



6 Land use and the human environment

6.1 Land use and recreation

The current land use within 1km approximately of the coastline has been recorded in Figures 23, 24 and 25. Agricultural land has been further subdivided into high grade (Grades 1 and 2) and other in Figure 26. The land use survey was based on aerial photograph interpretation (NRA 1995 Beach Monitoring Survey), field observations and information contained within various local authority development plans. 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

Pagham Harbour is predominantly surrounded by agricultural land with some holiday development on the north shore. The harbour and shingle ridge are important nature conservation areas. There is a strip of residential development along the ridge northeast of the harbour.

The coast between East Head and Pagham Harbour is characterised by the contrasts between the urban areas of Selsey, Bracklesham and the Witterings and the adjoining undeveloped areas. Of particular local importance is the National Trust site at East Head and West Wittering, valued for informal recreation including bird watching, sea bathing, walking and sail boarding. The farmland to the west of Selsey is predominantly Grade 3 land. Caravan sites are located at Selsey and Marsh Farm. The existing development in Selsey and Bracklesham abuts the foreshore in many places.

The Hayling Island open coast comprises two contrasting frontages. To the west, the Beachlands area and Sinah Common support a wide range of informal and low key recreational uses, including golf, sea bathing, walking and sail boarding. For much of this section the open space is in close proximity to the developed area, though this is mainly set well back from the coast. To the east, the Eastoke residential and holiday area abuts the coastline, with further open space at Eastoke Point.

The open coast of Portsea Island is dominated by public open space, with Southsea Common and beach providing important tourist attractions. The Solent Way follows the coastline along this frontage. The Ministry of Defence have developed much of the eastern end of the coastline, including Eastney Barracks, the MEME Depot and Fort Cumberland. South Water Services Ltd currently have an underground sewerage treatment works adjacent to Fort Cumberland. To the west, Old Portsmouth abuts the shoreline and includes many sites of historic interest.

The frontage from Portsmouth Harbour to Hill Head is a mixture of urban development and open space. At Lee-on-the-Solent the frontage is characterised by a broad promenade and cliff top grasslands which provide a continuous area of open space along the coastline. The shingle foreland at Browdown supports an army training establishment and provides an undeveloped frontage which continues into the Stokes Bay and Gilkicker areas, both important sites for a range of informal recreation activities. On the Haslar peninsula there are a number of Ministry of Defence establishments, including the HMS Dolphin submarine base and RNH Haslar.

The coastal plain between Hook Lake and Hill Head Harbour is predominantly high grade agricultural land (Grade 2) and is used for arable farming and horticulture. The Solent Way, located on the cliff tops provides extensive views across the Solent to the Isle of Wight and Fawley. Beach houses at Meon Shore, caravans and houses at Solent Breezes and the National Grid tunnel headworks are the only non-agricultural buildings on this coastline. In the east the beaches are heavily used in the summer months, with public access adjacent to Hill Head. Further west the beach is only accessible by a rough track at Solent Breezes and, hence, is less frequented. Slipways are located at Salterns in Hill Head, the Hill Head Sailing Club, Solent Breezes and Warsash. Sea angling is a popular activity at Hill Head. Limited moorings are available for small craft at Solent Breezes and at Hill Head Harbour. The National Grid transmission cable from the Fawley power station passes under the coast just north of Solent Breezes.

Figure 24 (section a) Land use – Hayling and Portsea Islands
Ref: V1-Fig 24

Figure 24 (section b) Land use – Hayling and Portsea Islands

Figure 25 (section a) Land use – Portsmouth Harbour entrance to River Hamble

Ref: V1-Fig 25

Figure 25 (section b) Land use – Portsmouth Harbour entrance to River Hamble

Figure 26 Areas of high grade agricultural land



6.2 Nearshore activities

Fisheries - Fishing in inshore waters is controlled and managed by the Southern Sea Fisheries Committee (covering Hampshire, Dorset and the Isle of Wight) and the Sussex Sea Fisheries Committee, the jurisdiction of which includes coastal waters out to 3 nautical miles from coastal baselines. These committees enforce bylaws relating to fishing activity and the conservation of fish and shellfish stocks within their districts. At present there are no maps defining nearshore fisheries for the East Solent.

Much of the inshore fishing fleet is based within the harbours, although East Beach, Selsey owes much of its character to boats moored off the shore. The fleet tends to be involved in a range of activities at different times of the year: netting for bass and potting for crabs and lobsters in the summer, dredging for oysters and clams in the winter. The main species caught are cod, sole, bass, cuttlefish, plaice, bream, crabs and lobsters.

Dredging - Dredging within the East Solent includes aggregate extraction within areas licensed by the Crown Estates or within freehold sites, and navigation dredging within the entrance channels to the harbours. The only relevant aggregate extraction sites are shown in [Figure 24](#).

The Review procedure for the Crown Estate site suggests that extraction from their licensed site has no influence on the East Solent shoreline but it may be prudent to review the situation in the light of more recent studies of sediment transport. Future licence applications will automatically consider these studies including the South Coast Seabed Mobility Study (HR Wallingford, 1993).

