If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is**

## 10. Trees and Hedges

required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

## 11. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.) ☐ Yes ☒ No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? ☐ Yes ☒ No

Will the proposal increase the flood risk elsewhere? ☐ Yes ☒ No

How will surface water be disposed of?

☐ Sustainable drainage system

☐ Existing water course

☐ Soakaway

☒ Main sewer

☐ Pond/lake

## 12. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

- ☐ Yes, on the development site  
☐ Yes, on land adjacent to or near the proposed development  
☒ No

b) Designated sites, important habitats or other biodiversity features:

- ☐ Yes, on the development site  
☐ Yes, on land adjacent to or near the proposed development  
☒ No

c) Features of geological conservation importance:

- ☐ Yes, on the development site  
☐ Yes, on land adjacent to or near the proposed development  
☒ No

## 13. Foul Sewage

Please state how foul sewage is to be disposed of:

- ☐ Mains Sewer  
☐ Septic Tank  
☐ Package Treatment plant  
☐ Cess Pit  
☒ Other  
☐ Unknown

Other

N/A

Are you proposing to connect to the existing drainage system?

☐ Yes ☒ No ☐ Unknown

#### 14. Waste Storage and Collection.

Do the plans incorporate areas to store and aid the collection of waste?

☐ Yes ☒ No

Have arrangements been made for the separate storage and collection of recyclable waste?

☐ Yes ☒ No

#### 15. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste?

☐ Yes ☒ No

#### 16. Residential/Dwelling Units

Due to changes in the information requirements for this question that are not currently available on the system, if you need to supply details of Residential/Dwelling Units for your application please follow these steps:

1. Answer 'No' to the question below;
2. Download and complete this supplementary information template (PDF);
3. Upload it as a supporting document on this application, using the 'Supplementary information template' document type.

This will provide the local authority with the required information to validate and determine your application.

Does your proposal include the gain, loss or change of use of residential units?

☐ Yes ☒ No

#### 17. All Types of Development: Non-Residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace?

☐ Yes ☒ No

#### 18. Employment

Will the proposed development require the employment of any staff?

☐ Yes ☒ No

#### 19. Hours of Opening

Are Hours of Opening relevant to this proposal?

☐ Yes ☒ No

#### 20. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

N.A

Is the proposal for a waste management development?

☐ Yes ☒ No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

#### 21. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances?

☐ Yes ☒ No

#### 22. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☒ Yes ☐ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- ☒ The agent  
☐ The applicant  
☐ Other person



### 23. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

☒ Yes ☐ No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title

First name

Surname

Reference

Q/19/86198

Date (Must be pre-application submission)

03/09/2019

Details of the pre-application advice received

Actual letter date 03.09.19 actually received 24.09.19

### 24. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member.

It is an important principle of decision-making that the process is open and transparent.

☐ Yes ☒ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

### 25. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

**NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.**

Person role

- ☐ The applicant  
☒ The agent

Title

Mr

First name

Toby

Surname

Connis

Declaration date  
(DD/MM/YYYY)

26/09/2019

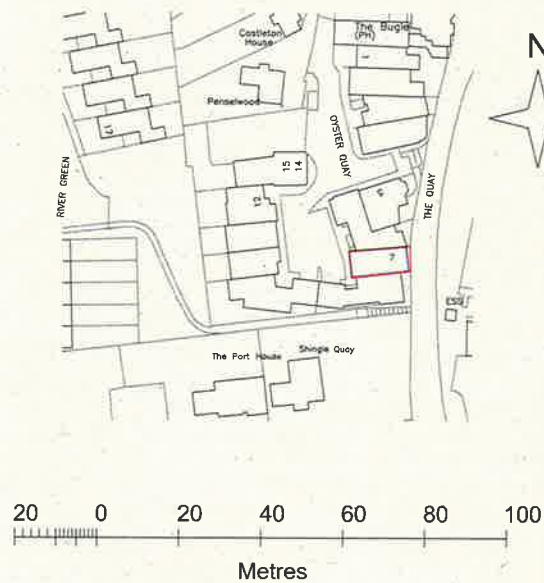
☒ Declaration made

## 26. Declaration

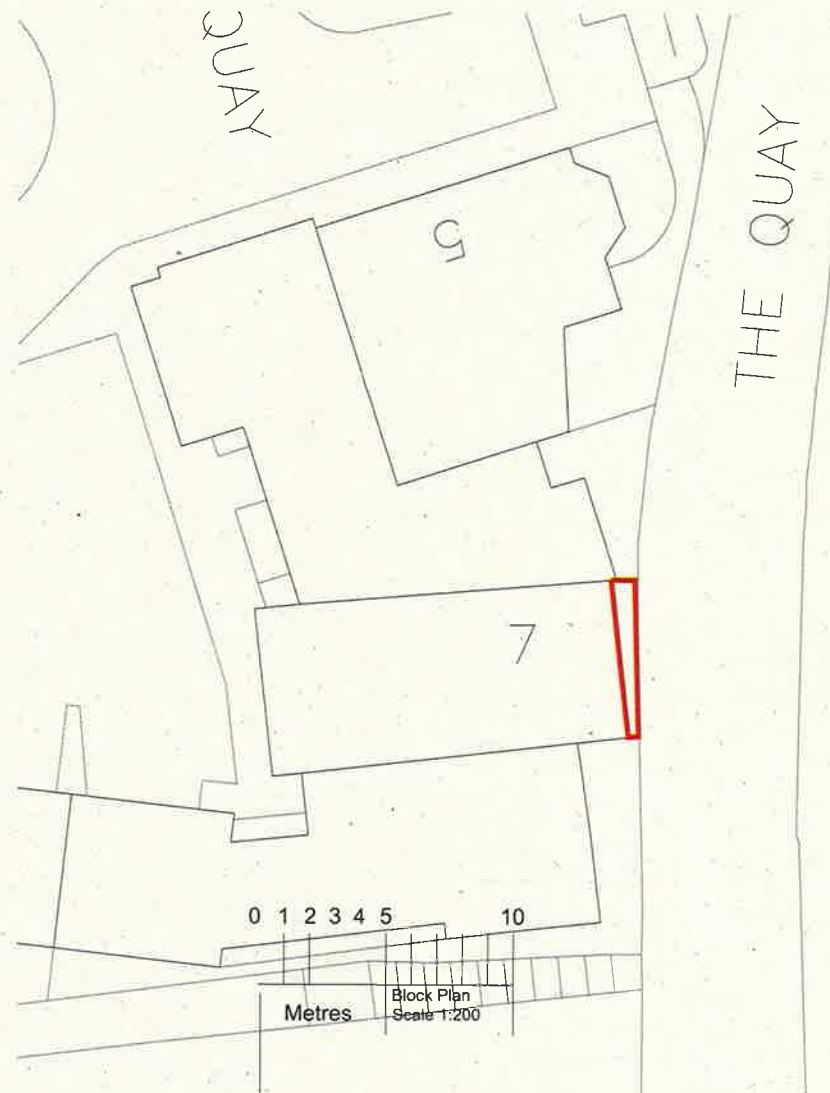
I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☒

