



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

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17. Facilitating the sustainable use of minerals

209. It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.

210. Planning policies should:

- a) provide for the extraction of mineral resources of local and national importance, but not identify new sites or extensions to existing sites for peat extraction;
- b) so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously;
- c) safeguard mineral resources by defining Mineral Safeguarding Areas and Mineral Consultation Areas⁷⁰; and adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked);
- d) set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place;
- e) safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material;
- f) set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality;
- g) when developing noise limits, recognise that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction; and
- h) ensure that worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place.

⁷⁰ Primarily in two tier areas as stated in Annex 2: Glossary

211. When determining planning applications, great weight should be given to the benefits of mineral extraction, including to the economy⁷¹. In considering proposals for mineral extraction, minerals planning authorities should:
- a) as far as is practical, provide for the maintenance of landbanks of non-energy minerals from outside National Parks, the Broads, Areas of Outstanding Natural Beauty and World Heritage Sites, scheduled monuments and conservation areas;
 - b) ensure that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality;
 - c) ensure that any unavoidable noise, dust and particle emissions and any blasting vibrations are controlled, mitigated or removed at source⁷², and establish appropriate noise limits for extraction in proximity to noise sensitive properties;
 - d) not grant planning permission for peat extraction from new or extended sites;
 - e) provide for restoration and aftercare at the earliest opportunity, to be carried out to high environmental standards, through the application of appropriate conditions. Bonds or other financial guarantees to underpin planning conditions should only be sought in exceptional circumstances;
 - f) consider how to meet any demand for the extraction of building stone needed for the repair of heritage assets, taking account of the need to protect designated sites; and
 - g) recognise the small-scale nature and impact of building and roofing stone quarries, and the need for a flexible approach to the duration of planning permissions reflecting the intermittent or low rate of working at many sites.
212. Local planning authorities should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working.

Maintaining supply

213. Minerals planning authorities should plan for a steady and adequate supply of aggregates by:
- a) preparing an annual Local Aggregate Assessment, either individually or jointly, to forecast future demand, based on a rolling average of 10 years' sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources);

⁷¹ Except in relation to the extraction of coal, where the policy at paragraph 217 of this Framework applies.

⁷² National planning guidance on minerals sets out how these policies should be implemented.

- b) participating in the operation of an Aggregate Working Party and taking the advice of that party into account when preparing their Local Aggregate Assessment;
- c) making provision for the land-won and other elements of their Local Aggregate Assessment in their mineral plans, taking account of the advice of the Aggregate Working Parties and the National Aggregate Co-ordinating Group as appropriate. Such provision should take the form of specific sites, preferred areas and/or areas of search and locational criteria as appropriate;
- d) taking account of any published National and Sub National Guidelines on future provision which should be used as a guideline when planning for the future demand for and supply of aggregates;
- e) using landbanks of aggregate minerals reserves principally as an indicator of the security of aggregate minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction and alternative supplies in mineral plans;
- f) maintaining landbanks of at least 7 years for sand and gravel and at least 10 years for crushed rock, whilst ensuring that the capacity of operations to supply a wide range of materials is not compromised⁷³;
- g) ensuring that large landbanks bound up in very few sites do not stifle competition; and
- h) calculating and maintaining separate landbanks for any aggregate materials of a specific type or quality which have a distinct and separate market.

214. Minerals planning authorities should plan for a steady and adequate supply of industrial minerals by:

- a) co-operating with neighbouring and more distant authorities to ensure an adequate provision of industrial minerals to support their likely use in industrial and manufacturing processes;
- b) encouraging safeguarding or stockpiling so that important minerals remain available for use;
- c) maintaining a stock of permitted reserves to support the level of actual and proposed investment required for new or existing plant, and the maintenance and improvement of existing plant and equipment⁷⁴; and
- d) taking account of the need for provision of brick clay from a number of different sources to enable appropriate blends to be made.

⁷³ Longer periods may be appropriate to take account of the need to supply a range of types of aggregates, locations of permitted reserves relative to markets, and productive capacity of permitted sites.

