

- **Draft**
- Publication
- Submission
- Adoption

A stylized map of Fareham, Hampshire, is shown in a light blue color with a grid pattern. A location pin icon is placed on the map. The text 'FAREHAM LOCAL PLAN 2036' is overlaid on the map in a bold, blue, sans-serif font.

# FAREHAM LOCAL PLAN 2036





## Foreword by the Executive Member for Planning and Development – Councillor Evans

The Council have worked hard to draw up this Draft Local Plan to address the development needs of Fareham Borough up until 2036. This has presented many challenges and has had to involve some difficult decisions.

Understandably, the process of deciding where new housing sites should be built to meet people's housing needs is one of the more contentious and difficult elements in this Plan. This Plan also seeks to protect and improve those things communities value, ranging from the high quality landscapes in our open countryside, through to open space and community facilities.

Furthermore, it proposes where other forms of commercial development could take place. It is vital that the economic growth needs of the Borough are met, along with associated new job opportunities. The changing way we shop and use our leisure time, mean our centres, such as Fareham Town Centre, need to positively respond to these changes and therefore this Plan's policies. We also need to protect and enhance our most valued historic and natural assets for future generations to enjoy and benefit from.

There is no doubt that the decision on the most appropriate strategy for locating new development, particularly for housing has been difficult. However, this Draft Local Plan has been developed taking into account the requirements of Government legislation, policies and guidance, as well as important local evidence and information. The approach that has been taken in the Draft Plan looks to distribute development across the Borough and achieve maximum community benefit from that development.

It is important to explain that this Draft Local Plan will be subject to a six-week public consultation and I would therefore urge people to read the Plan and make comments on it during the forthcoming consultation period. Information collected from this public consultation together with relevant new evidence will be taken account of and used to inform a revised version of the Local Plan, the Publication Plan, which will be produced in 2018. There will be further opportunity to comment on the Publication Plan, before the Council submit the Plan and those further comments to the Secretary of State for an Examination in Public later in 2018.

I would like to take this opportunity to reiterate how important it is that the public and other interested parties use the consultation process to express their views and opinions on the content of this Plan, particularly on how best to make these very difficult decisions on the challenges we face.



Councillor K. Evans

## INFORMATION AND CONTACTS



### Stay informed

You can keep up to date on the progress of Fareham's Local Plan, other planning documents and planning applications on the Council's website: [www.fareham.gov.uk/planning](http://www.fareham.gov.uk/planning)

Residents can be the first to hear about Council consultations and engagement events by signing up for email updates at: [www.fareham.gov.uk/haveyoursay](http://www.fareham.gov.uk/haveyoursay)

### Get in touch

If you have any questions regarding Fareham's Local Plan, including this document, please contact a member of the Planning Strategy Team at Fareham Borough Council.

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# INTRODUCTION





## What is the Purpose of a Local Plan?

- 1.0 Fareham Borough Council is required to prepare a Local Plan, as the Local Planning Authority. In line with the Government's current relevant legislation, policies and guidance, the Council sets out what it considers are the opportunities for development, largely through site allocations, as well as clear policies on what will or what will not be permitted and where. Simply put, the plan aims to ensure beneficial and high-quality development in meeting the development needs of its residents, workers and visitors, whilst protecting its most valued natural and man-made assets, such as landscapes, settlement character, heritage and community buildings.

## What Time Period Does this Local Plan Cover?

- 1.1 The Fareham Local Plan 2036 will cover the period from 2011 until 2036. This currently reflects the time period for current key evidence on assessing housing and employment needs. It is therefore important to note that new development that has been completed and permitted since 1<sup>st</sup> April 2011 will count towards meeting the overall needs in the plan period. This is explained in more detail in the relevant sections of this plan.

## Background to the Current Adopted Local Plan

- 1.2 Fareham Borough Council has a currently Adopted Local Plan, formed of three component parts. They are as follows:
  - Local Plan Part 1 (LP1): 'Core Strategy' (Adopted in August 2011)
  - Local Plan Part 2 (LP2): 'Development Sites & Policies' (Adopted in June 2015)
  - Local Plan Part 3 (LP3): The 'Welborne Plan' (Adopted in June 2015)

## The Council's Commitment to the Local Plan Review

- 1.3 The Council committed to reviewing the Local Plan during the examinations on LP2 and LP3, with particular to meeting the Government's requirements set out in national planning policy of meeting objectively assessed housing needs that were emerging from relevant Strategic Housing Market Assessments.

## The Main Focus of the Local Plan Review

- 1.4 According to the NPPF, Local Plans can be reviewed in whole or in part to respond flexibly to changing circumstances (paragraph 153). The Council is of the view that given the recent adoption of the Welborne Plan in 2015, which is site specific, and is currently being used to judge the current planning applications under consideration on the Welborne Garden Village site, this plan does not require immediate review. The current applications can be determined in accordance with the Adopted Welborne Plan and other relevant material considerations. The strategic site plays a significant role in contributing to delivering homes within the Borough and the unforeseen delay to the anticipated start on site at the time of adopting the Welborne Plan, means that the Welborne delivery trajectories need to be reviewed to give a complete picture of how the Borough proposes to meet its objectively assessed needs.



- 1.5 It is for the above reasons that the bespoke plan for Welborne (LP3) is not being directly reviewed as part of the formation of this Plan. It is however important to review the contribution that Welborne is expected to make in relation to the overall need within the Borough until 2036, through the expected housing and employment delivery trajectories and the associated infrastructure. Key information on Welborne which has been updated as part of this Draft Local Plan includes:
- Table 10.1 Housing Trajectory for Welborne
  - Table 10.2 Indicative Employment Development Trajectory for Welborne
  - Table 11.1 Welborne Monitoring Indicators
  - Table 11.2 Target Housing Completions
  - Further references to phasing (when on specific years linked with the original trajectory)  
(All the table references above refer to tables from the adopted Welborne Plan)
- 1.6 The review of Welborne’s delivery trajectories has taken into account matters arising since the Welborne Plan was adopted in 2015. For example, the Government has designated Welborne a Garden Village and importantly planning applications have been submitted for the development of the site. Increasing clarity on likely start dates and delivery rates has enabled us to understand the extent of development required for the remainder of the Borough in order to meet the Borough’s overall housing and employment needs. The expected delivery from Welborne Garden Village over the plan period toward the Local Plan housing requirement is outlined in Strategic Policy SP2, and further explained in the background paper ‘Welborne Garden Village: A Delivery Trajectory for Welborne’ (Lichfield & Fareham Borough Council, September 2017).
- 1.7 For clarity, this Plan is reviewing Part 1 and Part 2 of the Adopted Local Plan. This is illustrated by the following figure:

