

Tuesday 26th May 2020 - 7pm

Virtual Meeting

The Parish Council is consulted on all Planning Applications within the Parish. It only comments on applications that are likely to have an impact on the immediate neighbourhood or wider village unless a member of the public or councillor raises a specific concern. All applications are notified to members and are included on the agenda. Where there are no comments to be made HPC will confirm this to the Planning Authority. Applications we are likely to comment on are (but not exclusively): Grounds:

1. Conservation Area and Listed Buildings
2. Commercial /business use
3. Demolition
4. Properties that are proposing substantially change
5. Where the street scene maybe fundamentally altered
6. Those which impinge on rights of way
7. Works to trees
8. Those related to the River Hamble and Southampton Water
9. Applications likely to generate pollutants – air, noise or smell

If you want to make a comment on an application for the Parish Council to consider please contact the Clerk on clerk@hamblepc.org.uk for advice on the options open to you".

You are very welcome to join our meeting. If you wish to please contact the Clerk by 10am Tuesday 26th May 2020. A link to the meeting will be provided. You will be asked to supply your name and email address and to confirm whether you wish to participate or observe.

1. **Welcome**
 - a. Apologies for absence
 - b. Declaration of interest and approved dispensations
 - c. Approve minutes of 24th February 2020
2. **Public Session**
3. **Policy issues including:**
 - a. Eastleigh Borough Council Local Plan - Inspectors letter and potential modifications
 - b. Update on Hamble Lane Improvements - email
 - c. Outcome of the Transforming Cities bid - March 2020
 - d. Correspondence regarding the Community Rail Network - 30.04.20
 - e. Outcome of the attempt to have the Pill Box on Satchell Lane listed.

APPLICATIONS FOR COMMENT

4. **H/20/87754 - 21 CROWSPORT, HAMBLE-LERICE, SOUTHAMPTON, SO31 4HG**
Why are we commenting on this application - Ground 1
Two storey front extension, single storey garage extension, raising of roof to provide first floor accommodation, and addition of glass balustrade to existing roof terrace.
Consultation Ends: 23 May 2020 (Extended to the 27 May 2020 for HPC to comment)
5. **F/20/87845 - COOPERVISION LTD, SOUTH POINT 4, HAMBLE, SO31 4RF**
Description: Canopy over existing rear access.

APPLICATIONS FOR NOTING WITHIN HAMBLE PARISH

6. [H/20/87407](#) - 9 KINGFISHER CLOSE, HAMBLE, SO31 4PE
First floor rear extension with juliet balcony and addition of juliet balcony on side elevation.
Consultation Ended: 13/03/2020 (extension granted for HPC comments)
7. [H/20/87447](#) - 48 SATCHELL LANE, HAMBLE, SO31 4HL
Retrospective planning for boundary fence and gates.
Consultation Ended: 16/03/2020 (extension granted for HPC comments)
8. [T/20/87479](#) - 14 RIVER GREEN, HAMBLE, SO31 4JA
1 no. Yew (T1) - Overall crown reduction of 3 metres to branches with a maximum diameter of 2.5 inches.
Consultation Ends: 27/03/2020
9. [H/19/86984](#) - 14A CROWSPORT, HAMBLE, SO31 4HG
Erection of a new first floor extension with roof terrace, front and side extensions, alterations to fenestration, alterations to landscape, car parking layout and front boundary treatment.
Consultation Ends: 30/03/2020
10. [H/20/87557](#) - 69 SPITFIRE WAY, HAMBLE, SO31 4RT
Conversion of garage to habitable accommodation.
Consultation Ends: 08/04/2020
11. [F/20/87532](#) - Pile mooring A14/15 on west bank of Hamble river near Hamble Point Marina
Installation of 1no. 11.5m long floating pontoon between pile moorings A14 & A15.
Consultation Ends: 09/04/2020
12. [H/20/87609](#) - 70 SATCHELL LANE, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4HL
First floor side extension.
Consultation Ends: 17/04/2020
13. [H/20/87505](#) - 3 LIBERTY ROW, MEADOW LANE, HAMBLE, SO31 4RR
Retention of rear Conservatory.
Consultation Ends: 03/05/2020

DECISIONS

14. [T/20/87152](#) - MITCHELL POINT, ENSIGN WAY, HAMBLE
1 no. Scots Pine (T1)- Crown Lift to 2.4m for statutory clearance heights over roads/footpaths. 2 no. Scots Pine (T6 & T7) - Crown Lift to 4m for statutory clearance heights over roads/footpaths.
DECISION: Part Consent Part Refuse Trees - 19 Feb 2020 (Delegated Decision)
15. [LDC/20/87171](#) - 69 SPITFIRE WAY, HAMBLE, SO31 4RT
Lawful Development Certificate for proposed use: Conversion of existing garage into habitable accommodation.
DECISION: CLOPUD - Certificate Not Issued - 28 Feb 2020 (Delegated Decision)
16. [H/20/87186](#) - SPROC MAR, HAMBLE LANE, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4HT
New front porch.
DECISION: Permit - 6 Mar 2020 (Delegated Decision)
17. [H/20/87147](#) - 33 VERDON AVENUE, HAMBLE, SO31 4HW
Proposed two storey rear extension and alterations to fenestration.
DECISION: Permit - 6 Mar 2020 (Delegated Decision)
18. [L/19/87069](#) - GE AVIATION, KINGS AVENUE, HAMBLE, SO31 4NF
Listed Building Consent: Remedial works to the gutters of Sydney Lodge (Building 3 on site layout plan).
DECISION: Grant Listed Building Consent - 6 Mar 2020 (Delegated Decision)
19. [T/20/87237](#) - TANGLEWOOD, 56 SATCHELL LANE, HAMBLE, SO31 4HL
1 no. Oak (T1): remove two branches in lower crown to improve light to lawn as indicated on included photographs. 1 no. Oak (T2): remove part of limb in poor condition reduce by no more than 3 metres and to 'knuckle' to improve tree health. 1 no. Oak (T3): lower crown only - tip reduction up to 1 metre and to appropriate growth points and crown lift as per photographs.
DECISION: Consent - 4 Mar 2020 (Delegated Decision)
20. [H/19/87036](#) - 2 TUTOR CLOSE, HAMBLE, SO31 4RU

Construction of a two-storey side extension.

DECISION: Permit - 11 Mar 2020 (Delegated Decision)

Received after 26th March 2020

21. H/19/85534 - 20 WESTFIELD CLOSE, HAMBLE, SO31 4LG

Side/Rear two storey extension, replacement porch, re-submission following refusal H/19/84828

DECISION: Withdrawn - 19 Mar 2020 (Delegated Decision)

22. H/20/87262 - 78 SATCHELL LANE, HAMBLE, SO31 4HL

Replacement of second floor dormer roofs with flat roof.

DECISION: Permit - 18 Mar 2020 (Delegated Decision)

23. F/19/86788 - UNIT 6, COMPASS POINT, ENSIGN WAY, HAMBLE, SO31 4RF

Change of use of part of the ground floor from office and storage use (B1 & B8 Use Classes) to a studio theatre (D1 Use Class) (amended description).

DECISION: Permit - 23 Mar 2020 (Delegated Decision)

24. F/20/87178 - Hamble Lifeboat mid-stream mooring, Hamble River

Retrospective application for the retention of 10no. stanchions with rope lines on three sides of existing pontoon.

DECISION: Permit - 24 Mar 2020 (Delegated Decision)

25. H/20/87257 - 3 BARTON DRIVE, HAMBLE, SO31 4RG

Front boundary fence.

DECISION: Withdrawn by Applicant - 3 Apr 2020

26. H/20/87407- 9 KINGFISHER CLOSE, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4PE

First floor rear extension with juliet balcony and addition of juliet balcony on side elevation

DECISION: Permit

27. H/20/87177 - 23 WESTFIELD CLOSE, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4LG

Construction of driveway to the front to create off road parking and dropped kerb Location

DECISION: Withdrawn By Applicant

28. T/20/87479 - 14 RIVER GREEN, HAMBLE-LE-RICE, SOUTHAMPTON, SO31 4JA Consent under Tree

Overall crown reduction of 3 metres to branches with a maximum diameter of 2.5 inches.

DECISION: Withdrawn

29. 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.

30. Enforcement Cases

Dated: 18.05.20

Signed: Amanda Jobling, Clerk to Hamble Parish Council, Parish Office, 2 High Street, Hamble, Southampton SO31 4JE. 023 8045 3422.

UPCOMING PARISH COUNCIL MEETINGS

Council meeting Monday 8th June 2020 @7pm

7pm, Monday 24th February 2020, The Roy Underdown Pavilion, Baron Road, Hamble SO31 4RY

Present: Councillors: J Dajka; T Dann; J Nesbit-Bell; D Rolfe; A Thompson and I Underdown (Chair).
Clerk

Members of the Public: two representatives from Hamble Lifeboat

Minute reference is 24.02.2020 + the agenda item number

1a. Apologies for absence			
None received.			
1b. Declaration of interest and approved dispensations			
None			
1.c To approve minutes of previous Council Meetings			
<u>IT WAS RESOLVED</u> to approve the Minutes of 27 th January 2020 (including appendix 1 Graham Tuck EBC HA2 Response App to Minutes).			
Proposed	Cllr Rolfe	Seconded	Cllr Underdown
2. Public Participation			
Two representatives of Hamble Lifeboat came to brief the Committee on the safety issues on the recently approved pontoon and safety stanchions that were introduced after the pontoon was installed. This was to assist the members in considering item 11. Hamble Lifeboat are often called out of hours and the response is time-critical. Ensuring that safety is a primary consideration when responding and that staff can work safely on the pontoon is a key factor especially when working in low light levels.			
3. Hampshire Waste and Minerals Plan - Update			
The Clerk circulated email correspondence between herself and staff at Hampshire County Council (HCC) leading on waste and mineral planning, regarding the up to date position with the Airfield site. The content was noted.			
4. Hampshire Housing Hub - Information and advice on community led housing projects			
The information was circulated as a learning opportunity for members of the committee.			
5. Local Plan			
5a. Policy OS 156 Update			
Despite assurances from Eastleigh Borough Council's (EBC) Chief Executive that a response would be available for the meeting, nothing had been received.			
5b. Examination update			
No update had been posted on the EBC website. A letter is imminent from the Planning Inspector to EBC.			
6. Southampton City Vision: Local Plan			

Southampton City Councils Local Plan is being amended. The previous plan dates back to 2006 although it was subject to a partial review in 2015. Opportunities exist to attend stakeholder events at the start of the process. It was agreed to wait until a later stage in the consultation but issues of concern included: Housing requirement; traffic and transport; jobs and employment; and infrastructure.

The Chair also fed-back to the Committee on the Transforming Cities Fund - which is likely to yield some funding for the peninsula. The announcement should be made during March as part of the Budget 2020/21.

7. Rights of Way - ROW 505 and the England Coast Footpath

An email has already gone to HCC asking for an update on the status of the work following the Ramblers letter to them earlier in the year. The RoW WG inspected the path earlier in the year and raised concerns about it. A formal letter is now to go to Alison Perry after the emails seeking clarification on the timing and extent of the works.

English Coast Path: the Warsash to Gosport path has been announced and will not be following the alternative route proposed by HPC which would go up to the first crossing point at the A27. Ensuring that people are aware of this network of paths is important and if possible, other organisations should be encouraged to promote them. The Interpretation Board WG will also be asked to consider how they could be featured.

Proposed	Cllr Rolfe	Seconded	Cllr Dajka
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8. Traffic Regulation Orders (TROs)

EBC were inviting parishes to identify sites for new TROs. The following were identified:

- Double yellow lines extended down from the Vets up to the bus stop on the other side to prevent parking there causing obstructions.
- Improve the parking outside the Coop in The Square as there is a frequent obstruction and current arrangements do not deal with it.
- Sydney Avenue opposite Hamble Lane - parking close to the junction which prevents people from accessing the junction safely.
- Cobbled section of the High Street be created as a pedestrian priority area and a lower speed area.

Clerk to confirm them to EBC.

9. F/20/87197 - 8-9 CORONATION PARADE, HAMBLE, SO31 4JT - to note that this application has been referred to the Local Area Committee for determination

Noted.

APPLICATIONS WITHIN HAMBLE PARISH

10. H/20/87177 - 23 WESTFIELD CLOSE, HAMBLE, SO31 4LG

Support the application subject to the surfacing being porous as part of the Sustainable Urban Drainage (SUD's) approach.

Proposed	Cllr Rolfe	Seconded	Cllr Dajka
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11. F/20/87178 - Hamble Lifeboat mid-stream mooring, Hamble River

HPC originally opposed the application due to the visual impact in a conservation area. Support the application on the basis that the stanchions are painted a suitable colour such as grey to minimise the impact of them with a flash of colour on the top of the posts to give a clear point of reference in the dark.

Proposed	Cllr Dajka	Seconded	Cllr Dann
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12. H/20/87186 - SPROC MAR, HAMBLE LANE, HAMBLE, SO31 4HT New front porch.			
Support			
Proposed	Cllr Dann	Seconded	Cllr Dajka
13. T/20/87237 - TANGLEWOOD, 56 SATCHELL LANE, HAMBLE, SO31 4HL.			
Leave it to the specialist and minimum work			
Proposed	Cllr Dajka	Seconded	Cllr Dann
14. H/20/87262 - 78 SATCHELL LANE, HAMBLE, SO31 4HL			
The current application will create a bulkier roof shape that will be visible from the river. Any changes to reduce this would be appreciated given the prominence of the site. HPC Supports the application subject to there being conditions placed on the consent to ensure that all materials and deliveries occur within the curtilage of the property.			
Proposed	Cllr Dajka	Seconded	Cllr Dann
15. H/20/87257 - 3 BARTON DRIVE, HAMBLE, SO31 4RG			
Members opposed the application on the basis that the fence would be incongruent in the setting. The area to be enclosed is part of the open landscaping scheme and to create an enclosure within the cul-de-sac would be out of keeping with other dwellings. No other properties in the cul-de-sac have fencing that abuts the front elevations of dwellings.			
Proposed	Cllr Rolfe	Seconded	Cllr Thompson
16-21. Decisions			
Decisions on the Agenda were noted although the Committee asked the clerk to contact the officer regarding the decision NC/20/87125 - 5 CROWSPORT, HAMBLE, SO31 4HG to find out if there was a condition report that was relied on and why was it deemed to be small/medium given its very large and in a prominent location.			
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 or Part 1, of Schedule 12A of the Act.			
IT WAS RESOLVED that in view of the confidential nature of the business to be discussed the public and press be excluded.			
20:49 moved to Exempt Business			
Proposed	Cllr	Seconded	Cllr
Proposed	Cllr Underdown	Seconded	Cllr Thompson
31. Enforcement Cases			
The Clerk updated the Committee on enforcement cases.			

Meeting ended at: 8.14pm

Eastleigh Local Plan Examination
Inspector Christa Masters MA (Hons) MRTPI

Programme Officer: Louise St John Howe
PO Services, PO Box 10965, Sudbury, Suffolk
CO10 3BY Email: louise@poservices.co.uk
Tel: 07789 486419

By email only

1 April 2020

Dear Mr Tuck

EXAMINATION OF THE EASTLEIGH LOCAL PLAN

1. I would like to thank the Council and all participants for the contributions made to the hearing sessions which have recently concluded. As I advised, I am writing to you regarding areas of the plan where I continue to have significant concerns and to set out options for taking matters forward. I appreciate that the current very difficult circumstances in respect of coronavirus may mean that the Council's resources are very stretched and its focus is likely to be on responding to the immediate situation. However, nonetheless, you have indicated to me that you wished to receive this letter as soon as possible.
2. The Council has kept a detailed log of some of the issues relating to soundness that have been identified during the examination and upon which the Council is undertaking the preparation of further evidence. This letter does not attempt to cover all of these issues. Instead, it outlines my most significant concerns.