⁷⁴ These reserves should be at least 10 years for individual silica sand sites; at least 15 years for cement primary (chalk and limestone) and secondary (clay and shale) materials to maintain an existing plant, and for silica sand sites where significant new capital is required; and at least 25 years for brick clay, and for cement primary and secondary materials to support a new kiln.

**PORTSMOUTH, SOUTHAMPTON,
NEW FOREST NATIONAL PARK & SOUTH DOWNS
NATIONAL PARK**

A collage of images illustrating the waste management process. It includes a large pile of household waste, a sign for 'Household Waste Recycling Centre', a view of a recycling facility with conveyor belts, a green field with a cow, a landscape with a river and hills, and a family (a woman and two children) holding up a recycling symbol. The collage is shaped like the map of the United Kingdom.

Adopted – October 2013

Hamble Airfield

Location: Former airfield, north of Hamble-le-Rice

Grid reference: SU 477 078

Minerals and Waste Planning Authority: Hampshire County Council

District Authority: Eastleigh Borough Council

Parish Authority: Hamble-le-Rice Parish Council

Area: 62 hectares

Existing land use: Scrub vegetation and rough grazing.

Proposed land use: Extraction of sharp sand and gravel

Total mineral resource: 1.5 million tonnes of sharp sand and gravel

Restoration: Restoration to a combination of grazing, nature conservation, open space, public access and woodland.

Reason for allocation: The site is considered to be the best option for providing a local supply of sharp sand and gravel from this part of south Hampshire. The site is allocated in *Policy 20 (Local land-won aggregates)* of the Plan.

Development considerations:

- Protection of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar and Solent Maritime SAC*.
- The impact on all roosting and foraging areas used by qualifying bird species of nearby SPA and Ramsar*.
- Protection of the Lee on Solent to Itchen Valley Estuary Site of Special Scientific Interest.
- The impact on Badnam Copse and West Wood Site of Importance for Nature Conservation.
- Safeguarding of adjacent public rights of way (footpath no. 1).
- Maintain and manage existing informal recreational use of the site.
- Phasing programme and working to protect local businesses and the amenity of local residents.
- Protection of the water quality and recharge of the groundwater and surface water*.
- Safe and satisfactory access to ensure provision is made for vulnerable highway users and the impact on peak flows is managed.
- Traffic issues including consideration of school traffic and pedestrians, particularly at Hamble Community Sports College and Hamble Primary, and management of traffic and congestion on Hamble Lane.

Appendix A - Site allocations

- 1 The following appendix provides information on those mineral and waste sites that are defined as allocations within the Plan in sections 'Aggregate wharves and rail depots', 'Local land-won extraction (sand & gravel)', 'Clay' and 'Non-hazardous waste landfill'. It also includes Whitehill & Bordon where known mineral resources are safeguarded through Policy 15 (*Safeguarding - mineral resources*).
- 2 Although the proposed rail depot, mineral (sand and gravel and brick-making clay) and landfill sites have been assessed to be the most acceptable options for meeting the requirements identified in the Plan, it is inevitable that their operation will have an impact.
- 3 The delineation of an allocated site, **shown by the red boundary and cross hatching, indicates the area within which development is expected to occur**. This is based on the site identified or nominated for consideration. In the case of mineral extraction sites, it does not mean that working would extend to the site boundary as the allocation needs to include provision for buffer zones and mitigation measures. These will be determined through detailed site investigation, taking account of the development considerations for each site. Such measures will be covered by the planning permission, including relevant conditions and / or legal agreements. It may also include provision for ancillary works such as plant, offices, access and weighbridges.
- 4 **Development considerations** are identified in the text accompanying each inset map in this appendix. They should be addressed alongside the other policies of the Plan. Development should be designed with appropriate mitigation measures, where applicable, to avoid or mitigate its impact on the environment and local communities. Development considerations apply to minerals and waste developments in Hampshire, but may also include impacts that may extend beyond Hampshire.
- 5 **Development cannot be permitted if it may negatively affect the integrity of European protected sites**. The development requirements for maintaining this integrity are identified with an asterisk (*) in the text and must be addressed.
- 6 **At this stage it is too early to specify exactly how the development considerations may be addressed. That will be done at the planning application stage**, which should present the most appropriate responses, which are likely to include detailed site appraisals and Environmental Impact Assessment (EIA). These will identify what effects the development will have, and how to tackle them. All assessment information and suggested mitigation measures should be clearly identified and form part of pre-application discussions and consultation with the local community.
- 7 There is national planning guidance⁽²⁵⁴⁾ which considers the potential impacts of mineral working. This has been developed through the Plan, and the policies outlined in this Plan ensure that all possible impacts are kept to a minimum through the use of measures such as noise attenuation mounds, tree planting/screening, traffic management requirements, dust minimisation and hydrological monitoring. With regard to water management and pollution control generally, the Environment Agency has responsibility for such matters and provide expert advice and additional controls.
- 8 **For any development proposal at the sites identified in the Plan, all elements of the Plan need to be considered as well as the site-specific development considerations outlined in this Appendix.**

