

Chapter 6

Economy



Chapter Six: Economy

Introduction

6.1 A healthy economy is essential if the quality of life and environment of the District is to be maintained and enhanced. Together with social issues and the environment, it makes up the three key factors which need to be balanced to ensure sustainable development.

6.2 The Local Plan cannot alone provide a healthy economy; it does not create jobs or make business prosperous. It takes into account the aims of the Council's Economic Development Strategy and provides a framework for development, identifies land for building and helps to protect valuable economic assets.

6.3 The Economy Theme is made up of five sections: Industry and Business; Town Centres; Shopping; Tourism and the Ministry of Defence.

Industry and Business

6.4 The policies in this section are directed toward industrial and business use employment. The types of uses which are referred to would generally fall within the Use Class Orders of B1 (business use), B2 (general industrial use), and B8 (storage use).

6.5 East Hampshire provides the base for a wide range of industrial and business activity, most of which is relatively small in scale. The largest employer is Whitman Laboratories at Petersfield, which attracts staff from a wide area. A significant number of East Hampshire residents travel outside the District for work, notably to Basingstoke, the Blackwater Valley, Guildford, London and Portsmouth. Unemployment in the District has been consistently below the national and county average.

Provision of Industrial and Business Land

6.6 The District Council aims to keep the local economy buoyant and to enable a range of economic activities to be provided in East Hampshire without creating further pressure for new housing, generating traffic problems or compromising environmental or other proven constraints.

6.7 The aim is to provide a range of sites for industrial and business purposes in terms of size, type and location to meet the needs of existing businesses and for new businesses to locate in this area which match the skills of the local labour force. However, the District cannot realistically accommodate all requirements for industrial and business provision; to do so could compromise environmental or other proven constraints. The main aim is to retain the existing supply of industrial and business sites and where these are outworn, encourage their redevelopment for an appropriate industrial and business use. To reduce the need to travel and encourage people to work closer to home, sites and uses should provide local employment opportunities for the resident workforce. This has a high proportion of qualified and

skilled workers, the majority of whom currently commute out of the District. Priority will be given to B1 uses, which are most appropriate for these workers, and also to the provision of small business units and managed workspace to encourage starter companies.

6.8 Sites providing 5.56 hectares (13.73 acres) of industrial and business land for the plan period are allocated in Bentley, Holybourne, Horndean, Medstead, Petersfield and Rowlands Castle under Policy IB1. In addition some 20.54 hectares (50.75 acres) from the previous Plan remain to be developed and occupied (set out in Policy IB1).

6.9 In reaching the figure for the provision of industrial and business land, the Council has considered such matters as labour market forecasts, existing land supply, past take up rates, vacancy levels, the East Hampshire Property Review (Hughes Ellard 2001 and 2003) and representations received during consultation carried out by the Council. The provision and location of industrial and business land has also been considered within the context of the strategy for the location of development set out in the General Strategy section of the Local Plan.

6.10 Structure Plan Policies EC1 and EC2 indicate that planning permission may be refused if monitoring by the County Council shows that a proposal on its own or cumulatively with others would cause significant harm to the local economy through overheating of the local labour market, or require the provision of undesirable additional housing. In certain circumstances therefore, it may not be possible to bring all proposals forward. Conversely, certain situations may arise when it may be necessary to allow additional floorspace to be brought into industrial and business use to meet particular local employment needs arising in the District. Proposals will be considered on their merits in the light of circumstances at the time of the application; having regard to the results of monitoring the supply of industrial and business floorspace, recent and expected changes in the labour force, and the needs of particular sectors of the economy.

Industrial and Business Land Allocations

IB1

The following sites are allocated for industrial and business use as defined in the list below:

Site	Area (Hectares)	Use Class	Inset Map
i. Allocations carried forward from previous Local Plan			
1. a. Alton Business Park, Alton	1.8	B1 B2 B8	1
b. Alton Sewage Treatment Works, Alton	6.1	B1c B2 B8	1
2. Lord Mayor Treloar Hospital, Alton	3.84	B1(see text)	1
3. Ordnance Supply Unit, Liphook	1.8	B1	23
4. Bedford Road, Petersfield	4.8	B1 B2 B8	32

5. South of Woolmer Trading Estate, Whitehill/Bordon	2.2	B1 B2 B8	25
ii. New allocations			
6. Adjacent to Bentley Industrial Centre	0.26	B1 B2	3
7. South of Keydell Nursery, Horndean	0.8	B1 B2	36
8. Station Approach, Medstead	0.6	B1 B2	14
9. Buckmore Farm, Petersfield	2.1	B1(see text)	32
10. Keyline Builders Merchants, Rowlands Castle	1.0	B1	38
11. The Depot, London Road, Holybourne	0.8	B1	1
Total	26.1 ha/80,140sq.m		

6.11 The estimated gross floorspace which can be accommodated on the sites has been calculated on a notional density of 3,500 square metres per hectare. This is an indication of the development potential of each site and not a set figure. When a planning application is finally submitted for the development of a site, the mix of uses proposed or landscape or infrastructure constraints could result in a reduced floorspace.

i. Allocations carried forward from the First Review Local Plan

Alton

6.12 1. Site (a) Alton Business Park, and site (b) Alton Sewage Treatment Works:

Development of each area will be required to provide that section of the Wilsom Road to Mill Lane link road as shown on Inset Map 1 as part of the development of their sites, and to provide a footpath/cycleway link along the Caker Stream in the respective parts of the development sites.

6.13 Development will only be allowed when agreement has been reached between all parties on the total funding and implementation of road improvements to the Wilsom Road crossroads, road improvements to the A339/Mill Lane junction, and road improvements at the junction of the link road across the site with Mill Lane, and on the level of funding to these improvements that relates directly to the level of traffic generated by the development of the sites.

6.14 Extensive landscape planting will be required to screen the development from the A31-Bypass and to reinforce planting along the Caker Stream and site boundaries. Development adjacent to the Caker Stream must take into account the importance of the stream as a wildlife corridor.

6.15 Development in Alton will require reinforcement to the water supply network. The developer will be required to contribute towards these off-site reinforcement works.

6.16 The development potential of area (a) is to some degree restricted by overhead power lines and would therefore be suitable for small units for B1, B2 and B8 uses on part of the floorspace. Outline planning permission has been granted for 4,000 square metres of B1 on area (a). Area (b) is suitable for large units (around 2,000 square metres per unit) for B1c, B2 and B8 use to enable firms in the Alton area to expand. Provision has been made at the former Lord Mayor Treloar Hospital for B1a and b uses. An estimated 17,000 square metres of floorspace could be provided on area (b). Subject to the results of monitoring, planning permission may, if necessary, be conditioned to restrict the use to B2 uses on area (b) to retain a supply of general industrial buildings.

6.17 2. Lord Mayor Treloar Hospital: Land adjacent to the curtilage of the former hospital buildings is suitable for business uses. The site has a special landscape quality and environment and any business use of the site should be appropriate to its surroundings and respect the site's intrinsic landscape quality. The site is allocated for B1 use, although uses under B1(a) and B1(b) of the Use Classes Order 1987 would be most appropriate in such a setting. Uses under B1(c) will be acceptable where it can be proven that such development would complement the intrinsic landscape quality of the site. Extensive landscaping will be required to the western boundary. Provision has been made at Alton Sewage Treatment Works for B1c, B2 and B8 uses. It is estimated that the site could accommodate 12,000 square metres of floorspace.