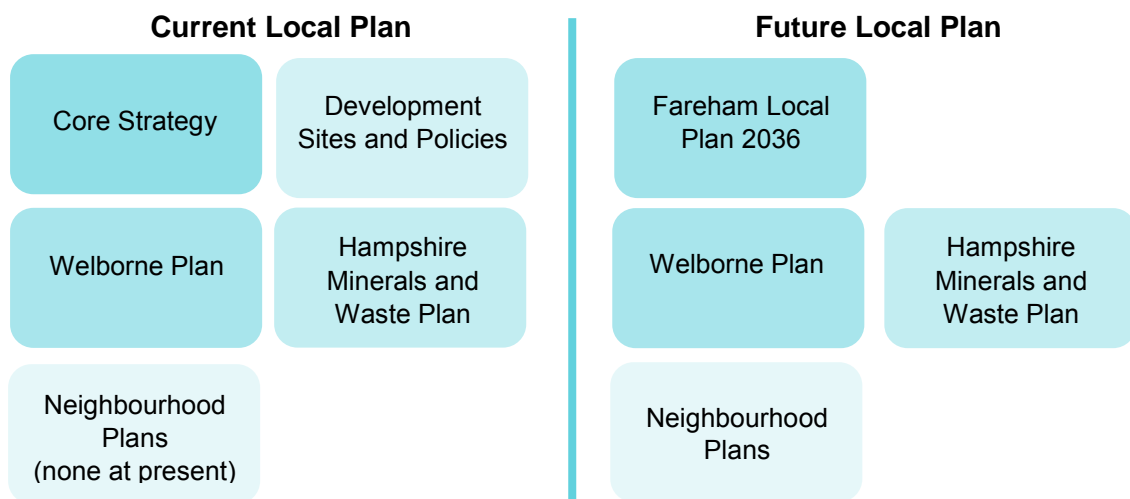


Figure Intro 1 – Current and Future Local Plan

## Preparation of the Draft Local Plan



- 1.8 In order to meet these key challenges, the Draft Local Plan is the Council's 'preferred approach' to development in the Borough for the period up to 2036 that has emerged from testing a number of different options for development to meet objectively assessed needs.
- 1.9 By way of background, it is important to explain that the Council commenced a 'call for sites' exercise in 2015. This was to establish what land *could* be available for development in the future. In terms of new homes, for example, the Council assessed the suitability, availability and achievability of these sites for accommodating the housing and employment needs emerging from the PUSH evidence. A number of sites were discounted as part this process (which is detailed in the Strategic Housing Land Availability Assessment (SHLAA)) when they were not considered suitable, available or achievable.
- 1.10 The Sustainability Appraisal (SA) process was then undertaken and amended iteratively during plan preparation. The SA assessed individual sites, proposed policies and a number of different delivery options to address the overall housing need. A Sustainability Report is published as evidence alongside this Draft Plan.
- 1.11 A Habitat Regulations Assessment Screening Report is also published as evidence alongside this plan in order to identify the Local Plan's potential impact on European habitat sites. An Equalities Impact Assessment has also been produced in line with the Equalities Act 2010 to support this Plan. Various further evidence base documents have also been produced and used in formulating the Draft Plan.
- 1.12 All these differing evidence base documents are available on the Council's website. Together they have informed the preferred 'development strategy' included in this Draft Plan. Further information to explain the approach to the development strategy is available in Chapter 3 (Development Strategy).

## The Format and Content of the Draft Local Plan

- 1.13 Chapter 2 of the Draft Local Plan sets out the 'Vision' for the Borough of Fareham until 2036 and the key 'Strategic Priorities' which the Plan seeks to address including the need to accommodate significant housing and employment needs for the plan period. An explanation of how the preferred 'Development Strategy' has been developed is given in chapter 3.
- 1.14 The Draft Local Plan proposes policies on a number of development issues (i.e. proposed policies on what will or will not be permitted), with justification for these policies. They fall into the following policy areas:
- Strategic Policies
  - Housing
  - Employment
  - Retail
  - Community Facilities and Open Space
  - Natural Environment
  - Design
  - Infrastructure (including Transport)



- 1.15 The Draft Local Plan also proposes ‘Site Allocations’, largely centred on accommodating housing needs until 2036. There will also be a chapter which sets out how the Council intends to monitor the Local Plan in the future.
- 1.16 A Policies Map illustrates spatially proposed policy designations for areas of protection or constraint from development, as well as proposed development allocations for the various land-uses.

## The Plan as a Whole and Associated Evidence Base

- 1.17 The National Planning Policy Framework (NPPF) is clear that the NPPF should be read as a whole. The same approach applies to the policies of the Local Plan which should be read as a whole. This avoids unnecessary repetition of policies throughout the plan and excessive content and length. With this in mind there is limited cross referencing between policies, although in some instances the supportive text to some policies will indicate other key matters covered elsewhere in the plan that need to be considered. However, in all instances the assumption that the Plan should be read as a whole remains.
- 1.18 An extensive evidence base has informed production of this Draft Local Plan (and will be published for the public consultation on the Draft Plan). The contents of the Draft Plan reflect this evidence base and an understanding of the key issues affecting Fareham Borough. In some instances, the evidence has been prepared by the Council and in other instances it has been prepared with partners, statutory bodies and/or used specialist consultants.

## What is the Status of the Draft Local Plan?

- 1.19 The NPPF sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework (NPPF). Simply put, as the plan advances, objections are resolved and consistency with national policy is established, the plan will gain weight for decision-makers in determining applications.

## The Local Plan Process

- 1.20 This version of the Fareham Local Plan 2036 is a draft (Regulation 18) document. It will be subject to a formal six week consultation period. All representations on this plan will then be considered and any necessary changes made before a Publication Plan (Regulation 19) is produced and made available for a further six week period of representation. After which, the plan with any further changes by the Council, together with any comments received under the Regulation 19 period of representation, will be submitted to the Secretary of State for an independent examination. A Planning Inspector will then consider the Plan as part of an ‘Examination in Public’ and, if found ‘sound’ (potentially subject to some further changes), the Council can then proceed to adopt the plan.



- 1.21 The target dates for these key stages are set out below, and accord with those in the Council's current Local Development Scheme (LDS) which was adopted in July 2017:
- Autumn 2017: Consultation on the Draft Local Plan (Reg. 18)
  - Summer 2018: Period of Representation on the Publication Local Plan (Reg. 19)
  - Autumn 2018: Submission of the Local Plan to the Secretary of State (Reg. 22)
  - Winter 2018 into Early 2019: Independent Examination (Reg. 23, 24 & 25)
  - Summer 2019: Adoption (Reg. 26)
- 1.22 The process this Draft Local Plan will continue to go through is identified in Figure 'Intro 2' over the page.
- 1.23 It is intended that at adoption stage this plan will formally replace the existing Local Plan Part 1: Core Strategy (2011) and Local Plan Part 2: Development Sites and Policies (2015). There will be further documents to the Local Plan, which together will form part of the Development Plan for Fareham Borough such as Supplementary Planning Documents (SPDs).
- 1.24 In preparing the Draft Fareham Local Plan 2036, the Council has complied with the relevant national and legal requirements applicable at this stage in plan preparation. The contents of the Plan, including draft policies, allocations and the development strategy have been iteratively considered in relation to Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA), as well as an Equalities Impact Assessment (EIA).
- 1.25 The Draft Local Plan is the first stage of this process whereby the Council is setting out its 'preferred' development strategy after having considered the different options for development to accommodate the needs of the Borough.