Date (cannot be pre-application)

26/09/2019



© Crown copyright and database rights 2019 OS 100038864  
Site Plan - scale 1:1250



THIS DRAWING IS THE COPYRIGHT © 2019  
OF LEYSON BUILDING CONSULTANCY

Rev	Date	Notes	By
-----	------	-------	----



Client: Imagine-Homes UK



Project: 7 Oyster Quay  
High Street  
Hamble  
Hampshire  
SO31 4BQ

Title: Site and Block Plan

Drawing No: 1144.E.01.01 Rev:

Scale: As noted Date: 01.08.2019

Drawn By: TC Checked By: LBC

Issue: Planning



## **Design and Access Statement**

### **Extension to Balcony**

**7 Oyster Quay  
High Street  
Hamble-Le-Rice  
Hampshire  
SO31 4BQ**

#### **Issued to:**

**Eastleigh Borough Council  
Eastleigh House  
Upper Market Street  
Eastleigh  
Hampshire  
SO50 9YN**

#### **Design and Access Statement**

**Leyson Building Consultancy  
67 Berrywood Gardens  
Hedge End  
Hampshire  
SO30 4QZ**

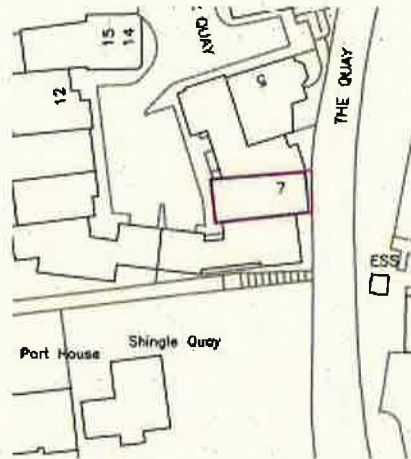
[www.leysonbuildingconsultancy.co.uk](http://www.leysonbuildingconsultancy.co.uk)

#### **Date Statement:**

September 2019  
Rev: -

**Ref: 1144/Stats/Planning/**

This Design Statement has been prepared by Leyson Building Consultancy to accompany a Planning Application to extend the existing first floor balcony of 7 Oyster Quay, Hamble.



## Location Plan

The application site is 7 Oyster Quay, High Street, Hamble-Le-Rice, in the borough of Eastleigh. The proposal is on the East facing elevation overlooking Riverbank and with views across the harbour.

The existing house is typical of dwellings within the immediate vicinity, being a Terraced, 4 Storey Townhouse domestic property constructed of brick externally, with a slate roof.

With exception of 6 Oyster Quay, similar properties within the area have much greater external space and seating areas in comparison to 7 Oyster Quay. This property is currently very restricted, having only a small terrace at street level with no privacy or sense of separation from the road.

The ideology is to match that of the adjacent 6 Oyster Quay insofar as appearance from the street scene, although this adjacent property appears to have gained larger external areas than 7 Oyster Quay, perhaps due to the lie of the boundary line.



This is a photograph of the 'new' balcony of 6 Oyster Quay which shall be replicated insofar as materials to 7 Oyster Quay.

The balconies will be independent from each other.

The stone cladding will be retained to the external appearance to provide continuity in the design with the adjacent.



This is a photograph of the existing balcony of 7 Oyster Quay

The intention is to open up the viewing angles, reduce the impact of stone cladding with glazed screening whilst projecting the balcony farther from the elevation but contained behind the boundary wall below.



### **Existing Building**

The application site 7 Oyster Quay, has a lower ground floor area, which houses the kitchen and an access to the rear elevation, street level.

Mr & Mrs Cooling wish to increase the area of the existing balcony, in order to allow more seating space at the front of the house and to make better use of the stunning views over the river Hamble. This will also improve the street scene so the adjacent balcony does not 'stand out' and the balcony proposal to 7 Oyster Quay will be harmonious in appearance and function.

The applicant considers the current balcony to lack the space required for a comfortable seating area, which currently is restricted; more so when he is sitting and those views obstructed by the balcony wall(s). The balcony is accessed from the main living space of the house. The change from a metal railing balustrade to clear glass will enhance the view out from both the balcony space and from inside the main living room.

### **Relevant Planning Enquiries**

Pre-Application Q/19/86198 has been receipted and the guidance / advice has been secured in this proposal. The proposals were discussed and revised to fully address the officer's comments. The proposals supported by the letter concluding that the proposal is considered to preserve the character of the Conservation area and is sympathetic to the design, character, form and materials used on the existing house and that of the adjacent neighbours completed work to their balcony

### **Design Proposal**

The design has been based on the following principles:

- └ Developed in consultation with Clare Martin of Eastleigh Borough Council
- └ To ensure that materials in colour and form respect and reflect the local surrounding development, using the same visual style of neighbouring buildings in this elevation.
- └ The existing building has been purposefully designed to avoid a sense of uniformity and give the appearance of evolutionary growth over time, and the new proposed balcony, will add to this effect.