Navigation dredging in the Harbour entrance channels does have an impact on the shoreline as the channels and ebb tide deltas are part of the nearshore sediment pathway. The entrances to Portsmouth and Langstone are not dredged. Chichester Harbour Conservancy undertook a 20,000m³ maintenance dredge within their entrance channel in 1988 and further work is required in 1996 as the published safe navigation depth is no longer valid. The recycling of the spoil for use as recharge material should be encouraged.

Dredging for aggregate has also occurred at other sites which are controlled by freehold owners. The only nearshore site that has been dredged in recent years is the East Winner Bank off Hayling Island, but operations ceased in 1994. If the operators wish to resume dredging at this, or any other nearshore site, then impact assessments should be undertaken.

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.

Recreation

The East Solent is a very popular water sports area. Dinghy sailors, sail boarders and canoeists make use of the various sailing club slipways and beach access areas along the open coast and within the harbour entrances. Yacht moorings are generally within the harbours and yachtsmen require free access through the entrance channels. Other nearshore recreational activities include diving on the various wrecks. Shoreline Management operations should not, if possible, detract from these activities.

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

Upstanding Remains built structures ranging from building to field boundaries

6.3 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 27](#). The Scheduled Ancient Monuments relevant to the open coast are 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 has a consultative role within the land use planning system (Section 6). The local authorities have specific obligations to protect and enhance the landscape through their planning and other responsibilities. The AONB boundaries are shown in [Figure 27](#).

Heritage and archaeology

The history of human occupation on the stretch of coast from Pagham Harbour to the River Hamble is long and varied. The archaeological and historical interest includes places of worship, defence installations, burial grounds, farms, 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. This heritage is in need of conservation and protection.

[Figure 27](#) presents the distribution of record 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 are not known. Further work on identifying, mapping and classifying sites is needed to ensure the survival of this heritage.

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 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. 5th to 16th centuries) the period during which most modern towns originated.
Post-Medieval	(i.e. late 16th to early 18th centuries) remains of industrial scale manufacture, country houses etc.
Industrial	(i.e. mid-18th 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.
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 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 Secretaries of State. In this context, 'affects' 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.

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 other 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 open coast are listed in Table 7

Table 7 Historic environment designations relevant to the open coast

Designation	
Conservation Areas	Pier Street Lee-on-the-Solent, Gosport Haslar Peninsular, Gosport Old Portsmouth, Portsmouth Sea Front, Southsea Eastney Barracks, Southsea High Street, Selsey
Scheduled Ancient Monuments	Motte and Bailey, Gosport Gilkicker Fort, Gosport Fort Monkton, Gosport No.5 Battery, Gosport Fort Blockhouse, Gosport No.2 Battery, Gosport Haslar Gun Boat Yard, Gosport Eastney Sewage Pumping Station, Portsmouth Fort Cumberland, Portsmouth WWII beach defences, Portsmouth Southsea Castle, Portsmouth Point Battery, Portsmouth Spitbank Fort, Portsmouth Horse Sand Fort, Portsmouth Eastney Forts, Portsmouth Long Curtain, Portsmouth Cakeham Manor, Chichester Ringworks at St Wilfreds Church, Chichester Becketts Barn, Arun



Figure 27 Historic sites and landscape conservation areas



6.4 Implications for shoreline management

- 1 The close proximity of built up areas to the foreshore (e.g. Selsey, East Wittering, Eastoke, Old Portsmouth) has led to frequent property damage due to the harsh marine environment. Effective coastal defences are necessary to ensure the secure future of these areas. However, the presence of private development adjacent to the foreshore has led to significant access problems for the operating authorities and hindered effective maintenance and repair works.
- 2 The importance of tourism and informal recreation to the local economy dictates that it is essential that easy public access to the foreshore is maintained, although not necessarily by car.
- 3 There are lengths of the undeveloped coastline where it may be economically unacceptable to provide publicly funded coastal defences.
- 4 There will be a need to protect existing public utilities on the coast, most notably the National Grid transmission cable site at Solent Breezes and the Eastney sewerage treatment works.
- 5 On the undeveloped coast it is likely that stretches of recreational footpaths will continue to be lost due to marine erosion (e.g. on the southwest Fareham coast). As it is desirable that these footpaths should remain on the coast, provision will need to be made to ensure that land is available for their relocation, when necessary.
- 6 Historic structures along the shoreline need to be maintained without altering their appearance or character.

6.5 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 actions.

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 East Solent SMP is administered by the following authorities:

- Fareham Borough Council
- Gosport Borough Council
- Portsmouth City Council
- Havant Borough Council
- Chichester District Council
- Arun District Council.



- Hampshire County Council
- West Sussex County Council.

The administrative area of these authorities, and hence the limit of their control, ends at mean low water mark, except within the harbours (which are included in the council areas). The Crown Estates own the land below mean high water along most of the open coast and must be consulted with regard to any management operations.

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 (Inspector's 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 open coast of the SMP area. They have been compiled selectively from the existing development plans and should not be read as a substitute for the relevant plans. [Figure 28](#), [Figure 29](#), [Figure 30](#) set out the policy areas as they relate to the open coast.



