



6 Land use and the human environment

6.1 Land use and recreation

The current land use within approximately 1km of the harbour shoreline has been recorded in Figures 19 and 20. Agricultural land has been further subdivided into high grade (Grades 1 and 2) and other in Figure 21. The land use survey was based on aerial photograph interpretation, field observations and information contained within various local authority development plans and the Harbour Plans (Chichester, 1994; Nicholas Pearson 1996). The following main categories were recognised, simplified from the Land Utilisation Survey Field Mapping Manual (Coleman and Shaw 1980):

- Countryside: arable and pasture land, horticulture, greenhouses, woodland, isolated buildings
- Open space: public open space, sports and recreation areas, golf courses, cemeteries, allotments
- Domestic and commercial buildings: residential, commercial, institutions
- Industry: factories, warehouses, sewerage treatment works
- Ministry of Defence holdings
- Dockyards and related industry
- Caravan sites and holiday villages
- Marinas and mooring areas
- Major transport infrastructure
- Power lines

Also noted are shoreline developments including outfalls, piers, funfairs, slipways and sailing clubs.

General character

Despite recent contraction of the dockyard, Portsmouth Harbour remains the main naval base for the United Kingdom, with berthing and maintenance, refuelling and ordnance storage, distribution and training the main activities. There has been recent intensification of naval activity on Whale Island, in response to the relocation of fleets from Plymouth and Scotland. Figure 19 indicates the extent of the Ministry of Defence holdings, including the areas which have been declared surplus to requirements. The Naval Base is a major employer, indirectly supporting numerous other industries. The Naval Heritage Area in Portsmouth is a major tourist centre, with over 500,000 visitors a year attracted to HMS Victory, HMS Warrior, the Mary Rose and the Royal Naval Museum. The Submarine Museum and Priddy's Hard Ordnance Museum, Gosport are also important attractions.

The harbour also supports an estimated 2561 marina berths and 2084 moorings, with 12 sailing clubs around the shoreline. Small boat sailing takes place throughout the harbour, with 14 slipways providing public access to the water. Boat based angling is restricted to the area north of a line from the south of Whale Island to Hardway, by order of the Queen's Harbour Master. Shore based angling takes place at Portchester, Town Quay and Birdwood Grove in Fareham, and at Powder Pier, Gosport. Canoeing and rowing are also popular water-based activities. Water skiing and windsurfing are, however, not permitted within the harbour. Personal water craft are not encouraged, being restricted by the need to observe the 10 knot speed limit which is rigidly enforced by the Ministry of Defence Police.

Portsmouth Harbour has seen recent expansion of commercial port activities, which is concentrated at Mile End (the continental ferry port), Albert Johnson and Flathouse Quays and The Camber. Over 3 million passengers a year travel through Portsmouth and provide direct employment for 1,800 and indirectly 3,800.

Although the Portsea Island shore around Milton and Eastney is largely urban, a strip of public open space or farmland remains around most of Langstone Harbour. It is an important recreation area, popular for active water sports and informal pursuits. Sailing, fishing, sub-aqua diving and boardsailing are the main water-based activities. There are around 1,500 moorings with public slipways on either side of the harbour entrance, in Eastney Lake and at Storehouse Lake. Anglers fish from many parts of the shoreline, especially at the harbour entrance, Eastney Lake, along the Portsea Island shore and near the old Hayling railway bridge. Water skiing occurs from April to September in a designated area in the centre of the harbour. Board sailing mainly takes place near Hayling Halt near Stoke, although the Round Hayling Marathon

is a national and international event. Walking is a popular shore-based activity, with the Solent Way an important long distance walk. The Hayling Billy Leisure Trail is a route for walkers, cyclists and horse riders along the Hayling shore. Langstone is one of the best areas on the south coast for birdwatching, (the Hampshire Wildlife Trust estimates 45,000 visits to the Farlington Marshes reserve each year). The Langstone and District Wildfowling and Conservation Association shoot over two intertidal areas in the harbour. At Langstone, Budds Farm Sewage Treatment works discharges biologically-treated effluent into the harbour.

Chichester Harbour is a nationally important small boat sailing centre, with the sheltered harbour waters providing a unique setting for racing and day sailing. There are 5300 moorings and 16 sailing clubs within the harbour area. The Hayling Island Sailing Club, for example, hosts national and international racing events. Other water based activities include angling, motor boating, canoeing and sightseeing from the Chichester Harbour Water Bus based at Itchenor. There is a long standing oyster dredging fleet centred on Emsworth, although boats also operate from Dell Quay, Birdham and Itchenor. Boat building, repairs and boatyards are the principal commercial activities in the harbour, based in many of the shoreline communities. Coombes Yard on the Bosham Peninsula, for example, is one of the last traditional boatyards in the Solent, specialising in the repair and maintenance of traditional wooden vessels. The RNLI have an inshore rescue base at Eastoke.

The shoreline of Chichester Harbour is frequently wooded with attractive historic settlements, including Itchenor, Bosham, Prinsted and Emsworth. Large areas are high grade agricultural land (Grades 1 and 2), supporting cereals, peas, rape, potatoes, orchards and glasshouse crops. The scenic beauty of the area attracts ramblers and horse riders, and it is a long term ambition of the Harbour Conservancy to establish a continuous footpath around the shoreline. East Head, Pilsey Island and Nutbourne Marshes are important sites for birdwatching. The Conservancy leases the shooting rights within the harbour to two wildfowling clubs. There are caravan and camping sites at a variety of locations, including Cobnor, the Sunshine Holiday Camp at Mill Rythe and around Cockle Creek, Eastoke. The main sewerage infrastructure is based at the Apuldram Waste Water Treatment Works, Dell Quay.