The proposal is to extend the existing first floor balcony on the east facing elevation. The demolition of an existing balcony and side walls will be required. The balcony extension will be cantilevered with a glass balustrade clamped at the lower edge. It will be a drained solid balcony, with a satin stainless-steel fascia and a soffit to the underside in white T & G board. As the balconies of the neighbouring buildings have similar fascia and soffits, this is an appropriate finish to have a coherent aesthetic with the surroundings.

The proposal has been designed to respect the form of the existing building. This is a clean design, cohesion, allow the existing building character to continue to be read as defining the street frontage and therefore preserving the appeal of the Conservation Area.

### **Environment and Sustainability**

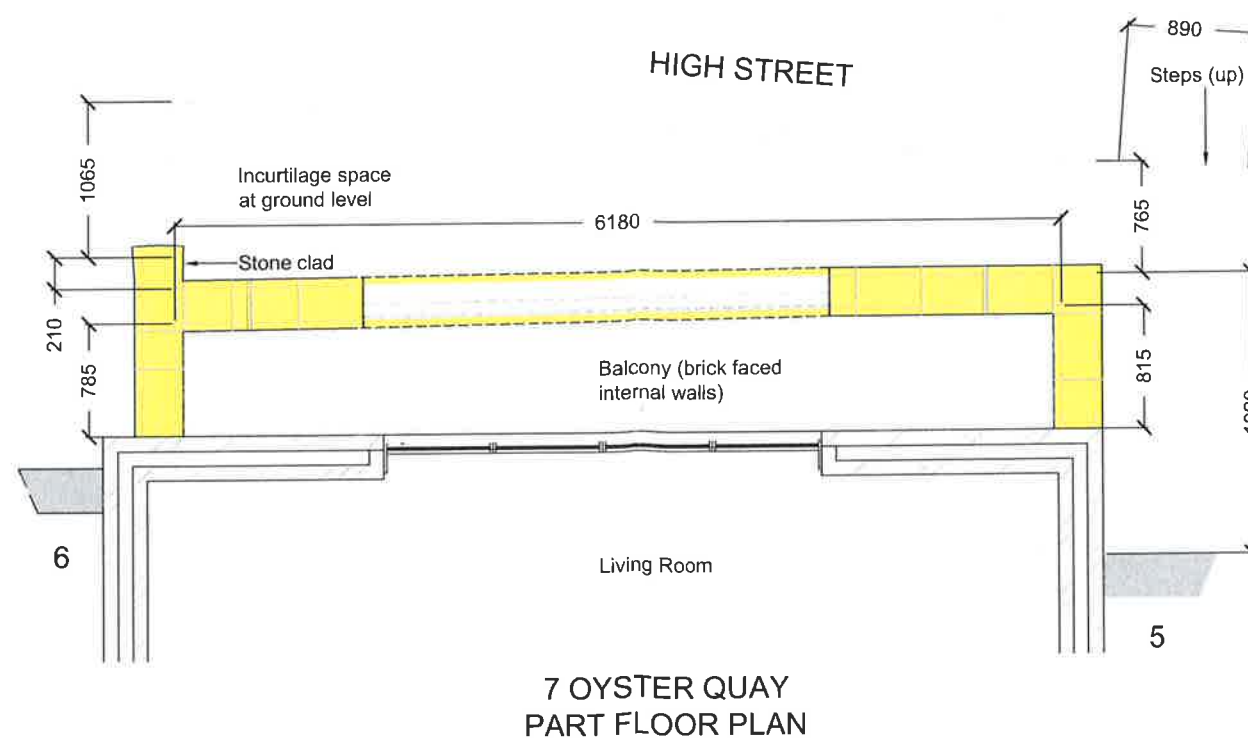
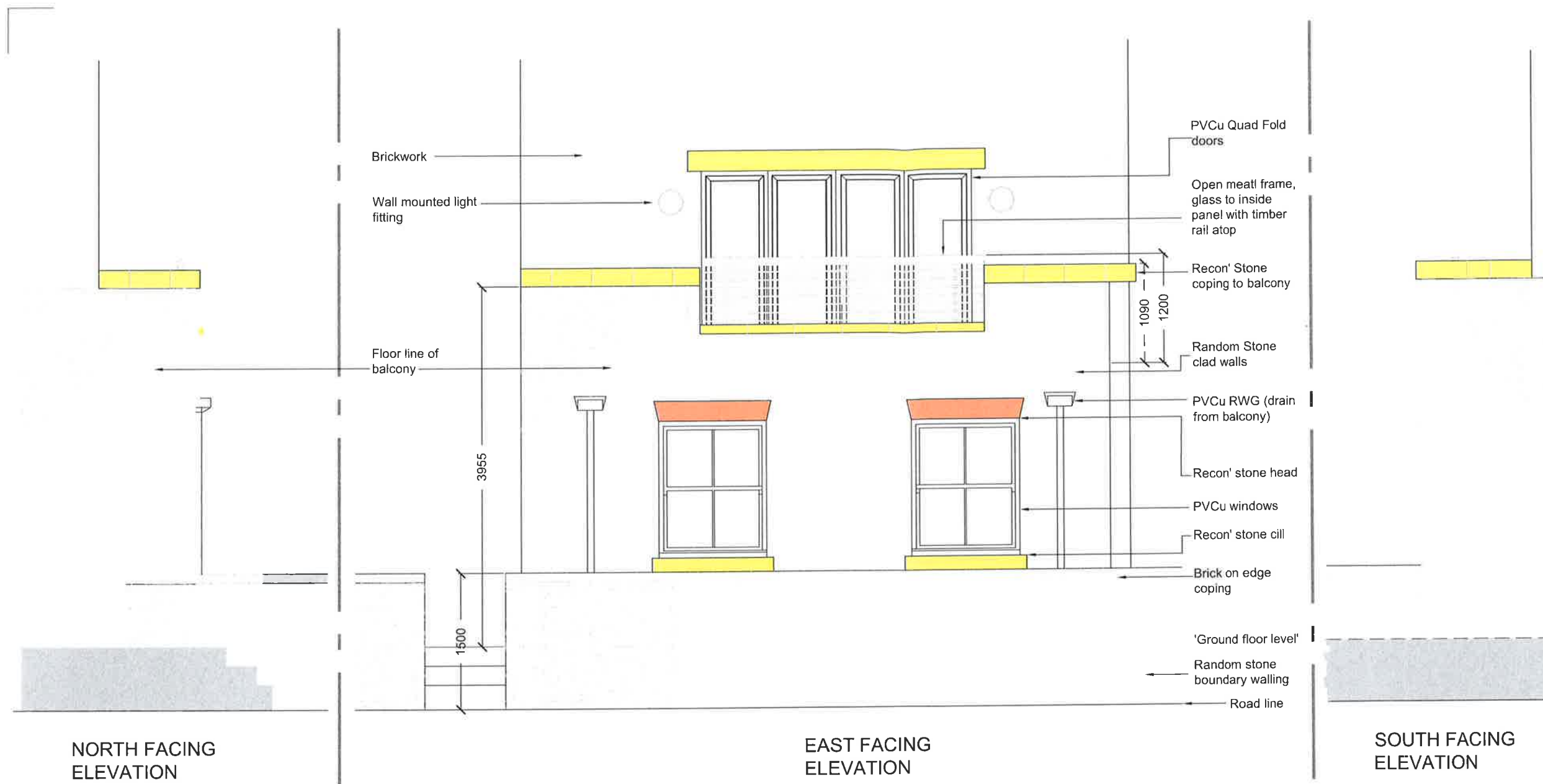
This design will not affect the local ecology and will have no change to the buildings environmental impact.