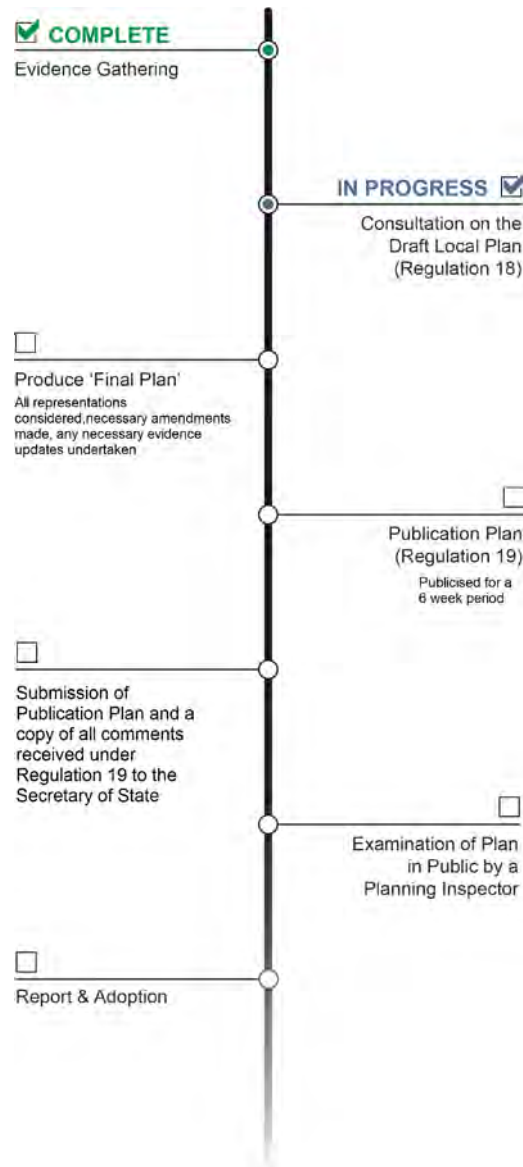


Figure Intro 2 - Local Plan Process Chart

## Working with Neighbouring Authorities - Duty to Co-operate

- 1.26 The Borough Council, along with its neighbouring authorities forms part of the Partnership for Urban South Hampshire (PUSH), which seeks to encourage sustainable, economic led growth and regeneration of the sub-region. The PUSH strategies have informed plans across the sub-region and are referenced as relevant in this Local Plan.
- 1.27 The Local Plan takes account of a number of wider issues and opportunities affecting the PUSH sub-region. This includes the Strategic Housing Market Assessment (SHMA) and whether there are opportunities to co-operate with neighbouring planning authorities to meet needs across housing market areas. The results of that work are the basis for the PUSH Spatial Position Statement (2016).



- 1.28 The PUSH Spatial Position Statement (June 2016) forms a significant part of the statutory duty to co-operate under Section 110 of the Localism Act 2011 that Councils have with each other, as its purpose is to inform the preparation of Local Plans by each Council within PUSH.

### Neighbourhood Planning

- 1.29 This Local Plan will provide a strategic evidence base for Neighbourhood Development Plans and any Neighbourhood Development Orders, including Community Right to Build Orders.
- 1.30 Any Neighbourhood Plans in Fareham Borough will need to conform with the policies of the Development Plan with the exclusion of those policies relating to specific sites or uses (e.g. river moorings) that are not applicable to the Neighbourhood Area concerned. Neighbourhood Development Plans and Orders will have the opportunity to take forward some of the issues highlighted within the Local Plan in more detail.
- 1.31 There is currently one established Neighbourhood Forum (the body that leads on the production of a Neighbourhood Plan) with an established Neighbourhood Area in Fareham Borough. This is the Titchfield Neighbourhood Forum/Area which was designated in March 2017.

### Borough Profile

- 1.32 The Borough Profile provides the context for the Fareham Local Plan 2036.

#### Location and Strategic Context

- 1.33 The Borough is approximately 30 square miles in size. It adjoins the eastern boundary of Eastleigh, the southern boundary of Winchester and the western boundaries of Gosport and Portsmouth. The main town in the Borough is Fareham. The other main settlements are Western Wards, Portchester, Lower Swanwick, Whiteley, Stubbington and Hill Head, Funtley and Titchfield. In addition, land has been identified for a new community at Welborne, including the provision of 6,000 new homes.
- 1.34 Half of the Borough falls within the countryside, providing a well-established visual and physical separation between settlements ensuring a sense of place and reinforcing local distinctiveness. It also provides and protects special landscapes and biodiversity characteristics, as well as contributing to the quality of life and health of local residents.





Figure Intro 3: Location of Fareham Borough

## Housing Needs and Infrastructure

- 1.35 The Borough has a population of approximately 117,000 living in 46,000 households<sup>1</sup>. There is an acknowledged housing need, and affordability is an issue for first time buyers and households on low incomes who cannot access home ownership. Median house prices in Fareham are estimated to be just over £250,000<sup>2</sup>. Evidence also now indicates that the Borough has an ageing population and there is a need to address this, particularly through adaptable housing.
- 1.36 The Borough is well connected to the M27 motorway, which is located in the north of the Borough and provides access to Southampton, Portsmouth and the rest of Hampshire. However, the M27 does suffer from congestion, particularly at peak times. The Borough has three train stations, providing connections to London and to the wider rail network.

## Economy, Employment and Skills

- 1.37 Fareham has a strong economy with a good balance of businesses with approximately 59,000 of the Borough's residents in work. This equates to approximately 81% of all Economically Active People in the Borough<sup>3</sup>. The Solent Enterprise Zone at Daedalus contains a significant amount of the Borough's employment floorspace, including the Innovation Centre and the Faraday and Swordfish business parks that will help to provide future jobs for local residents. Fareham also has a skilled workforce with approximately

<sup>1</sup> 2011 Census and ONS 2016

<sup>2</sup> Figure represents the position in 2016 and is based on ONS Housing Affordability 1997-2016.

<sup>3</sup> Source Nomis Official Labour Market Statistics 2017,

<https://www.nomisweb.co.uk/reports/lmp/la/1946157303/report.aspx?town=Fareham#supply>



61% of all 16-64 year olds in the Borough being educated to college level and above, slightly higher than the rest of the South-east region<sup>4</sup>.

### Environment

- 1.38 The Borough's natural environment is highly valued by residents and visitors. The value is reflected in the Borough's coasts, three main rivers, the woodlands and parks and six Sites of Special Scientific Interest (SSSIs) and six Nature Reserves. However the Borough's coastal location results in some areas being affected by tidal flooding. In response to this, the Eastern Solent Coastal Partnership (ESCP) was formed in 2012 to deliver a series of coastal management services across the coastline, including Fareham Borough, with the overarching aim to reduce coastal flooding and erosion.
- 1.39 The Borough benefits from a number of designated and non-designated heritage assets which contribute to the built character. There are six Scheduled Monuments, three of which are located in Titchfield. The others are Portchester Castle, Fort Fareham and Monument Farm. There are also 13 Conservation Areas within the Borough and approximately 400 listed buildings.

### Retail and Leisure

- 1.40 Fareham Town Centre has benefited from improvements to the retail and leisure offers in recent years, particularly at Market Quay. The Fareham Town Centre Vision<sup>5</sup> document recognises that there remains room for improvement and explores a number of opportunities for additional development, including the provision of further good quality homes and enhancing the range of retail facilities in the Centre.
- 1.41 Residents and visitors have access to a wide range of community and leisure facilities around the Borough, such as the Westbury Manor Museum, Ashcroft Arts Centre, and the Holly Hill Leisure Centre which opened in 2016. The availability of such facilities is a benefit to the Borough's residents and the Council is looking to improve the range of facilities on offer, with a focus on Fareham Town Centre.

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<sup>4</sup> Source: Nomis Official Labour Market Statistics 2017, <https://www.nomisweb.co.uk/reports/lmp/la/1946157303/report.aspx?town=Fareham#supply>

<sup>5</sup> Planning the Future of Fareham Town Centre 2017.