6.18 The developer of the site must demonstrate how the business use will integrate with the development of the adjoining hospital site and the wider surroundings; this will require the production of a masterplan for the whole area.

6.19 A Transport Assessment will be required for the site and the adjoining residential allocation. This is vital to ensure that the transport proposals both on and off-site necessary for the proposed housing and business allocations are dealt with in a comprehensive manner. Among the issues the Transport Assessment will need to address are the following: rat running along Chawton Park Road; the narrowness of Northfield Lane; the Northfield Lane railway bridge where the carriageway is narrow; the lack of forward visibility on the bend in Chawton Park Road to the west of the site; and the congestion on Whitedown Lane, particularly at its junctions with The Butts and Basingstoke Road.

6.20 The sites will be expected to contribute to the development of transport proposals emerging from the Alton Accessibility Project (currently under preparation).

6.21 Development in Alton will require reinforcement to the water supply network. The developer will be required to contribute to these off site reinforcement works. Alton Sewage Treatment Works needs to be extended to provide sufficient capacity and an impact study is required to ascertain spare capacity within the sewerage system.

Liphook

6.22 3. Ordnance Supply Unit: It is estimated that at least 7,500 square metres of B1 (business use) floorspace could be accommodated. A restriction to such development use will help to limit the amount of heavy vehicle traffic brought into the centre of the settlement.

6.23 The design and form of development facing The Green will be very important. Urban design parameters have been approved which set out the principles of design for this frontage. They indicate that a terraced 2/3 storey built form would be appropriate. It is considered that small retail units could form an appropriate part of this frontage between the Beaver Industrial Estate access and the new roundabout. The design parameters also indicate that there may be some scope for the residential use of the upper floors along this frontage.

6.24 Although the site has an existing warehouse use, the development proposals will generate additional traffic which may exacerbate existing traffic problems in the area. Development will only be allowed when agreement has been reached between all parties on the total funding and implementation of the following improvements: minor road improvements; traffic management measures; and measures for public transport, cyclists and pedestrians as appropriate; and on the level of funding to these works that relates directly to the level of traffic generated by the development of business uses on the site, within the context of the comprehensive redevelopment of the total area of the Ordnance Supply Unit site. The highway improvements required will be the subject of a detailed transportation study. An area adjacent to the site is allocated for car parking (see Policy T13).

Petersfield

6.25 4. Bedford Road: The site should be used for primarily B2 (general industrial), with B1 (business use) and some B8 (storage use). Outline planning consent for 13,840 square metres of B1, B2 and B8 use has been granted.

6.26 The site will be visible from the A3 Bypass and a high degree of design and landscaping will be required. The area is liable to flooding and the development of the site could increase the risk of flooding. Subject to detailed investigation, remedial or safeguarding works may be necessary to prevent flooding. The District Council and Hampshire County Council wish to retain the Household Waste Recycling Centre and lorry park facilities which are located adjacent to the site. However, should a developer wish to utilise the site in order to achieve a better overall development scheme and layout, the authorities may consider their relocation to a suitable site within the allocated area at the developer's expense

Whitehill/Bordon

6.27 5. Land South of Woolmer Trading Estate: The Whitehill/Bordon area has, in the past, relied heavily on the Ministry of Defence for employment and so the existing Trading Estate was developed in order to provide a strong and varied employment base. The Estate has been extremely successful and additional land is allocated to enable firms already on the Estate to expand; if they cannot expand then they will have to move away from the Whitehill/Bordon area. The previous two Local Plans proposed that up to 8,000 square metres (gross) new floorspace be provided

as an extension to the Woolmer Trading Estate. Strong landscaping and planting will be required along the A325 frontage.

The Conde Way/Woolmer Way roundabout junction with the A325 will experience capacity problems. Development will only be allowed when agreement has been reached between all parties on the total funding and implementation of improvements to the Conde Way/Woolmer Way junction and on the level of funding to those improvements that relates directly to the level of traffic generated by the development of the site.

ii. New allocations

Bentley

6.28 6. Adjacent to Bentley Industrial Centre: The site is suitable for development for small units for B1 and B2 uses. It is estimated that 1,000 square metres floorspace could be accommodated. The layout and design of the site must ensure that any loss of amenity to adjoining residential properties is minimised. Access to the site should be via the existing industrial estate. The developer will need to assess the impact of the development on the junction between the existing estate and the main road.

Horndean

6.29 7. **South of Keydell Nursery:** The site is suitable for development for B1 and B2 use. It is estimated that 2,500 square metres of floorspace could be accommodated. A bridleway runs on the western boundary of the site and additional planting will be required to reinforce and enhance the existing hedgerow and tree screen adjacent to the bridleway.

6.30 The existing access arrangement onto the B2149 Dell Piece East is not suitable for any intensification of activity on the site. It may be possible to construct a new access, in the form of a left in/left out arrangement, mid-way between the A3 interchange and the B2149 roundabout. Further assessment will be required to ensure that an adequate access can be provided.

6.31 The site is in an area of aquifers which serve Portsmouth, therefore, the developer must ensure that the development will not cause any pollution to this critical resource. A scheme of protection and mitigation must be agreed with the Environment Agency before planning permission will be granted.

Medstead

6.32 8. **Station Approach:** The site is located between existing industrial uses, or land with permission for industrial use. The land is suitable for B1 and B2 use. It is estimated that 2,000 square metres of floorspace could be accommodated.

6.33 A Traffic Impact Study will be required to show how the development will impact on the highway under the Lymington Bottom Road railway bridge close to the site and provide mitigation measures to overcome any adverse effects. A new pedestrian access will be required to the A31 under the existing railway line.

6.34 There are no foul sewers in the immediate locality and developers should contact Thames Water to ascertain the requirements for foul and surface water sewage provision.

Petersfield

6.35 **9. Buckmore Farm:** The site lies in the AONB and is situated adjacent to and visible from the A3 Trunk Road. Buckmore Farm is a Listed Building. The site is allocated for B1 use, although uses under B1(a) and B1(b) of the Use Classes Order 1987 would be most appropriate in such a setting. Uses under B1(c) will be acceptable where it can be proven that such development would complement the intrinsic landscape quality of the site. Development should be of a high design quality and should respect the setting of Buckmore Farm, which will require sensitive conversion if used for business use. It is estimated that 6,000 square metres of floorspace could be accommodated on the site.

6.36 The adjoining site to the west is being developed as a motorists' service area. It is considered that the Buckmore Farm buildings could be re-used for hotel/motel use in association with the hotel/motel proposal on the motorist's service area site, subject to a suitable scheme being put forward.

As the site includes a watercourse with a potential for flooding, developers should contact the Environment Agency at an early date to ascertain any requirements for the site. In particular, there will be a need to determine the 1 in 100 year flood plain within which no development will be allowed. This may impose restrictions on the developable area. Surface water run off should be attenuated. No development will be allowed within eight metres of the bank of the watercourse. The watercourse feeds into the River Rother.

6.37 Development may have detrimental impact on the high water quality and nature conservation value of the River and its tributaries. Developers of the site will be required to investigate the potential impact of development and any mitigation measures required.

6.38 The site should be accessed via Winchester Road. It is essential the site has access to nearby facilities without relying on the car. Where such access is considered to be inadequate the developer must show how he can provide improved public transport, pedestrian and cycle links. The site will be expected to contribute to the policies and proposals contained in the Petersfield Area Transport Strategy.