### **Access**

The proposal does not affect access to the property or for any other resident, or member of the community but will greatly assist the applicant in her daily living.

### **Conclusion**

This modest proposal will greatly enhance the usability and amenity of this dwelling by increasing the external living space and allowing better access to the primary view across the river. The proposal will sit comfortably in the existing street elevation and will preserve the context of the conservation area.



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OF LEYSON BUILDING CONSULTANCY

Rev	Date	Notes	By
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Client: Imagine-Homes.UK



Project: 7 Oyster Quay  
High Street  
Hamble  
Hampshire  
SO31 4BQ

Title: Existing Balcony

Drawing No: 1144.E.01.02 Rev: .

Scale: 1:50 @ A3 Date: 01.08.2019

Drawn By: TC Checked By: LBC

Issue: Planning





**Development Management**

Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN

Tel: 023 8068 8264 [www.eastleigh.gov.uk](http://www.eastleigh.gov.uk)

Office hours: Mon-Thurs 8.30am - 5pm, Friday 8.30am - 4.30pm

**Householder Application for Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990****Publication of applications on planning authority websites.**

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

**1. Site Address**

Number	38
Suffix	
Property name	
Address line 1	Barton Drive
Address line 2	
Address line 3	
Town/city	Hamble-Le-Rice
Postcode	SO31 4RE

Description of site location must be completed if postcode is not known:

Easting (x)	447709
Northing (y)	107005

Description

**2. Applicant Details**

Title	Mr & Mrs
First name	S
Surname	Ballinger
Company name	
Address line 1	38, Barton Drive
Address line 2	
Address line 3	
Town/city	Hamble-Le-Rice
Country	

## 2. Applicant Details

Postcode	SO31 4RE
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

☒ Yes ☐ No

## 3. Agent Details

Title	Mr
First name	Simon
Surname	Le Voi
Company name	L.M.D. Designs Ltd.
Address line 1	4 Foxcombe Close
Address line 2	Swanmore
Address line 3	
Town/city	Southampton
Country	United Kingdom
Postcode	SO32 2UJ
Primary number	
Secondary number	
Fax number	
Email	

## 4. Description of Proposed Works

Please describe the proposed works:

Single storey rear extension following removal of existing conservatory

Has the work already been started without consent?

☐ Yes ☒ No

## 5. Materials

Does the proposed development require any materials to be used?

☒ Yes ☐ No

Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):

Walls	
Description of existing materials and finishes (optional):	Facing brickwork
Description of proposed materials and finishes:	Facing brickwork to match existing

## 5. Materials

### Roof

Description of existing materials and finishes (optional):

Brown concrete tiles

Description of proposed materials and finishes:

Brown concrete tiles to match existing

### Windows

Description of existing materials and finishes (optional):

Brown UPVC framed

Description of proposed materials and finishes:

Brown UPVC framed to match existing

### Doors

Description of existing materials and finishes (optional):

Brown UPVC framed and panelled with glazing

Description of proposed materials and finishes:

Brown UPVC framed and panelled with glazing to match existing

Are you supplying additional information on submitted plans, drawings or a design and access statement?

☐ Yes ☒ No

## 6. Trees and Hedges

Are there any trees or hedges on your own property or on adjoining properties which are within falling distance of your proposed development?

☐ Yes ☒ No

Will any trees or hedges need to be removed or pruned in order to carry out your proposal?

☐ Yes ☒ No

## 7. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway?

☐ Yes ☒ No

Is a new or altered pedestrian access proposed to or from the public highway?

☐ Yes ☒ No

Do the proposals require any diversions, extinguishment and/or creation of public rights of way?

☐ Yes ☒ No

## 8. Parking

Will the proposed works affect existing car parking arrangements?