6.2 Landfill

Large areas of Portsmouth Harbour and the east side of Portsea Island have been reclaimed over the last 5 centuries. Early land claim probably involved the use of dredged material from the harbours, and was associated with the development and expansion of the naval dockyards and other port facilities. However, much intertidal land has been used, this century, as landfill sites, especially at Horsea Island and in Langstone Harbour. In these areas the landfill materials will probably have been domestic waste, including methane-producing organic wastes, inert material and possibly some chemical and industrial wastes. As discussed earlier, some of these sites are subject to erosion and there could be significant pollution hazard as potentially contaminated materials may be released into the harbour waters. Figure 4 indicates areas of landfill and reclamation, sub-divided to indicate the site containing potentially hazardous materials. Figures 12 and 13 indicate areas at risk from erosion.

6.3 Nearshore activities

Fisheries

Fishing within the harbours is controlled and managed by the Southern Sea Fisheries Committee (Portsmouth and Langstone Harbours) and the Sussex Sea Fisheries Committee (Chichester Harbour). These committees enforce byelaws relating to fishing activity and the conservation of fish and shellfish stocks within their districts.



Figure 19 (section a) Land use – Portsmouth and Langstone Harbours
Ref: V3-Fig 19

Figure 19 (section b)



Figure 20 (section a) Land use – Chichester Harbour
Ref: V3-Fig 20

Figure 20 (section b)

Figure 21 Areas of high grade agricultural land



Little commercial fishing occurs within Portsmouth Harbour, although it provides the base for a sizeable inshore fishing fleet (around 60 vessels of 12m and under) and a small number of deep water fishing vessels. The inshore fleet targets a variety of species: netting for bass and potting for crabs in the summer, and dredging for oysters and crabs in the winter. The most important catches made by this fleet are sole, bass, crustaceans and bivalve molluscs. The deeper water fleet concentrates on sole, plaice and scallops.

Within Portsmouth Harbour the main areas for oyster harvesting are Fareham Lake, Portchester Lake, and numerous small channels in the northern half of the Harbour. Most beds are public, although they are regulated under the Solent Oyster Fishery Order (1980). No harvesting is permitted south of a line running from the south of Whale Island to Hardway, by order of the Queen's Harbour Master. Clam digging is an occasional activity, centred on Cams Bay. The harbour is also an important area for angling bait digging, especially around the Tipner shore.

Langstone Harbour is a designated bass nursery under the Bass (Specified Areas Prohibition of Fishing) Order 1990 which prohibits bass fishing from 1 May to 31 October. Fewer than 5 vessels trawl for fin fish (flatfish, mullet, bass, cuttlefish, mackerel and sandeels), mainly in the outer harbour. Dredging for oysters takes place in Langstone Channel, Russells Lake, Sinah Lake and Broom Channel and supports up to 85 boats in the early season (1 November to 31 March). Several small dredging boats and around 20 individuals are involved in clam digging, primarily around Budds Farm. Bait digging takes place along the northern shore off Budds Farm and also around the north west shore of Hayling Island.

Chichester Harbour supports a local fleet of oyster dredgers, centred on Emsworth, although boats also operate from Dell Quay, Birdham and Itchenor. The harbour is also a valuable area for wet fish and is a designated bass nursery. Bait digging occurs around the harbour edge.

Dredging

Dredging within the East Solent Harbours includes maintenance dredging of navigation channels, limited aggregate dredging within specific freehold sites and capital dredging for new port/marina facilities.

Within Portsmouth Harbour navigation dredging of fine sediment is undertaken by the Ministry of Defence and by the individuals or companies responsible for moorings, marinas and boatyards. Although there has been substantial capital dredging in the past, particularly for the Naval Base, there have been no recent operations.

The operators for the three commercial jetties and the Southsea Marina within Langstone Harbour undertake maintenance dredging of their navigation channels and moorings. In addition, there was a small aggregate site on the flood tide bank, known as Sinah Sands, opposite the entrance channel. About 6000T/year were taken, but operations stopped in 1994.

Chichester Harbour entrance was dredged in 1988 to re-establish the published safe navigation depths, and is in need of further dredging at the time of writing. The expected 20,000m³ would be suitable for local beach recharge. Further minor maintenance dredging is undertaken to maintain moorings and navigation channels.

Minerals extraction

Oil and Gas Licences have been granted for the land and sea areas of the East Solent. A policy has been formulated for possible future developments (SCOPAC, 1986) to ensure that impacts on the environment, fisheries, the landscape and shipping are controlled. The major influences on shoreline management would be pipeline landfalls or the construction of offshore production islands. If such schemes are proposed in the future then they will need to be carefully assessed to ensure that their impacts are fully appreciated.

6.4 Landscape conservation and historic sites

In addition to the designated areas of nature conservation discussed in Chapter 5, the East Solent area has a number of historic conservation areas, Scheduled Ancient Monuments and a large Area of Outstanding Natural Beauty. These are all indicated in [Figure 22](#) and listed in Table 7.

Landscape conservation

The open coastline around East Head and Sandy Point lies within the Chichester Harbour Area of Outstanding Natural Beauty (AONB), designated in 1964 under the National Parks and Access to the Countryside Act 1949. The AONB is valued for the close proximity of low lying land and tidal waters. The Chichester Harbour Conservancy functions as the Joint Advisory Committee for matters affecting the "amenity area" of the AONB and, thus, has a consultative role within the land use planning system. The local authorities have specific obligations to protect and enhance the landscape through their planning and other responsibilities. The Chichester Harbour Conservancy boundaries are shown in [Figure 1](#) and include most, but not all, of the AONB.

The Portsmouth Harbour Plan (Nicolas Pearson, 1996) identifies eight landscape character zones within the harbour and sets out guidance for future development. The guidance recognizes that some existing schemes have not been sympathetic to their surroundings.