The spatial strategy and the development distribution strategy and principles (DDSP)

3. Policy S2 as currently drafted sets out the approach to new development across the borough. The sites which make the most significant contribution towards the 5-year supply position already benefit from planning permission. Aside from the SGO, a further 740 dwellings are proposed to be allocated on smaller greenfield sites adjoining the settlements of Allbrook, Bishopstoke, Bursledon, Fair Oak, Hedge End, Netley and West End. The principle of these site allocations and the approach adopted has in my view been adequately justified by the evidence base and I have no fundamental concerns with regards to the overall approach adopted to these components of the supply position outlined at policy S2.
4. My concerns in relation to the spatial strategy are focused on the DDSP which the Council adopted in December 2016 to guide work on the plan, in terms of the new development proposed over and above that which already has permission¹. The DDSP states that the borough's settlement hierarchy should be the main consideration in making decisions about the spatial distribution of new development, to ensure that development is located in areas which provide the widest range of employment opportunities, community facilities and transport infrastructure and in order to support, enhance and reinvigorate those areas. This objective is repeated at paragraph 4.6 of the Plan, which emphasises that the existing settlement hierarchy identifies the most sustainable locations. It highlights areas where facilities are needed and could be provided for by allowing sufficient development.

¹ Eastleigh Borough Council Cabinet Report, 15 December 2016

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5. The DDSP goes on to advise that the separate identity of settlements and local communities should be safeguarded by ensuring the retention of undeveloped 'countryside gaps' between them and avoiding decisions which would result in their coalescence. I will return to consider this issue in further detail below and the influence it has had on the distribution of development proposed.
6. In principle, at least, I consider these aspects of the approach set out through the DDSP to be reasonable and justified. They aim to direct development to the most sustainable locations while retaining the individual identity of settlements.
7. However, a further development principle states that there should be no significant additional development in the Hamble peninsula. The reasons given relate to transport constraints, minerals safeguarding and the vulnerability of the open and undeveloped countryside gaps between settlements in this area and Southampton, the outer borders of which are clearly visible from many parts of the peninsula. This approach to the Hamble peninsula has effectively 'ruled out' strategic spatial growth in this location.
8. The problem here is that this stance is based on limited analysis of transportation issues relating to the Hamble peninsula. The Eastleigh Strategic Transport Study² used to inform the Issues and Options consultation assessed the effects of a range of strategic transport schemes across the borough using high level traffic modelling. The study concludes that further work is needed to fully understand the impacts of the proposed improvement options on the Hamble Lane corridor. However, no further work was undertaken because the Council had already adopted the approach set out in the DDSP. Furthermore, the initial Sustainability Appraisal³ notes the proximity of strategic spatial option G (Hamble Airfield) to existing employment areas. Whilst existing congestion on Hamble Lane is identified, no assessment is made as to the effect of planned junction improvements and what effect these works would have on increasing capacity in this location.
9. The approach to sites subject to minerals safeguarding is inconsistent throughout the plan. A number of the proposed housing allocation sites within the plan are also subject to such safeguarding measures. However, in relation to these sites, the Council have confirmed that this issue can be satisfactorily addressed through policy 15 of the Hampshire Minerals and Waste Plan (October 2013).
10. Furthermore, it appears that the Partnership for South Hampshire (PUSH) Spatial Position Statement has been used to influence the spatial strategy. That is reasonable. However, in considering various Strategic Growth Options (SGO), SGO001⁴ excludes option G from further consideration on the basis that the PUSH Spatial Position Statement indicates that the strategic growth should be in the north rather than the south of the borough. But that is not what the Position Statement says. Rather, it identifies criteria to help the Council select the location of new development. It provides no policy basis for directing the location of housing growth across the borough.

² TRA010 Eastleigh Strategic Transport Study, Interim Report – Issues and Options, December 2015

³ ORD007 Sustainability Appraisal, Main Report December 2015

⁴ SGO001 SGO Background Paper, Part 1 paragraph 4.3

11. Overall, the decision to exclude additional development in Hamble peninsula appears to have been made through the DDSP prior to any detailed analysis being undertaken to inform the selection of preferred options to meet the required level of growth⁵. In addition, one potential option for strategic growth appears to have been discounted without any evidential basis.
12. To conclude, I consider that the spatial strategy is not justified. The DDSP has been drawn up without sufficient evidence to underpin elements of it, but yet it has had a fundamental influence on the consideration of reasonable alternatives for the chosen SGO. I explain this further below.

The SGO and the Sustainability Appraisal

13. A fundamental part of the Council's proposed housing strategy from 2024 onwards is the provision of a SGO at land north of Bishopstoke and land north and east of Fair Oak. This is set out at policy S5 which allocates these two sites for 1000 and 4300 homes respectively. Approximately 3350 dwellings are anticipated to be delivered from these sites between 2024 and 2036, along with the necessary associated infrastructure. The remaining figure of approximately 2000 dwellings would be delivered beyond this current plan period.
14. In order to facilitate this scale of growth in this particular location, it would be necessary for a new link road to be constructed. The required link road is supported by policy S6. This is a 5-part phased road project which would be linked to the phasing of the SGO, and each phase is critical to the delivery of the SGO.
15. The Environmental Assessment of Plans and Programmes Regulations state that a Sustainability Assessment (SA) should identify, describe and evaluate the likely significant effects of implementing the plan and reasonable alternatives, with the aim of establishing that the plan is the most appropriate. The plan is supported by two SAs. The first is document ORD007 (2015) which assessed 8 potential strategic locations. The second is SUB003b, prepared at the pre-submission stage in 2018 in support of the submission plan, assesses 5 potential SGOs.
- SGO B/C: Expansion of Bishopstoke and Fair Oak to the north and east;
 - SGO C: Expansion of Fair Oak to the east and north;
 - SGO D: Expansion of Bishopstoke to the south and Horton Heath to the west, plus land immediately to the northeast of Fair Oak a;
 - SGO D: Expansion of Bishopstoke to the south and Horton Heath to the west, plus land immediately south of option D and the railway line;
 - SGO E: Extension of West End to the north of the M27, plus land immediately to the northeast of Fair Oak b.
16. Taking account of the SGO Background Paper and the aforementioned SA work, there are two main shortcomings in respect of the consideration of reasonable alternatives for the SGO. These concerns relate firstly to the assessment of the individual options and secondly, as a result of this, the selection of the preferred option (which is

⁵ Eastleigh Borough Council MIQ response matter 3, page 19/20

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Option B/C in the SA). The SA concludes that the key areas of difference between the SGO alternatives considered are that:

- a) the selected option has greater merit in meeting transport/accessibility aims;
- b) the selected option is more beneficial in terms of protecting settlement gaps; and that
- c) although the selected option has less merit in relation to protecting more sensitive (non-designated) landscapes, the benefits in relation to a) and b) above outweigh this factor.

I now turn to consider these issues in further detail.

Transport and accessibility – in general

17. Paragraph 34 of the Framework advises that plans should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. SGO001 Part 1 considers the key issues to be considered in terms of transport and accessibility are the distance which needs to be travelled, the ability of people to walk and cycle, the propensity to use public transport and the level of delay on the highway network. This seems to me to be a reasonable conclusion.
18. From the transport modelling work⁶, it is apparent that the selected option would lead to the longest average travel distances by car. Although the Council state that this is only very marginal, it seems to me this is something of a fundamental drawback. The fact that this maybe counteracted by SGO B/C providing more local facilities fails to acknowledge that other SGO options combined could deliver similar benefits.
19. The propensity to walk or cycle is very similar across all of the SGO options. Option D would provide the shortest new bus route to key destinations and would also result in more people using public transport. In terms of the SGO selected, the assessment of existing bus services notes that some of these services could be diverted/extended to serve more of the SGO and that this can be taken into account in terms of the form, density and location of development. However, this is not considered for option D. Similarly, the possibility of diverting existing routes close to option E is considered to be unlikely to be implemented by bus operators. But I see no particular reason why – Option E is the closest to the major employment area of Southampton. While there are a wide range of destinations accessible from Option E, the evidence base demonstrates that the most significant proportion of commuting takes place to Eastleigh and Southampton⁷. Furthermore, the assessment of potential for new bus routes is based on the assumption that option B/C will accommodate 5000 dwellings. Whilst this is reflective of the longer term capacity of the site beyond the plan period, it is not reflective of the housing delivery trajectory for this plan period.
20. Options D and E are recognised as having the potential to form rail access to the existing rail network. Although a long term prospect and uncertain at this stage, it would nevertheless provide the opportunity to maximise the use of sustainable transport modes as envisaged by the Framework.

⁶ SGO001 Part 1 SGO Paper summary of transport modelling

⁷ HOU002a G L Hearn South Hampshire Strategic Housing Market Assessment

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21. Overall, it is apparent that the process of considering the reasonable SGO alternatives has not been undertaken on an equal footing. Some forms of mitigation, or ways to reduce impacts, have been considered for some options, including the option selected, but not for others. The potential longer term advantages of some options have been either dismissed or, at best, given insufficient weight in the process. Both of these factors are a problem in and of themselves and, in short, I consider the process to have been flawed. Indeed, on the evidence I have seen and heard it appears to me that it could represent the least sustainable option in transport terms. Consequently, the SGO proposed in policy S5 would fail to meet the aim set out in paragraph 34 of the Framework, and the overarching principle of promoting sustainable development.
22. I note the Council's point that option B/C would represent a considerably larger SGO which could, as a result, support more new local facilities. That may be true and would represent an advantage in its favour. But there is no evidence that the other alternatives in combination could not provide similar facilities in more sustainable locations. There is no comparative analysis in this regard, including in relation to the provision of such local facilities on traffic movements. Therefore, this factor does not provide sufficient justification for the SGO selected.

Transport and accessibility – effects of traffic on the South Downs National Park

23. The proposed SGO is close to the South Downs National Park. Paragraph 115 of the Framework is clear that great weight should be given to conserving the landscape and scenic beauty of National Parks. The Council has a statutory duty to have regard to the purposes of the National Park, which include to conserve and enhance the natural beauty, wildlife and cultural heritage of the area, as well as promoting opportunities for the understanding and enjoyment of the special qualities of the National Park. The evidence notes that the selected option would generate a greater increase in traffic overall on the rural roads within and on the edge of the South Downs National Park⁸ when compared to the other SGO options. This is not surprising given the close proximity of the SGO to this location.
24. I note that the Council advises that caution should be exercised over these results as they are based on a strategic transport model. In this Council's view, the increases predicted could be lower. However, the evidence base does not support this position. Furthermore, I am not convinced that suitable mitigation could be brought forward to mitigate against this increase in traffic movements having regard to the South Downs National Park guidance on this issue⁹. Despite continued dialogue on this issue between the Council and the South Downs National Park Authority, no strategy has been prepared and there is disagreement between the two authorities as to when such a strategy should be in place.
25. The National Park comprises a sensitive rural landscape and given the significant scale of development proposed by policies S5 and S6 in such close proximity, the SGO has the potential to cause significant harm in this regard. The rural nature of these roads forms an integral part of the overall National Park experience. In particular, additional traffic at the sort of level predicted to be likely could have a detrimental effect on the communities concerned. Given the statutory importance of

⁸ SG00023 SGO Comparative Assessment Background Paper: Update on Transport Issues, June 2019

⁹ Roads in the South Downs – Enhancing the safety and quality of roads and places in the National Park, June 2015

the National Park, the scale of development proposed and the potential impacts of increases in traffic movements within and on the edge of the National Park, I am unable to conclude that the selected SGO represents the most suitable option when considered against all other reasonable alternatives.

Settlement gaps

26. Gaps proposed between settlements are referred to under various names throughout the evidence base. I shall use the term settlement gap within this letter.
27. I have significant concerns regarding the approach adopted to the settlement gap strategy overall as contained within the plan and how this has been applied to the site selection process for the SGO. My concerns in this regard fall into three broad areas: the evidence base, the application of the approach to site selection and finally the detailed policy wording. I deal with each of these matters in turn.
28. The evidence base in relation to settlement gaps is set out within ENV002 Countryside Gaps Background Paper (June 2018). This paper provides an appraisal of the landscape and an assessment of the function and extent of existing gaps in the borough. The purpose of the report, outlined at paragraph 1.6, is to inform the selection of preferred options for development that meets the required level of growth for the plan period by assessing the implications of the development on settlement pattern, character and identity.
29. ENV002 draws on the PUSH criteria¹⁰ for designated gaps which in essence states that (i) gaps should not include more land than is necessary to prevent the coalescence of settlements and that (ii) land to be included should perform an important role in defining settlement character and separating settlements at risk of coalescence. In my view, applying these criteria, would be in principle an appropriate approach.
30. The general principle of settlement gaps to prevent the coalescence of settlement is broadly supported by national policy. However, the extent to which the designations as proposed extend throughout the borough and take full account of both (i) and (ii) above is neither logical nor supported by a robust evidence base. For example, in the hearing sessions there was much discussion concerning the extent of individual gaps, the 'narrowness' or 'broadness' required to function as an 'appropriate gap', the needs for a 'strong/ decent/clear gap' in certain areas but 'slivers' of gaps being designated elsewhere. The evidence base does not support the approach adopted. Whilst there may well be some merit in the arguments put forward that the areas surrounding the urban area of Southampton require a greater gap in 'size' terms proportionate in scale to the urban area of Southampton, the same logic is not applied to other settlements within the borough.
31. Moreover, this approach is neither consistent with the evidence base nor the PUSH work upon which the appraisal purports to be founded. In some cases, more land than is necessary to prevent settlements from coalescing has been included, in other locations it is not clear how the settlement gap as defined provides an important role in defining the settlement character. As a result, there remains no rigorous or comprehensive basis for the gap designations as illustrated, the choice of the locations and the extent of the designations as shown.

¹⁰ HOU001 Push Spatial Position Statement, 2016

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32. I should emphasise that this is a significant problem in relation to both the influence that settlement gaps have had on the site selection process for the SGO – which I consider further below – and with respect to the justification for the proposed settlement gaps in themselves. In terms of the shortcomings I have identified in relation to the overall settlement gaps strategy, this could be addressed through the preparation of a clear and robust paper on this issue where I would recommend that each of the settlement gaps designations as currently proposed are revisited accordingly in light of the observations I have made above.
33. Turning to consider the specifics of the SGO issue, as I understand it, work to identify the proposed SGO has been evolving since 2017. The Council adopted revised draft countryside gap designations in June 2017. However, as already mentioned, the DDSP were settled upon by the Council in December 2016. These DDSP have been used to guide the preparation of the local plan. The difficulty here is that the DDSP had already concluded that no significant additional development could take place on the Hamble peninsula due to the vulnerability of the settlement gaps in this location. In short, the DDSP predetermined both the settlement gaps needed on the Hamble peninsula and thus ruled out the possibility of a SGO in this area. In advance of the work underpinning the settlement gaps, this is a flawed approach.
34. I am also concerned that there are other shortcomings in the site selection process leading to the identification of the proposed SGO caused by the effect of the approach taken to settlement gaps. Section 11 of ENV002 states that it provides a landscape and visual appraisal of spatial options A-H. However, in my view, the approach is based on limited technical appraisal. For example, in relation to option E, it was originally envisaged that an extension to the existing gap at Hedge End would be required. A subsequent update indicated that the original assessment did not appear to consider the need for a clear gap between the major urban area of Southampton/West End and Horton Heath. Additional masterplanning work for SGO B/C had established appropriate gaps whereas option D assumed no specific designated gap should be retained. The report does acknowledge the existing strong boundaries to the south formed by the railway and motorway and that if development took place here, the gap would be narrowed in places. However, no assessment is made as to the implications of this in terms of the separation of settlements.
35. Again, no assessment has been made of the combined option D/E or how a settlement gap could be integrated into this as a development option through any form of informed masterplanning process. The analysis merely summarises the SA findings. As a result, there is no robust assessment of the impact overall of the options for the SGO on the issue of settlement coalescence.
36. On this basis, I am unable to conclude that the approach to the site selection of the SGO represents a justified and evidence-based approach. It was explained to me at the hearing sessions that settlement gaps had been the determining factor in terms of the site selection process for the SGO. In light of my conclusions above, this approach is neither justified nor effective.
37. I now turn to the issue of policy wording. As submitted, policy S8 requires proposals to be assessed in terms of their effect on openness as well as the character of the countryside. This approach is at odds with the primary purpose of designating settlement gaps – as already mentioned, their purpose is to prevent settlement coalescence and define settlement character. As a result, the policy wording is

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neither justified by the evidence base nor effective in its approach. That said, this is an issue that could be readily rectified. I note that ENV002 outlines policy wording from other authorities within Hampshire which has been found sound at local plan examinations, and I would recommend similar suitable wording accordingly.