☐ Yes ☒ No

## 9. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☒ Yes ☐ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- ☒ The agent  
☐ The applicant  
☐ Other person

## 10. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

☐ Yes ☒ No



### 11. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

☐ Yes ☒ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

### 12. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

**NOTE:** You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- ☐ The applicant  
☒ The agent

Title

Mr

First name

S

Surname

Le Voi

Declaration date  
(DD/MM/YYYY)

07/10/2019

☒ Declaration made

### 13. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☒

Date (cannot be pre-application)

07/10/2019

# No.38 Barton Drive, Hamble-le-Rice, Hampshire, SO31 4RE.

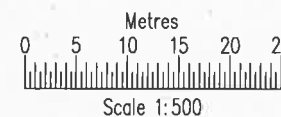
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Existing Block Plan 1:500 @ A3



Proposed Block Plan 1:500 @ A3



**L.M.D.**  
DESIGNS Ltd.  
ARCHITECTURAL  
& INTERIOR DESIGN  
No.4 Foxcombe Close,  
Swanmore,  
Hampshire SO32 2UJ  
Tel: 07876 712822  
Email: [Lmdarchitecture@aol.com](mailto:Lmdarchitecture@aol.com)

Job Title  
Proposed Extension at No.38 Barton Drive,  
Hamble-le-Rice, Hampshire, SO31 4RE.  
Client  
Mr & Mrs Ballinger  
Drawing Title  
Planning  
Block Plans  
Existing & Proposed  
CAD REF: 219797-38-Barton-Drive.dwg Scale 1:500  
Drawn: SLV Amended: Checked: Date Sep '19  
Job No. 219797\*101 Rev.

# No.38 Barton Drive, Hamble-le-Rice, Hampshire, SO31 4RE.

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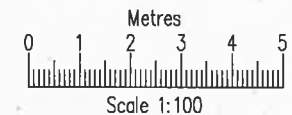
Existing South West Elevation 1:100 @ A3



Existing South East Elevation 1:100 @ A3



Existing North West Elevation (through boundary line) 1:100 @ A3



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Email: lmdarchitecture@aol.com

Job Title  
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Hamble-le-Rice, Hampshire, SO31 4RE.

Client  
Mr & Mrs Ballinger

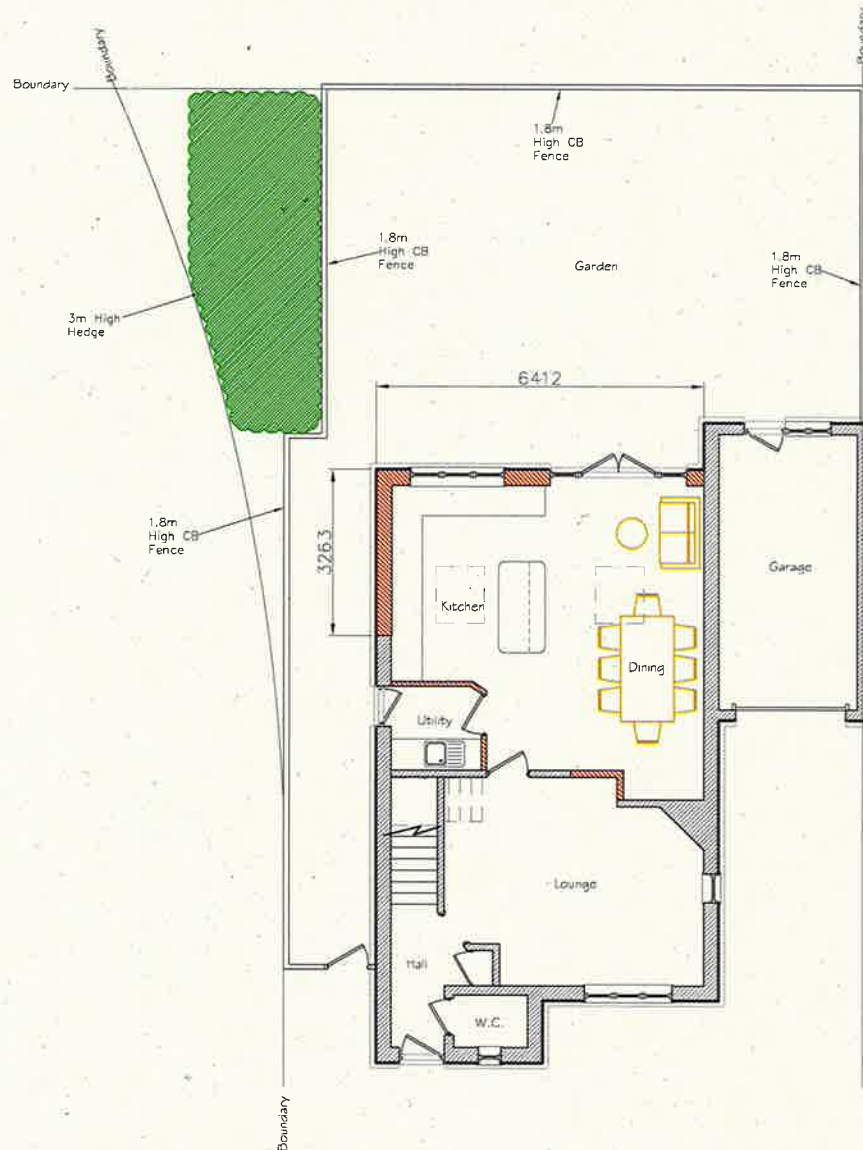
Drawing Title  
Planning  
Elevations  
Existing

CAD NO: 219797-38-Barton-Drive.dwg Scale 1:100  
Drawn SLV Approved Checked Date Sep '19  
Job No. 219797 Dwg. No. 103 Rev.