Heritage and archaeology

The history of human occupation on the stretch of coast from Pagham Harbour to the River Hamble is long and varied. It includes places of worship, defence installations, burial grounds, farms and fields and sites of manufacture. The significance of the area as a trading port is reflected in the large number of shipwreck sites and landward infrastructure associated with shipping.

[Figure 21](#) presents the distribution of recorded land and marine archaeological sites. This has been compiled from the Hampshire County Council's Sites and Monument Record (SMR); the West Sussex County Council's SMR; and data on maritime sites provided by Isle of Wight Council's Archaeological Unit.

The SMRs predominantly contain information on landward sites but some information on maritime sites is included on the West Sussex SMR. The SMRs contain information on in-situ remains and details of find sites. Therefore, not all the sites mapped represent existing remains, some are simply find sites. Much of the information on maritime sites is anecdotal, particularly that relating to wrecks, and therefore the exact locations of these are not necessarily known.

The varied history of the East Solent area is reflected in the nature of the archaeological finds and sites:

Prehistoric	(i.e. before the Roman invasion of AD43) ranging from the remains of palaeolithic people in the UK, dating from around half a million years ago, to the farmsteads, villages and hillforts of the late Iron Age.
Roman	(i.e. AD43 to AD410) including remains of farms, settlements and military installations.
Medieval	(i.e. fifth to sixteenth centuries AD) the period during which most modern towns originated.
Post-Medieval	(i.e. late sixteenth to early eighteenth century) remains of industrial scale manufacture, country houses etc.

Figure 22 Historic sites and landscape conservation areas



Industrial (i.e. mid-eighteenth century onwards) remains of the industrialisation of the UK, not only of the buildings and processes but also the infrastructure of industry - including, of particular relevance to the area in question, artifacts from World War II.

The nature of remains in the area span the following groups:

Upstanding Remains	built structures ranging from buildings to field boundaries
Earthworks	soil covered remains of any sort which can be seen as surface undulations at ground level
Buried features	soil covered remains which have no visible trace at ground level but may be visible by aerial photography
Artefact scatters	scatter of potsherds, flint tools, metal objects, coins, animal bones, worked stone, mortar, charcoal
Maritime sites	sites beyond low water mark including wreck sites or former occupation sites which have been inundated (the Roman quarry at Mixon Reef off Selsey, for example).

The key protective designation is scheduling as an Ancient Monument (SAM) under the *Ancient Monument and Archaeological Areas Act 1979*. This relates to any building structure or other work above or below ground which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. Once a monument is scheduled any development which may affect it requires the consent of the Secretary of State. In this context, 'affect' means work, which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up the monument. Further site protection is provided through the planning system, with policy for landward archaeology set out in Planning Policy Guidance Note 16: *Archaeology and Planning*. This document outlines the importance of archaeological remains and the fact that they are a finite non-renewable resource. [Figure 21](#) indicates the location of SAM sites. [Table 7](#) identifies the sites.

Maritime sites are protected through measures in the *Protection of Wrecks Act (1973)*; *Ancient Monuments and Archaeological Areas Act (1979)*; the *Merchant Shipping Act (1984)*; and the *Protection of Military Remains Act (1986)*. There are, however, many areas which are of interest but not designated and the potential for important maritime archaeological sites is generally high around the natural harbours.

Conservation areas

Conservation areas are designated by the local authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 to provide protection for historical features or buildings. In general, the protection is provided by stricter development control procedures, taking enforcement action, undertaking urgent works to preserve unoccupied buildings and providing for purchase notices. In these areas special attention needs to be paid to the desirability of preserving or enhancing the character and appearance of the area. Conservation areas relevant to the harbours are listed in [Table 7](#).

Table 7 Historic environment designations

Designation	
Conservation Areas	Town Quay, Fareham Cams Hall Estate, Fareham Castle Street, Fareham Haslar Peninsula, Gosport High Street, Gosport The Hardway, Gosport Old Portsmouth, Portsmouth Eastney Barracks, Southsea Milton Locks, Southsea HM Naval Base and St Georges Square, Portsmouth Gunwharf, Portsmouth Mill Lane, Havant Langstone, Havant Wade Court, Havant Emsworth, Havant Warblington, Havant Coastguards, Hayling Island St Peters, Hayling Island Bosham, Chichester Printed, Chichester Earnley, Chichester West Wittering, Chichester West Itchenor, Chichester Dell Quay, Chichester Sidlesham Quay, Chichester
Scheduled Ancient Monuments	Fort Fareham, Fareham Porchester Castle, Fareham Fort Blockhouse, Gosport Royal Clarence Victualling Yard (5 sites), Gosport Fort Elson, Gosport Fortifications (2 sites), Gosport Haslar Gun Boat Yard, Gosport Priddys Hard, Gosport Fort Brockhurst, Gosport Hilsea Lines, Portsmouth Dockyard (29 sites), Portsmouth Pickett Hamilton Fort, Portsmouth Fort Cumberland, Portsmouth Eastney Sewerage Pumping Station, Portsmouth Portsmouth Garrison Church, Portsmouth King James Gate, Portsmouth Landport Gate, Portsmouth HMS Vernon, Portsmouth Turner Bury, Hayling Island Warblington Castle, Havant Black Barn, Havant Fishbourne Roman Site (5 sites), Chichester



6.5 Implications for shoreline management

1. The historical development of dockyards, quays and boatyards has been accompanied by the construction of seawalls throughout the harbours area, many of which now perform an important coastal defence function.
2. The presence of high grade agricultural land, especially around Chichester Harbour, has resulted in extensive lengths of coastal defences in rural areas.
3. Design of future shoreline structures must give consideration to the preservation or enhancement of the landscape throughout all of the harbours but particularly within the Chichester AONB.
4. The importance of water-based recreation and tourism to the local economy dictates that it is essential that easy access to the foreshore is maintained although not necessarily by car. In many areas footpaths have been located on the coastal defences which, thus, also have an important amenity function.
5. There are large lengths of the undeveloped coastline where it may be economically unacceptable to provide publicly funded coastal defences.
6. There may be a need to protect former landfill sites around Portsmouth and Langstone Harbours from erosion which could result in the release of contaminants into the harbour waters.