Landscape sensitivity

38. Both the Planning Practice Guidance and the Framework say that plans should recognise the intrinsic character and beauty of the countryside, and that the cumulative impacts of development on the landscape need to be considered carefully. As noted above, the selected SGO is located in close proximity to the South Downs National Park. SGO001 advises that in relation to the criteria used to assess the SGO options, in terms of landscape sensitivity, the aim is to protect or manage change in landscapes with higher sensitivity to change, the main consideration being whether the characteristics of a landscape within a potential SGO make it sensitive to change.
39. Of all the alternative options considered the selected option proposed through policy S5 has the greatest impact on high sensitivity landscapes. This is based on the landscape appraisal work¹¹ which confirms that views towards the exposed skyline are particularly sensitive from Colden Common as well as open land to the north and west, close to the National Park and Lower Upham. Notwithstanding this conclusion, the SA allocates an equal score in terms of landscape effects to the other SGO options. I acknowledge the strategic nature of the SA. However, it is clear that the conclusions it draws in this regard are at odds with the evidence base.

Conclusions about the SGO and the Sustainability Appraisal

40. A number of significant concerns have been raised by representors regarding the sustainability appraisal work undertaken and in particular the assessment of reasonable alternatives to arrive at the SGO selected. On the basis of my consideration of the evidence base, I share a number of these concerns. In particular, I am not convinced that the assessment of alternatives and possible mitigation measures has been undertaken on a comparable basis and mitigation in relation to the issue of settlement gaps has not been consistently applied to the alternatives considered. There has been no combined analysis within the SA of option D and E. This was ruled out due to the effects on settlement gaps. As a result, the selected option of B and C does not represent the most justified and reasonable way forward.
41. I readily accept that a number of the issues facing the borough are matters of planning judgement. Notwithstanding this, because of the discrepancies I have highlighted above, and my assessment of landscape and transport issues, I regard the consideration of alternative options to be inadequate, such that the approach taken to the proposed SGO is insufficiently robust. As a consequence of this evidential shortcoming, policies S5 and S6 do not represent the most appropriate strategy when considered against the reasonable alternatives and are not justified. I therefore conclude that these policies should, therefore, be deleted from the local plan.
42. The deletion of policies S5 and S6 would leave some shortfall and introduce a degree of uncertainty to housing supply which would be evident during the last 4 or 5 years of the plan period. However, in the light of the need for housing delivery in the

¹¹ SG0004 Landscape Sensitivity 2017

borough, I have at the forefront of my mind the significant advantages of having an adopted local plan in place. From the housing evidence, and notwithstanding my comments below about the housing supply position, it is clear that the remaining housing sites proposed through policies S2 and S3 would be sufficient to meet both the need and requirement for housing for the majority of the plan period. Delivering these sites through this local plan would, in the circumstances, be the most beneficial course of action. Legislation requires a review of the plan to take place within 5 years from the date of adoption and, in my view, the aforementioned shortfall could be appropriately addressed at this next review. Having regard to the plan as a whole, this would be a pragmatic way forward in this instance. Taking this approach would also provide an early opportunity for the evolving PfSH (formerly PUSH) joint strategy work to be taken into account in the selection of additional sites for housing¹².

Housing supply

43. The Council has outlined what it describes as a 'cautious trajectory' with a particular focus on discounting the various components of supply. Whilst I fully understand the reasons for taking this approach, it is neither warranted, necessary nor an approach supported by the Framework. The evidence concerning past delivery rates is sufficiently clear and sites where doubt remains about delivery have been addressed. Accordingly, the supply should be assessed in the standard way – through the application of a buffer, rather than through discounting.
44. My comments below are based on the latest information tabled by the Council in the form of ED61b which provides the 5 year housing supply position as well as HOU021 Main Report and HOU021 (Appendices) which provides, amongst other things, the trajectory for the plan period.
45. The Council tabled ED61b at the hearing sessions in order to clearly identify the 5 year housing supply position. This document suggests that a 5% buffer should be applied as the authority does not have a record of persistent under delivery. This plan is being examined under the 'transitional arrangements' of the most recent iteration of national policy – that is to say, it is the policies of the 2012 Framework that apply. Paragraph 47 of the Framework is clear that the buffer in question should be 5% unless there has been a record of persistent under delivery of housing, in which case a 20% buffer should be used. The Council has presented figures looking back over the past 9 years¹³. From this, the performance is somewhat mixed, with delivery during some periods being notably lower than others. However, taken overall, I do not consider that this amounts to persistent under delivery in the terms of the Framework. Consequently, a 5% buffer should be applied. Given my view on this point, the Council should update the trajectory for the whole plan period accordingly – removing any discounting and instead adding a 5% buffer – and this should be included in the local plan.

Affordable Housing

46. Policy S2 says that the Council will support the provision of an average of 165 (net) new affordable dwellings per annum, which equates to at least 3300 new affordable homes over the plan period. However, the evidence base to support this figure¹⁴

¹² Eastleigh MIQ response matter 4, page 35

¹³ HOU015 Eastleigh Local Plan, Housing Land Supply Position, October 2017

¹⁴ HOU006 ORS Assessment of Affordable Housing and Other Housing Types, July 2017

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relates to an overall housing need of 580 dwellings per annum over the plan period. It is not based on the most up to date assessment of need upon which the Council are now relying.

47. An update to HOU006 is therefore necessary to ensure that the basis for establishing the need for affordable housing is properly aligned with the overall housing need figure. I ask the Council to provide this as soon as possible.

Employment provision and the Chickenhall Lane Link Road (CLLR)

48. The supply of employment land and the delivery of the CLLR are closely related issues. I therefore consider them together here.

Employment land supply

49. At the hearing sessions, the Council accepted that the requirement for employment land should be based on the latest figures. These reflect market demand and trends and are summarised within the evidence base¹⁵, and I agree that these are satisfactorily robust. As a consequence of using these figures, the residual employment floorspace requirement over the Plan period is reduced from the 144,050sqm currently identified at policy S2 to a figure in the region of 110,000sqm and a main modification will be necessary to reflect this. Taking into account the supply position and anticipated future losses, this would result in a surplus of 94,810sqm over and above the identified requirement. This need not be a problem in itself. An oversupply against the requirement allows for competition and 'churn' in the market.

50. However, these figures take full account of the 3 sites allocated through policies E6, E7 and E9 which the evidence base refers to collectively as Eastleigh Riverside/ Southampton Airport Economic Gateway. These 3 employment sites around Eastleigh collectively amount to almost 132,000sqm of floorspace. They are identified as strategic employment locations of sub-regional importance¹⁶. They are also noted as providing the most significant prime, large scale employment opportunity in southern Hampshire. Indeed, site E6 in particular is extremely well connected to both the town centre and the main railway station within Eastleigh. However, as currently drafted, there is a significant constraint to the development of these sites. My primary concern in this regard relates to the delivery of the CLLR.

The CLLR

51. The CLLR is described as an important long term aspiration of the Council as well as a high priority road scheme which the Council supports. It would, in effect, provide a bypass around Eastleigh Town Centre. This would go some way towards addressing traffic congestion, delays and air quality problems. Policies E6, E7 and E9 of the Plan all seek to safeguard a route for it, as indicated on the policies map. I understand that, without the CLLR, the employment site allocated under policy E9 would not be accessible. At around 21.6 hectares this is a significant allocation.

52. However, the Council has provided very little evidence to support the inclusion of the CLLR in the plan. The only information provided within the evidence base concerning the potential delivery of this road is an indicative costing from 2007. This is clearly out of date. I note that policies E7 and E9 include a requirement for contributions to

¹⁵ ECON008 Updated Employment background Paper, June 2019

¹⁶ ECON006 LEP Transforming Solent Growth Strategy, January 2015

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be made towards the longer term provision of the link road. But the Statement of Common Ground signed with the Highways Authority confirms that the timing, delivery, funding and phasing of the CLLR all remain unknown at this stage.

53. There is a clear evidential gap here and, as things currently stand, I am not able to conclude that safeguarding the route of the CLLR or requiring financial contributions to help fund it is justified. Moreover, there is some ambiguity about the necessity for the CLLR for the delivery of the 3 aforementioned employment allocations. During the hearings, the Council's officers indicated that the full length of the link road may well not be required to access the site allocations concerned.
54. There are two potential ways forward here. The Council could prepare specific evidence concerning the timing, phasing, delivery and funding of the CLLR for consideration through the examination. The aim here would be to demonstrate that there is a reasonable prospect of the CLLR being delivered in the plan period. Moreover, the reliance or otherwise of the 3 employment sites would need to be clarified. All of this would need to be substantiated through the preparation of clear and robust evidence.
55. In the alternative, the CLLR could be deleted from the Plan. This would lead to the necessity for a number of main modifications, potentially including to the allocation of the aforementioned employment sites. If the Council wishes to pursue this course, then I ask that draft main modifications be produced and provided to me. The effect of the deletion on the supply of employment land would also need to be unambiguously set out, and the need or otherwise for further employment land would need to be explained by the Council through a concise paper.

The way forward

56. I appreciate that the content of this letter covers a significant number of issues which the Council will wish to digest. I also recognise that some of my conclusions will come as a disappointment to the Council.
57. I have set out above ways in which the problems I have identified could be remedied through a number of main modifications to the plan and I have requested further evidence in relation to some additional issues. If the Council are content to adopt the plan on the basis of the main modifications outlined above, please let me know in order that we can liaise over the details and the preparation of these as necessary. If this is not the case, please advise me as soon as possible in order that I can consider how best to progress the examination, but it may be that withdrawal of the plan from examination would be the only other realistic option.
58. I fully appreciate that it may take some time for you to reply, given the national situation with regard to the coronavirus. I would, though, be grateful for an indication of the likely timescales for your response, when you are ready and able to provide one.
59. In the meantime, I also ask that this letter is published on the examination website. I am not presently seeking any comments on the content of this letter from other parties although should the examination progress to main modifications stage then there will of course be an opportunity for parties to comment then.

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Yours sincerely

Christa Masters

INSPECTOR

Clerk - Hamble Parish Council

From: Clerk - Hamble Parish Council
Sent: 18 May 2020 11:36
To: Tipler, Jason
Cc: Walmsley, Heather
Subject: RE:

Hi Jason

Thanks for the update and congratulations on what sounds like a promotion. Does that mean you aren't leading on the Stubbington bypass now? Just as its getting moving. Shame about the number of trees felled. I'd hoped to get there for some bean poles but they had them away before I could make an approach!

I suspect as a follow up, this might be for Heather given your change of role. I'm interested in giving an update to the community on the improvement scheme. It would be helpful to know what percentage of the scheme costs has been covered by the S106 agreements? This will help to understand how close the scheme is to being funded and the revised time scales. If funding isn't secured what happens to the project and to the contributions that have been collected? Are they time limited and if so when do the first contributions expire? Residents are naturally concerned that after a high profile series of consultations that everything has gone quiet and there is not action pending.

In terms of the station what is the total cost and are there any contributions towards it? Although I suspect we couldn't make a large contribution it is an important project and we would like to see some progress on it so we would almost certainly be willing to contribute. Is it possible to have the details for our Planning Committee? We are looking at a Neighbourhood Plan and would like to have a corridor improvement from Mount Pleasant to the station. Understanding the scheme and the costing would therefore be very useful.

Lastly when the Hamble Lane Improvements were signed off by Cllr Humby the document referred to the need for a further transport study. I understand that EBC is also looking at further studies in the light of the Inspectors comments in the Local Plan. Given this is there a timetable for the new work and if so will there be any input from the parishes? Linked to this I am keen to understand whether any changes to the highway network will come forward to enable social distancing and reduce congestion as people return to work. We know from the cycling survey that there is a willingness to get more people onto bikes if there are safe routes to facilitate this. It would be a great time to get this moving.

Apologies if these issues aren't your area of work any more – hopefully you can redirect to the right people?

Take care and thank you for your help over the last couple of years. Good luck with the new role.

Amanda

From: Tipler, Jason <Jason.Tipler@hants.gov.uk>
Sent: Monday, May 11, 2020 11:27 AM
To: Clerk - Hamble Parish Council <clerk@hamblepc.org.uk>
Cc: Walmsley, Heather <heather.walmsley@hants.gov.uk>
Subject: RE: Hello from Community Rail Network / some resources / funding / sign language and general keep in touch

Morning Amanda

Yes we are fine thanks, although seem to be busier than ever now that everyone is working from home. How are things with you? My role has somewhat changed now in that I am less involved in the day to day management of specific schemes, but more on high-level oversight and programme/budget management for scheme development across South Hampshire.

The 'Major' scheme for the northern end of Hamble Lane is still on hold following the submission of an EoI for funding from the DfT Pinch Point fund at the end of January. The DfT have advised that assessment of schemes for this fund is currently on hold due to the Covid crisis, and we are not sure when this will be picked up again.

It certainly was disappointing that neither of the Hamble schemes secured any funding from Southampton TCF, but the money was not wasted as we do now have some identified schemes that can be picked up again in due course. We have got the Hamble station scheme to a good point, where there is a costed scheme that has been worked up to a fairly detailed level, so we are in a good place to pick this up again as soon as another potential funding source can be identified.

As a Council we are now being tasked with identifying opportunities to improve pedestrian and cycle infrastructure due to the current Covid crisis and this particularly applies to journeys between residential and employment areas. In that regard the Hamble Lane pedestrian/cycle TCF scheme appears to be a relatively good fit, so I will try and ensure that it is kept on the radar as things develop.

Colleagues in our strategy team are in the early stages of developing an Eastleigh Transport Strategy, which that will pick up on all the issues in the Hamble Peninsula and I believe will also include some kind of prioritised list of schemes, to ensure that these are considered by development sites as they come forward and contributions can be taken.

Kind regards,
Jason

Jason Tipler
Major Schemes Development | Strategic Transport

CONNECTING SOUTHAMPTON

Southampton City Region Transforming Cities Fund

**£57m funding awarded for
transformative travel in Southampton**



Southampton City Region Transforming Cities Fund

£57m funding awarded for transformative travel in Southampton

As part of the 2020 Budget, the Chancellor announced the outcome of the Industrial Strategy's Transforming Cities Fund (TCF). The joint bid from Southampton City Council and Hampshire County Council for the Southampton City Region was awarded £57m of Government funding towards the total £68.5m project and covers the 3 years to March 2023. The remainder of the funding is coming from local match contributions with the Council and it's partners.