# VISION AND STRATEGIC PRIORITIES

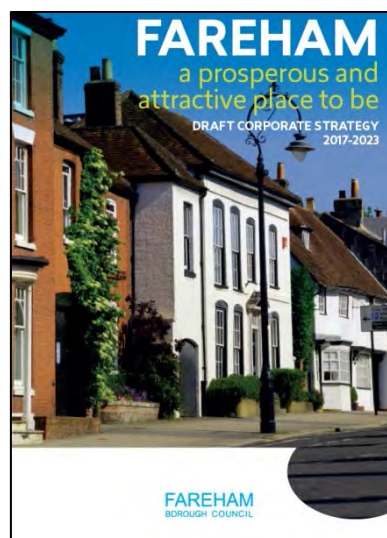




## Vision

- 2.0 In order to provide a focus for the Local Plan, from which the Key Strategic Priorities and other elements of the plan will follow, we need to be clear about the sort of place we want Fareham Borough to be in 2036 and consider how we achieve this.
- 2.1 The Council's Corporate Strategy (2017 – 2023) is in draft format<sup>6</sup> and was subject to consultation over the summer/autumn of 2017. The existing and emerging Corporate Strategy have been considered in formulating this Plan. Particular consideration has been given to the six emerging Corporate Priorities (currently in draft):

- Providing Housing Choices
- Protect and Enhance the Environment
- Strong, Safe and Inclusive Communities
- Maintain and Extend Prosperity
- Leisure Opportunities for Health and Fun
- Dynamic, Prudent and Progressive Council



- 2.2 These emerging Corporate Priorities have been used to inform the Local Plan 2036 Vision and Key Strategic Policies included in this Draft Local Plan.
- 2.3 The emerging Corporate Strategy sets a (currently draft) Vision for the Borough for the period until 2023.
- “Fareham is a prosperous, safe and attractive place to live and work. This has occurred through careful management and development, as well as constant attention to our environment and the needs of our communities. Our vision for Fareham's future is based upon the assumption that residents want to preserve all that is good about Fareham, whilst increasing prosperity, providing new homes for our growing communities and making it an even more inclusive and attractive place to live and work.” (Vision of the Draft Corporate Strategy, 2017)
- 2.4 The draft Corporate Strategy Vision has considered many of the achievements in the Borough between 2011 and 2016 and taken into account various statistics that provide a profile for the Borough. Further details are available in ‘Achievements 2011-2016’ and ‘What Does Fareham Look Like? A Profile of the Council’. These documents and the current and Draft Corporate Strategy are available from the Council's main web page.
- 2.5 In July 2017 the Council also approved two vision documents relating specifically to

<sup>6</sup> The Council's draft Corporate Strategy will be finalised following its consultation period. Thereafter it is expected to go before Full Council at the end of 2017.



Fareham Town Centre and to Portchester District Centre. These two documents, 'Planning the Future of Fareham Town Centre' and 'Putting the Village Back in Portchester' have also been considered.

- 2.6 The Local Plan provides an opportunity to focus the Corporate Strategy Vision and other relevant vision documents more specifically to sustainable planning and the built environment, and to achieve an appropriate balance between economic, social and environmental factors in order to meet the needs of the Borough. The Vision for the Local Plan will also address a longer period of time than the Corporate Strategy, extending until 2036 (i.e. the end of the plan period) as opposed to 2023.

### Fareham Local Plan 2036 Vision

Fareham Borough will offer a high quality of life to all residents and be an attractive, safe and pleasant place to live, work and visit. It will be a sustainable and increasingly prosperous place, with low levels of crime and unemployment and good access to community facilities, jobs, leisure, shops, open space and services.

The Borough will accommodate development to address the need for new homes and employment space in Fareham Borough. The new housing will address the particular needs in the Borough, such as our ageing population and creating attractive places to live.

The new employment space will be located in the most appropriate locations that are attractive to the market and acceptable in terms of environment impact. Existing employment areas and zones will be supported and all decisions made will seek a sustainable future for the employment provision in the Borough and its associated jobs.

Welborne Garden Village will see significant development and associated infrastructure provision, including new schools and works to Junction 10 of the M27.

Fareham Borough will retain its identity, including the identity of its individual settlements within the Borough, through measures that seek to retain the valued open landscapes and settlement definition. This will preserve one of the many aspects that are good about Fareham.

The special environments and heritage assets of the Borough will continue to be appropriately protected. The Borough's valued open spaces, sports provision and leisure and community facilities will be protected.

Fareham Borough will have a strong and diverse economy with improved levels of self-containment with people working from home or close to home, with opportunities for public transport use and other sustainable travel choices maximised.

The Town Centre and other retail areas will be retained and regeneration opportunities that support the town and district centres, whilst making efficient use of any developable land in these locations, will be encouraged.

Significant road improvements will take place, such as changes at Junction 10 on the M27, the Newgate Lane south improvements and the Stubbington bypass, which will relieve traffic congestion issues and associated air quality problem areas. Wherever



possible other highway works will be undertaken to support development and minimise the impacts to our highway network and those that use it.

### Key Strategic Priorities

2.7 There are a number of Key Strategic Priorities that can be drawn from the Fareham Local Plan Vision 2036. These provide the focus in formulating the Draft Plan and its policies.

#### Key Strategic Priorities

1. Address the housing and employment needs by the end of the plan period in an appropriate and sustainable manner, creating places people want to live or where businesses want to locate.
2. In the first instance maximise development within the urban area and away from the valued landscapes and spaces that contribute to settlement definition.
3. Ensure high quality design that responds to local character is integral to all development proposals in the Borough.
4. Ensure that infrastructure is planned prior to development, and delivered at the appropriate points alongside development, to meet the changing needs of our residents and businesses.
5. Provide a sustainable and secure future for Fareham Town Centre, district centres and other retail areas, maintaining and improving their vitality and viability.
6. In Fareham Town Centre utilise appropriate regeneration and redevelopment opportunities that also provide for some of the Borough's housing need as informed by 'Planning the Future of Fareham Town Centre'.
7. Create places that encourage healthy lifestyles and provide for the community through the provision of leisure and cultural facilities, recreation and open space and the opportunity to walk and cycle to destinations.
8. Provide new housing which incorporates a mix of tenure, size and type to meet the Borough's needs and enable accommodation for all, this includes addressing the specific needs of the ageing population.
9. Protect and enhance the Borough's landscape features, valued landscape, biodiversity and the local, national and international nature designations.
10. Appropriately manage and protect the Borough's historical assets including Conservation Areas, Listed Buildings and Scheduled Ancient Monuments.
11. Provide for the provision of Neighbourhood Planning in accordance with the Localism Act, other relevant Acts and Regulations.
12. Protect those things that are good and important to Fareham and its residents, businesses and visitors.



13. Provide a mix of jobs and employment opportunities through protecting and further enhancing viable and important employment areas and zones, and providing for the future employment floorspace.

2.8 There are other delivery mechanisms and enablers outside of the direct scope of the Local Plan which will also contribute to the Corporate Vision and the Fareham Local Plan 2036 Vision. This includes documents such as the Council's Housing Strategy. Other relevant documents are included in the review of policies, plans, programmes and strategies contained in the accompanying Sustainability Appraisal to this plan.