Rowlands Castle

6.39 **10. Keyline Builders Merchant Site:** The site is presently used for a builders merchant. It is likely that the site will become surplus to requirements during the Plan period. The site is suitable for B1 use, either through re-use of the existing buildings or through redevelopment. A restriction to B1 use will help to limit the amount of heavy vehicular traffic brought into the site and into the centre of the village and will improve local amenity. It is estimated that 3,500 square metres of floorspace could be accommodated.

6.40 The site lies in an area where swallow holes are present and developers are advised to contact the Environment Agency at an early stage. Developers will be required to contribute to a scheme for diverting surface water from the swallow holes in the area in order to improve the groundwater protection of the springs.

Holybourne

6.41 **11. The Depot, London Road:** Currently a commercial site in the heart of the village, this brownfield site provides an opportunity for a mixed scheme of housing and business use. The site would be suitable for the provision of small business units (B1 use). The restriction to B1 use will minimise the amount of heavy traffic brought to the site. It is estimated that some 2,800 square metres of floorspace could be accommodated.

6.42 The site lies in an area of high archaeological importance associated with the Neatham Romano-British small town. An archaeological evaluation should be undertaken prior to the determination of any planning application that is likely to have a significant impact (see Policy HE17).

6.43 It is essential the site has access to nearby facilities without relying on the car. Where such access is considered to be inadequate the developer must show how he can provide improved public transport, pedestrian and cycle links.

6.44 The developer will be required to investigate and implement appropriate traffic management measures in order to reduce to an acceptable level any adverse affect upon local roads, and to remedy any potential safety hazards.

Industrial or Business Development

Industrial or Business Development Within Settlement Policy Boundaries

IB2

Planning permission will be granted for new industrial or business development or for the expansion or intensification of existing industrial or business uses within the policy boundaries of settlements, provided that the proposed development:

- a. would have a layout, access, parking, landscaping and other requirements appropriate to the site;
- b. would not harm the amenity enjoyed by occupiers of nearby properties;
- c. would be of a scale and type of activity that does not harm the character, appearance or environment of the site and its surroundings;
- d. would be easily accessible by public transport, bicycle and on foot; and
- e. would not generate traffic of a type or amount inappropriate to local roads or would require improvements that would harm the character of roads in the area.

6.45 Within the policy boundaries of settlements, planning permission will be granted for appropriate industrial or business development. However, not all sites will be suitable for development. Certain undeveloped areas of land form important features in the street scene or locality and should be retained; proposals for their development will be resisted. Particular importance will be attached to the type of use and the scale of development proposed having regard to surrounding land uses, the size of the settlement and the need to retain the character of residential streets and rural roads. Improvements may be necessary to ensure that sites are easily accessible by public transport, bicycle and on foot, to allow a choice between these modes of transport and the car. Reference should also be made to paragraph 6.10 concerning proposals which may lead to overheating of the local labour market or require the provision of undesirable additional housing.

6.46 The District Council recognises that within settlement policy boundaries the opportunity should be given for the expansion of authorised firms already established in the District. In some instances, however it may not be possible to grant permission. For example, if the proposal would result in an over-intensification of use on the site or the industrial or business use is clearly inappropriately located, either because of the disturbance which it causes to nearby occupiers, or because of the adverse impact which it has on its surroundings. The Council will not allow such firms to expand on their existing, unsuitable sites and will encourage them to operate from more appropriate sites (see Policy IB4).

6.47 Farringdon Mill, Lower Farringdon: A large part of this existing employment site has featured in previous Local Plans' housing and employment allocations, in an effort to improve the semi-derelict character of the site which has a visually detrimental impact on the village. Unfortunately, the main part of the site has never come forward because of access problems.

6.48 If employment development is proposed at the site then alternative access arrangements will be required due to the existing sub-standard access at Aylwards Drive. The Council will consider any alternative access arrangements which will serve the development of the site. This includes earlier proposals for access to the employment site via the north of Farringdon village and across the open land between Moorlands and the Royal Oak Public House. The details of the new employment access will need careful consideration and should incorporate traffic calming measures on the A32. Any new access should not have a significant detrimental impact on the landscape setting of the village.

Industrial and Business Development in the Countryside

IB3

Planning permission for industrial or business development in the countryside will not be permitted unless it is for the reasonable expansion or intensification of an established industrial or business use within an existing site, provided it would not:

- a. result in an over-intensification of use on the site;
- b. harm the character or appearance of the site or of the countryside;

- c. generate traffic of a type or amount inappropriate to rural roads or, requires improvements which would harm the character of rural roads in the area, particularly sunken lanes;
- d. harm the amenity enjoyed by occupiers of nearby properties; or
- e. lead to excessive use of the car.

6.49 The District Council considers that most new employment development in the District should take place either on the sites allocated for employment use in Policy IB1 or on suitable sites within settlement policy boundaries to be consistent with the general strategy of the Plan. Policy IB3 indicates the circumstances where it may be appropriate to permit new industrial or business development in the countryside.

6.50 National agricultural policy indicates that farmers should be encouraged to diversify their farm incomes. The Council considers, however that the re-use of farm buildings for employment use should not form a major source of employment land in the District. It should not be allowed to take place to such an extent that it changes the character of the countryside. In this respect the cumulative impact of even small developments could have an adverse effect on the character of the countryside, in particular in the AONB (refer to Policy C1). Policies relating to rural diversification and the conversion of rural buildings are set out in Policies C13 and C14.

6.51 The Council recognises that opportunities should be given for the reasonable expansion of firms already established in the District. If existing firms are not able to expand it may effect their ability to be economically viable, or they may be forced to relocate outside the District, with the resultant loss of jobs. Hence the countryside policies will not normally be used to prevent the reasonable expansion of firms based in the countryside. However, it will not always be possible to accommodate the expansion requirements of firms. What constitutes reasonable expansion may vary depending upon the scale of existing development. Each proposal for the expansion of an existing firm will be judged on its merits against the criteria of this Policy.

6.52 Proposals for the expansion or intensification of development should refer to Policies C13 and C14 (Rural Diversification and Conversion of Rural Buildings). Policy IB3 is not intended to override legal agreements restricting the expansion or intensification of use of such development.

6.53 Some industrial or commercial uses are clearly inappropriately located, either because of the disturbance which they cause to adjoining areas or because of the adverse impact which they have on their surroundings. The Council will not allow such firms to expand on their existing, unsuitable site and will encourage them to operate from more appropriate sites.

Retention of Industrial or Business Uses

IB4

To retain industrial or business uses, planning permission will be granted for the redevelopment of industrial or business sites for other uses only if the present use harms the character or amenity of the nearby area or the site has restricted

potential due to factors such as:

- a. its size, shape, location or access; or
- b. proof of financial unviability for industrial or business use; and
- c. no reasonable offer having been received for sale or rent, following realistic and active marketing undertaken to the satisfaction of the local planning authority.

6.54 The District Council considers it essential that areas currently in industrial or business use within settlement policy boundaries and in the countryside are retained, provided they are in keeping with their surroundings. The Policy forms an important part of the overall strategy for industrial and business provision as set out in the introductory paragraphs to this chapter. The retention of existing sites is necessary to maintain the supply of industrial and business land, to provide a range and choice of sites and to provide a wide range of employment opportunities in the District. In recent years, there has been increasing pressure to redevelop industrial or business sites (particularly those in town centres) for other uses, most notably housing. If these sites are released for other uses then any replacement industrial or business sites would almost inevitably be located on 'green field' sites on the edge of settlements. The Council is clear that a cycle of redevelopment and replacement land should not be allowed to occur; to do so would conflict with the overall aims of the Local Plan.