With the £5.7m of TCF money awarded in January 2019 for the early schemes (£7.4m with local contributions), this means there will be £75.9m of transport investment by 2023 in the City Region.

This is enabling Southampton City Council and Hampshire County Council to deliver our plans for sustainable and active travel in the City Region in a targeted way. This is a significant level of capital funding for transport. This will have a transformative impact on people's journeys by bus, walking and cycling, helps Southampton City Council's Green City Plan and Hampshire County Council's Climate Emergency meet growth challenges and will support sustainable growth. For projects that weren't funded through TCF we will continue to work to get these funded to continue developing the City Region's transport network for the future.

Thank you to our key stakeholders for your support with the bid and we look forward to working with you on delivering these TCF projects.

The TCF funding will allow us to invest in measures to transform people's Mobility, Lifestyles and Gateways in the City Region.

Theme 1: Transforming Mobility



Rapid Bus Corridors that use priority and partnership with bus operators to make travelling by bus easy, quick and attractive through combining new physical bus priority, enhanced bus stops, innovative technology, and modern, low-emission vehicles, the bus will be the travel mode of choice instead of the private car.

These will be corridor improvements from Hythe & Totton to Southampton, from Bishopstoke & Eastleigh to Southampton, with a connection from Townhill Park, also across the Itchen Bridge from Woolston.



Park & Ride for Southampton that provides people with a new facility at Southampton West, close to M271, for services to the Hospital and at weekends into City Centre.



Local Mobility Hubs in Eastleigh, Portswood and Woolston that widen the choice and availability of shared e-mobility in local areas that combine access to a range of electric vehicles (cars, vans or bikes) with 'click and collect' services, coffee or public transport.



Smart Technology on A33 and A335 that through Connected-Intelligent Transport Systems provides priority to improves reliability of the Rapid Bus through the worst congestion bottlenecks at traffic signals.

Theme 2: Transforming Lifestyles



Further completion of the **Southampton Cycle Network** that enables people to make safe and easy bike journeys to work and for leisure, through a coherent network of direct, high-quality, segregated routes connecting suburbs and workplaces across the City Region.

Completing cycle routes to Hythe from Totton, on The Avenue, to Eastleigh via Portswood, and to Bursledon via Northam, Bursledon and Portsmouth Roads.



Active Travel Zones in St Denys and Woolston where walking and cycling become the norm for local neighbourhood journeys. These areas will be designed and developed by listening to and working with local communities and incorporating their ideas. .

Theme 3: Transforming Gateways



Investing in Better Interchanges including within the City Centre at Southampton Central station, and at other rail stations and transport hubs including Woolston, Swaythling, and Southampton Airport Parkway.



Transforming the quality of City Centre public spaces within the heart of the City into a much more vibrant, stimulating and people-focussed place, less dominated by moving or parked cars, supporting clean air, and where people enjoy visiting again and again, helping boost businesses and the local economy.

A major change to the road layout in the City Centre with a sustainable transport led spine route between Six Dials in the east, New Road and Civic Centre Place in the west that allows access for bus, cycles, and taxis only. Changes to the Inner Ring Road to the north making it easier for people to cross on foot or by bike. Providing two new bus hubs in Portland Terrace and Above Bar Street, and sections of bus priority around the City Centre connecting the corridors.

The Funded TCF Programme

The funding will allow us to focus on three transport corridors between Southampton and the surrounding areas in Hampshire and in the City Centre.

The funding will be focused on three key transport corridors and the City Centre, as detailed below.

Southampton
to Totton and
Fawley
£19.8m

Southampton
to Portswood,
Eastleigh and
Bishopstoke
£18.1m

Southampton
to Woolston
and Bursledon
£7.4m

City Centre
£20.3m

The funding
also allows us
to complete the
cycle corridor
works on
The Avenue to
Chandler's Ford
£2.9m

The numbers on the map below
refer to individual schemes detailed
in the table. The 27 schemes in
the TCF package are all subject to
further design work, consultation
and approval and may change:





Southampton - Totton - Fawley Corridor

1	SCN1 Southampton-Totton-Hythe Cycle Route	Off-road segregated cycle path from Harbour Parade to Leisure World on West Quay Road
		Upgrade of path and parapets across Redbridge Causeway
		New route linking from Eling to Marchwood, Hythe and Fawley upgrading existing and providing new facilities
2	A33-A35 Smart Technology Corridor	Bus priority and signal technology, additional Enhanced VMS
3	Southampton-Totton-Hythe Rapid Bus	Bus lanes in both directions on Mountbatten Way
		Bus lanes towards Southampton on Millbrook Road West
		Bus lane towards Southampton approaching Millbrook Roundabout
		Changes to allow the bus priority around Rushington Roundabout towards Southampton
		New bus only access from A326 to Marchwood Bypass for buses towards Southampton
		Improving waiting and real-time information facilities for people using the bus including new larger bus stops in Hythe, Totton and at Regents Park Road
11	Southampton West Park & Ride	Waiting facilities, cycle parking, click & collect facilities at Southampton West P&R site, bus priority from site to Redbridge Roundabout, junction works at Frogmore Lane/Brownhill Way and Cxford Road/Lordshill Way, and bus stop improvements at Lordshill and stops between P&R and Hospital

Southampton – Chandler's Ford Corridor

12	SCN5 Southampton-Chilworth Cycle Route	Continue SCN5 segregated cycle route along The Avenue and onto Burgess Avenue
		Making it easier for people cycling to get around the Chilworth Roundabout linking to the shared use route north to Chilworth and Chandler's Ford
13	A33/A35 The Avenue/Burgess Road Junction	Changes to improve crossing points for people walking and cycling, and bus priority

Southampton – Portswood - St Denys – Bishopstoke Corridor

17	SCN6 Southampton-Eastleigh Cycle Route	Network of quieter cycle routes between The Avenue and Bevois Valley Road
		Off-road shared use cycle route along Bevois Valley Road
		Cycle Segregated route along Portswood Road from Lodge Road to Swaythling
		Cycle lanes on Stoneham Lane from Bassett Green Road to M27
		Network of quieter cycle routes in Eastleigh between Southampton Road and Leigh Road
18	Portswood Local Mobility Hub	In Portswood District Centre a place for click & collect, accessing shared e-mobility (bikes, cargo bikes, scooters, vans), and the bus
19	St Denys Active Travel Zone	Working with the community to develop a range of schemes to shape the St Denys area so it is easier to walk and cycle
20	St Denys Road Rapid Bus	Bus priority and lanes on St Denys Road from Cobden Bridge to Portswood
21	A335 Smart Technology Corridor	Changes to the Thomas Lewis Way to support buses and people cycling across on St Denys Road
		Signal technology to improve the operation of the traffic lights on Thomas Lewis Way
22	Wessex Lane & Swaythling Station Travel Hubs	Working with the University to improve bus passenger interchange facilities around Stoneham Halls on Wessex Lane
		Local travel options, included shared e-mobility, from Swaythling station
23	Southampton Airport Parkway Travel Hub	Local travel options, included shared e-mobility, from Southampton Airport Parkway station
24	Eastleigh Local Mobility Hub	In Eastleigh Town Centre a place for click & collect, accessing shared e-mobility (bikes, cargo bikes, scooters, vans), and the bus
25	Southampton-Bishopstoke Rapid Bus	Providing bus priority in traffic signals and bus only sections of Portswood Road
		Providing bus priority and bus passenger facilities on High Road
		Bus lane on Bishopstoke Road from Bishopstoke towards Eastleigh and other bus priority
		Improving waiting and real-time information facilities for people using the bus including new larger bus stops in Portswood, Swaythling and Eastleigh

Southampton – Woolston – Bursledon Corridor

26	SCN3 Southampton- Bursledon Cycle Route	Upgrading the existing shared use path to pedestrian-cycle segregated on Northam Road
		Upgrading the existing shared use path on Bursledon Road to pedestrian-cycle segregated from Botley Road to Windhover Roundabout
		New on and off-road cycle facilities on Providence Hill from River Hamble to Windhover Roundabout
33	Woolston Interchange & Local Mobility Hub	In Woolston District Centre a place for click & collect, accessing shared e-mobility (bikes, cargo bikes, scooters, vans), and bus and rail, new Super Stop at Woolston (Itchen Bridge)
34	Woolston Active Travel Zone	Working with the community to develop a range of schemes to shape the Woolston area so it is easier to walk and cycle
35	Southampton- Woolston Rapid Bus	Changes to the junction of Itchen Bridge and Portsmouth Road to remove the roundabout
36	SCN5 Southampton- Woolston Cycle Route	New off-road and quietway cycle route following Portsmouth Road from Itchen Bridge to Botley Road

Southampton City Centre

38	Southampton Central Station Interchange	Enhanced multi-modal transport interchange on the south side of Southampton Central Station with new bus facilities (bus shelters, real-time information), onwards travel (shared e-mobility), cycle parking, taxi and drop off facilities, and public realm to connect the station with the future Mayflower Quarter
39	East-West Spine Sustainable Transport Corridor	Restrictions in access on New Road between East Park Terrace and Civic Centre Road to buses, taxis and cycles only
		Changes to the junction at Civic Centre Place (with Portland Terrace) to simplify making it easier for people to cross, removal of through traffic towards New Road, new public space in front of the Civic Centre, and changes to Civic Centre Road to make it easier to cross
40	Northern Inner Ring Road Junctions	Changes to junctions on the Inner Ring Road between Charlotte Place and Civic Centre Place to make it easier for people on foot or cycling to cross, changes to traffic signals and some accesses
41	A33/A3024 Six Dials Junction	Changes to the junction to consolidate its size reflecting restriction changes to New Road, new crossing facilities and spaces
43	City Centre Bus Hubs	New major bus hub on the site of the Albion Place-Castle Way car park with new waiting facilities, shared e-mobility, travel information, seating and landscaping
		New bus hub on Above Bar Street close to the pedestrian precinct with new waiting facilities, taxi rank, travel information and shared e-mobility
45	City Centre Bus Priority	Bus, cycle and taxi only restriction on Portland Terrace at West Quay
		Bus only road on Saltmarsh Road from Itchen Bridge

What are the Next Steps?

We will now be working towards and planning delivery of the TCF Programme which will include:

- Provide regular updates for Council Members, stakeholders and delivery partners about the progress of schemes to be developed and delivered as a result of this funding
- Complete the last early funded schemes on The Avenue and to Totton
- Arrange a series of meetings with key delivery partners to progress schemes
- Develop our detailed delivery programme of the projects
- Carry out further design work, consultation and engagement with public, Council Members affected businesses, and stakeholders
- Grow the TCF project team to support successful delivery
- Keep everyone updated through the Connecting Southampton website Hampshire County Council website, My Journey and social media
- Monitor and evaluate how we are doing to ensure that the investment delivers what we were expecting.



Clerk - Hamble Parish Council

From: Three Rivers <info@threeriversrail.com>
Sent: 04 May 2020 12:19
To: Clerk - Hamble Parish Council
Subject: RE: Hello from Community Rail Network / some resources / funding / sign language and general keep in touch

Hi Amanda

Many thanks for the feedback, which I really appreciate.

I would love to get a small group together to look after Hamble Station. Here is a link from our National umbrella organisation which I hope gives you some food for thought. <https://communityrail.org.uk/community-rail/station-adoption/>

Basically the model can be anything, and I can help with whatever format from a weekly litter pick rota, to more detailed planting or art etc. Have a look on our facebook page below for further ideas.

Let me know what you think and we can sort something out. I can provide a presentation when the lockdown ends if that would also help?

I agree the car park is a sticking point, but there are smaller scale promotional works which we can undertake in the meantime.

Best wishes for now.

Mark

Mark Miller
Three Rivers Community Rail Partnership Officer
07900 103296

www.threeriversrail.com
www.facebook.com/threeriversrail
www.twitter.com/threeriversrail

From: Clerk - Hamble Parish Council [mailto:clerk@hamblepc.org.uk]
Sent: 30 April 2020 14:51
To: Three Rivers
Subject: RE: Hello from Community Rail Network / some resources / funding / sign language and general keep in touch

Hi Mark

Thanks for getting in contact and the regular updates from Three Rivers which has been really good over the last few weeks.

As you can see I work for Hamble and we must have one of the most poorly served stations; remote, exposed and inaccessible. Perhaps because of this it has been difficult to muster support from the community to help shape and improve facilities. I wonder if you could point me in the direction of a document that sets out the different volunteering models that you work with or if not an overview of how a group could form and what it might realistically hope to achieve.

I am about to contact Jason Tipler at HCC about the car park projects and an update. Without one I suspect any meaningful progress with the community is minimised.

Best wishes and I look forward to hearing from you.

Amanda

Clerk at Hamble Parish Council

02380453422

From: Three Rivers <info@threeriversrail.com>

Sent: Thursday, April 30, 2020 1:16 PM

To: Three Rivers <info@threeriversrail.com>

Subject: FW: Hello from Community Rail Network / some resources / funding / sign language and general keep in touch

Dear Stakeholders

We are well into lockdown now and are not sure how the whole situation is going to pan out. So I wanted to touch base on three points.

Firstly, I hope you are all ok and not going too stir crazy. It is necessary that we don't undertake any volunteering work at our local stations, but it can be rather frustrating. So please don't forget to keep in contact if you are generally a bit bored, need a chat or just tired of social media cat videos!

Secondly, to aid the first point, I am forwarding a useful e mail from Dan at the Community Rail Network, which has lots of good information and activities in it to help occupy yourselves.

Thirdly, perhaps this is also a good time for us all to reconsider what we wish to achieve in our partnership, so please let me know of any thoughts you have on the information and how you would like to include it in our plans and activities. Have a good look through and see if it sparks ideas!

Remember we still have a 300 word writing competition running at East Hampshire CRP with an extended deadline of May 8, 2020, so please send me your entries for "Dreaming of an adventure by train!"

So, take care and I look forward to hearing from you!

Best wishes

Mark

Mark Miller

Three Rivers Community Rail Partnership Officer

07900 103296

www.threeriversrail.com

www.facebook.com/threeriversrail

www.twitter.com/threeriversrail

From: Daniel Wright [<mailto:daniel@communityrail.org.uk>]

Sent: 29 April 2020 11:19

To: Daniel Wright

Subject: Hello from Community Rail Network / some resources / funding / sign language

Dear friend of an SWR station,

First of all – thank you for your involvement in the wonderful world of community rail! And apologies for the round robin nature of this email. There are so many station friends/adopters on the SWR network it's now got to the stage where this is the only practical way of writing to you. It's a nice problem to have...

Hello!

When you signed up as adopters/friends of your station, you also became members of the Community Rail Network (you might remember it under its old name the Association of Community Rail Partnerships), with SWR generously paying the membership fees.

I'm your local Community Rail Network contact. We might already have met – I've been out to see the work of some station groups on the SWR network already. Some of you I'd hoped to meet this year – but the current Covid-19 restrictions are making that impossible at the moment. Train travel is for essential workers only and much though I might like to think I'm essential, the truth is that community rail can and has adapted to this new way of living.

Community Rail Network advises that you shouldn't be doing any station volunteering work at the moment. You might have other things going on at the moment that mean that you've just put your station volunteering plans into hibernation for the moment. That's fine, and quite understandable. But you might be working on ideas of what to do once we're allowed to get out of our homes again to do community rail work at stations. And that's fine too.