June 2018



Eastleigh Borough Local Plan

2016-2036



- iv. **are subservient to and in proportion to the existing building in form, scale and design;**
- v. **do not contribute to the cumulative urbanisation of the area; and**
- vi. **are not otherwise detrimental to the character of the area as viewed from the River Hamble.**

6.2.41 The Old Bursledon Conservation Area lies in the countryside and is particularly vulnerable to the visual impacts of large-scale extensions and replacement dwellings. It is therefore subject to a special policy to manage these forms of development, supported by the Council's Supplementary Planning Document; 'Old Bursledon Conservation Area Appraisal'. When assessing any proposal to extend a dwelling, account will be taken of any previous extensions and their cumulative effect on the size and character of the property and the appearance of the area.

Hamble-le-Rice parish

Context and key issues

6.2.42 The parish of Hamble-le-Rice is situated in the southern part of the Hamble Peninsula, fronting the estuary of the River Hamble and the coast of Southampton Water to the east and south. It adjoins Hound parish to the north and west. It is one of the older settlements in the Borough, and has grown considerably in recent decades. The population of the parish in 2011 was 4,695 and there were 2,207 dwellings (2011 Census). In 2015 the population was 4,722⁶⁹.

6.2.43 The village had its origins in marine-related activities and its connections to

the River Hamble remain very strong, with boat-building and repair and considerable sailing activity remaining major influences in the local economy and a valued part of local heritage. The attractive village centre lies on the shore of the Hamble estuary and is included in the Hamble Conservation Area. Other features of archaeological interest include iron-age remains on Hamble Common and the foundations of St Andrew's Castle (a former Henry VIII castle) on the coast. The village also has an aviation heritage as the former Hamble Airfield played a significant role in both World Wars. More could be made of the village's heritage both for the benefit of residents and to encourage visitors.

6.2.44 The river is central to the identity of the village and is of considerable value for its landscape, for nature conservation and for recreation as well as heritage. There are tensions between recreational and economic activities and maintaining the landscape and biodiversity interest of the river and the coast, including its accessibility for other recreational uses.

6.2.45 The former airfield is a substantial area to the immediate north of the village. It has been disused for many years and its future is one of the main concerns of the local community. The Hampshire Minerals and Waste Plan, adopted in October 2013 identifies the whole site as an area for mineral extraction.

6.2.46 Residents have access to a good range of recreational activities. Facilities include Hamble Common and extensive access to the coast and the river estuary. There is also a secondary school on the outskirts of the village which offers indoor and outdoor facilities.