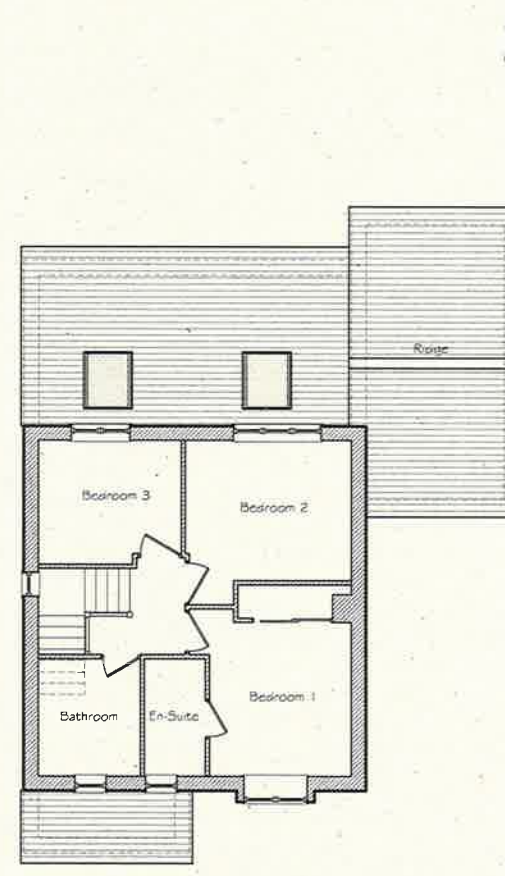


# No.38 Barton Drive, Hamble-le-Rice, Hampshire, SO31 4RE.

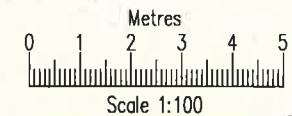
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Proposed Ground Floor Plan 1:100 @ A3



Proposed First Floor Plan 1:100 @ A3



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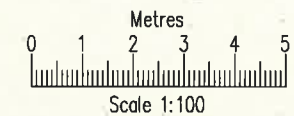
Client  
Mr & Mrs Ballinger

Drawing Title  
Planning  
Floor Plans  
Proposed

CAD REF: 219797-38-Barton-Drive.dwg Scale 1:100  
Drawn SLV Approved Checked Date Sep '19

Job No. 219797-38-104

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Proposed Extension at No.38 Barton Drive,  
Hamble-le-Rice, Hampshire, SO31 4RE.

Client  
Mr & Mrs Ballinger

Drawing Title  
**Planning  
Floor Plans  
Existing**

CAD REF: 219797-38-Barton-Driveway Scale 1:100

Drawn **SLV** Amended Checked Date **Sep '10**

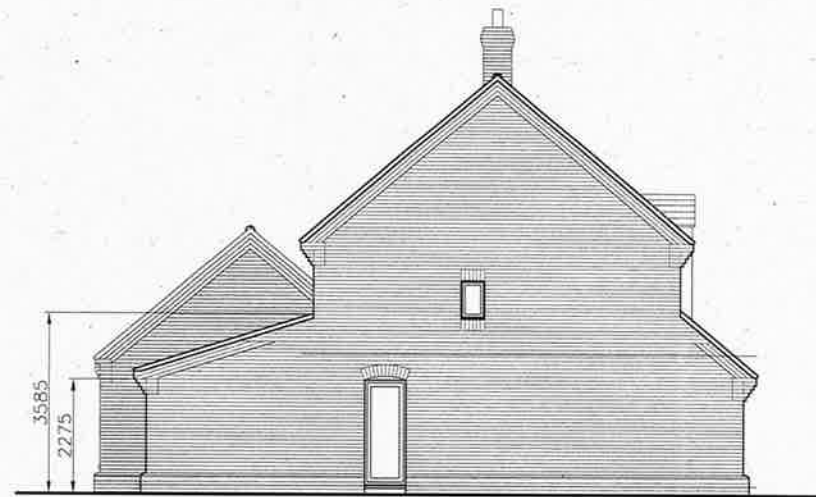
Job No. 219797 Drg. No. 102 Rev.

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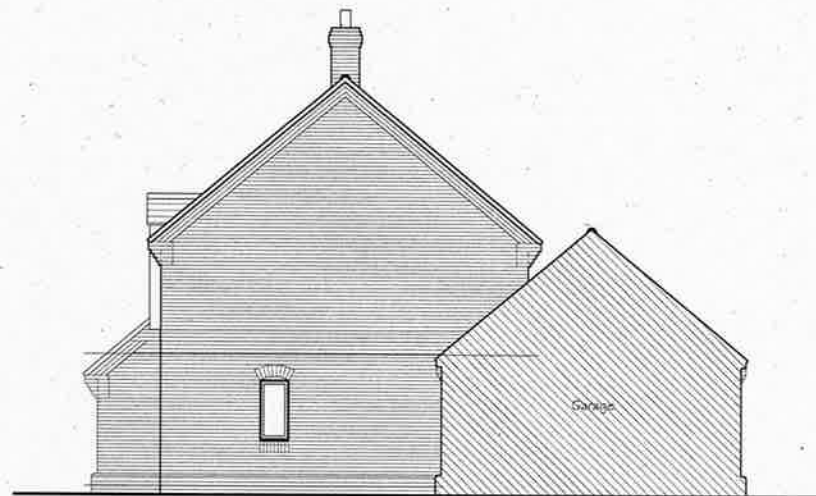
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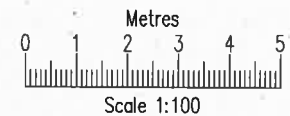
Proposed South West Elevation 1:100 @ A3



Proposed South East Elevation 1:100 @ A3



Proposed North West Elevation (through boundary line) 1:100 @ A3



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Job Title  
Proposed Extension at No.38 Barton Drive,  
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Client  
Mr & Mrs Ballinger

Drawing Title  
Planning  
Elevations  
Proposed

CAD REF: 219797-38-Barton-Drive.dwg Scale 1:100  
Drawn: SLV Amended: Checked: Date Sep '19  
Job No. 219797 Rev. 105