I know Andy Harrowell at SWR has been keeping in touch with you and sharing ideas of activities that are underway or could be done under these new conditions. Meanwhile Community Rail Network has some general advice on community rail during the lockdown here:

<https://communityrail.org.uk/ten-things-a-station-adoption-group-can-do-from-home/>

and we have been collecting ideas from station groups around the country about activities that can be done during the lockdown, here:

<https://communityrail.org.uk/ten-things-a-station-adoption-group-can-do-from-home/>

We've also got links to educational and creative resources here:

<https://communityrail.org.uk/creative-and-educational-ideas/>

and we've been highlighting individual ideas from community rail organisations (book clubs, creative writing competitions, anyone?) on our news page:

<https://communityrail.org.uk/news/>

Interacting with the Community Rail Network

Not everyone likes using social media, but if you do, then you can find us on Twitter with the handle @CommunityRail. And if you want to talk to me directly on Twitter I'm @danielhwright – it's my personal feed so not all of it is about community rail (a disturbing amount is about railways though), but I do like to share examples of local community rail work and interact with my community rail friends.

Community Rail Network also runs some Facebook pages if you like using Facebook (I find it incredibly confusing myself, so maybe you can teach me how to get the best out of it). We're at

<https://www.facebook.com/CommunityRail/>. And we've also set up some dedicated group pages so that you can share experiences or ask questions of other groups, on various topics including gardening or arts projects at stations. The groups can be accessed here: <https://www.facebook.com/pg/CommunityRail/groups/>

And that's about it for now

Hope you're all staying safe and well through the Covid-19 outbreak. If you want to get in touch with me please do, and I look forward to hearing from you.

Best wishes

Dan

Daniel Wright

Community Rail Support Officer



Mobile: 07398 984784

Office telephone: 01484 548926

Web: www.communityrail.org.uk

Twitter: [@CommunityRail](https://twitter.com/CommunityRail)

Facebook: www.facebook.com/CommunityRail/

Instagram: https://www.instagram.com/community_rail/

LinkedIn: <https://www.linkedin.com/company/communityrail/>

The Old Water Tower, St Georges Square,
Huddersfield, HD1 1JF

Clerk - Hamble Parish Council

From: Philip.Seely@HistoricEngland.org.uk
Sent: 16 March 2020 15:07
To: Clerk - Hamble Parish Council
Subject: WW2 Pillbox on Satchell Lane, Hamble: Notification of Designation Decision

Ms Amanda Jobling
Clerk to Hamble Parish Council
Hamble Parish Council

Our Ref: 1466818
Direct Line: 0207 973 3117
Email: Philip.Seely@HistoricEngland.org.uk

16 March 2020

Dear Ms Jobling,

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

Second World War pillbox on the south side of Satchell Lane, Hamble, Southampton

As you will know from our earlier letters we have been considering adding the above building to the List of Buildings of Special Architectural or Historic Interest.

We have taken into account all the representations made and completed our assessment of the building. Having considered our recommendation, the Secretary of State for Digital, Culture, Media and Sport has decided not to add the Second World War pillbox on Satchell Lane, Hamble to the List of Buildings of Special Architectural or Historic Interest.

Please follow the link below to download a copy of our advice report, prepared for the Department for Digital, Culture, Media and Sport, which gives the principal reasons for this decision. The annex of this report will be published on our Heritage Gateway website in order to provide clarity about the building's designation status. The website makes it clear that the buildings and sites included on the Heritage Gateway are mostly privately owned and are not open to the public.

<http://services.historicengland.org.uk/webfiles/GetFiles.aspx?av=2659255B-5E3D-4A2B-8E37-8D23FFCA8F18&cn=CAB8F629-B534-4070-A611-8C638CB6671C>

If you consider that this decision has been wrongly made you may contact the DCMS within 28 days of the date of this letter to request that the Secretary of State review the decision. An example of a decision made wrongly would be where there was a factual error or an irregularity in the process which affected the outcome. You may also ask the Secretary of State to review the decision if you have any significant evidence relating to the special architectural or historic interest of the building which was not previously considered. Further details of the review criteria and process and how to request a review are contained in the annex to this letter.

Please do not hesitate to contact me if I can be of any further assistance. More information can also be found on our website at <https://historicengland.org.uk>.

Yours sincerely,

Philip Seely
Listing Co-ordinator - South

Listing Team South
Historic England
4th floor, Cannon Bridge House
25 Dowgate Hill
London EC4R 2YA

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We will always store your personal details securely. We collect data that you provide to us and only ever collect the information we need in order to carry out our statutory purposes and that helps us to deliver and improve our services. We will only share personal data when we are required to by law or with carefully selected partners who work for us. If you would like to know more or understand your data protection rights, please take a look at our privacy policy.

<https://www.historicengland.org.uk/terms/privacy-cookies/>

For a hard copy of the privacy policy please contact us.

Freedom of Information

Historic England is subject to the Freedom of Information Act 2000 and the Environmental Information Regulations 2004 which provide a general right of access to information we hold. We may provide the information you have supplied in response to a request made under this legislation, subject to any exemptions which apply. Historic England will consult with external parties as necessary prior to releasing information.

Annex 1

Review Criteria and Process

A review will only be carried out in the following circumstances:

(1) there is evidence that the original decision has been made wrongly. Examples would include:

- where there was a factual error, eg. the wrong building was listed; or
- where there has been some irregularity in the process which has affected the outcome, eg. relevant considerations were not taken into account or irrelevant considerations were taken into account.

(2) there is significant evidence which was not previously considered, relating to the special architectural or historic interest of the building, as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. An example would be where new evidence relating to the date of a building has been discovered which might make a material difference to the architectural or historic interest of the building.

Having conducted a review, the Secretary of State will either affirm or overturn the original decision. It is important to understand that the original decision will stand until the Secretary of State has made a decision on whether the original decision should be affirmed or overturned. If the original decision is overturned, this will not have retrospective effect.

How to request a review of a listing decision

Reviews are carried out by the Department of Digital, Culture, Media and Sport and review requests should be made on the Department's 'Listing Review Request Form'. The Form is accompanied by Guidance to assist you in making a review request. Both the Form and the Guidance can be downloaded from the 'Reviews of Listing Decisions' page of the Department for Digital, Culture, Media and Sport's website at:

<https://www.gov.uk/how-to-challenge-our-decision-to-list-or-not-list-a-building>

If you are unable to access the website please contact:

The Listing Review Officer
Heritage Protection Branch
Culture Team
Department for Digital, Culture, Media and Sport
4th Floor
100 Parliament Street
London
SW1A 2BQ

Review requests should normally be made within 28 days of the date of this letter. Requests made beyond this period may be considered in exceptional circumstances:



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MRS A JOBLING
HAMBLE-LE-RICE PARISH COUNCIL
PARISH COUNCIL OFFICE
2 HIGH STREET
HAMBLE-LE-RICE
SO31 4JE

Application	F/19/84834
Please ask for	Andy Grandfield
Direct dial	023 8068 8256
Working hours	Mon-Fri 8.30 – 17:00
Email	Andy.grandfield@eastleigh.gov.uk

Friday 13 March 2020

Dear Amanda

**Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure)
(England) Order 2015**

Application No: F/19/84834
Description: Installation of 1no. 10m by 2m floating pontoon between existing mooring buoys
Site: Existing Lifeboat mooring south of Hamble public pontoon,

Please accept my apologies for not having replied to your letter dated 24 April 2019 regarding the approval of a permanent pontoon for the mooring of a lifeboat. I recall we discussed the concerns raised within the letter at the time, but I did agree to follow this up in writing.

Firstly, this scheme is unique given the end-user and does not set a precedent for future proposed pontoons or new moorings within the Mooring Restriction Area (MRA) to be supported by the Local Planning Authority (LPA). Policies within the adopted Local Plan (2001 – 2011) seek to protect the character and appearance of the River Hamble, both in terms of the number of moorings (policy 155.OS) and the location of new infrastructure associated with water-based activities (156.OS). In recognition of the need to protect the openness of parts of the river, policy 155.OS is supported by the MRA or "blue zone" as designated on the Local Plan Proposal Map within which no new moorings are permissible. Policy 156.OS requires new water-

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN
T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk

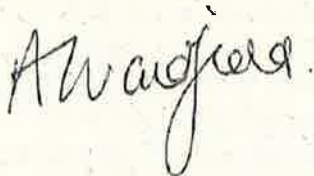
based development to not impeded movement of craft or public access, this latter policy restricting development to within boatyards and built up frontages.

The approved pontoon is between two existing piles currently used by the lifeboat, but that fall just within the western edge of the MRA. When moored at these piles, the lifeboat had to accessed/egressed via tender, with transfer between the two vessels being challenging especially in rough water. The proposed pontoon and cradle within which the boat is retained offered a safer means of access / egress which given the emergency nature of use of the boat (compared to recreational uses) enabled the development to be deemed unique and not setting a precedent. The impact of the development of the MRA, together with the reasoning for designating the MRA, was considered by the case officer. However, having had regard to the small nature of the pontoon and cradle (10m in length), its location between existing piles / buoys, its intended use (lifeboat for public safety that would benefit from stability when entering or leaving the lifeboat) and being located opposite the urban edge it was not considered to be contrary to policy 155.OS or 156.OS. I do accept that the presence of the pontoon is a new piece of infrastructure within the MRA, but considered its impact on the open character and appearance of the River Hamble to be minimal.

Policy DM37 of the submitted Local Plan supports the MRA and the restrictions on new and replacement moorings although I note that restricting the number of moorings is no longer in policy. The supporting text does offer some commentary around this noting that with an increase in boat sizes, the number of moorings is currently some 200 below that total. Policy DM37 in my opinion offers the necessary policy support needed to protect the character of the River Hamble and that modifications to the wording is not required. I am mindful that the Local Plan Hearings have been held in more recent months, and I am not aware of debate around the policy objectives and wording of DM37.

Once again, please accept my apologies for not having responded to your original letter in a more timely manner.

Yours faithfully

A handwritten signature in dark ink, appearing to read "A Grandfield", written in a cursive style.

Andy Grandfield
Head of Housing and Development



FOOTPRINT
ECOLOGY



Access Management Assessment for Bird
Aware Solent:
Hamble Common

Chris Panter, Sophie Lake and Durwyn Liley.

FOOTPRINT ECOLOGY, FOREST OFFICE, BERE ROAD,
WAREHAM, DORSET BH20 7PA
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FOOTPRINT
ECOLOGY

Footprint Contract Reference: 563

Date: 9th March 2020

Version: Draft for comment

Recommended Citation: Panter, C., Lake, S. & Liley, D. (2020). Access Management Assessment for Bird
Aware Solent: Hamble Common. Unpublished report by Footprint Ecology.

Summary

This access management assessment is one of a series of similar reports produced for the Bird Aware Solent Partnership. Each assessment focuses on a short section of the Solent coastline and makes recommendations for future access management. The aim is to identify possible positive measures that could help to reduce disturbance to wintering water birds. Measures identified in the assessments may be eligible for local authority funding.

This assessment focuses on a section that stretches from Westfield Common eastwards to the BP Terminal, Hamble Common and Hamble Point to Hamble-le-Rice itself. The coastline is a very mixed landscape including industrial and maritime areas, urban centres, and pockets of common land. The coastline is mostly low lying with mudflats exposed at low tide, particularly at Hamble Point, which seems to be a key location for wintering wildfowl and waders, along with a small creek between Hamble-le-Rice and Hamble Point.

Key targets for interventions to achieve are:

- Raise awareness amongst site users;
- Reduce overall flushing events by visitors;
- Reduce disturbance events in key locations favoured by birds (creek between Hamble Common & Hamble River Sailing Club, and Hamble Common Beach)
- Encourage a shift from use of Hamble Beach to use of Hamble Common i.e. set back from the shore

We have identified the following potential interventions:

1. Open a new car park opposite the Copse Lane dental surgery for Hamble Common.
2. Close the small car park at School Lane.
3. Remove Strawberry Trail signs.
4. Clearing vegetation alongside the fence on Hamble Common for a new path set back from the shore.
5. No further maintenance to current creek edge route.
6. Encourage thickening of vegetation around the creek edge to provide a low screen.
7. a) Low fencing or screens along edge of path beside creek in certain sections and b) in the same location, more interpretation around the edge of Hamble Common Creek.
8. More path choices within Hamble Common.
9. Improved path surfacing or boardwalks in wetter sections of the heath.
10. Improved path surfacing or boardwalks in wetter sections of the woodland.
11. Manage gorse alongside the beach to provide a low screen.
12. New open, friendly and welcoming viewing screen.
13. Charging for parking at Hamble Beach.
14. Low concrete or post and rail at Hamble Beach Car Park.
15. Updated damaged interpretation panels, to include birds/ disturbance issues.
16. New beach front interpretation at Hamble Beach Car Park.

Hamble Common Area Access Management Assessment

17. Collaboration with marina to have a large bird sculpture on the raised bund.
18. Collaboration with BP to have several bird sculptures on the intertidal/ ends of BP path.
19. Improvements to car parks at Westfield Common.
20. Painted footprints of people, dogs, waders, geese etc. around Hamble Point Marina.

Hamble Common Area Access Management Assessment

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Acknowledgements

This report has been commissioned by Bird Aware Solent and we are grateful to Anna Parry, Natalie Hands and Elizabeth Hibberd for overseeing the work and their support. Our thanks also to the following for comments and useful discussion: STAKEHOLDERS.

1. Introduction

- 1.1 This access management assessment is one of a series of similar reports produced for the Bird Aware Solent Partnership. Each assessment focuses on a short section of the Solent coastline and makes recommendations for future management of access, with the overall aim of minimising bird disturbance issues.
- 1.2 The Bird Aware Solent Partnership has been established as part of a strategic approach to resolve impacts to the European sites¹ from new housing development in the broad area around the Solent.

Aims of the access management assessments

- 1.3 The Bird Aware Solent Partnership employs a team of rangers who patrol the coast and engage with recreational users, raising the profile of the bird interest and encouraging responsible access. Alongside the ranger team it is recognised that there are practical measures that can be undertaken to improve access, while helping to resolve some of the disturbance issues associated with ever increasing recreational use. These measures could potentially be funded in the future through developer contributions to the mitigation scheme.
- 1.4 The access management assessments are intended to set out such on-site mitigation measures for separate short sections of the coast. Given that there are a wide range of landowners and other stakeholders who are potentially involved, hundreds of kilometres of coast, and a wide range of issues and features, breaking it up in this way makes sense. Nonetheless, measures need to join-up and work strategically and it is also important that they are deliverable. The aim of the assessments is therefore to set out a number of practical measures that work as mitigation and have been discussed, agreed, and carefully considered with relevant stakeholders and interested parties.

¹ There are three relevant Special Protection Areas (SPAs): Solent and Southampton Water SPA, Chichester and Langstone Harbours SPA, and Portsmouth Harbour SPA.

Structure and approach

1.5 The report is structured as follows:

- Section details - describing the section, its character, and key features;
- Issues and opportunities - setting out further details from site visits and discussions with stakeholders, and highlighting particular challenges and any opportunities;
- Targets for interventions - explaining the key outcomes any recommendations will be aiming to achieve, and;
- Recommended actions - the recommendations for intervention which flow from the previous sections.

1.6 The report and recommendations have been developed following site visit(s), close discussion with the Bird Aware Solent rangers, and liaison with a range of parties involved in the site (see acknowledgements).

2. Section details

Overview of location

- 2.1 Map 1 shows the area of the access management assessment, which covers the shoreline of the Solent Water and also the River Hamble.
- 2.2 At its western edge, the section starts at where the Royal Victoria Country Park finishes at the Netley Sailing Club (both are outside the bounds of the area). The western section has a small, thin strip of coastal greenspace, Westfield Common, and some residential, grading into heavily industrial areas, with estates for GE Aviation and British Petroleum. The open coast beside the British Petroleum Refinery is very limited as this runs up to the high tide line. The eastern half is also a very mixed-use area, with large open areas of heathland on Hamble Common and several marinas, both within the busy village of Hamble-le-Rice and at the tip of the coast at Hamble Point Marina.