6.6 Future trends

Introduction

The planning system (as defined by the Town and Country Planning Act 1990) aims to regulate the future development and use of land (including mineral extraction and waste disposal) in the public interest. Planning powers are exercised by local planning authorities whose most important functions are:

- the preparation of statutory development plans
- the control of development, through the determination of planning applications and enforcement action.

The planning system can be described as “plan led” in that all planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. There is, in effect, a presumption in favour of development proposals that conform with the development plan which, thus, provides a strict framework for the future development of an area.

Development plans are prepared against a backdrop of national guidance in the form of Planning Policy Guidance notes (PPGs), Minerals Planning Guidance notes (MPGs); and regional planning guidance. The government therefore provides the policy framework within which the different types of development plan are prepared by planning authorities.

All statutory plans are subject to public consultation and public inquiry prior to being adopted.

The area covered by the harbours area of the East Solent SMP is administered by the following authorities:

- Fareham Borough Council
- Gosport Borough Council
- Portsmouth City Council
- Havant Borough Council
- Chichester District Council
- Hampshire County Council
- West Sussex County Council.

The administrative area of these authorities, and hence the limit of their control, includes the harbour areas as shown in [Figure 1](#).

County Councils are responsible for the preparation of Structure Plans (in which they set out key strategic policies as a framework for local planning by the district councils), and Minerals and Waste plans. District councils prepare local plans (in which district councils set out detailed policies to guide development in their areas).

Prior to adoption, plans go through a series of revisions and consultation periods. Within this section the emerging plans have been afforded the most weight as these provide the future planning policy framework for the area.

The status of each of the plans (as of June 1996) is outlined below.

Plan	Status
Fareham Borough Local Plan	Consultation Draft
Gosport Borough Local Plan	Adopted
Portsmouth City Local Plan	Adopted
Havant Borough District Wide Local Plan	Consultation Draft
Chichester District Local Plan	Deposit Draft
Arun District Local Plan	Consultation Draft (Replaces existing Adopted Plan)
Hampshire County Structure Plan	Deposit Draft
West Sussex County Structure Plan	Deposit Draft (Inspectors Report received)
Hampshire Minerals and Waste Local Plan	Deposit Draft
West Sussex Minerals Local Plan	Consultation Draft

Unitary local government is being introduced in some areas of England under the Local Government Act 1992. Of the councils within the East Solent SMP area only Portsmouth City Council is affected. Portsmouth City Council will become a unitary authority and thus inherit some of the County Council’s functions.

Table 8 and the following sections provide a summary of the constraints to and opportunities for development within the harbours of the SMP area. They have been compiled selectively and should not be read as a substitute for the relevant plans. [Figures 23](#) and [24](#) set out the policy areas as they relate to the harbours.



Table 8 A summary of relevant planning policies for the East Solent (see relevant local plans for details)

General Description	Fareham BC	Gosport BC	Portsmouth City C	Havant BC	Chichester DC	Arun DC
Countryside Protection	<p>Development restricted to that which would not harm the landscape and is essential to the rural economy (Proposal C1)</p> <p>Development not normally permitted in <u>Local Gaps</u> between Fareham & Portchester and Strategic Gaps east of Stubbington (Proposals C2 and C3)</p>	<p>Development restricted in the Stubbington - Gosport Strategic Gap (Policy CY1)</p>		<p>Development permitted only if essential to needs of the rural economy (including agriculture, horticulture and forestry) and in other specified exceptions (Proposals C1-12; also Consult. Draft Chapt. C)</p> <p>Development restricted in Strategic Gaps and in other "Countryside" areas (Proposals C13-17; also Consult. Draft Chapt. C)</p>	<p>Development will not normally be permitted within the rural area, except for specific uses (Proposals RE1 - RE28)</p> <p>Development restricted in the Strategic Gaps between Chichester and Emsworth, West Wittering and East Wittering, Bracklesham and Selsey, Selsey and Pagham (Proposal RE6)</p>	<p>The countryside will be safeguarded for its own sake. Development only allowed if it is essential for agriculture, forestry, mineral extraction, waste disposal, informal recreation or appropriate diversification (Policy RE1). Development not permitted in the Pagham-Selsey Strategic Gap (Policy GEN 5)</p>
Coastal Zone	<p>Development will not normally be permitted in the coastal zone (Proposal C7)</p>	<p>Development not normally permitted in the coastal zone policy area (Policy CH9)</p>	<p>Development will not be permitted unless it would not significantly affect recreation, landscape or nature conservation (Proposal E9)</p>	<p>Development prejudicial to landscape and ecology of coastal zones not normally permitted (Proposals C19-24; also Consult Draft Chapt. C0)</p> <p>Development within south and south-west Hayling not normally permissible except for appropriate recreational use not harmful to the landscape character (Proposals RL19-21)</p>	<p>Development which detracts from the open aspect or rural character of the Harbour will not normally be permitted (Proposal C1)</p>	<p>Permission will not normally be granted for new tourism development along the coast (Policy CT 5)</p>
Control of Boatyards, Marinas and Moorings	<p>Development will not normally be permitted for an extension of boatyard use beyond the defined curtilages. New boatyards and marinas not permitted (Proposal C9)</p>	<p>Development proposals will be normally permitted for additional moorings etc. within established marina and mooring areas (Policy CH7)</p>	<p>Additional moorings normally only permitted in established locations provided there are no impacts on navigation, nature conservation, landscape, fishing, etc. (Proposals LC11, LC12)</p>	<p>Limited new moorings permitted in established locations or designated new areas (Proposal RL 22). A site at Broadmarsh is proposed for improved access and sailing facilities (Proposal RL 23, Consult Draft Proposal CO7)</p> <p>In Chichester Harbour development which would reduce the size of mooring free areas or increase the total number of deep water berths will not normally be permitted (Proposal RL 24)</p>	<p>Development which would result in an increase to the total number of moorings, marina berths or launch on demand facilities in the Harbour will not normally be permitted (Proposal C5; see also C6 and C7)</p>	
Land for Housing	<p>Land allocated for new housing (Proposals H1, H2, H9, L4)</p>	<p>Land allocated for new housing and major residential development (Policies H1-H3, H13)</p>	<p>Land allocated for residential development (Proposal H1)</p>	<p>Land allocated for new residential development (one in the coastal zone; Proposals H01, H02; also Consult. Draft Chapter H)</p>	<p>Land allowed for new residential development (Proposals H1-H13)</p>	<p>Land allocated for housing (Policies HSG 2-5)</p>
Land for Industry	<p>Land allocated for new business and industrial areas (B1, B5, B7)</p>	<p>Existing industrial areas (Policy EMP 4) and land allocated for business development (Policies EMP2, EMP3)</p>	<p>Land allocated for comprehensive development (Proposals GS2, GS3)</p>	<p>Land allocated for industry (Proposal ECD1 & 2; also Consult. Draft Chapter IN)</p>	<p>Land allocated for business, industry and warehousing (Proposal B1)</p>	<p>Land allocated for industry and employment (Policy EMP 1)</p>