6.55 Where a change from industrial or business use is proposed, a case will need to be made for the alternative use with evidence demonstrating why an industrial or business use cannot be sustained. Where a use significantly harms the character or amenity of a nearby area, the Council would wish to be assured that alternative more appropriate employment uses for the site have been explored before the site is lost to employment use. Where an employment use is argued to be unviable, or that there is no demand, evidence of viability will be required and, or, that all reasonable efforts have been made to market the site as extensively as possible at a competitive market price. In certain circumstances the Council may consider granting planning permission for the redevelopment of existing industrial or business sites to alternative uses where overriding local benefits would result from the proposed development.

6.56 The paragraphs above indicate the importance the Council places on retaining areas currently in industrial or business use. In certain circumstances, where development is proposed which would result in the loss of an existing industrial or business site and where such a proposal might otherwise be refused, a planning obligation may be negotiated with the developer which provides compensatory provision to offset the loss of the site, in order that planning permission might be granted. The provision sought must be relevant to planning and directly related to the proposed development. Such provision could, for example, include contributions to facilitate the provision of an enterprise centre or managed workspace, where the development has resulted in the loss of small, low cost units

6.57 Some industrial or business uses are clearly inappropriately located, either because of the disturbance which they cause to adjoining areas or because of the adverse impact which they have on their surroundings. The Council will encourage such firms to operate from appropriate sites.

Special Industrial or Business Areas

Lasham Airfield

IB5

Development at Lasham Airfield, in the vicinity of the existing aircraft maintenance complex as shown on Inset Map 40 will be permitted, subject to:

- a. the building being used only in relation to the repair and maintenance of aircraft and aircraft components, and for no other purpose;
- b. there being no material increase in vehicular traffic on adjoining roads;
- c. there being no excessive increase in the use of the car;
- d. there being no material increase in aircraft movement as a result of the development;
- e. the buildings being demolished in the event of the use ceasing at any future date unless planning permission is granted for an alternative use; and
- f. any buildings being of a high standard of design.

The District Council will seek to restrict aircraft movements to those essential for aircraft maintenance activities and gliding.

6.58 An established aircraft maintenance base at Lasham Airfield has been allowed to expand since the 1950s when it was first set up. However, any proposals for further expansion which would result in a material increase in either aircraft movements or the amount of vehicular traffic attracted to the airfield is likely to be unacceptable because of environmental considerations. Policy IB5 aims to restrict activities on the site to those in connection with the repair and maintenance of aircraft. Should these cease, the District Council is likely to require buildings to be demolished unless planning permission is granted for an alternative use. The Policy covers only the existing aircraft maintenance complex.

Special Industrial Estates

IB6

Development will only be permitted at the following industrial estates if it is within the defined policy boundary for the site:

1. Blacknest Industrial Estate (Inset Map 39)
2. Broxhead Industrial Area (Inset Map 33)

and provided it is consistent with Policy IB3.

6.59 The Blacknest Industrial Estate has become established in a countryside location since 1945. Any further expansion beyond the policy boundary would be unacceptable due to the adverse environmental impact in this rural location and the increase in traffic that could result on the C98 road.

6.60 The Broxhead Industrial area has become established in a countryside location over a number of years. Any further expansion beyond the policy boundary would be unacceptable because of the adverse environmental impact in this predominantly rural location, particularly in relation to the adjoining River Wey.

Town and Village Centres

6.61 This section is concerned with the town and village centres in the District. The main aim is to sustain and enhance the vitality and viability of those centres. PPS6 Planning for Town Centres emphasises the role of town centres in the quality of urban life and in achieving sustainable development. The District has a wide range of facilities which meet the immediate needs of residents. It is important that the existing town, district and local centres are maintained and, where appropriate, improved. These centres are often served by public transport and are readily accessible on foot or by bicycle from the rest of the settlement. Enhancing the function of the centres and improving their attractiveness and accessibility will help to maintain their vitality and viability and encourage alternatives to the use of the car.

6.62 Whitehill/Bordon centre lacks the facilities such as retail, commercial leisure and entertainment uses that are normally associated with a town of this size in comparison to the other larger centres of Alton and Petersfield. Encouragement will be given to the provision of such facilities subject to the relevant policies of this Local Plan.

6.63 The importance of retailing to the town and village centres is recognised in PPS6 but it also stresses the value which a diversity of uses can bring to the vitality and viability of town centres. The Council will aim to provide a healthy mix of uses in the town centres, where appropriate. Uses such as retail, leisure, entertainment, offices and residential can contribute to vitality and viability. A key part of the approach to town centres is the sequential approach for assessing the acceptability of retail, leisure and entertainment development proposals. The sequential approach aims to focus development, especially retail development, in town centres where the proximity of business facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car.

Town Centre Development

6.64 The strategy for town centre development is based on a hierarchy of centres. East Hampshire is characterised by a range of small centres serving predominantly local catchment areas. The hierarchy can be defined as follows. The two market towns of Alton and Petersfield are the largest and most important centres and can be classified as having 'town centres'. The Forest Centre, Whitehill/Bordon is a second tier 'district centre'. Although the Forest Centre is identified as a District Centre, it and the Local Centre on the High Street are small relative to the population of the settlement. The Council considers that it deserves a substantially extended range of

facilities within a centre that should be elevated to “Town Centre” status under Structure Plan Policy S1. It will make representations to the County Council to effect that change. The higher status would reflect the Council's intentions for the centre(s) and encourage the provision of much needed additional facilities. Local centres comprise the larger centres of Liphook and Grayshott and the smaller centres of Clanfield, Four Marks, Horndean, Liss and Chalet Hill/High Street, Whitehill/Bordon.

Development in Town and Village Centres

TC1

~~Proposals for new retail, leisure, entertainment and cultural facilities in the town centres of Alton and Petersfield, the district centre of Whitehill/Bordon (Forest Centre), and the local centres of Liphook, Grayshott, Clanfield, Liss, Four Marks, Horndean and Chalet Hill/High Street, Whitehill/Bordon will be permitted, provided that the proposal:~~

- ~~a. sustains and enhances the range and quality of provision, and the vitality and viability of the centre;~~
- ~~b. is in keeping with the scale and character of the centre;~~
- ~~c. would not harm the function of the centre, particularly its shopping function; and~~
- ~~d. is readily accessible by public transport, bicycle and on foot.~~

6.65 Policy TC1 identifies the boundaries of the town, district and local centres and the form of development which may be appropriate. The District Council will encourage the diversification of uses in the town and village centres, outside the primary and secondary shopping areas (policies S2, S3 and S4), as this can contribute to the vitality and viability of the centre. The small-scale provision of such uses as leisure, entertainment and cultural facilities may be appropriate to help to maintain and promote a healthy mix of uses. Office and residential accommodation may also be appropriate to promote a healthy mix of uses in Alton and Petersfield town centres. In Whitehill/Bordon, due to the requirement to provide much needed additional retail, entertainment and cultural facilities, priority will be given to the provision of these facilities.