Map 1: Area covered by access management assessment



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Nature conservation interest

Nature conservation designations

- 2.3 The following internationally designated nature conservation areas are shown on Map 2 and are relevant due to their winter interest features:
- Solent Maritime Special Area of Conservation (SAC);
 - Solent & Southampton Water Ramsar site. and;
 - Solent & Southampton Water Special Protection Area (SPA).
- 2.4 Most of these designated areas are expanses of intertidal/open water below mean high water mark for all of the Solent - with an additional area of reedbed and coastal grassland near Beech Close/Ensign Way Business Park, and a second area focused on a small creek off the River Hamble between Hamble Point Marina and Hamble-le-Rice (hereafter referred to as "Hamble Common Creek").
- 2.5 An additional internationally designated site (Solent and Dorset Coast SPA) is also shown on Map 2, although that site is designated for its summer interest features (i.e. foraging terns) and is demarcated from the low tide mark.
- 2.6 A further nationally designated nature conservation area is the Lee-on-the-Solent to Itchen Estuary SSSI which is largely incorporated in the international sites listed above, although it includes an additional area (unit 10) which covers much of the heathland area of Hamble Common.
- 2.7 Relevant interest features for the above sites are summarised in the Appendix.

Key species and vulnerable locations

- 2.8 Map 2 shows the boundaries of the designated sites and highlights key areas for birds. This shows areas that are known in the past to have held important wader roosts and Brent Goose sites, the boundaries for these are drawn from Liley & Sharp (2010) and show the sites identified as important or major only. The points (red dots) on the map are indicative and relate to locations that have been identified during site visits and discussions with relevant stakeholders as key locations for birds.
- 2.9 These dots relate to:

- Intertidal areas used by Dark-bellied Brent Geese between the Oil Refinery Jetty and Hamble Spit
- Hamble Common Creek

- 2.10 The SSSI units were last assessed in 2018 by University of Brighton on behalf of Natural England². This was largely concerned with the water quality of the estuary and monitoring concerns were raised over extensive algal mats indicative of eutrophication. Overall, the Water Framework Directive suggests the areas are in good status, but this is borderline. Furthermore, there is significant coastal retreat, and the eastern shore of mature coastal marsh is reducing, being replaced by mudflats.
- 2.11 In addition to the estuary habitats, Hamble Common is also designated as part of the Lee-on-the Solent to Itchen Estuary SSSI. Examination of the last national heathland bird surveys suggest no breeding Woodlark, Dartford Warbler (2006 surveys) or Nightjar (2004 surveys), although there is the suggestion that Dartford Warbler and Nightjar use Hamble Common³.

Heritage features

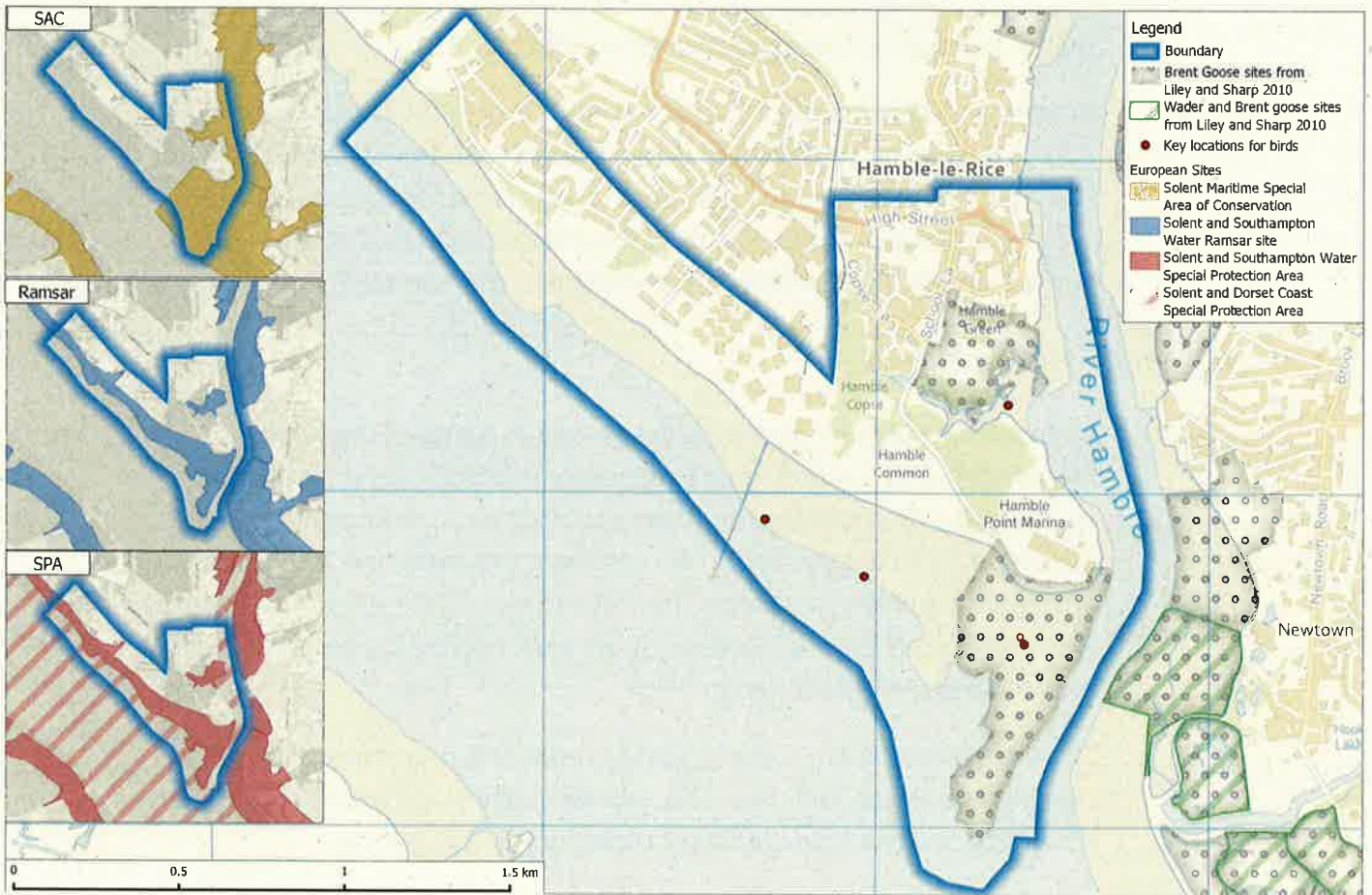
- 2.12 Almost all of Hamble Common is designated as a single Scheduled Monument⁴. The location has a long history mostly for defence, due to its location on a promontory. This history extends back to the Iron Age and includes a 16th century castle, 19th century gun battery and 20th century anti-aircraft gun emplacements. The old earthworks are still visible, together with more recent brick and masonry and most notably the concrete Second World War gun emplacements.
- 2.13 All other historic features are limited to residential properties, such as Hamblecliffe House and the stable, Sydney Lodge (in GE Aviation), and then 32 listed features within the village centre of Hamble-le-Rice.
- 2.14 Additional information on all of the features listed above, including their precise location, can be found on the [Historic England](https://historicengland.org.uk/listing/the-list/list-entry/1008695) website.

²<https://designatedsites.naturalengland.org.uk/ReportUnitCondition.aspx?SiteCode=S1005846&ReportTitle=Lee-on-The%20Solent%20to%20Itchen%20Estuary%20SSSI>

³ <https://www.hambleconservationvolunteers.org.uk/community/hamble-conservation-volunteers-13792/birds-of-hamble-common/>

⁴ <https://historicengland.org.uk/listing/the-list/list-entry/1008695>

Map 2: Extent of SAC, SPA and Ramsar designations (shown as inset maps) and key sites for Waders and Brent geese at Hamble Common.



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Landscape features

- 2.15 The section falls within two landscape character areas: *9d Netley Bursledon and Hamble Coastal Plain*, and *3d Hamble Valley*⁵.
- 2.16 The Netley Bursledon and Hamble Coastal Plain is characterised by gently undulating and flat landform which slopes gradually to the coastline ending in a low sea wall with relatively narrow shingle beaches. The landcover is a patchwork of habitats, with many small woodlands between fertile agricultural soils supporting many market gardens, plant nurseries and horse fields. The open coastal plain is scattered with important historic buildings and grounds, which exploit the views over Southampton Water.
- 2.17 The Hamble Valley is characterised by the single strong valley either side of the River Hamble. The valley slopes often have dense semi-natural woodland and scattered large detached residences. The main centres are around small village centres which are popular tourist areas, and busy marinas, yards and moorings. As such the waterways can have a large number of craft and abundant waterside access along the valley.
- 2.18 Both landscape types are noted for their important coastal biodiversity sites and nationally significant bird populations.

⁵ See [Hants County Council website](#) for details

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Figure 1: The range of landscape vistas present (clockwise from top left): northwest end of the site (Netley Sailing Club in the distance), view on Hamble Common Beach (looking back to Oil Terminal Jetty), Hamble Common Creek (between Marinas), coastal path beside Oil Terminal, Hamble Common (east half), and the River Hamble from Hamble-le-Rice.

Current access

Types of access

- 2.19 Information about visitors to this area is generally good, although it has been necessary to infer some information from nearby locations. The nearest survey points from recent visitor work (Liley & Panter, 2018) were at Western Shore and Hook-with-Warsash nature reserve. Given the distance between these survey points and Hamble, it is hard to infer from these. However, the Panter & Liley report suggested that these two locations were fairly similar in their visitor profiles and so may reflect a typical visit pattern in the wider area.
- 2.20 The visitor survey data suggested around three in four interviewees at these two locations were dog walkers, with almost all (90%) visiting equally all year round and preferring to come in the late morning at both sites. At these locations the majority (at least 75%) of the interviewees lived within a 4 km radius. For these interviewees, the top two suggested improvements were better parking and lower parking charges.
- 2.21 More location-specific data come from car-park transects (see Panter & Caals, 2019) which included counts of virtually all parking locations and a vantage point observation of behaviours from Hamble Beach car park. The average percent fullness at these car parks ranged from 9% to 31%, with the two busiest car parks being the Hamble-le-Rice Foreshore car park, with an mean of 20.2 vehicles on a visit, and the Hamble Common Beach Car Park with an average of 7.5 vehicles (see later section on parking infrastructure for locations). Cars in this area very rarely had any roof or rear mounted racks (e.g. potentially for bikes or water sports) and there were a reasonable number of vans (8%), but never any commercial dog walkers in the counts.
- 2.22 Direct observations from Hamble Point suggested 65% of people seen on the beach were dog walking, with lots of boat traffic and the occasional bait digger. Of all 'people events' recorded, 32% were on the water, 5% on sandflats/mudflats, 21% on the beach above mean high water and 42% higher up on the dunes/seawall/marina promenade.

2.23 Drawing from these data and observations (from Bird Aware Solent Rangers and during site visits), recreation use includes the following, ranked approximately in order of frequency:

- Dog walking (potentially some commercial dog walking)
- Boating (mostly some distance from shore)
- Walking
- Bait digging

2.24 Other interesting insights come from the Solent Household survey (Fearnley, Clarke, & Liley, 2011), which suggested that the section that includes this area falls within the top 8% of car park capacity per section and is ranked one of the busier sections of coast, as 17th out of 103, with around 920,000 visits estimated per annum.

2.25 Finally, it is worth noting that recent post-code data (December 2018) suggests that there are 3,388 residential properties within a 1km radius of the section (this radius includes Warsash). As such we may assume some relatively high levels of local recreation use from people walking directly from their home.

Access infrastructure

2.26 Key elements of the access infrastructure are shown in Map 3.

Parking

2.27 The main parking locations, with formal parking within the assessment area are at:

- The Square Car Park in Hamble-le-Rice village centre. c.60 spaces.
- The Foreshore Car Park in Hamble-le-Rice village centre (at the Pink Ferry). c.60 spaces.
- Hamble Common Beach Car Park overlooking Hamble Spit, just before the Marina. c.30 spaces.
- Parking for Hamble Common, on School Lane, right hand side as driving down to Hamble Spit. c. 8 spaces.
- Westfield Common, with two separate parking areas, the western most with just 3 spaces and the second for up to 10,
- Designated free on-street parking along Copse Lane, at the northernmost corner of Hamble Common
- Parking for Hamble Common within Hamble-le-Rice village centre, just off Green Lane (however there is very limited space and it is

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almost impossible to park safely - there is also a notice regarding not blocking residence drives).

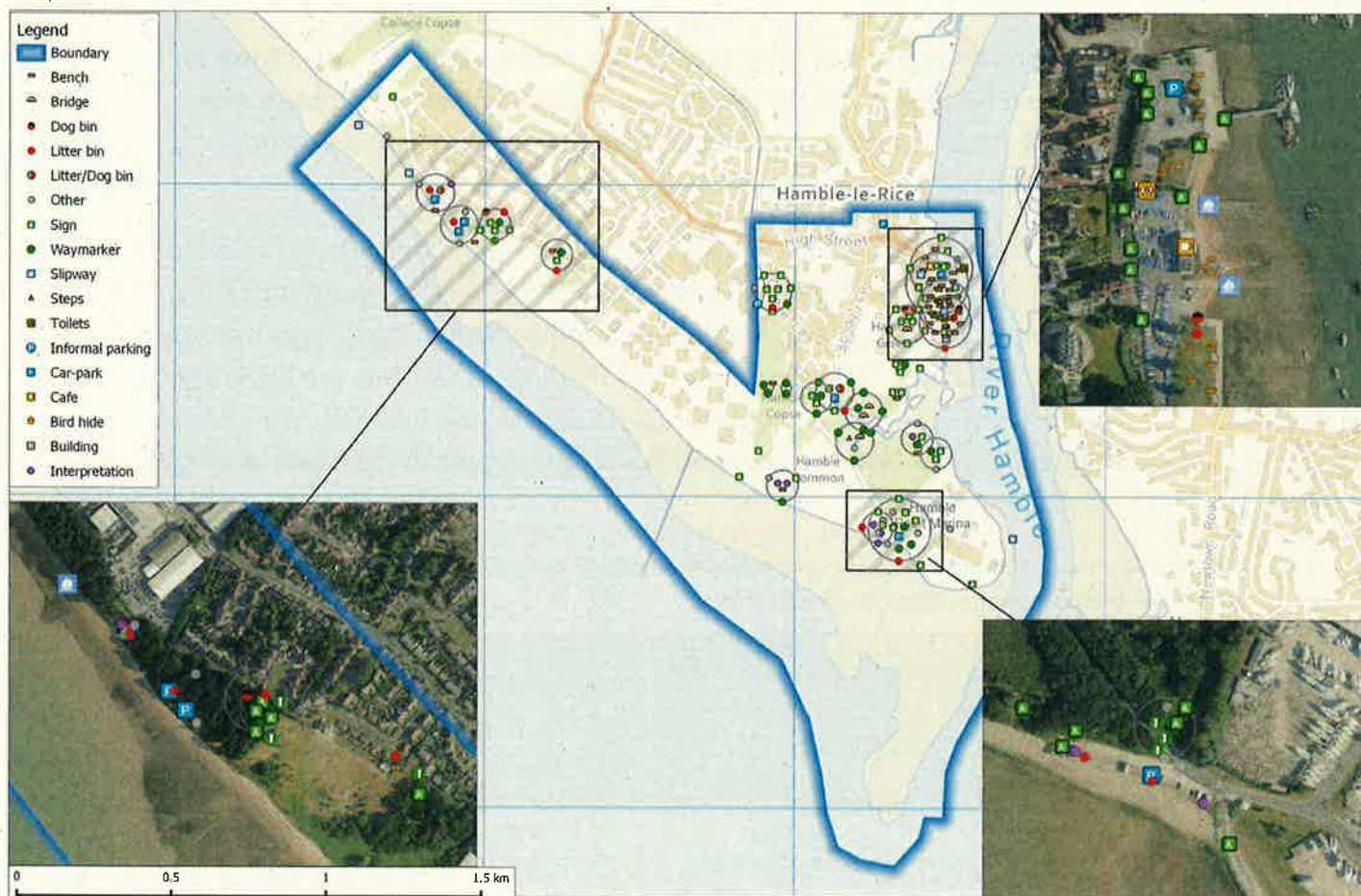
- Private parking for Sailing Clubs within Hamble-le-Rice and also the Marina at Hamble Point.
- There is also plenty of on-street parking in residential areas around Westfield Common/ Beeches Gardens and near Hamble Common.