Table 8 (continued)



General Description	Fareham BC	Gosport BC	Portsmouth City C	Havant BC	Chichester DC	Arun DC
Public Open Space	Existing and new areas of public open space (Proposals L2, L3)	Existing and allocated areas for public open space, recreation and leisure facilities (Policies RL2, RL2, RL6-RL9)	New and existing public and other open spaces (Proposals OS1, OS2, OS5, OS6)	Development will not normally be permitted which adversely affects existing public open space etc. (Proposal RL1; also Consult. Draft Chapter RLC)	Existing recreational open space will be protected from unrelated development (Proposal R3; see also R1, R2, R4-R8)	The Council will protect open spaces from development (Policy ROS 1). Land is allocated for open space and recreation/leisure uses (Policy ROS 5)
Caravans	No additional camping and caravanning development will be allowed where it would be visible from the River Hamble or the Solent Way (Proposal L11)	Residential caravans or mobile homes will not be permitted except at the Bay House site (Policy H13)		Permission will not normally be granted for the expansion of static holiday caravan sites or for the creation of new sites except at Eastoke. Touring caravan site development not normally permitted (Proposals TO7-14; also Consult. Draft Proposal T0.7)	Planning permissions subject to occupancy restrictions. In flood risk areas occupancy restricted to specified time periods (Proposal T6) The change of use from touring holiday caravan sites to static caravan sites will not be permitted (Proposal T9)	Planning permission will not be given to new and unrelated incursions into the countryside, although proposals for expansion of existing sites will be considered (Policy TSM 6). Static holiday caravan sites will not be permitted in the Strategic Gaps (Policy TSM 7)
Coastal Paths	Footpaths and bridleways will be improved. Proposed footpaths include the Porchester Coastal Footpath, around Cams to the Delme Roundabout (Proposal L5, see also C8)	The Council will prepare a programme of footpath provision, including coastal footpaths (Statement RL9)		Permission will not normally be granted for development which is inconsistent with the objective of a complete coastal footpath around Hayling Island (Proposal RL6) A combined footpath link and cycle track proposed between Harts Farm Way, Havant and Portsea Island (Proposal RL8; also Consult. Draft Proposal T9)	Sea and coast defence works must make provision for the coastal path, either on the seawall or within the 5m access strips (Proposal C12)	The Council supports the protection of the public rights of way network (Policy ROS 10). Proposals for development on the coast will need to establish or improve public access on foot or cycle (Policy CT 4)
Land reclamation		Development including land reclamation and/or dredging will not normally be permitted except at: · N. of Mumby Road · Ferry Gardens (Policy CH5)	In Portsmouth Harbour reclamation and/or dredging is proposed at: · Rotten Row Lake · Tipner Lake · Albert Johnson Quay and Flathouse Quay · Adjoining Gunwharf and Harbour Station (Policy E12) In Langstone Harbour, reclamation that is inconsistent with wildlife designations will not be permitted (Policy EL14)	Development which entails significant reclamation of the Harbour or other than essential maintenance dredging of the main channels and adjoining slipways will not normally be permitted (Proposal RL20 & 23; also Consult. Draft Proposal CO6)	Proposals involving land reclamation or dredging (except essential maintenance dredging) will be refused where they would affect conservation interests (Proposal C4)	

Table 8 (continued)