6.66 The preference for ground floor uses will be for those which will generate pedestrian activity and add visual interest. After retail uses the preference will be for other uses such as; professional and financial services; restaurants and cafes; and leisure and entertainment. Uses which do not rely on trade from visiting members of the public and which do not involve a ‘shop window’ display, such as offices and housing, will be encouraged in appropriate accommodation above other town centre uses or in locations within the town centre, but outside the shopping areas.

6.67 Proposals to provide new facilities or to refurbish existing ones should be in keeping with the character and scale of the surrounding centre and should provide adequate parking to meet the needs of the new development.

6.68 Chalet Hill and the High Street (east), Whitehill/Bordon: The area is currently a mixture of vacant land and commercial, retail and residential uses with awkward access, servicing and parking facilities directly from Chalet Hill and the High Street. The Council considers that the comprehensive development of land to the east of the High Street would result in an improvement to the environment and help to alleviate the problems mentioned above.

6.69 Any redevelopment of the area will be dependent upon the provision of improved access, parking and servicing arrangements to the rear of the properties. Developers will be requested to fund the highway and parking improvements proposed. The provision of a public car park on the eastern side of the High Street, located to the north of Devon Road and east of Lynton Road, will better serve the needs of the area (see Policy T13). In order to retain public car parking in the area, the Guadeloupe House Car Park shall not be developed until the Lynton Road allocation has been implemented.

6.70 The important individual trees and tree groups should be retained, in particular those fronting onto the High Street. The best examples of the Victorian and Edwardian buildings must be kept. A high standard of design for new development will be required, particularly fronting onto the High Street. A development brief will be prepared and published to guide the development of the site and will be available for public comment before it is adopted by the Council.

6.71 Portsmouth Road (east of the A3M), Horndean: This area is currently a mixture of vacant land and retail and commercial uses. It has an unkempt and rundown feel which has an adverse impact on the appearance of the village centre. The Council considers that the comprehensive redevelopment of this area would enhance the appearance of the village centre which could improve its vitality and viability. The important trees and groups of trees should be retained. A high standard of design for new development will be required. A development brief will be prepared to guide the development of the site and will be published for public comment before it is adopted by the Council.

Large Retail, Leisure and Entertainment Uses

TC2

At the edge-of-centre of, and outside existing town, district and local centres large scale retail uses, including superstores, hypermarkets, and retail warehouses and large scale leisure and entertainment uses will only be permitted if:

- a. there is an identified need for the development;
- b. a sequential approach has been adopted to show there are no sites that are suitable, viable or available for such development in the town, district or local centre; and in the case of proposals outside existing centres there are no sites that are suitable, viable or available for such development on the edge-of-centre
- c. they are within a settlement policy boundary;
- d. either by themselves, or cumulatively with other such proposals or

developments, they do not adversely affect the vitality or viability of nearby town, district and local centres ;

- e. they are easily accessible by car, public transport, bicycle and on foot; and
- f. they are not on land allocated for housing (Policies H1 and H2), industry and business (Policy IB1), and open space (Policy R4) and are required to meet the employment, housing and recreation objectives of the Plan.

6.72 The District Council will seek to sustain and enhance the vitality and viability of its town, district and local centres, and considers that the retail, leisure and entertainment function is vital to this objective and to securing sustainable development. It does however recognise that certain types of activity have a particular site requirement which makes them unsuited to a town centre location. For example, retailers selling bulky, durable goods, such as DIY goods and carpets and food retailers often require out-of-centre locations because they provide a large area of floorspace selling a wide range of goods and a large area of car parking.

6.73 Developers will have to first demonstrate that all town centre and then edge-of-centre sites have been assessed before out-of-centre options can be considered. Sites on the edge-of-centres may assist the vitality and viability of town centres where they are within reasonable walking distance of the centre and they provide parking facilities which can serve the centre as well as the proposed development.

6.74 East Hampshire has relatively small centres and so it is considered appropriate to have a lower size threshold for large retail, leisure and entertainment uses, which are defined as those greater than 500 square metres (5,382 square feet). This limit is considered necessary as it is likely that development even of this scale could have an adverse impact on the relatively small scale centres in East Hampshire. For retail this is taken as gross trading floorspace. Proposals for large retail, leisure and entertainment development on the edge-of-centre and outside town centres will need to be supported by statements on their likely impact on the vitality and viability of nearby town centres as a whole and on the local highway network. In some instances, for retail development, planning consents may be conditioned to restrict the type of goods sold and to prevent the subdivision of shopping units so that the development does not change in character over time in a way that could adversely affect town centres.

Development in Town and Village Centres and Retail Development

TC3

Where town centre, village centre and/or retail development is permitted a planning obligation may be negotiated with the developer to provide improvements to the town or village centre, where it is directly related to the development.

6.75 Where town centre, village centre or retail development is proposed the needs (or requirements) of the town or village centre must be a major consideration. In such circumstances the Council will seek to negotiate a planning obligation. The

provision sought must directly relate to the proposed development. This could take the form of environmental enhancement, improvements in accessibility (shopmobility), town centre management or other related improvements. Shopping

6.76 The District provides a wide range of shopping facilities to meet the immediate needs of residents. The Council considers it important that the existing shopping centres and local and village shops are maintained and where appropriate improved. They are important not only to the local economy but are a vital part of the local community.

Retail Allocations

S1

~~Land is allocated for retail development at the Forest Centre, Whitehill/Bordon (Phase 2) and will be safeguarded from any form of permanent development in order that it is available for retail development during the plan period.~~

6.77 This site (Inset Map 25), which forms the remaining part of the Phase 2 development of the existing Forest Centre, is suitable for retail development. The development of the remainder of Phase 2 will improve shopping provision for local residents.

6.78 Proposals for new retail development at the Forest Centre will be assessed against Policy TC1 to ensure that there is no adverse impact on the district centre. Proposals should be accompanied by Retail and Transport Impact Assessments and should be determined on their merits, subject to the requirements of Policy TC1.

6.79 In Alton there is a restricted number of reasonably sized units in the prime shopping area. This reduces the range of units available, particularly those favoured by multiple retailers. Proposals to create larger retail units by amalgamating smaller ones will be encouraged, therefore, where appropriate.

Non-Retail Uses in Shopping Centres

S2

Where proposals for non-retail uses in the primary shopping frontages of Alton and Petersfield would have a detrimental effect on the interest and appearance of the shopping frontage or would undermine the vitality and viability of the shopping centre as a whole, such proposals either for change of use or redevelopment for non-retail uses will be refused.

Primary Shopping Frontages

S3

Proposals for non-retail uses at ground floor level in the primary shopping frontages of Clanfield, Four Marks, Grayshott, Horndean, Liphook, Liss and Whitehill/Bordon will not be permitted if they would result in a continuous frontage of two or more non-retail uses.

6.80 The District Council considers it essential that not only should the town, district and local shopping centres be maintained and improved, but also that they should remain predominantly in retail use at ground floor level. Many non-retail uses such as banks, building societies and estate agents are an established feature of most shopping centres and the Council recognises that they have a role to play in sustaining the vitality and viability of shopping areas. However, it considers that non-retail uses should not be allowed to dominate any one particular shopping frontage or centre. Where concentrations do occur they can undermine the retail function of the particular shopping street or centre by disrupting shopping frontages.

6.81 In implementing Policy S2 the objective will be to ensure that proposals for change of use or redevelopment to a non-retail use do not result in either a continuous street frontage of three or more non-retail uses or more than 40% of the street frontage being in non-retail use, the street frontage being measured as 50 metres either side of the application site. A shop will be defined as set out in Class A1 of the Town and Country Planning (Use Classes) Order, 2005.