- 2.28 Only Hamble Beach Car Park and Hamble Foreshore are marked with the 'P' symbol on Ordnance Survey maps. These, and the Square car park, are the only parking locations marked on Google maps.
- 2.29 The only chargeable parking is in the two Hamble-le-Rice village centre car parks (The Square and Foreshore); both are managed by Hamble-le-Rice Parish Council and parking charges (see Table 1) can be paid via apps (RingGo).
- 2.30 Table 1 gives the parking charges for the Hamble-le-Rice car parks plus those at the nearby Royal Victoria Country Park (one of the nearest charging parking locations), in order to provide a comparison of rates. Note that Royal Victoria Country Park offers a much wider range of facilities and experiences to visitors, which are included within the price. It also indicates some of the potential other factors to be considered with regards to push/pull factors for coastal access locally.

Table 1: Summary of parking charges at the two main village centre car parks which charge and at the Royal Victoria Country Park for comparison.

Period	The Square (Hamble-le-Rice village centre)	Foreshore Car Park (Hamble-le- Rice village centre)	Royal Victoria Country Park car park
up to 1 hr	0.80	0.80	£2.20
up to 2 hr	1.60	1.60	£3.50
up to 3 hr	2.20	2.20	n/a
up to 4 hr	2.90	2.90	£5.00
5-10 hrs		10.00	
all day			£6.00
annual pass			£75.00
max stay	4 hrs	10 hrs	all day

Map 3: Location of infrastructure at Hamble.



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Figure 2: Example parking locations; a: Hamble Beach Car Park (gun emplacement at end), b: Copse Lane formal roadside parking, c: Foreshore Car Park (Hamble-le-Rice village centre), d: parking at Westfield Common and e: parking off School Lane for Hamble Common.

Waymarking and interpretation

- 2.31 Overall, waymarking and signage is fairly frequent, especially in the village centres and from urban areas into the Common.
- 2.32 An information panel is located on Westfield Common, but it appears dated and is largely concerned with the history the site, with a single box on birds on the coast. There is information in the village centre, between the Foreshore car park and Lifeboat hut, but again little on wildlife, and weblinks to resources listed on this no longer work.
- 2.33 Hamble Common has some information boards (Figure 3 a,f,k), but some of these have been vandalised or neglected (see Figure 3 f) and one is screened by a new fence (Figure 3 k). Some make little reference to wildlife, for example Figure 3 f is entirely concerned with the history of the site, and

none appear to provide information on or guidance surrounding the effects that people may be having on the sensitive site.

- 2.34 There are two thin, tall panels with birds “to watch out for” and these are located in appropriate places: beside Hamble Beach Car Park, heading towards the Point and overlooking Hamble Cree. They do not give interpretation as to why these species are sensitive to human activities and what people can do to prevent disturbance to the birds (Figure 3 i). However, Bird Aware Solent have been placing A4 sized panels on existing infrastructure to try to fill this information gap (Figure 3 e).
- 2.35 Waymarking, largely using small roundels, often refers to footpaths or named trails (j); the Strawberry Trail, the Solent Way, and Hamble Common Circular Trail. Around the Oil Terminal the only signage is concerned with health and safety (d).

Paths

- 2.36 The path network is summarised in Map 4.
- 2.37 There are a wide range of paths, including formal public rights of way, paths on open access land under the CROW Act, and advertised trails. The main public right of way is a single continuous path along the coastline. Other short sections of public rights of way, such as across Hamble Common, are mostly through open access land anyway. The advertised trails through the area are the Solent Way, Strawberry Fields Trail, Hamble Common Circular Route and part of the National Cycle Route. The National Cycle Route 2 runs through the area, but for only 500m and is largely well inland, passing only through Hamble-le-Rice village centre and down to the Pink Ferry. The two long distance walking routes, the Solent Way and Strawberry Fields Trail, largely follow existing public rights of way from Netley all the way to Hamble Common. The Solent Way passes through the middle of Hamble Common, set back from the coast, while the Strawberry Fields route follows the edge of Hamble Common via Hamble Beach Car Park and around Hamble Common Creek.
- 2.38 The path network is generally in good condition, although there are some parts of the network which appear to become waterlogged in winter, especially on Hamble Common.

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- 2.39 A final consideration is the route of the Coast Path through this stretch ⁶. At the time writing, plans have been submitted to the Secretary of State for Environment, Food and Rural Affairs by Natural England (in July 2019). Deadlines for objections closed in September 2019 and the Secretary of State will make a decision in the near future. One of the three areas which make up the wider section has already been approved (January 2020), but the decision for plans in the section covered by this assessment, "Itchen Bridge to Hamble Warsash Ferry (Pink Ferry)", is yet to be determined.
- 2.40 The proposed route for the Coast Path submitted to the inspector largely uses existing public rights of way and CRoW access land⁷. The proposed route follows the right of way nearest the shore, starting from Netley, along Southampton Water to the Hamble Point Marina where it continues on this outermost public right of way heading to Hamble-le-Rice. Curving around most of the Hamble Common Creek it then follows the route of the Strawberry Fields trail into Hamble-le-Rice. In light of potential coastal erosion there are alternative fall-backs. From Royal Victoria Country Park there is an alternative route which encompasses existing public rights of way behind Netley Sailing Club and Hamblecliff House. At the other key point, Hamble Common, the open access nature of the site means alternatives could easily be set back as and when needed.
- 2.41 Around the Hamble Common Creek a wide range of improvements for access (new bridges, culverts, revetment etc.) are planned. These are necessary given the deteriorating state of these features. However, the improvements highlight the need to carefully manage visitors once access has been improved.

⁶<https://www.gov.uk/government/collections/england-coast-path-calshot-to-gosport>

⁷https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/815672/calshot-gosport-report-2.PDF

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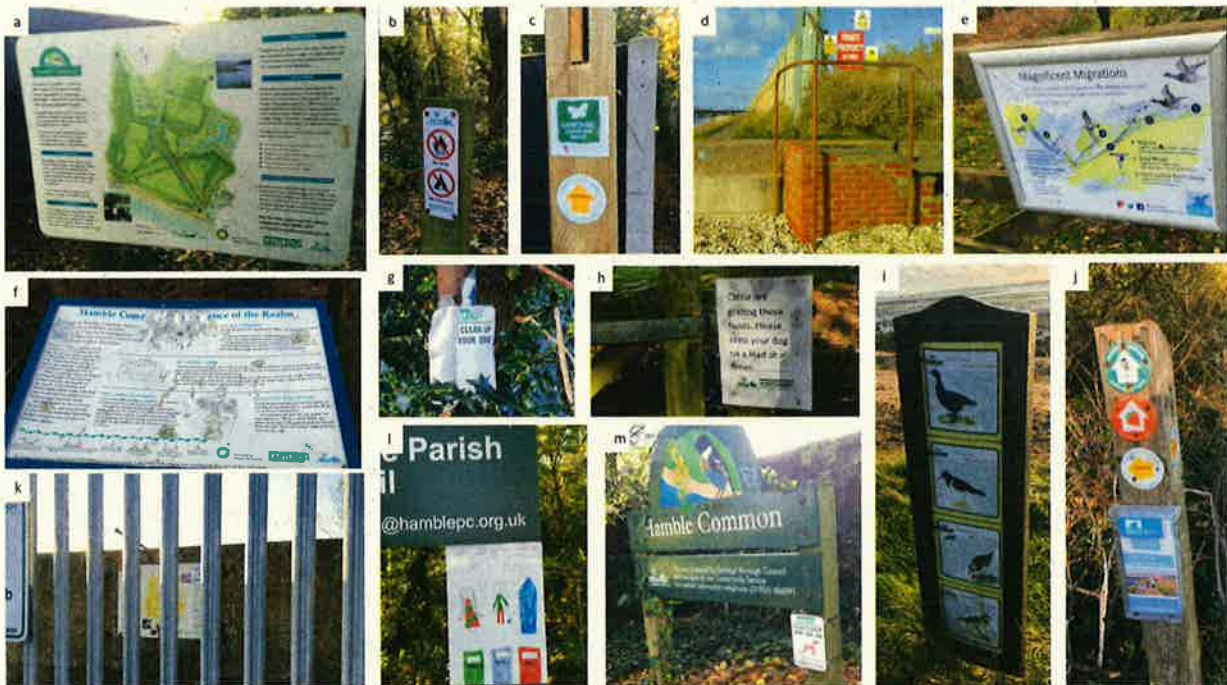


Figure 3: Examples of signage and waymarking in the area.

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Slipways and access to the water

- 2.42 There are a number of locations for accessing the water with several slipways and jetties which are clustered at Hamble Point Marina and sailing clubs within Hamble-le-Rice. There is an isolated slipway at the extreme northern end not associated with any facilities; however, this appears to be rarely used. Otherwise, access to the water is very easy for any person with small craft (e.g. canoes, paddleboards).

Other

- 2.43 Other infrastructure includes a number of gates, mostly as part of the grazing units for Hamble Common. These are a range of wide opening gates and smaller kissing gates. The narrow kissing gates will be an access issue for those of limited mobility.
- 2.44 There was also a viewing area on the edge of the Hamble Common Creek (beside the remaining bird information panel), but this has been burnt down.

Map 4: The distribution of public rights of way and other paths (from OpenStreetMap) at Hamble.



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3. Issues and opportunities

- 3.1 Information from site visits and discussion with stakeholders are summarised in a series of target notes, these are shown in Map 5 and tabulated alongside the map. There are a number of more general issues and opportunities.

Current issues

- 3.2 We have identified the following current issues:
- Limited interpretation is given to the public to inform them of the potential disturbance they may cause to birds;
 - Coastal erosion;
 - Common land and CRow access;
 - The proposed route of the new coast path.
- 3.3 Interpretative signage relating to wildlife on site is limited and not very informative as to the potential disturbance that the actions of visitors may cause to wintering birds. Bird Aware Solent are increasing this awareness through new signage, presence on site and wider work across the Solent (events, social media etc.). However, more permanent signage in key locations would be useful.
- 3.4 Climatic changes and sea level rise are recognised as important issues, with Hampshire Council declaring a climate emergency⁸. With regards to the resulting coastal erosion from these processes – see the North Solent Shoreline Management Plan⁹ - there is a clear policy to ‘hold the line’ until 2055 along the frontage of the Oil Terminal, however after this there would be ‘no active intervention’. For all other parts of the coast within the area the policy is for ‘no active intervention’, except for a localised ‘hold the line’ policy for Hamble-le-Rice. The erosion and these policies would mean coastal squeeze could be an issue along the Oil Terminal, and conversely in ‘no active intervention’ areas more maintenance or re-siting of visitor infrastructure. However, current erosion rates are relatively limited and therefore the amount of land lost is predicted to be relatively small.

⁸ <https://www.hants.gov.uk/News/June17climatechangecabinetrls>

⁹ <http://www.northsolentsmp.co.uk/9995>

- 3.5 Much of Hamble Common is registered common land. This means that there are restrictions around some types works (unless consent is sought from the Planning Inspectorate)¹⁰. This generally relates to infrastructure that has the potential to impede access but would apply to, for example, moving fences, creating ditches or banks and resurfacing paths (but not creating or widening existing unsurfaced or loosely surfaced paths). Consent would not be required for erecting directions signs and information boards or adding new stiles and gates to existing boundaries.
- 3.6 The location of the England Coast Path has been proposed and the current siting could potentially lead to increased levels of visitor pressure in particularly sensitive locations, such as around the Hamble Common Creek. New infrastructure and interpretation may help to alleviate some of these potential issues.

Opportunities

- 3.7 There is an opportunity to improve visitor access in the area, such as more inland areas of Westfield Common and Hamble Common. Both these are between residential areas and the coast and if they were to be improved, they would offer closer alternatives for those who currently go to the coast because of current issues such as, anti-social behaviours or limited access. While Westfield Common is adjacent to the coastal SPA, and Hamble Common is an SSSI, an overall slightly more diffuse access pattern across the whole area may be a lesser impact than is currently seen, where a high visitor footfall area coincides with a high bird use area as at Hamble Beach/Point.
- 3.8 There are limited sensitivities in Hamble-le-Rice quay (especially from terrestrial activities and in winter), as there is limited intertidal and, importantly, it is already very busy with people. This therefore potentially provides an opportunity for Bird Aware Solent to engage with the local community who use Hamble Beach and Sailing Clubs. Considering adjacent access sectors, there are potential positives for engaging with those who use the Pink Ferry to cover Warsash and sensitive habitat on the other side of the river.
- 3.9 There could be an opportunity regarding the future of the WWII anti-aircraft gun emplacement at Hamble, as highlighted by Hamble Conservation

¹⁰ <https://www.gov.uk/guidance/carrying-out-works-on-common-land>

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Volunteers¹¹. The feature is deteriorating, with the result that fencing has been erected around it on health and safety grounds. The possibility for this to be a visitor feature promoting both historic and wildlife interests could be explored.

- 3.10 Given the long-term nature of the Bird Aware Solent project, consideration should be given to changes in land use and coastal erosion. Current stretches of the coast may have limited disturbance, but this could change with long term land-use changes. For example, the Oil Terminal processes fossil fuels from key facilities such as Wytch Farm in Dorset, which is likely to cease operations in around 20 years' time¹².

¹¹ <https://www.hambleconservationvolunteers.org.uk/community/hamble-conservation-volunteers-13792/news/historic-anti-aircraft-gun-at-hamble-point-27367>

¹² <https://www.hydrocarbons-technology.com/projects/wytch-farm-oil-field/>

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Figure 4: Issues in sites; a/b/c shows fairly generic issues on site of anti-social behaviours such as fly-tipping and arson, and waterlogging on parts of the site (Hamble Common woods and heath) – resolving these issues would make these parts more attractive to visitors. d and e show the bridge over one of the arms of Hamble Common Creek and the Hamble Common School Lane Car Park – decisions as to whether to improve or abandon features soon in need of repair would have to be taken. f and g show the Westfield Common car park is in part screened from the road – opening this out would decrease the likelihood of anti-social behaviours - and Hamble Beach Car Park which is very open in nature – allowing for greater potential for disturbance to birds on the intertidal. h shows open nature of the Hamble Common Creek with shallow sides and a path immediately adjacent – gorse scrub could be utilised as a low screen with the path the other side of the gorse.

Target notes

3.11 Information from site visits and discussion with stakeholders are summarised in a series of target notes, these are shown in Map 5 and listed alongside the map.

Table 2: Target notes to accompany Map 5.