## Development Management

Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN

Tel: 023 8068 8264 [www.eastleigh.gov.uk](http://www.eastleigh.gov.uk)

Office hours: Mon-Thurs 8.30am - 5pm, Friday 8.30am - 4.30pm



**Application for tree works: works to trees subject to a tree preservation order (TPO) and/or notification of proposed works to trees in a conservation area.**

### Town and Country Planning Act 1990

#### Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

#### 1. Trees Location

Number	<input type="text"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	<input type="text"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text"/>
Postcode	<input type="text"/>

If the location is unclear or there is not a full postal address, describe as clearly as possible where it is (for example, 'Land to rear of 12 to 18 High Street' or 'Woodland adjoining Elm Road')

Easting (x)	<input type="text" value="448214"/>
Northing (y)	<input type="text" value="106631"/>

Description

Ash tree on land at corner of Green lane and School lane backing onto Solent meadows the tree is directly behind the bench.

#### 2. Applicant Details

Title	<input type="text" value="Mr"/>
First name	<input type="text" value="Richard"/>
Surname	<input type="text" value="Clarke"/>
Company name	<input type="text" value="Hamble-le-Rice Parish Council"/>
Address line 1	<input type="text" value="memorial hall"/>
Address line 2	<input type="text" value="High Street"/>
Address line 3	<input type="text"/>

## 2. Applicant Details

Town/city	Hamble-le-Rice
Country	
Postcode	SO31 4JE
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

☐ Yes ☒ No

## 3. Agent Details

No Agent details were submitted for this application

## 4. What Are You Applying For?

Are you seeking consent for works to tree(s) subject to a Tree Preservation Order?

☐ Yes ☒ No

Are you wishing to carry out works to tree(s) in a conservation area?

☒ Yes ☐ No

## 5. Identification of Tree(s) and Description of Works

Please identify the tree(s) and provide a full and clear specification of the works you want to carry out.

You might find it useful to contact an arborist (tree surgeon) for help with defining appropriate work.

Where trees are protected by a Tree Preservation Order, please number them as shown in the First Schedule to the Tree Preservation Order where this is available. You should use the same numbering on your sketch plan (see help for sketch plan requirements).

Please provide the following information:

- Tree species
- The number used on the sketch plan; and
- A description of the proposed works.

Where trees are protected by a Tree Preservation Order you must also provide:

- Reasons for the work; and where trees are being felled
- Proposals for planting replacement trees (including quantity, species, position and size) or reasons for not wanting to replant.

e.g. Oak (T3) - fell because of excessive shading and low amenity value. Replant with one standard ash in same position.

Ash tree (T2) identified in recent survey carried out by Kiss tree management LTD as having typical symptoms of ash die back with the advice to fell due to the high target area of the bench directly in front of the tree. The tree will be felled to ground level with all waste destroyed to prevent spread of disease. As this tree forms part of an existing block of planting no replacement tree will be planted on site this will give room for the other trees already on site to grow, a replacement tree will be planted elsewhere in the village in an appropriate location.

## 6. Trees - Additional Information

### For all trees

A sketch plan clearly showing the position of trees listed in the question 'Identification of Tree(s) and Description of Works' MUST be provided when applying for works to trees covered by a Tree Preservation Order. A sketch plan is also advised when notifying the LPA of works to trees in a conservation area (see guidance notes).

It would also be helpful if you provided details of any advice given on site by an LPA officer.

### For works to trees covered by a TPO

**Please note: If none of the proposed work involves trees covered by a TPO, please answer 'No' to the two questions below**

Please indicate whether the reasons for carrying out the proposed works include any of the following. If so, your application MUST be accompanied by the necessary evidence to support your proposals (see guidance notes for further details).

1. Condition of the tree(s) - e.g. it is diseased or you have fears that it might break or fall

☐ Yes ☒ No

If Yes, you are required to provide written arboricultural advice or other diagnostic information from an appropriate expert.

## 6. Trees - Additional Information

2. Alleged damage to property - e.g. subsidence or damage to drains or drives.

☐ Yes ☒ No

If Yes, you are required to provide for:

- Subsidence: A report by an engineer or surveyor (to include a description of damage, vegetation, monitoring data, soil, roots and repair proposals) and a report from an arboriculturist to support the tree work proposals.

- Other structural damage (e.g. drains walls and hard surfaces): Written technical evidence from an appropriate expert, including description of damage and possible solutions.

### Documents and plans (for any tree)

Are you providing additional information in support of your application (e.g. an additional schedule of work for question 'Identification of Tree(s) and Description of Works')? ☒ Yes ☐ No

If Yes, please provide the reference numbers of plans, documents, professional reports, photographs etc in support of your application

Photo of tree insitu, plan showing location of tree T2 on site, copy of relevant page of report from Kiss tree management LTD

## 7. Tree Ownership

Is the applicant the owner of the tree(s)?