6.82 The shopping frontage formulae outlined above form the basis upon which change of use applications will be judged. However, there may be circumstances where a proposed change of use satisfies the shopping frontage formula but the application will be refused because of its adverse impact on the vitality and viability of the centre. The overriding consideration in determining such applications for change of use must be the potential impact on the vitality and viability of the centre. For example in Petersfield the further change of use of A1 shops to A3 restaurants may well, in certain circumstances e.g. a corner site, have an adverse impact on the vitality and viability of the centre.

Secondary Shopping Frontages

S4

Proposals for uses other than retail (A1) and non-retail use (A2, A3, A4 and A5) in the secondary shopping frontages of Alton and Petersfield will not be permitted if they would result in a continuous frontage of two or more such uses.

6.83 Outside the primary shopping frontages identified in Policies S2 and S3 above, the Council would generally encourage a diversity of uses appropriate to a town centre, including non-retail use (A2, A3, A4 and A5) but also such uses as leisure and recreation. In the larger centres of Petersfield and Alton, however, where the main shopping frontages gradually merge through secondary shopping areas to uses such as employment or residential, it is considered that a predominance of uses outside A1, A2, A3, A4 and A5 could adversely affect the vitality and viability of the centre. In Petersfield and Alton, therefore, secondary shopping areas have been identified within which A1, A2, A3, A4 and A5 uses should predominate.

Local and Village Shops

S5

Proposals to develop or expand small scale retail facilities (Class A1 use) providing for the daily shopping needs of a local community within the settlement

policy boundaries and within the settlements in the countryside will be permitted, provided there are no adverse impacts in terms of local amenity, access, and parking.

The change of use of local and village shops from Class A1 use will only be permitted where:

- a. all reasonable efforts have been made to let or sell the premises as a shop; and
- b. the proposed non retail use will have no adverse impact on local amenity, access and parking.

6.84 The local shop plays an important social as well as commercial function in the daily life of a community. The trend towards fewer but larger shops seriously reduces the level of shopping available in some settlements, particularly for those people without ready means of access to public or private transport. In contrast, improving the range of local shops especially in areas easily accessible on foot or by bicycle is also an important way of reducing dependence upon cars. Proposals to establish local shops to provide for daily shopping needs, including within another business premise (for example, a garage or an off-licence) will therefore be encouraged (see para. 6.56).

6.85 In particular, village shops play a vital economic and social role in rural areas and can help to maintain villages as viable communities. There has been a steady decline in the number of village shops in recent years and, as a result, several settlements are no longer served by a local shop. In villages where no shop exists, encouragement will, therefore, be given to the provision of small scale facilities. The maintenance of existing village shops will be encouraged and the District Council will adopt a positive approach to applications for conversion and extensions to shops designed to improve viability.

6.86 It is recognised that the Council cannot prevent the closure of shops that are no longer viable, however, their importance to the community will be taken into account when considering applications for changing existing shops into non retail use. Where there are no alternative facilities nearby, it will be necessary to demonstrate to the satisfaction of the Council that the shop is no longer viable before a change of use is permitted. Evidence will be required that all reasonable efforts have been made to market the retail unit as extensively as possible at a competitive retail market price. A number of initiatives are currently being implemented by the Council which it is hoped will support these vital local services.

The Control of Shops on Farms

S6

Planning permission for the introduction or expansion of a retail use on a farm will be granted provided its scale and scope would not harm the viability of retail facilities in any nearby town or village.

6.87 The District Council considers that new shops in rural areas should be located within the settlements. It is recognised, however, that it may be permissible to allow shops ancillary to other uses, such as farm shops which can serve a vital function in rural areas, by helping to meet demand for fresh produce grown on the farm. They can also provide new jobs and services, thereby contributing to the diversity of economic activity in rural areas. In assessing such proposals, the Council will take account of the potential impact on nearby village shops, the likely impact of the type and volume of traffic generated, access and parking arrangements. Any planning permission for such a use may limit the range or source of the goods to be sold, or both.

6.88 A farm shop using an existing building as an outlet for goods solely produced on that establishment would be permitted development under the Town and Country Planning (General Permitted Development) Order 1995. However, planning permission would be necessary for a farm shop requiring a new building or one which sells goods imported onto the farm.

6.89 Shops ancillary to rural petrol filling stations can also fulfil a useful role, but, as with farm shops, they should not adversely affect easily accessible convenience shopping available to the local community.

Garden Centres

S7

Planning permission for garden centres will be granted on sites within or adjacent to settlement policy boundaries provided that the proposal:

- a. is not intrusive in the landscape;
- b. would not result in inconvenience or danger on the public highway;
- c. is not harmful to the character of the settlement; and
- d. will not harm the viability of retail facilities in any nearby town or village due to the scale and scope of retailing proposed.

6.90 Garden centres in the countryside can be very intrusive and attract high volumes of traffic onto rural roads. Such facilities should therefore be located on suitable sites within or adjacent to settlement policy boundaries and be in keeping with the character of the surrounding area. The goods and services sold or provided from a garden centre will be limited to requisites closely associated with gardening. Any planning permission for such a use may limit the range of the goods to be sold.

Tourism

6.91 This section provides guidance on tourist facilities, visitor accommodation and camping and caravanning. Tourism facilities provide for the needs of both residents and visitors to the District.

6.92 The District has for many years attracted tourists and day visitors and it is now growing in importance as a tourist destination, particularly for short-stay and special interest holidays. There is easy access to many major destinations such as London,

Winchester and the South Coast, and the District itself offers attractive countryside, picturesque towns and villages and a number of special attractions.

6.93 The principle aim for tourism in East Hampshire is that it should be based upon the well-balanced development of the area's present assets, rather than the introduction of major new activities or large-scale expansion of existing facilities.

6.94 In pursuit of the concept of 'sustainable development' as set out in the General Strategy Chapter, the tourism policies of the Local Plan seek to promote 'sustainable tourism', that is, development which serves the interests of both economic growth and the conservation of the environment.

Tourism Development

TM1

Permission will be granted for new or extensions to tourism facilities, provided that they are small in scale and that:

- a. they are not harmful to landscape, nature conservation or historic interests;
- b. they do not prove harmful to the character of surrounding land or create undue traffic problems; and
- c. they do not adversely affect the amenity of the local residents or other people in the vicinity.

In addition in the countryside:

- d. they do not result in the loss of the best and most versatile agricultural land;
- e. there is no suitable alternative site available which is not in agricultural or forestry use; or
- f. they involve the conversion of buildings of architectural or historic interest, provided that any features of special architectural or historical interest are not adversely affected; or
- g. they involve the conversion of suitable rural buildings, particularly those on working farms, provided it is consistent with Policies C13 (rural diversification) or C14 (conversion of rural buildings); and
- h. they would not generate traffic of a type or amount inappropriate to rural roads or, would not require improvements which would harm the character of rural roads in the area, particularly sunken lanes.

Favourable consideration is more likely to be given to proposals which are accessible by a choice of means of transport.

6.95 Policy TM1 deals with general tourism facilities; visitor accommodation is dealt with under Policies TM2 and TM3.

6.96 The District Council aims to ensure that the needs of tourism are met in ways which continue to protect and enhance the features which attract tourists to East Hampshire. The Council wishes to encourage the provision of tourist facilities in

appropriate locations, but it is important that the attractive landscape and character of the District is protected from unnecessary development. Proposals should be in keeping with the scale and character of the surrounding area and not cause disturbance to local residents or to other people, for example, other users of the countryside.