# VISION AND STRATEGIC PRIORITIES



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# DEVELOPMENT STRATEGY





## Overview

- 3.0 The Local Plan 2036 will set the planning strategy for the Borough taking into account housing and employment needs for Fareham Borough up until 2036. This Draft Plan sets out policies, development allocations and actions to meet the environmental, social and economic challenges facing the Borough over this period.
- 3.1 The Local Plan provides a preferred strategy for the distribution, scale and form of development and supporting infrastructure, a set of proposals to deliver the strategy, policies against which to assess planning applications, and proposals for monitoring the success of the plan.
- 3.2 The development strategy proposed by the Draft Plan includes:
- Provision for 11,300 new residential dwellings and 130,000 m<sup>2</sup> of new employment floorspace;
  - The strategic employment site at Daedalus (Solent Enterprise Zone) to deliver an additional 48,000 m<sup>2</sup> of employment floorspace over and above that already planned for;
  - Strategic opportunities in Fareham Town Centre that contribute to the delivery of around 600 dwellings as part of a wider regeneration strategy;
  - The delivery of a Garden Village at Welborne;
  - Larger greenfield residential development sites in Warsash, Titchfield Common, Portchester and along Newgate Lane South, delivering approximately 2,150 dwellings; and
  - Development allocations on previously developed land where available, and on greenfield land around the edges of existing urban areas in order to meet remaining housing and employment needs, but otherwise strictly controlled development outside of urban areas.

## Basis for the Development Strategy

- 3.3 The Development Strategy and preferred sites have been shaped through analysis of the evidence base and the Sustainability Appraisal of strategic options, sites and policies in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and Environmental Assessment of Plans and Programmes Regulations 2004.
- 3.4 The National Planning Policy Framework (NPPF) and national Planning Practice Guidance require Local Plans to be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. As such, a comprehensive (and proportionate) evidence base has been collected to inform the approach of this Local Plan.
- 3.5 Sustainability Appraisal is a statutory and systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development, a key guiding principle for Plan-making, by assessing the extent to which the emerging approach of the plan (i.e. the 'Development Strategy') integrates environmental, economic and social considerations into the Plan's preparation.
- 3.6 The following diagram provides a simplified overview of the stages of evidence base and their interaction with the preferred Development Strategy for housing sites (i.e. the sites



allocated for development). More detail and further information to explain the approach to housing site selection is outlined in the Housing Site Selection Background Paper 2017.

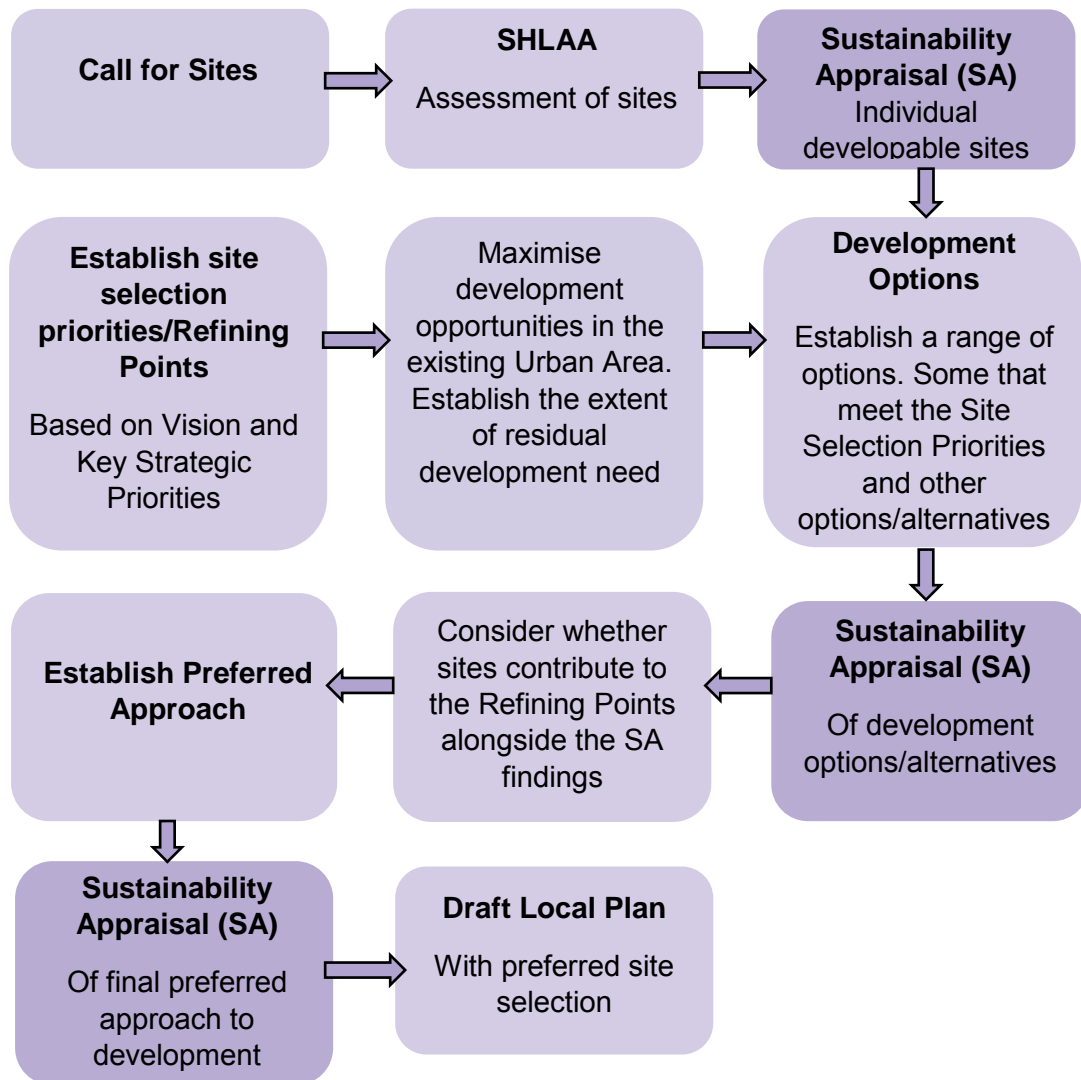


Figure 3-1 – Process for selecting Preferred Development Strategy

## Role of Evidence in shaping the Development Strategy

- 3.7 The starting point of any Development Strategy should be understanding the development needs, the extent to which they are already met, the extent to which there are existing commitments to contribute toward the need and then the selection of developable sites that are capable of meeting the need.
- 3.8 In accordance with national guidance and the National Planning Policy Framework (NPPF), all sites proposed to the Council through the 'Call for Sites' which commenced in November 2015 and any further sites identified by the Council, were thoroughly assessed to determine whether they are suitable, available and achievable for housing and economic development uses over the plan period to 2036. The Strategic Housing Land Availability Assessment (SHLAA) and the Strategic Employment Land Availability

## DEVELOPMENT STRATEGY



Assessment (SELAA) present the outcome of this assessment for housing and employment sites, respectively.