Figure 28 (section a) Planning policies and land allocations – Pagham Harbour to East Head
Ref; V1-Fig 28

Figure 28 (section b) Planning policies and land allocations – Pagham Harbour to East Head

Figure 29 (section a) Planning policies and land allocations – Hayling and Portsea Islands

Ref: V1-Fig 29

Figure 29 (section b) Planning policies and land allocations – Hayling and Portsea Islands

Figure 30 (section a) Planning policies and land allocations – Portsmouth Harbour entrance to River Hamble

Ref: V1-Fig 30

Figure 30 (section b) Planning policies and land allocations – Portsmouth Harbour entrance to River Hamble



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 of 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 Portchester 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 o 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)

* PPG 9 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.

West Sussex County Council produced “ A Coastal Strategy for West Sussex” in 1994, setting out their aims and detailed objectives for conservation, public safety, social and economic well-being and recreation with respect to the coast.

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

C 3	<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 the water and has particular 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 needs 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>
C 4	<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 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.
C 5	<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>
C 6	<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

The coastal environment CO1	(a)	<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).</p> <p>(2) it would harm coastal or marine habitats or species (policy C3)41</p> <p>(3) it would be damaging to geological or geomorphological features</p> <p>(4) it would damage maritime archaeological or coastal heritage features</p> <p>(5) it would have an adverse effect on the hydrological regime, water quality or coastal further along the coast</p> <p>(6) it would be damaging to the amenity of nearby residential areas or town centres; or</p> <p>(7) if it would be harmful to coastal commercial activities including the ports, tourism or</p>
	(b)	These criteria will be applied rigorously, especially where the proposals include land reclamation.
	(c)	The undeveloped coastline will be protected firmly from development (including recreational development) by policies C2, C3 and C5
Coastal defence CO2	(a)	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.
	(b)	<p>No development (or intensification of development) will be permitted:-</p> <p>(1) where it would require enhanced coastal defences;</p> <p>(2) where it would inhibit the maintenance of existing coast protection or flood defence</p> <p>(3) where it would prohibit or add to the expense of adopting a managed retreat solution to that be an option.</p>
	(c)	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.
The Built-up Coastline CO3	(a)	Subject to Policies CO11 and CO2, 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.
	(b)	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.
Coastal Recreation CO4	(a)	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 CO1 and CO2) 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.
	(b)	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.

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.

Constraints to development

The future development of the open coast area is constrained by:

- areas of international, national and local nature conservation importance (Figure 20, Figure 21 and Figure 22)
- high grade agricultural land, with much of the area identified as Grade 1 or Grade 2 land (Figure 26). This land should not be built on unless there is no other site suitable for the particular purpose (DoE Circular 16/87)
- an Area of Outstanding Natural Beauty (AONB) around Chichester Harbour (Figure 27)
- historic buildings and archaeological sites, including marine sites and conservation areas (Table 7 and Figure 27)
- 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 11)
- designated "coastal zones" to preserve the character and attractiveness of the undeveloped coastline (Figure 28, Figure 29 and Figure 30).

Opportunities for development

In general terms, the objectives for the future development of the East Solent SMP area, in so far 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 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
- to control the re-use of Ministry of Defence establishments if and when they become surplus to requirements.

The approved land use trends, as set out in the relevant development plans, are presented in Figure 26, Figure 27 and Figure 28. There are only limited opportunities for further built development within 1km of the open coast, as follows:

- 1 Land for Housing; the allocated sites are:
 - the north eastern side of Lee-on-the-Solent (Gosport Borough)
 - the Eastney Barracks area (Portsmouth City)
 - at Selsey Bill, on the northern side of Selsey and on the landward fringe of Bracklesham (Chichester District).



- Sandy Point Hospital, Suntrap School and several small sites along the sea front road of South Hayling (Havant Borough)

2 Land for Industry, Business and Services; the safeguarded 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 sewage sludge to be transported to a treatment works elsewhere by pipeline.

- The northern side of Selsey (Chichester District).

3. Land for Mineral Extraction; the proposed sites are:

- HMS Daedalus, a proposed sand and gravel extraction and waste disposal site. Restoration to countryside with potential for nature conservation and recreation benefits (Fareham Borough).

Implications for shoreline management

It is not anticipated that there will be significant changes to the future value of coastal assets within 1km of the open coast. As a consequence it is unlikely that there will be requirements for new coastal defences over and above the existing needs.

	Lee-on-the-Solent from Gosport
Local gaps	Haslar Lake/Walpole Park
Havant Borough Strategic Gaps Local Gaps	Hermitage Stream Langstone
Chichester District Strategic Gaps	Selsey/Pagham Selsey/Bracklesham East Wittering/West Wittering Bognor Regis/Chichester
Arun District	Selsey/Pagham Bognor Regis/Chichester

Table 11 Strategic and local gaps

Fareham Borough Strategic Gap	between Locks Heath and Heathfield stretching south to HMS Daedalus
Local Gaps	between Hill Head and Warsash stretching south to coast
	Warsash/Sarisbury/Segensworth from Locks Heath
Gosport Borough Strategic Gaps	Stubbington from Gosport