General Description	Fareham BC	Gosport BC	Portsmouth City C	Havant BC	Chichester DC	Arun DC
Disposal of Ministry of Defence land	Policy for re-use of HMS Daedalus not yet confirmed	Development of sites surplus to requirements will need to comply with relevant plan policies and proposals (Policy MOD2)			The reuse of buildings and land for civilian use on Thorney Island will only be permitted for uses that are compatible with conservation interests. This would preclude the use of the airfield for aviation and noisy sports (Proposal C8)	
Public utilities			The following sites are allocated for Southern Water Services Ltd: · Fort Cumberland - underground treatment works · former MEME depot adjacent to Eastney Pumping Station for underground storm water storage (Proposal C34)	Land allocated at Kingscroft Farm as an extension to Portsmouth Water plc's site (Proposal PUS1; also Consult. Draft Chapt US)		
Nature conservation*	Development will not be permitted which destroys or harms: · SPAs · Ramsar sites · SSSIs · Nature Reserves · SINC (Proposal EN9)	Development will only be permitted which will not have an adverse effect on, or be detrimental to: · SPAs · Ramsar sites · SSSIs · National or Local Nature Reserves · Areas of significant nature conservation value (Policies NC1 and NC2)	Development which adversely affects nature conservation interest of: · Nature Reserves · SSSIs · land of ecological importance will only be permitted in exceptional circumstances (Proposal E3)	Development will only be permitted where it would not destroy or adversely affect sites of importance to nature conservation, including: · SSSIs, SPAs and Ramsar sites · CHS · Other specified sites of importance · woodland areas of importance (Policies C19-C27; also Consult. Draft Chapt CO)	Permission for development will be refused if it would damage, destroy or adversely affect: · Ramsar sites · SPAs (declared or potential) · Candidate SAC · SSSI · Nature Reserves · other feature important to nature or geological conservation Where particularly sensitive ecological sites are threatened active steps will be taken to protect them (Proposals RE7 and RE8)	Development not normally permitted which would have an adverse effect either directly or indirectly on designated/statutory sites of nature conservation importance, including SSSIs, Ramsar Sites, SPA and other areas e.g. SNCIs (Policy RE5)

* PPG9 and the Habitats Regulations published in 1994 have implications for development control in nature conservation sites that are near to designation. These implications are not included in plans adopted prior to 1994.



In 1991 Hampshire County Council produced “A Strategy for Hampshire’s Coast” which sets out their approach to integrated coastal planning and management. Amongst the key issues identified in this document are pollution, the effects of dredging and marine aggregate extraction on the coastal zone, erosion and flooding risks, land recreation and access, water-based recreation, maritime archaeology, historic sites, nature and landscape conservation, and commercial activity (e.g. shipping, boatyards, fishing). Through its strategy the County Council promotes the following policies:

- (I) prevent development on the open parts of the coastline;
- (ii) guide development which requires a coastal location, including tourist facilities to existing development areas;
- (iii) safeguard waterside sites in built-up areas, which have access to the water, from changes to uses which do not require such access;
- (iv) protect important wildlife sites from development;
- (v) normally resist reclamation proposals;
- (vi) conserve buildings and sites of historic interest in an appropriate setting;
- (vii) give high priority to conserving and enhancing the coastal landscape;
- (viii) resist the development of new marinas.

The strategy for the development of the coastal area is set out in the Structure Plans prepared by Hampshire County Council and West Sussex County Council (Tables 9 and 10). These plans draw attention to the special character of the coastal zone and the complexity of development issues.

Table 9 Hampshire County Structural Plan (Review) - Strategic policies for the coast

C3	<p>On the built-up coast delineated in local plans permission may be granted for development which:</p> <ul style="list-style-type: none"> (I) is consistent with other policies in the Plan; and (ii) is designed to a high standard having regard to views from land and sea taking account of retaining or opening up views of the water and has regard to the effects of the proposal on the townscape, landscape and seascape; and (iii) incorporates public pedestrian access to the water where practical and in a form suited to the site and the requirements of the proposed development; and (iv) has particular regard to the effect of the proposal on nature conservation; <p>except that development not requiring access to the water may be refused permission if:</p> <ul style="list-style-type: none"> (a) the site is specially suited by reason of location, facilities or other features to use for purposes requiring access to the water; and (b) there is an insufficiency of sites to meet realistically foreseen requirements in the general locality. <p>Other than for exceptional social, economic or health reasons permission will not be granted for development on intertidal areas of nature conservation value.</p>
C4	<p>On the undeveloped coast and estuaries delineated in local plans development, except within areas allocated for port development and associated infrastructure, will not be permitted if it detracts from the landscape, wildlife or historic value.</p> <p>Permission for redeveloped and change of use, including existing boatyards and marinas, will normally only be granted for uses needing direct access to the water and which are:</p> <ul style="list-style-type: none"> (I) designed to a high standard having regard to views from land and sea and taking account of retaining or opening up views of the water; and (ii) have particular regard to the effect of the proposal on the landscape and seascape and to the effect on nature conservation.
C5	<p>The provision of new moorings may be permitted on the built-up coast provided that the proposed development does not have a detrimental effect on the townscape, seascape or areas of nature conservation and archaeological importance; the amenities of local residents; other recreational users; or commercial port operations; and will not:</p> <ul style="list-style-type: none"> (I) cause or increase water pollution; or (ii) result in access and boat and car parking requirements which are detrimental to the local environment. <p>Any restrictions on the growth of moorings will be based on advice from the harbour authorities on navigational safety and the ability of the local environment to accommodate development.</p>
C6	<p>Permission will not be granted for development involving the reclamation of land from the sea or the reclamation, excavation or permanent flooding of intertidal areas of conservation value unless the local authority is satisfied that the proposal:</p> <ul style="list-style-type: none"> (I) has no undesirable hydrological effects locally, or on the coast as a whole; (ii) would not damage the landscape character or sites of historic, archaeological or nature conservation interest; and (iii) is well related to the existing built-up area.