### Sustainability Appraisal process for shaping the Development Strategy

3.9 Following on from the SHLAA (or SELAA for employment sites) the Sustainability Appraisal (SA) is the next key area of evidence base. The proposed policies, site allocations and alternatives considered for inclusion in the Draft Local Plan are assessed against a baseline and SA Framework using a four-stage process:

1. *Spatial site assessment* – Each site within the SHLAA is assessed against the 11 sustainability objectives (as set through the SA Scoping Report) to determine whether the site has a positive, negative, neutral or uncertain effect against each of the objectives. The results of this process can be found in the Sustainability Appraisal Site Options Assessment (2017). A simplified overview of the SA outcome for all potential developable sites is provided in the Housing Site Selection Background Paper 2017.
2. *High level assessment* – the results of stage 1 were used together with the outcomes of the SHLAA to develop different strategic housing options, each of which could be capable of meeting the required need. Twelve approaches in all were identified (each consisting of different site combinations), with each option being assessed against the 11 sustainability objectives to determine whether it would bring positive, negative, neutral or uncertain effects in relation to sustainability objectives<sup>7</sup>.
3. *Detailed assessment* - Where greater negative than positive effects are identified for any of the strategic options assessed in stage 2, a secondary level of detailed assessment takes place to examine the proposal in more detail. This process identifies potential mitigation measures to limit the negative effects where they arise<sup>8</sup>.
4. *Cumulative effects assessment* - A requirement of the SEA Regulations, cumulative and indirect effects are identified and evaluated, where several developments together, may combine and have a significant effect.

3.10 The SA is a comprehensive technical document that forms a statutory requirement to plan preparation. The Housing Site Selection Background Paper 2017 is intended to provide a more navigable overview of the assessment findings for each site having also considered the refining points to help identify and understand the preferred approach.

### Development Strategy Options

3.11 A further role of the SA is to consider development options (i.e. the combined impacts from different combinations of sites). Twelve strategic development options were identified as possible development strategy options for housing. These are set out in detail in the Sustainability Report. As the SA process was undertaken alongside the formulation of the Draft Plan, some development options tested through the SA considered different delivery rates from the Welborne Garden Village because at that time the evidence to help inform delivery rates from Welborne was still being formulated. This demonstrates the iterative use of the SA process and the use of SA throughout plan

<sup>7</sup> Draft Sustainability Report – Appendix H

<sup>8</sup> Draft Sustainability Report – Appendix J



preparation.

- 3.12 A similar process was undertaken for employment sites, although this had a heavier influence relating to the attractiveness of employment sites to the market as ultimately businesses can have general needs and desires which will be important in ensuring any new employment sites are successful.

## Refining Points

- 3.13 Having considered the NPPF, NPPG, the Local Plan 2036 Vision and the Key Strategic Priorities the following site selection priorities and additional refining points were established. The preferred Development Strategy (e.g. choice of sites) utilises the findings of the SA whilst considering the extent to which sites (or combinations of sites) can contribute to the site selection priorities / refining points outlined below.

### Site Selection Priorities / Refining Points

1. Maximise any developable brownfield opportunities inside the existing urban area.
2. Look positively at any developable brownfield opportunities outside of the urban area.
3. Consider and include regeneration and redevelopment opportunities inside the urban area.
4. Achieves housing supply in the short/medium term in order to address short-term housing need.
5. Avoids sites that rely on significant infrastructure delivery where the timing of the work and/or funding are beyond the control of the site promoter/developer.
6. Achieves 'place-making' (i.e. ability to deliver community benefits such as open space, community infrastructure and improvements to the local environment).
7. Cumulatively and individually lessen the impact on traffic whilst delivering the new homes. Maximises opportunities for the cumulative highway impacts to be addressed.
8. Avoids more sensitive landscapes.
9. Minimises any detrimental impact to settlement coalescence.
10. Provides a sensible and logical urban extension with the ability to provide and maintain a defensible urban edge following development.
11. Considers any correspondence with key infrastructure providers such as education capacity or the ability to provide education provision (as an example).
12. Facilitates a diverse housing market with sites ranging in location and size (including housing supply in both the east and west Housing Market Areas of Fareham Borough).
13. Considers the accessibility of sites (i.e. access to key services and shops) to minimise the reliance on private vehicle use.



14. Consider whether the site will deliver any wider community infrastructure or benefits in addition to the basic policy requirements.

15. Avoid sites where there are indications that the site will be unable to deliver a policy compliant development.

3.14 The Housing Site Selection Background Paper (2017) provides an overview of each of the developable sites in terms of a summary of how the site has performed in the SA process and having considered the site selection priorities / refining points.

3.15 Following the process outlined in this Chapter (and the accompanying Housing Site Selection Background Paper (2017)) the preferred Development Strategy (i.e. the housing sites allocated for development in this Draft Plan) can be described in broad terms as having:-

- Maximised developable sites in the urban area
- Focused on regeneration and redevelopment opportunities in Fareham Town Centre
- Focused on larger developable housing sites (typically 400-700 homes in size) that are better placed (by virtue of their scale) to achieve place making and wider benefits whilst also being distributed in different areas of the Borough
- A preference toward those sites that have lower landscape sensitivity
- Provided a mix of site sizes
- A preference toward urban extension sites that provide a logical extension to the existing urban area and/or a defensible urban edge for the future

3.16 The specific allocations that have been selected as the preferred approach are shown on the Draft Policies Map that accompanies this consultation and the site specific policies are contained in Chapter 4 and Chapter 12 of this Draft Plan.

3.17 The housing and employment sites contained in this Draft Plan individually and cumulatively provide a sustainable and appropriate development strategy developed from the evidence base (including the SHLAA, SELAA and SA) and having had regard to the Site Selection Priorities/Refining Points which are based on the National Planning Policy Framework, National Planning Practice Guidance and the Fareham Local Plan 2036 Vision and Key Strategic Priorities.

# STRATEGIC POLICIES





- 4.0 Following on from the Vision, Key Strategic Priorities and Development Strategy there are a number of strategic policies that underpin the Draft Plan or relate to strategic issues or development sites of a strategic scale.
- 4.1 The key strategic policy requirements for the overall housing and employment delivery are addressed in Policies H1 and E1 of the Housing and Employment Chapters respectively.
- 4.2 The policies in this Draft Plan combine to deliver a positive approach in favour of sustainable development. Proposals that are sustainable and which accord with the policies in the National Planning Policy Framework (NPPF) and the Local Development Plan will be approved.

### **Policy SP1: Presumption in Favour of Sustainable Development**

**Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in any made Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.**

**When considering development proposals, the Council will take a positive approach that reflects the “*presumption in favour of sustainable development*” contained in the National Planning Policy Framework. When appropriate the Council will work constructively with applicants to find solutions that enable proposals to be granted permission wherever possible, and to secure high quality development that improves the economic, social and environmental conditions in the area.**

**Where there are no policies relevant to the application, or where relevant policies are out-of-date at the time of making the decision, the Council will grant permission, unless material considerations indicate otherwise. This will include taking into account whether or not:**

- a) The adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; and/or**
- b) Specific policies in the National Planning Policy Framework indicate that development should be restricted or will not be supported.**

### **Welborne**

- 4.3 Land to the north of Fareham, east and west of the A32, as shown on the Policies map and set out in Appendix B.3 of the adopted Welborne Plan (2015), is allocated to accommodate the new community of Welborne (now designated a Garden Village).