ID	Note
1	Access from RVCP via foreshore or footpath behind the sailing club.
2	Evidence of campfires, fly-tipping and vandalism, especially around car parks.
3	Strip of shoreline alongside fenced private land will narrow area if significant erosion.
4	Both paths blocked with fallen trees/overhanging vegetation at time of visit.
5	Parking for permit holders only in Sailing club car parks.
6	This area of the foreshore beside the Oil Terminal is very narrow at high tide and will reduce.
7	Oil Terminal dominates feel of this edge even from within the woodland.
8	Car-park end gate recently vandalised and fly-tipping.
9	Separate grazing unit of which entrance points were very wet and churned up on visit.
10	Evidence of fires from camping. Could more be done to police this? (highlighting risk to Oil Terminal).
11	Vandalised bench (now completely broken).
12	Coastal path reducing and has recently been set back.
13	Extensive marina, with parking and access to water, but private.
14	Bridge near is underwater during high tide.
15	Attempts made to block access to informal paths along the edge of the creek with cut vegetation.
16	Recent cutting of fallen trees along path to allow access.
17	Access into cattle grazed fields very trampled/poached.
18	Path alongside open marsh giving easy access for straying people/dogs.
19	Fence to prevent access from creek into field next to the Sailing Club.
20	Very short section (just 2 m) of wooden planks as a 'boardwalk'.
21	Sensitive creek is encircled by path, on which people are visible much of the time from the creek.
22	Former viewing area which was vandalised.

Map 5: Target notes relating to infrastructure, access, and ecology at Hamble Common.



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4. Targets for the interventions

4.1 Key targets for interventions to achieve are:

- Raise awareness amongst site users;
- Reduce overall flushing events by visitors;
- Reduce disturbance events in key locations favoured by birds (creek between Hamble Common & Hamble River Sailing Club, and Hamble Common Beach)
- Encourage a shift from use of Hamble Beach to use of Hamble Common to be set back from the coast

4.2 These targets need to be set within the context of an overall aim to improve access, such that people are welcomed, visitors' enjoyment is enhanced and the quality of the experience for recreation is not compromised.

5. Recommended actions

5.1 Recommended interventions are given in Table 3 below and mapped on Map 6. In summary these are:

- **New and updated interpretation panels** to increase awareness, replace damaged or out of date signage and increase the focus on birds, issue of bird disturbance and the impact people may be having on birds here. Bird Aware Solent have used some A4 panels to highlight these issues, but something larger and more permanent would be more effective. There is, however, merit in something which is present only in winter, or the use of designs with sections relevant to each season of the year. The location of the interpretation would be carefully chosen and especially associated with any new infrastructure to help manage access e.g. attached to new low fencing.
- **Engaging reminders of bird importance supported with interpretation.** Novel reminders to support traditional interpretation information could include large bird sculptures or more simple reminders such as of painted animal tracks on paths.
- **Infrastructure and habitat management to reduce potential bird disturbance.** New infrastructure, such as low fencing or more natural low screens (e.g. willow hurdles) or vegetation (gorse) management to produce thick, low screens could discourage incursions, especially by dogs, into sensitive locations. Fencing has to be carefully sited and is likely to be less suitable on CRow land while there are restrictions on registered common land. Screens should not alter feel of the area and vistas. Screening, especially more 'hard' fencing, would require appropriate interpretation so that interventions are understood.
- **Improvements to Hamble Common and Westfield Common** to encourage greater use of these areas, instead of the sensitive parts of coast. Some appear to have anti-social behaviour or access issues. Resolving these issues is an important first step to encouraging more access into these areas, followed by greater provision for the visitors. Public consultation around any management changes is highly recommended.

5.2 Implementation of many of the suggested interventions will be dependent upon the involvement of neighbouring landowners, and it is currently unclear where ownership lies for several localities.

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Figure 5: An example of illustrating animal tracks on paths to indicate 'shared spaces'.

<https://www.thewilddeckcompany.co.uk/product-portfolio/viewing-platforms/>



Figure 6: Example of bird sculpture, as used by the Morecombe Bay Partnership.

<https://www.instagram.com/p/B4ul31XHbw6/>

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Figure 7: Example of simple, open backed 'bird hide' to create a feeling of a 'nature reserve'.
<https://www.thewilddeckcompany.co.uk/>

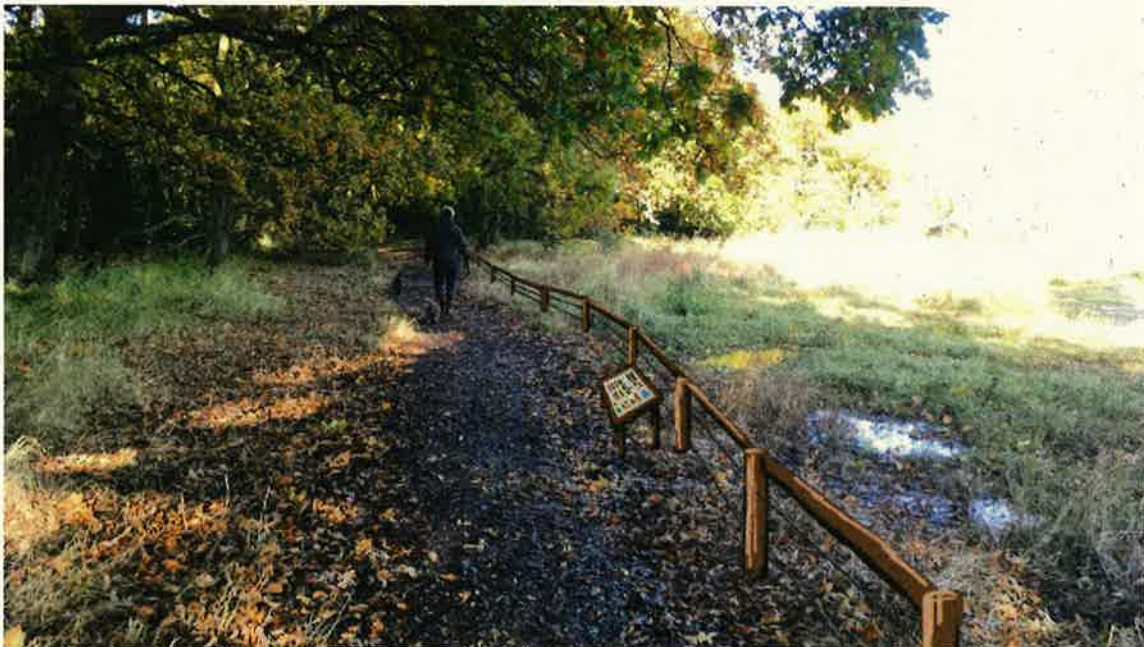


Figure 8: A mock-up of potential low fencing with interpretation to reduce incursions into sensitive locations. Depending on exact locations such infrastructure may require formal planning applications.

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Table 3: Recommended interventions in Map 6.

Map Ref	Intervention	Aim	Notes
1	Open a car park opposite the Copse Lane dental surgery for visitors to Hamble Common.	Promote access to Hamble Common, set back from the coast.	May just become a surgery overflow and there is already free roadside parking here.
2	Close the small car park at School Lane.	Reduce visitor pressure in this area.	Car park already has anti-social behaviour issues and provides easy access to the sensitive areas of Hamble Common Creek. Closures are ideally balanced with access provision of a similar level elsewhere.
3	Remove Strawberry Trail signs.	Reduce number of different advertised routes.	With the new England Coast Path there would be a large number of routes and marked routes can become confusing, leading to more people walking different routes, and more signage.
4	On the east half of Hamble Common, clear vegetation alongside the fence on the northern boundary and create or allow a path to develop	Create inviting open areas set back from the creek and provide a new set back path away from the Creek edge.	Actions cannot prevent access, as open access land, public right of way and proposed route for Coast Path is along the Hamble Common Creek.
5	No further maintenance to current Creek edge route.	Discourage access on immediate edge of the Creek.	As above – it appears the route alongside the Creek is the proposed route for the Coast Path, so this recommendation may prove to be in conflict with coastal access aims.
6	Encourage thickening of vegetation around the creek edge to provide a low screen, also making the proposed new path (4) more inviting.	Partially screen visitors, especially dogs, from birds in the Creek, but still allow open coast vistas.	Care should be taken not to impede access of registered common land.
7a	Low fencing or more natural low screens (such as willow hurdles) along edge of path beside creek at this point	Discourages incursions, especially by dogs, into the open saltmarsh.	The fencing must be low to retain an open vista. Wooden low post and rail with wire a possibility. Fencing is already visible from this point (grazing unit adjacent and metal fencing from Sailing Club), so should not substantially alter the feel of the site. The exact boundary of the registered common land must be taken into account when considering positioning.
7b	In the same location as the above, interpretation around the edge of Hamble Common Creek – potentially minimum	Increase awareness of bird disturbance issues.	More permanent interpretation boards than the current A4 Bird Aware panels. These could potentially be for the winter only or

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Map Ref	Intervention	Aim	Notes
	2 separate boards concerned with birds and link between recreation and impact on birds.		with separate seasonal designs to make these relevant and highlight the concerns.
8	More path choices within the grazing unit to provide more routes through Hamble Common.	Encourage visitors into Hamble Common	The potential for conflict between dogs and ground-nesting birds and grazing livestock need to be investigated.
9	Improved path surfacing or boardwalks in wetter sections to improve access on the heath.	Encourage visitors into Hamble Common	Boardwalks or resurfacing (note requirement for consent on registered common land).
10	Improved path surfacing or boardwalks in wetter sections to improve access in the woodland.	Encourage visitors into Hamble Common	Boardwalks or resurfacing (note requirement for consent on registered common land).
11	Manage gorse on Hamble Common alongside the beach as a low screen to encourage visitors to not walk on the beach while retaining the view.	Reduce beach access and partially screen visitors from birds.	
12	New open viewing shelter, similar to a bird hide, along the Hamble Beach. Needs to be an open, friendly and welcoming space, not enclosed hide.	Infrastructure to create the feeling of a 'nature reserve'/ 'site with wildlife' and a place to engage with people.	Could this utilise the gun emplacement which is being left to erode? Could be built separate to the hard base, so that structure could be relocated as required from coastal erosion.
13	Charging for parking at Hamble Beach	Discourage visitors from having immediate access to the coast.	Funds could be used for car park maintenance at those which are free e.g. the car park off school lane (if left open) or the new infrastructure e.g. car park near dental surgery.
14	Low concrete or post and rail at Hamble Beach Car Park	Reduce ease of immediate access to the intertidal from the car park.	Can still facilitate access with a single gap in the barrier.
15	Update damaged interpretation panels, to include birds/ disturbance issues.	Increase awareness of bird disturbance issues.	
16	New beach front interpretation at car park. Update interpretation from behind fence at gun emplacement and small post interpretation at the other end of car park.	Increase awareness of bird disturbance issues.	Install more permanent interpretation, possibly winter only or with separate seasonal designs to make these relevant and highlight the concerns. (Fence put in c. 2017/18).
17	Collaboration with marina to have a large bird sculpture on the raised bund.	Increase awareness of bird disturbance issues.	
18	Collaboration with BP to have several bird sculpture on the intertidal/ ends of BP path.	Increase awareness of bird disturbance issues.	

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Map Ref	Intervention	Aim	Notes
19	Improvements to car parks at Westfield Common. Reduce anti-social behaviours e.g. through making car parks more open.	More evenly dispersed access, from current hotspot (Hamble Beach) to this area which appears less sensitive	Requires further confirmation that the adjacent coastal areas are indeed of a lower importance/sensitivity.
20	Paint footprints of people, dogs, waders, geese etc. onto the tarmac of the promenade around Hamble Point Marina	Highlight this is a 'shared space' used by people and wildlife.	Could also be more effective as events, using temporary paint. Would require some interpretation. Could easily be done by Bird Aware staff or as an engagement event with people using stencils. Clearly requires permission of landowner/other stakeholders and environmentally friendly paints.

Map 6: Potential interventions at Hamble Common.



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Appendix: Designated Site Information

Note that with respect to avian features (B) and (NB) refer to breeding and non-breeding populations, respectively.

Site	Interest
Solent Maritime SAC	<p>H1110 Sandbanks which are slightly covered by sea water all the time</p> <p>H1320 <i>Spartina</i> swards (<i>Spartina maritima</i>)</p> <p>H1330 Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>)</p> <p>S1016 <i>Vertigo moulinsiana</i>: Desmoulin's whorl snail</p> <p>H1130 Estuaries</p> <p>H1210 Annual vegetation of drift lines</p> <p>H1220 Perennial vegetation of stony banks</p> <p>H1140 Mudflats and sandflats not covered by seawater at low tide</p> <p>H2120 Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ("white dunes")</p> <p>H1150# Coastal lagoons</p> <p>H1310 <i>Salicornia</i> and other annuals colonising mud and sand</p>
Solent & Southampton Water SPA	<p>A046a(NB) <i>Branta bernicla bernicla</i>: Dark-Bellied Brent Goose</p> <p>A052(NB) <i>Anas crecca</i>: Eurasian Teal</p> <p>A156(NB) <i>Limosa limosa islandica</i>: Black-Tailed Godwit</p> <p>Waterbird assemblage</p> <p>A176(B) <i>Larus melanocephalus</i>: Mediterranean Gull</p> <p>A191(B) <i>Sterna sandvicensis</i>: Sandwich Tern</p> <p>A192(B) <i>Sterna dougallii</i>: Roseate Tern</p> <p>A193(B) <i>Sterna hirundo</i>: Common Tern</p> <p>A195(B) <i>Sterna albifrons</i>: Little Tern</p> <p>A137(NB) <i>Charadrius hiaticula</i>: Ringed Plover</p>
Solent & Dorset Coast SPA	<p>A191 (B) <i>Sterna sandvicensis</i>; Sandwich tern</p> <p>A193 (B) <i>Sterna hirundo</i>; Common tern</p> <p>A195 (B) <i>Sternula albifrons</i>; Little tern</p>
Solent & Southampton Water Ramsar	<p>Criteria 1: Wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs</p> <p>Criteria 2: an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants</p> <p>Criteria 5: Waterfowl assemblage of international importance</p> <p>Criterion 6: Species with peak counts in spring/autumn: Ringed Plover <i>Charadrius hiaticula</i>;</p>

Hamble Common Area Access Management Assessment

Site	Interest
	Criterion 6: Species with peak counts in the winter Dark-Bellied Brent Goose <i>Branta bernicla bernicla</i> , Eurasian Teal <i>Anas crecca</i> and Black-tailed Godwit <i>Limosa limosa islandica</i> .
Lee-on-the Solent to Itchen Estuary SSSI	<p>Aggregations of non-breeding birds - Black-tailed Godwit, <i>Limosa limosa islandica</i></p> <p>Aggregations of non-breeding birds - Brent Goose (Dark-bellied), <i>Branta bernicla bernicla</i></p> <p>Aggregations of non-breeding birds - Dunlin, <i>Calidris alpina alpina</i></p> <p>Aggregations of non-breeding birds - Great crested Grebe, <i>Podiceps cristatus</i></p> <p>Aggregations of non-breeding birds - Grey Plover, <i>Pluvialis squatarola</i></p> <p>Aggregations of non-breeding birds - Redshank, <i>Tringa totanus</i></p> <p>Aggregations of non-breeding birds - Ringed Plover, <i>Charadrius hiaticula</i></p> <p>Aggregations of non-breeding birds - Teal, <i>Anas crecca</i></p> <p>Aggregations of non-breeding birds - Wigeon, <i>Anas penelope</i></p> <p>EC - Aves</p> <p>EC - Mesozoic - Tertiary Fish/Amphibia</p> <p>EC - Quaternary of South Central England</p> <p>Vascular plant assemblage</p>