6.97 Certain areas are more able to absorb increased visitor numbers than others, and popular tourist destinations, such as Selborne and Chawton, could be harmed if the number of tourists is not sensibly managed. Therefore, it may not be appropriate to permit the expansion of existing facilities or the introduction of new facilities in certain areas or settlements.

6.98 Major leisure developments, such as theme parks and residential holiday centres, would attract traffic from a wide catchment area, and due to their scale and nature are unlikely to be suitable in East Hampshire (See Structure Plan Policy R6).

Visitor Accommodation Within Settlement Policy Boundaries

TM2

Within settlement policy boundaries proposals for both new visitor accommodation and the extension of existing accommodation will be permitted provided that they are:

- a. of a scale and nature appropriate to their surroundings and the settlement;
- b. located where they will not cause undue disturbance to local residents; and
- c. accessible by public transport.

Visitor Accommodation Outside Settlement Policy Boundaries

TM3

Outside settlement policy boundaries proposals for visitor accommodation will only be permitted where it involves:

- a. the extension of existing visitor accommodation; or
- b. provision within existing public houses, restaurants or farmhouses; or
- c. the change of use of suitable residential properties ; or
- d. the conversion of suitable rural buildings, particularly those on working farms.

Provided that:

- i. they are of a scale and nature appropriate to their surroundings;
- ii. they are located where they will not cause undue disturbance to local residents; and
- iii. they would not result in inconvenience or danger on the public highway and would not require improvements which would harm the character of

rural roads in the area, particularly sunken lanes.

Favourable consideration is more likely to be given to proposals which are accessible by a choice of means of transport.

Before granting planning permission, applicants will be required to enter a Section 106 Obligation to restrict occupancy to visitors.

6.99 As with the policies for tourism development the District Council aims to ensure that the needs for visitor accommodation are met in ways which continue to protect and enhance the features which serve to attract tourists to East Hampshire. Proposals should be in keeping with the scale and character of the surrounding area and not cause disturbance to local residents or to other people, for example, other users of the countryside.

Hotel Allocations

TM4

The following sites are allocated for hotel use:

1. South of Woolmer Trading Estate, Whitehill/Bordon (Inset Map 25).
2. Telecom Exchange/Guadeloupe Car Park, High Street (west), Whitehill/Bordon (Inset Map 25)
3. Buckmore Farm, Petersfield (Inset Map 32)

6.100 There is a need for an hotel in the Whitehill/Bordon area. The land to the south of Woolmer Trading Estate is suitable for an hotel, possibly in conjunction with leisure and cultural facilities (Policy LC1). The Telecom Exchange/Guadeloupe House Car Park site is also suitable for hotel use, although the site is also allocated for leisure and cultural facilities (Policy LC1). The important individual trees and tree groups should be retained. In order to retain the provision of public car parking in the area, the Guadeloupe House Car Park shall not be developed until the allocation for a public car park at Lynton Road (see Policy T13) has been implemented.

6.101 It is recognised that there is a need for an hotel in Petersfield. Land at Buckmore Farm is considered suitable for hotel use. The site has planning permission for a motorists' service area, including an hotel/motel. The adjoining site to the east is allocated for business use, including the Buckmore Farm buildings. It is considered that the Buckmore Farm buildings could be re-used for hotel/motel use in association with the proposal on the motorists' service area site, subject to a suitable scheme being put forward. The site lies in the AONB and development should be of a high quality design and should respect the setting of Buckmore Farm, which is a Listed Building which will require sensitive conversion.

Camping and Touring Caravan Sites

TM5

Proposals for camping and touring caravan sites will only be permitted if:

- a. they are situated either within or close to an existing settlement or group of buildings or are within suitably screened landscape settings;
- b. they are small in scale; and
- c. the use of the site would not cause undue traffic problems.

Camping and touring caravan sites will not be permitted where they would adversely affect an area of landscape, nature conservation, archaeological or historic value, an area of the best and most versatile agricultural land (Grades 1, 2 and 3a) or a strategic or local gap.

6.102 The District Council considers that East Hampshire is a suitable location for a limited number of small scale touring, camping and caravanning facilities, providing that the sites proposed can meet the requirements set out in Policy TM5. Encouragement will particularly be given to the further use of Certificated Sites, or to other sites catering for up to five pitches which are well screened in the landscape. However, caravans and tents can have a detrimental effect on the appearance of the countryside and it is essential that areas of particular countryside importance are kept free from such developments. Favourable consideration is more likely to be given to proposals for camping sites accessible by a choice of means of transport.

Queen Elizabeth Country Park

TM6

A site is allocated for a camping and touring caravan site in Queen Elizabeth Country Park.

6.103 A site was allocated in the previous Local Plan for a limited stay touring, camping and caravanning site in Queen Elizabeth Country Park. Investigations are under way to provide this useful facility in the eastern, wooded part of the Park and the allocation is continued in this Plan. The Country Park is particularly well sited for people using the A3 and the South Downs Way. In due course, it might also be possible to include a Youth Hostel to meet the needs of walkers and riders on the South Downs Way.

Conference Facilities

TM7

Outside settlement policy boundaries proposals for conference facilities will only be permitted if they are located within or adjacent to an existing or proposed hotel, public house or if they involve the extension of an existing conference facility, provided that:

- a. they are of a scale and nature appropriate to their surroundings; and
- b. they have easy access to the main road and public transport networks.

6.104 The District Council recognises the benefit of conference facilities in meeting the needs of the local business community. However, any facility will need to be of an appropriate scale that restricts the intensity of use to a level which conforms with the sustainable development aims of this Local Plan. The provision of conference facilities, therefore, is limited to development in association with existing facilities which have easy access to the main road and public transport networks.

Ministry of Defence

6.105 The Ministry of Defence owns large areas of land in the District, particularly in the Whitehill/Bordon area. Much of this land has extensive areas of buildings. Other areas remain undeveloped, with large areas of international and national importance for wildlife.

6.106 At present, the Council only have a right to be consulted by the Ministry of Defence on development proposals for military purposes on existing sites, and it does not have any actual control over such activities. However, if an alternative non-military use for a site is proposed by either the Ministry of Defence or by a third party, this would be the subject of a planning application to be determined by the Council in the normal manner.

Buildings or Land Surplus to Requirements Within Settlement Policy Boundaries

MOD1

Planning permission will be granted for proposals for the re-use and redevelopment of buildings and other land within settlement policy boundaries which is declared surplus to Ministry of Defence requirements provided that they are in keeping with the scale and character of the surroundings.

6.107 The future use of Defence establishments can be subject to sudden change, and buildings can unexpectedly be declared redundant for Defence purposes. It is not possible to plan for such eventualities in a local plan, but it would be unrealistic and wasteful of resources not to allow Ministry of Defence buildings which lie within settlement policy boundaries to be used for civilian purposes. Wherever possible, therefore, permission will be granted to allow the re-use of the buildings or the redevelopment of the site in accordance with the other policies of the Local Plan.

6.108 Should Ministry of Defence buildings or other previously-developed land be declared surplus to requirements and be brought forward for development, it would be re-assessed according to the strategy and policies of the Local Plan and national policies. If appropriate, and subject to environmental constraints, statutory and other requirements and considerations, the Council would release it for development before greenfield sites.