- 6.2.47 Hamble has quite considerable areas of employment with a major aviation business, a large industrial estate and an oil storage depot fronting Southampton Water. Boatyards and marinas front the River Hamble estuary.
- 6.2.48 Retail facilities in the village are limited. The village centre struggles to retain shops, of which there are now very few. There is another small frontage at Coronation Parade but here too there are pressures for non-retail uses. However, there is a reasonable array of public houses and restaurants.
- 6.2.49 The main route into the parish is Hamble Lane, which is one of the most congested roads in the Borough (see commentary on Bursledon). Access to the water frontage is from Satchell Lane, but this is a narrow road also linked to Hamble Lane.
- 6.2.50 There is a railway station serving Hamble, but it is some way out of the village to the north. Public transport is good to Southampton but is poor to the north of the Borough, particularly with regard to links to Eastleigh. The majority of people use cars. There is a small ferry between Hamble and Warsash.
- 6.2.51 The village is popular with tourists and the sailing community, but suffers from inadequate parking particularly for regattas or other events. This limits the economic benefits that could arise from its river frontage, marine activity and heritage interest. There is some local visitor accommodation in the form of B&Bs and camp sites, but there is a general need for a hotel, particularly for marine visitors.
- 6.2.52 There is an increasing proportion of older people and a related increased

need for specialised accommodation for elderly people. Local medical facilities are available in the form of a GP surgery, the Blackthorn surgery, which is located in the countryside between Hamble and Netley and serves both communities. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places. There is a strong sense of community and local identity in Hamble, and a good range of local activities.

6.2.53 The most pressing issues in Hamble include:

- The future of the Hamble Airfield;
- Traffic and parking, including the provision of parking facilities at Hamble railway station;
- Accommodation for older people;
- Protection of the River Hamble and its environs;
- Potential to exploit the marine and aviation heritage of the area.

6.2.54 The following policies apply in the parish of Hamble:

HA1 Railway station parking, Hamble

HA2 Mercury Marina and Riverside camping and caravan park

HA3 Hamble Airfield

Transport improvements

Hamble Railway Station

- 6.2.55 Access to the railway station has been identified as an issue in Hamble because of the lack of car parking. The Council has undertaken some feasibility studies into provision of parking on land to the south



of the station however estimated cost and use of the Police training facility access road to access a station car park require further consideration at this time.

Policy HA1, Railway station parking, Hamble

The Borough Council will work with the Highway Authority and other stakeholders to provide a new car park to the south of Hamble railway station, as shown on the policies map, to serve the station.

Holiday accommodation, Hamble peninsula

- 6.2.56 There has been a long identified need for a high quality hotel to be provided within the Hamble Peninsula, which could also provide leisure facilities for nearby residents. The sites of the Mercury Marina and the adjoining Riverside camping and caravan park are considered to be suitable to accommodate such a use, as well as a range of other holiday accommodation to cater for a variety of holiday needs including both luxury and lower cost accommodation excluding permanent caravans occupied as a sole or main residence and second homes. They are on the shore of the River Hamble, and part of the site is already in use as a marina, with related sail and canoe training facilities, and holiday uses. The Mercury Marina site was formerly designated as a boatyard and marina, and to compensate for the potential loss of boatyard facilities arising from the hotel development, a site is allocated in Bursledon for the expansion of the Riverside Boatyard (see policy BU8).

Note: the northern part of this site lies in Hound parish.

Policy HA2, Mercury Marina and Riverside Camping and Caravan Park

Approximately 4.7 hectares of land at the Mercury Marina and the Riverside Camping and Caravan Park, Satchell Lane, Bursledon/ Hound (in addition to the boatyard identified on the policies map) is allocated for a marina, hotel, a range of other holiday accommodation and car parking/boat storage.

Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the following requirements:

- i. **the hotel shall be of an outstanding design commensurate with its location close to or within the Old Bursledon Conservation Area and fronting the River Hamble;**
- ii. **the site retains the marina and related uses including sail and canoe training, facilities for other water-sports and visitor facilities;**
- iii. **a public slipway to the River Hamble will be provided within the site for the use of the general public;**
- iv. **the site retains and, where feasible, enhances the existing amount and mix of holiday accommodation within the site;**
- v. **the northernmost shores of the site are restored for nature conservation purposes, commensurate with the proximity of national and international nature conservation designations;**
- vi. **the Mound (the Mercury Marina Saltmarsh Site of Importance for Nature Conservation) adjoining the site is retained and managed**

to maintain and enhance its nature conservation interest, including the provision if possible of public access subject to there being no adverse impact on nature conservation interests;

- vii. the development includes measures to protect the amenities of existing residential properties within the site and adjoining dwellings to the south at The Halyards, Fry Close and Kingfisher Close; and**
- viii. a flood risk sequential approach to allocating land uses is taken within the site, with the most vulnerable parts of the development located in the areas of lowest risk.**

A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.