☒ Yes ☐ No

## 8. Tree Preservation Order Details

If you know which TPO protects the tree(s), enter its title or number

## 9. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

☐ Yes ☒ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

## 10. Trees - Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☒

Date (cannot be pre-application) 02/10/2019



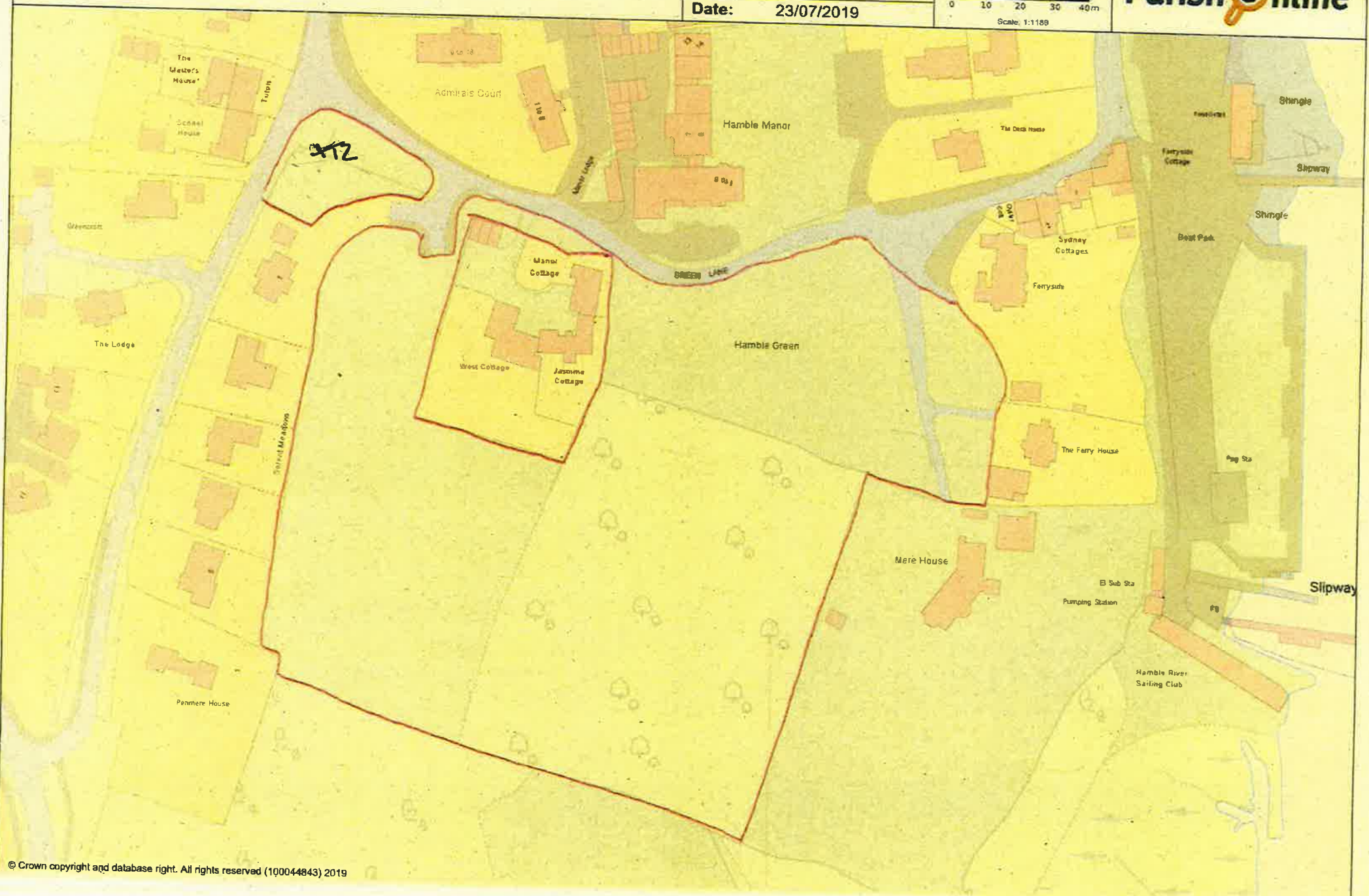
Hamble-le-Rice CP

Author:

Date: 23/07/2019

0 10 20 30 40m  
Scale: 1:1189

ParishOnline



## Site: Hamble Green & Woodland

Notes: asterisk indicated limited inspection so assessment has been made on what is visible.

Tree no	Species	Age Class	Size	Condition comments	Overall structural cond.	Overall physiological cond.	Work Recommendations	Priority
T1	Oak	LM	60-89	Generally fair: becoming heavily colonised with ivy which is obscuring the main unions and limiting the inspection. Close to footpath	Good *	Good *	Sever ivy to 1m from ground	Med
T2	Ash	EM	2 x <30	Canopy is sparse and clumpy – typical symptoms of Ash Die Back.	Fair but changeable	Poor	Fell – high target area as immediately behind bench.	Med
T3	Ash	Y	<30	Growing through fence and causing damage. Self-set rather than planted.	Fair	Fair - good	Fell and treat with herbicide.	Med
T4	Lime	Y	30-59	One stem to south side growing through fence.	Fair	Good	Fell stem through fence to avoid future damage.	Med
T5	Scots Pine	M	30-59	Dead	Dead	Dead	Fell to 4m habitat pole	Med
T6	Scots Pine	LM	30-59	Significant deadwood present – usual for species.	Good	Good	Deadwood over path.	Med
T7	Scots Pine	LM	30-59	Ivy colonisation becoming established.	Good	Good	Sever ivy to 1m from ground	Med
T8	Beech	LM+	60-89	<i>Ganoderma resinaceum</i> present at several points on stem base. See arboricultural note at 4.3. Bird box on north side of stem. Signs of bleeding (exudate from a disease) on stem.	Fair	Good	None – continue to assess.	Med
T9	Oak	V	120+	Generally, condition is very good for size and age. Recently dead-wooded over path.	Fair - good	Fair - good	Retain and protect – no action required at this time.	
T10	Oak	LM+	90-119	One section of deadwood 750mm Ø on north side	Good	Good	Test dead section for stability using throwline or similar.	Med
T11	Lime	LM	60-89	One small-moderate branch has broken off (presumably in recent high winds) on west side of upper canopy	Good	Good	Collect & dispose of branch	Med
T12	Lime	M	30-59	Significant decay present at previous reduction/pollard point at top of main stem. Extensive regrowth on west side becoming established and likely to overload obviously weak union.	Poor	Fair	Reduce/Repollard to previous knuckle and maintain at no more than 2m taller than reduced height. CAUTION WHEN CLIMBING or use alternative access method.	Med
T13	Copper Beech	Y	<30	Low canopy over green.	Good	Good	Lift to 2.5m over grass to allow access for mowing.	Med