6.109 In its determination of applications for planning permission for the re-use or re-development of land adjacent to the settlement policy boundary (SPB) at Whitehill/Bordon, the Council will adopt the same approach as it does to proposals within the SPB in so far as seeking to enter into agreements with developers for the reasonable provision of new or improved retail, commercial, leisure and local

facilities. It will also have regard to the stage reached, and contents of, any Development Plan Document for Whitehill/Bordon.

Buildings or Land Surplus to Requirements Outside Settlement Policy Boundaries

MOD2

Planning permission will be granted for the re-use and/or redevelopment of land outside settlement policy boundaries which has been declared surplus to Ministry of Defence requirements, provided that the scheme would be:

- a. limited to the area(s) covered by buildings, accesses, hardstandings and similar hard surfaces;
- b. in keeping with the scale and character of the surrounding area; and
- c. accessible with a choice in mode of transport, either existing or as suitably proposed to be enhanced.

6.110 PPG3 adopts a sequential approach to the development of sites and reiterates the importance of brownfield site development as a priority. For proposals with the potential for a significant generation of traffic, the Council will expect the application(s) to be accompanied by a Green Transport Plan. For some proposals, paragraphs 2.23 and 2.24 may be particularly relevant.

6.111 Outside settlement policy boundaries the re-use or redevelopment potential for such sites will be more limited if the overall aim of sustainable development is to be achieved. Much will depend on the particular site involved and its location as to its suitability for alternative use. Policy MOD2 sets out the general criteria against which proposals will be considered and the District Council will have regard to a number of factors including the location of the site in relation to existing built-up areas, service and highway infrastructure and the landscape framework of the site. Particular attention will be given to the ecological, historic and archaeological interest of a site or area. In view of the scale of Ministry of Defence ownership in the District, the reuse or redevelopment of isolated or scattered buildings would be inappropriate due to the cumulative impact on the countryside.

6.112 In certain circumstances the reuse or redevelopment of a site may not be permitted where there are overriding environmental constraints, or where it is in a location that cannot be accessed in a sustainable manner, and in particular, where it is likely to lead to unsustainable travel patterns. In these circumstances the Council will seek, as far as practical, the clearance and restoration of the site to an appropriate use.

6.113 It is very unlikely that permission would be granted to develop surplus land owned by the Ministry of Defence which lies in the countryside unless there is a specific need for a building to be erected in this location (see Policy GS3). Much of the land owned by the Ministry of Defence in the countryside is heath and of international importance or of landscape and/or wildlife importance. The Ministry of Defence has a strong conservation management policy for land in its ownership

which is of particular nature conservation importance. The Council will give every encouragement to the further conservation of both these areas and areas of important landscape. Providing Ministry of Defence training programmes allow, there is plenty of scope for co-ordinated work by local conservation societies and volunteers in these areas.

Ministry of Defence Sites

6.114 The paragraphs below set out a brief outline of the type of uses which may be appropriate should the following Ministry of Defence sites be declared redundant and come forward for development during the Plan period. If Ministry of Defence sites become redundant for defence purposes during the Plan period, then depending on the scale of the land release and its implications they will be dealt with via the normal development control process, via development briefs to be prepared by the Council in conjunction with the Ministry of Defence and the community or via a Development Plan Document (the latter two would require a change to the Local Development Scheme).

Longmoor

6.115 The built-up area at Longmoor covers a very large area. It is possible that the large sheds on the north side of Longmoor Road could be re-used for industry whilst the buildings to the south of the road could probably be re-used for residential purposes, with possibly some associated small-scale shopping, recreation and employment uses. Longmoor is situated in an area of particular nature conservation importance and lies close to the Wealden Heaths Phase II SPA and the Woolmer Forest SAC. An appropriate assessment will have to be undertaken in accordance with Regulation 48 of the Conservation (Natural Habitats &c.) Regulations 1994 if the proposed development is likely to have a significant effect on the SPA and SAC, either alone or in combination with other plans or projects. No expansion of the existing built-up area will be allowed.

Bordon Camp

6.116 Bordon Camp covers a large area of Whitehill Parish. The predominantly residential area shown within the boundary of Inset Map 25 would be allowed to continue in residential use. The future use of the remaining buildings, particularly the barracks on the north side of Station Road and the vast sheds in Hogmoor enclosure, will need careful consideration. The recreation, leisure and community facilities, particularly those facilities already in civilian use such as the Phoenix Centre would make ideal civilian facilities and should therefore be protected until their future use is determined, via a planning application, development brief or a Development Plan Document, (the latter two would require a change to the Local Development Scheme) as appropriate. The site lies in the vicinity of the Wealden Heath Phase II SPA and the Woolmer Forest SAC and an appropriate assessment will have to be undertaken in accordance with Regulation 48 of the Conservation (Natural Habitats &c.) Regulations 1994 if the proposed development is likely to have a significant effect on the SPA or SAC, either alone or in combination with other plans or projects.

SCU Leydene

6.117 The site covers some 7.0 hectares. It is located between East Meon and Clanfield. The eastern part of the site (4.5 hectares) is fairly intensively developed, whereas the western part (2.5 hectares) consists of a playing field and a bungalow. The site is presently used as a communication base.

6.118 The site lies on top of the South Downs, in a very prominent position in the East Hampshire AONB. It lies adjacent to the South Downs Way. A Bronze Age linear earthworks, a Scheduled Ancient Monument, lies partly within the site. The site is not in a sustainable location being isolated from any settlement and has poor access. Due to the major environmental constraints associated with the site, the most favoured solution for the site would be its clearance and its return to downland. Re-use or redevelopment of the site is likely to lead to the continuation of unsustainable travel patterns and adverse impact on the environment. Any proposal for re-use or redevelopment will need to be fully and clearly justified. The planning status of the land is unclear at present and is likely to require a Certificate of Lawful Existing Use if this is to be formally determined.

RAF Oakhanger

6.119 The Secretary of State for Defence has issued a safeguarding map for RAF Oakhanger technical site. The Council will consult with the Ministry of Defence on any planning application within the outer safeguarding boundary to ensure compliance with the safeguarding directive.

Minerals

6.120 The County Council has overall responsibility for determining applications for the extraction (and in certain circumstances the reception) of minerals in the District. It prepares local planning policies to give guidance to operators and residents about the areas for future extraction and the standard of working and site restoration that will be required. The County Council's policies are set down clearly in the Structure Plan for Hampshire and the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan. Anyone intending to carry out mineral extraction in the District is strongly advised to contact the County Planning Department at an early stage.

6.121 The main mineral deposits in the District are chalk (which is worked at pits in Butser, Ropley and Froyle), gravel (which is worked at Southleigh Forest in Rowlands Castle Parish), brick clay (at Selborne) and sand (in the Bordon area).

6.122 Most of the District has been surveyed for possible oil and gas reserves. A major oilfield at Humbly Grove (just north of the District) feeds oil via a gathering station and underground pipeline to a rail export terminal on the Alton to Farnham branchline east of Holybourne. A further oilfield at Horndean is also producing oil.

6.123 In all cases of mineral, oil and gas extraction in the District, the District Council considers the environmental and traffic impact of the workings and after-use of the sites to be of paramount importance. The Council, when responding to consultations from the County Council on proposals, will seek to ensure that the impact of the

workings are kept to a minimum and that the restoration and after-use of the sites are of the highest quality.