A comprehensive scheme will be required for the site. In the event that no hotel is developed, the site shall be retained in boatyard use and covered by policy DM20, Chapter 5.

- 6.2.57 It is considered important to retain training facilities for sailing and canoeing and other water sports on the site. These are used and valued by the local community including the Itchen South District Scouts and the Sea Scouts. It is also considered important that the site provides for a range of holiday needs.

- 6.2.58 In the site level Habitats Regulation Assessment, particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance

and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
- b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

- 6.2.59 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

- 6.2.60 If the site is not developed for a hotel, it should remain in its current boatyard and marina use, as it remains important for the local marine economy.

Open space and recreation

- 6.2.61 As is the case for Bursledon Parish, the Open space Needs Assessment has identified that although the supply of allotments in the Parish of Hamble is currently sufficient; by 2036 it is likely that the supply will be under pressure to meet the required quantity standard. Policy DM36, Chapter 6 enables the development of allotments subject to a number of criteria.



- 6.2.62 After a distinguished wartime history, the former Hamble Airfield ceased to be used as an airfield during the 1960s and was sold to developers in the 1980s. The Hampshire Minerals and Waste Plan 2013 (HMWP) has now identified the whole site as an area for sand and gravel extraction (HMWP Policy 20(3) iii). Following the completion of the extraction process, Appendix A of the HMWP indicates that the site should be restored to a combination of grazing, nature conservation, open space, public access and woodland. In accordance with paragraph 4.74 of the HMWP, the public rights of way network adjoining the site should be retained and where necessary improved as part of any restoration work.

Policy HA3, Hamble Airfield

If permission is granted for the extraction of sand and gravel at Hamble Airfield and the extraction takes place, the site shall be restored in accordance with the Hampshire Minerals and Waste Plan and it shall be retained as an area of accessible countryside and open space with grazing, public access and outdoor recreation facilities laid out to the satisfaction of the Borough Council.

- 6.2.63 The restored site would be used appropriately as an area for public recreation and countryside uses as well as for general grazing of agricultural and domestic animals including horses. The Borough Council will be prepared to consider the use of parts of the site for outdoor sports as well as for general public amenity space.

Hound parish

Context and key issues

- 6.2.64 The parish of Hound adjoins Southampton to the north-west, and fronts Southampton Water to the southwest and Hamble to the east. It extends north almost as far as the M27, adjoining Bursledon parish to the east and West End parish to the north. It includes Netley Abbey, which is one of the older settlements in the Borough, and the small outlying settlements of Butlocks Heath and Old Netley (which borders Bursledon). In 2011 the population of the parish was 7,105 and there were 3,255 dwellings (2011 Census). In 2015 the population was 7,316⁷⁰.

- 6.2.65 Large areas of the parish are undeveloped, forming the majority of the gap between Southampton and the settlements of Netley and Bursledon. The parish includes the Royal Victoria Country Park managed by Hampshire County Council, which is of historic, landscape and recreational value and extends along the coast of Southampton Water. It also includes the West Wood Country Park, another area of recreational green space managed by Hampshire County Council. Access to the coast is good in locations, with pedestrian and cycle routes providing links through to Southampton. There is considerable biodiversity interest, with the coastline included in sites of national, European and international interest, and local nature conservation designations at West Wood, woodlands in and near Netley (some of which extend north to Bursledon) and other areas of local interest to the north of the parish including Netley Common.

Figure 3: Linkages between the Hampshire Minerals & Waste Plan and other plans, programmes and documents