Table 10 West Sussex County Structure plan (Deposit Draft) - Shoreline Policies for the Coast

<p>The coastal environment CO1</p>	<p>(a)</p> <p>The character and resources of the coast and coastal waters will be conserved and enhanced. Only in compelling circumstances will development be permitted:-</p> <p>(1) if it would harm the landscape of the Chichester Harbour AONB (policy C2). (2) it would harm coastal or marine habitats or species (policy C3)41 (3) it would be damaging to geological or geomorphological features (4) it would damage maritime archaeological or coastal heritage features (5) it would have an adverse effect on the hydrological regime, water quality or coastal defences, locally or further along the coast (6) it would be damaging to the amenity of nearby residential areas or town centres; or (7) if it would be harmful to coastal commercial activities including the ports, tourism or fishing.</p> <p>These criteria will be applied rigorously, especially where the proposals include land reclamation.</p> <p>The undeveloped coastline will be protected firmly from development (including recreational development) by policies C2, C3 and C5</p> <p>(b)</p> <p>(c)</p>
<p>Coastal defence CO2</p>	<p>(a)</p> <p>Built development, including the intensification of development, will not be permitted in areas expected to be at risk during the life of the building from flooding, coastal erosion, land instability, wind, waves, sea spray or wave-borne debris, whether in normal or storm surge conditions.</p> <p>No development (or intensification of development) will be permitted:-</p> <p>(b)</p> <p>(1) where it would require enhanced coastal defences; (2) where it would inhibit the maintenance of existing coast protection or flood defence works; or (3) where it would prohibit or add to the expense of adopting a managed retreat solution to coastal defence, should that be an</p> <p>The construction of essential new or replacement sea defence or coast protection works will be permitted provided that they would be working with natural processes, and would minimise detrimental visual impact, enhance natural or heritage features, and where possible accommodate recreational use of the coast.</p> <p>(c)</p>
<p>The Built-up Coastline CO3</p>	<p>(a)</p> <p>Subject to Policies C011 and C02, appropriate development within built up areas will be encouraged under policy G5 and, at the ports, policy T14. The distinctive character of the core seafront and river estuary areas will be conserved and enhanced under policies G7 and B5, taking account of special coastal features. Sea views will be retained and new ones opened up wherever suitable opportunities allow.</p> <p>Development not requiring coastal access may be refused permission if the site is particularly suited to uses for which access is essential and for which there are few other possible sites.</p> <p>(b)</p>
<p>Coastal Recreation CO4</p>	<p>(a)</p> <p>Development for coastal recreation, including marinas and other boat launching and parking facilities, will be permitted in appropriate locations within the built up part of the coast, subject to compliance with other relevant policies (particularly policies C01 and C02) and to the avoidance of conflict with commercial shipping. Marina proposals should allow for the realisation of the full potential of the site for moorings, and should provide for visitor moorings.</p> <p>Access by walkers, riders and cyclists to the coast will be encouraged. Development (including redevelopment) of coastal sites for any purpose should wherever possible make provision for improved access to and along the coast for the public on foot. This will be associated with the aim of creating a coastal path and cycle track, linking into the adjoining rights of way network.</p> <p>(b)</p>

The Government's policy for the development and use of the East Solent over the period 1991-2011 is addressed in "Regional Planning Guidance for the South East" (RPG, DoE, 1994) Alongside policy guidance set out in PPG's and MPG's it provides a broad framework for guiding the region's development.

It identifies the special issues associated with the conservation status of much of coastal zone and the need for regeneration of many communities. At Portsmouth, for example, it is essential that provision is made for economic development to reduce unemployment caused by structural changes in the local economy, such as the run down of the defence industry. It is recognised that there is scope for redevelopment in the docks and ex-defence lands. The emphasis is placed on taking maximum advantage of those development opportunities which become available within the constraints imposed by countryside and nature conservation, for the recycling and redevelopment of under used and derelict land.

Regional guidance is also given through SERPLAN's "Coastal Planning Guidelines", promoting the development of shoreline management strategies and setting out the approach to be followed in relation to the maintenance of existing defences, encouragement of soft engineering approaches and considerations of new development proposals.

Harbour management

Portsmouth Harbour forms part of a dockyard port, or naval harbour, where navigation is under the control of the Queen's Harbour Master. The area of the Dockyard extends beyond the limits of the natural harbour and covers much of the eastern Solent. [Figure 1](#) shows the extent of the controlled area for each of the harbours.

Langstone Harbour is managed by the Langstone Harbour Board who are responsible for navigation and moorings. The Board's administrative area extends to the Harbour mouth and includes the area covered by water at HWMS, thereby excluding the shoreline and islands. An advisory committee of Harbour users and interests is consulted by the Board on "all matters substantially affecting the preservation, protection, regulation, management, maintenance and improvement of the Harbour and the navigation thereof".

Chichester Harbour is managed by the Chichester Harbour Conservancy, established in 1971. The Conservancy has two main roles:

1. In the harbour it acts as harbour authority, and is responsible for the management of the water for the use of pleasure craft and other such vessels.
2. In the amenity area around the harbour shore ([Figure 2](#)), the Conservancy is responsible for leisure, recreation and nature and landscape conservation within that part of the AONB.

Since its inception the Conservancy has functioned as the Joint Advisory Committee for matters affecting the AONB and, hence, has a consultative role within the planning system. Table 11 summarises the planning guidelines prepared by the Conservancy to assist their consideration of planning applications within the AONB.

Non-statutory management plans have been prepared or are in preparation for each of the three harbours, as follows:



Portsmouth Harbour
Langstone Harbour
Chichester Harbour

Consultation Draft
Draft Plan
Adopted 1994.