### **Policy SP2: Strategic Site at Welborne (New Community)**

**Permission will be granted for the development of a Garden Village at the site known as ‘Welborne’ provided proposals are in accordance with the Welborne Plan (2015), the Welborne Design Guidance Supplementary Planning Document and any subsequent relevant documents.**





**Development at Welborne shall deliver approximately 6,000 new dwellings over the lifetime of the development and approximately 20 hectares of land for employment development.**

**The new community will aim to be as self-contained as possible, whilst complementing and supporting the established town centre of Fareham and adjoining settlements. Based on Garden Village principles<sup>9</sup> the development will be of high quality design throughout.**

- 4.4 The Welborne Plan (2015) forms a ‘standalone’ planning document specifically for the delivery of a new settlement of circa 6,000 new homes, 20 hectares of employment land and supportive infrastructure.
- 4.5 Development of this strategic site will deliver much needed housing and employment land and provide for retail and community provision. The site has been long established and agreed by the Council.
- 4.6 The adopted Welborne Plan (2015) has due regard for current national planning policy, as well as joint-work undertaken by the Partnership for Urban South Hampshire (PUSH). It is also informed by a Sustainability Appraisal (updated in 2014) which was undertaken in line with the current relevant legislation.
- 4.7 In order to achieve a successful and well-planned Garden Village it will be important that all aspects of the development of the site achieve high quality design and that the proposal is based on Garden Village (or Garden City) Principles
- 4.8 Having regard to the recent adoption of the Welborne Plan, the need to address Objectively Assessed Housing Need comprehensively in the Borough and in order to facilitate the delivery of the Garden Village at Welborne it is not proposed to review the Welborne Plan (2015) at this time. Full justification of this is set out in the background paper: Local Plan 2036 and the Welborne Plan.
- 4.9 The Council will continue to monitor and review the robustness of the Welborne Plan (2015) and its ability to bring forward and support the delivery of Welborne, particularly in the latter years of development.
- 4.10 The indicative trajectory for housing delivery at Welborne has been revised to take account of the latest position of the site, to ensure that a robust and realistic delivery projection from the Welborne site is incorporated in this Draft Plan. The contribution from Welborne to the housing requirement from this plan is outlined in the introductory section of the Development Allocations chapter (Chapter 12).

### Daedalus Strategic Development Site

- 4.11 Located on the Solent shoreline between the villages of Stubbington and Lee-on-the-Solent, Daedalus has been identified as a key development site for creating skilled employment in the sub-region, securing status as a national Enterprise Zone in 2011. The site is already allocated as a strategic development location within the Fareham

<sup>9</sup> Garden City Principles are outlined on the Town and Country Planning Association website at <https://www.tcpa.org.uk/garden-city-principles> . These same principles can equally be applied to the scale of Garden Villages



Local Plan Part 1 (Core Strategy (2011) Policy CS12) and outline planning permission was secured in 2013 for approximately 50,000 sq.m of commercial floorspace.

### **Policy SP3: Strategic Development Site at Daedalus (Employment)**

**Daedalus is a strategic development allocation to support the delivery of:**

- **Up to 102,000 sq.m of light industrial, general industrial or warehousing floorspace (B1c, B2 and B8 uses) (with only ancillary B1a office accommodation);**
- **An employment hub that contributes positively to the creation of aviation, non-aviation and skills/innovation employment clusters;**
- **Ancillary service infrastructure and facilities to support the Solent Airport and Faraday and Swordfish Business Parks;**
- **Broad general aviation uses which help support the long-term sustainability of the airfield;**
- **Strategically important energy and communications infrastructure;**
- **Skilled jobs that take advantage of and develop local skills, including during construction; and**
- **Accessible public open space and enhancements to the strategic green infrastructure network.**

- 4.12 Since being decommissioned in 1996, the site fell into disrepair until it was acquired by the public sector a decade later and successfully secured status as one of 24 Enterprise Zones nationally, in 2011. Enterprise Zone status has brought numerous benefits to Daedalus, which includes leveraging a significant package of transport infrastructure on-site and on the surrounding road networks including improvements to access from Broom Way, road improvements to Newgate Lane and funding towards the Stubbington Bypass to ensure that Daedalus is an accessible place for business growth. Enterprise Zone status also gives business rate relief for businesses that locate there for five years.
- 4.13 In March 2015, the Council acquired approximately 150 hectares of the land at Daedalus, mainly comprising the airfield and development areas to the East and West. The Council subsequently published a Daedalus Vision<sup>10</sup> document in August 2015 to explain how it sees the future for Daedalus, and in particular how it can deliver a thriving aviation-led employment area, which is supported by a viable airfield.
- 4.14 The Council's specific objectives for the site centre on unlocking commercial development and providing skilled jobs, which can support and improve both commercial and general aviation uses at Solent Airport.
- 4.15 The Daedalus site is comprised of four main areas; Daedalus East, Daedalus West, Daedalus South and Airfield, and Daedalus North. Daedalus East is the earliest part of the site which will be unlocked for commercial development (Faraday Business Park), as a result of an £8m package of highways and servicing works which commenced in 2014. The vision for Faraday Business Park is to comprise three clusters of activity:
- Skills and innovation cluster;
  - An aviation cluster, for both commercial and general aviation; and

<sup>10</sup> [Daedalus Vision \(2015\)](#)



- A commercial business development park, attracting advanced manufacturing businesses.
- 4.16 In terms of employment floorspace, Faraday Business Park has the potential to deliver up to 68,000 sq.m of commercial floorspace for B-class uses (including the 28,000 sq.m already permitted), as well as 26,000 sq.m of floorspace for non-commercial B-class use such as general aviation, or non B-class use such as education and infrastructure. Development has already commenced, with around 8,000 sq.m of B-class floorspace having been completed to date. In addition the CEMAST college was completed on the site in 2014 and provides a complementary facility for construction skills training and the IFA2 electrical interconnector facility which was granted permission by the Council in 2017, to the immediate north of Faraday Business Park. Furthermore, Faraday Business Park also has the ability to accommodate one to two large, strategic scale commercial facilities.
- 4.17 Daedalus West is the location for the other main commercial area at Daedalus, Swordfish Business Park, and will form the second phase of commercial development, with the potential to accommodate approximately 34,000 sq.m of floorspace for B-class employment use (including the 26,000 sq.m already permitted or retained). The vision for Swordfish Business Park is for two clusters of activity;
- An aviation cluster, comprising medium-large sized hangarage for commercial aviation businesses;
  - A commercial business development park; attracting target-sector based businesses.
- 4.18 The commercial floorspace available/proposed at both Faraday and Swordfish Business Parks will comprise of both non-airside and airside plots. The purpose of the airside floorspace is to provide the ability to attract aviation/ aerospace-based businesses, which require airside access as part their commercial activity.
- 4.19 Daedalus South and Airfield comprises the area now known as Solent Airport. The airfield is mainly used for general aviation purposes, although in 2014, £1.5m of runway improvements were carried out and the airfield has an Aerodrome Licence and Border Force approval for overseas flights to/from the EU, Isle of Man and Channel Islands. The vision for Solent Airport is for:
- it to become an attractive destination for visiting aircraft by offering hangarage, facilities and services to attract corporate and commercial aviation activities, allowing the airfield to be self-sustaining in the medium term; and
  - for it to attract aviation businesses to the area and be a driver for creating highly skilled employment opportunities.
- 4.20 Daedalus North is the undeveloped area to the north of both business parks and Solent Airport. This area will remain undeveloped and will be provided as an area of publically accessible natural green space that retains the sense of openness at the northern end of the Daedalus site.
- 4.21 It is recognised that the Daedalus site is located within an area designated as a Strategic Gap, in order to prevent the north-south coalescence between Stubbington/Lee-on-the-Solent and Fareham/Bridgemyr. The gap designation does not preclude future development within the airfield site but will ensure that the effects of any future proposals on the integrity and function of the gap is given appropriate consideration.