Table 11 A summary of relevant Planning Guidelines: Chichester Harbour Conservancy

Land use	Guidelines
General	A presumption against development unrelated to the needs of the area
Housing	Opposed to new residential development in the AONB, although it would support new development in Settlement Policy Areas
Infrastructure	Opposed to new roads which would impact on the AONB without considerable justification
Jetties/slipways	A presumption against new jetties/slipways in areas identified as unspoilt by existing structures or where the landscape or conservation value is high
Industry	Should be confined to existing sites
Waste Disposal	It would recommend refusal of any application for dumping waste
Formal recreation	Opposed to any facility that provides new public access to water for vessels There is a moratorium on additional deepwater moorings
Caravans	It would seek to resist further expansion of caravan sites, but support small-scale tented camping sites in some locations

Constraints to development

The future development of the harbour coastal areas is constrained by:

- areas of international, national and local nature conservation importance (Figures 17 and 18)
- an Area of Outstanding Natural Beauty (AONB) around Chichester Harbour (Figure 22)
- historic buildings and archaeological sites, including marine sites and conservation areas (Table 7 and Figure 22)
- high grade agricultural land, with much of the area identified as Grade 1 or Grade 2 land (Figure 21). This land should not be built on unless there is no other site suitable for the particular purpose (DoE Circular 16/87)
- designated “strategic gaps” to preserve the balance between the rural and urban landscape. These gaps are intended to protect the individual identity and amenity of settlements by ensuring that they do not coalesce (Table 12)
- designated “coastal zones” to preserve the character and attractiveness of the undeveloped coastline (Figures 23 and 24).

Opportunities for development

In general terms, the objectives for the future development of the East Solent SMP area, insofar as they relate to coastal defence strategies, are:

- to locate new development away from the undeveloped coast and the open countryside
- to maintain or improve maintenance access to and along defences
- to permit small-scale “infill” development within existing coastal zone communities
- to restrict the development of new caravan sites, the expansion of existing sites and the extension of occupation periods into the winter season
- to conserve and enhance the natural, historical and archaeological features of the area
- to maintain and enhance the built environment
- to maintain and improve the available public open space and leisure facilities

Table 12 Strategic and local gaps related to the margins of the harbours

Fareham Borough Strategic Gaps	Locks Heath /Heathfield stretching south to HMS Daedalus.
Local Gaps	Fareham from Portchester
Gosport Borough Local Gaps	Frater Lane Forton Lake and Adjoining open Spaces Haslar Lake/Warpole Park Stoke Lake/Gosport Park Rowner Lane/Rectory Copse
Havant Borough Strategic Gaps	Havant/Emsworth
Local Gaps	Hermitage Stream Langstone
Chichester District Strategic Gaps	East Wittering/West Wittering Chichester/Emsworth

- to control the re-use of Ministry of Defence establishments if and when they become surplus to requirements
- to restrict the development of new moorings and deep water berths
- to restrict further land reclamation and non-essential dredging operations.

The approved land use trends, as set out in the relevant development plans, are presented in Figures 22 and 23. There are only limited opportunities for further built development around the margins of the harbours, as follows:

1. Land for Housing; the allocated sites are:
 - Lower Quay area and the former Wicor School site (Fareham Borough)
 - Priddy’s Hard and Mumby Road (Gosport Borough)
 - Port Solent, parts of Paulsgrove and the Eastney Barracks area (Portsmouth City)
 - Northney Holiday Camp, Sandy Point Hospital and various small infill sites on Hayling Island (Havant Borough).
2. Land for Industry, Business and Services, the allocated sites are:



- Fort Cumberland underground treatment works, the former MEME Depot Site and a berth for the removal of sewage sludge by ship for disposal elsewhere (Portsmouth City). Hampshire County Council would prefer the sewsludge to be transported to a treatment works elsewhere by pipeline-Priddy's Hard, around the Bus Station, Westfield Road, north of Mumby Road, Brockhurst Industrial Estate, Rowner Road, Grange Road (Gosport Borough)

- Mill Rythe Lane and several small infill sites on Hayling Island (Havant Borough)
- Harts Farm Way, a preferred site for an integrated waste processing plant to serve south east Hampshire (Havant Borough)
- Broadmarsh, a site proposed for improved access and sailing facilities (Havant Borough).

3. Land for Major Development, the allocated sites are

- Tipner, including business uses, housing (200 dwellings), relocation of the Greyhound Stadium, car parking, a new public slipway and adjacent boat park, public access and landscaping to the foreshore, land reclamation (2.3 ha) and infrastructure (Portsmouth City)
- Gunwharf, including Portsmouth Harbour Station and Hard Interchange. This would involve public access to the waterfront, tourism and leisure users, small shops, housing, business uses, public transport facilities and infrastructure (Portsmouth City).

4. The Millennium Project - "The Renaissance of Portsmouth Harbour". The main elements of this project are:

- the expansion of the Historic Dockyard
- two harbourside promenades - one 2000 metres long on the Portsmouth side, the other 3000 metres long in Gosport, which will link existing heritage sites and new attractions and increase public access to the waterfront
- a Harbour Tower, about 150 metres high, set in the Harbour off Gunwharf and illuminated water display features either side of the navigation channel
- the redevelopment of the Gunwharf site to include new public spaces linked directly to the City Centre by a landscaped boulevard
- continuing the heritage theme in Gosport with the development of the Priddy's Hard Heritage Area and the enhancement and expansion of the RN Submarine Museum

- Portsmouth Incinerator, Quatermaine Road, Copner, a potential location for an "energy from waste" incineration plant to serve southern Hampshire
- Kingscroft Farm, an extension of Portsmouth Water plc's site (Havant Borough)

-linking the Harbour communities with a network of waterbus services, thereby opening up fresh opportunities for tourism development.

Implications for Shoreline Management

A number of the proposed redevelopment sites listed above are in areas at risk from flooding. Consideration will have to be given to appropriate standards of flood defence by the developers and by the Planning Authority. As with most new shoreline management operations allowance must be made for future sustainability in the face of a changing physical environment.

Figure 23 (section a) Planning policy and land allocation areas – Portsmouth and Langstone Harbours

Ref: V3-Fig 23

Figure 23 (section b)

Figure 24 (section a) Planning policy and land allocation areas – Chichester Harbour
Ref: V3-Fig 24

Figure 24 (section b)