- 4.22 Evidence indicates that the proposals for intensification and expansion of the Daedalus site, of the order detailed above and indicatively shown on the indicative masterplan at Appendix A, will not fundamentally alter the existing situation with regard to the primary function of the gap in separating settlements. The sense of the separation of between Stubbington and Fareham/Bridgemary is retained, due to the retention of the predominant open space at Daedalus North. This should ensure that the sense of separation between the edge of Stubbington and built areas to the north is maintained along the Gosport Road corridor, particularly from the expansive views southwards across the airfield.
- 4.23 The proposed intensification of Faraday Business Park at Daedalus East does physically encroach on land that forms the gap between Lee-on-the-Solent and Fareham/Bridgemary; however a physical gap is maintained between these buildings and the edge of Bridgemary by the open space at the north east corner of the airfield. The existing vegetation cover alongside Broom Way and proposed bunding and planting around IFA2 also reduces the risk of visual coalescence along the road corridor. It is recognised that until new planting matures, the interconnector buildings will be visible in views across the open space from Gosport Road, the Peel Common Roundabout and Broom Way but these will not necessarily appear as an extension of the urban boundary of Lee-on-the-Solent, but instead may be perceived as 'isolated' campus style commercial development within the airfield site, which has a separate identity, rather than an extension of the surrounding urban areas.

### Fareham Town Centre

- 4.24 Fareham Town Centre offers the potential to provide additional dwellings on largely brownfield land in a highly sustainable part of the Borough. Residential development in the Town Centre can also further support the economic viability and vitality of the town and its commercial uses. The Town Centre provides opportunities to access community facilities, transport links (particularly public transport) and shops and services. Any proposals for the Town Centre would need to be considered in conjunction with other policies of the Local Plan such as design and car parking provision. Development opportunities may arise in the Town Centre which/that go above and beyond the specific sites allocated for development in Chapter 12: Development Allocations.

#### **Policy SP4: Strategic Opportunities in Fareham Town Centre**

**Permission will be granted for proposals in Fareham Town Centre that:**

- a) Contribute toward the provision of circa 600 net new dwellings; and**
- b) Promote and support a diverse selection of retail and commercial uses to maintain and enhance the vitality and viability of the Town Centre; and**
- c) Encourage both the daytime and evening economy particularly through providing a greater choice of restaurants and leisure uses; and**
- d) Enhance the cultural, community and leisure offer; and**
- e) Utilise opportunities for higher density residential redevelopment where it is acceptable in terms of design, public space and parking provision; and**
- f) Make effective use of existing vacant units through redevelopment in order to support the modern needs of retail providers; and**
- g) Provide car parking in accordance with the Parking SPDs; and**



- h) **Maintain adequate, convenient and accessible public parking for those who work in and visit the town centre; and**
- i) **Maximise opportunities to improve pedestrian and cycle links and signage around the town centre; and**
- j) **Provide innovative on-site amenity space in accordance with the Design Guidance SPD; and**
- k) **Retain existing social and community infrastructure unless appropriate replacement facilities are provided or efficient co-locations of existing facilities can be achieved; and**
- l) **Maintain, and where possible, improve public transport provision and cycling facilities in the Town Centre, including improved connections to surrounding areas; and**
- m) **Maximise opportunities for improvements in the Waterfront area.**

**Development within the Town Centre is likely to be focused on, but not exclusive to, the following opportunity areas:**

- **The Civic Quarter – around 100 new dwellings with associated parking, improved pedestrian links to West Street and the wider area, redevelopment of Osborn Road multi-storey car park to provide around 600 car parking spaces and a new cultural and art facility to replace Ferneham Hall.**
- **Market Quay – additional shops, cafes and restaurants with dwellings above, a new multi-storey car park to meet increased demand, improved public transport, improved walkways and vantage points towards Fareham Creek.**
- **Station Quarter – a small number of shops, businesses and community uses with dwellings above and car parking for businesses and residents.**
- **Western Quarter – small independent shops and businesses with dwellings above, more flexibility toward alternative uses, improvements to signage and pedestrian links.**
- **Georgian Quarter including Lysses Car Park – potential redevelopment of part of Lysses Car Park to provide additional dwellings, improved lighting and pedestrian links into the Town Centre.**

- 4.25 The Corporate Vision for Fareham Town Centre, 'Planning the Future of Fareham Town Centre'<sup>11</sup> (2017), focused on opportunities to build on the strengths of the Town Centre and make it an even more attractive place to live, work and visit.
- 4.26 This Draft Local Plan recognises the role and importance of Fareham Town Centre to the Borough's economic and social well-being. Although the town centre is relatively successful, Policy SP4 seeks to utilise opportunities for improving the town centre through the diversification and modernisation of its offer. Specific site allocations identified for redevelopment or development are allocated in Chapter 12 of this plan.
- 4.27 The Planning Future of Fareham Town Centre (2017) identifies a number of opportunity areas where development and change is most likely to be appropriate. A number of specific sites within these opportunity areas have been identified and form housing or

<sup>11</sup> Planning the Future of Fareham Town Centre – available at:  
<http://moderngov.fareham.gov.uk/documents/s18828/R10%20-%20Appendix%20A%20-%20Fareham%20Vision.pdf>



mixed use allocations within the Draft Local Plan as identified in Chapter 12: Development Allocations.

- 4.28 The Council recognises the importance of adequate social and community infrastructure in supporting the well-being of local communities and will therefore seek to safeguard existing facilities and promote new/replacement facilities where there is an identified need. Where possible, such need could be provided through the efficient co-location of existing infrastructure facilities.
- 4.29 For practical reasons it is unlikely that standard open space requirements can be achieved on site proposals in the Town Centre. Therefore opportunities to incorporate innovative measures to provide alternative amenity space should be considered as part of new development proposals and where necessary, improved pedestrian/cycle linkages to existing areas of nearby open space, as well as qualitative improvements to those areas.
- 4.30 Additional policies in Chapter 7 (Retail) apply specifically to Fareham Town Centre on matters such as change of use in primary and secondary frontages. Car parking provision is a key issue in addressing the needs of new development and ensuring adequate and appropriate parking is providing for those living, working and visiting the Town Centre.

### Countryside Development

- 4.31 The countryside (i.e. areas outside of the defined Urban Area) provides many positive aspects. On one hand it provides settlement distinction which has in some cases been protected more specifically through the identification of a Strategic Gap. Secondly, and separate to the gap issue, the open countryside often contains valued landscapes that can be sensitive to change or development. There are further considerations such as agricultural land value that may also need to be considered.
- 4.32 A key Strategic Priority of the Draft Plan is to focus development within the existing urban area and within specific site allocations that have been determined taking into account their sustainable merits (individually and cumulatively) and which accord with the Development Strategy and other evidence which supports the Local Plan.
- 4.33 To support this approach, development outside of the urban areas will be carefully controlled as it is the intention to maintain the open nature of the Borough's countryside, much of which has landscape merit or functions to prevent settlement coalescence, and resist encroachment of development into non-urban areas.

#### **Policy SP5: Development in the Countryside**

**Proposals for development in the countryside which have a genuine and proven need for a countryside location, such as that necessary for agriculture, forestry, horticulture, as well as essential services for rural communities, will be supported, subject to their location, scale and design.**

**Development outside of the urban areas will be strictly controlled to protect the countryside and coastline from development that may cause adverse harm to its character and appearance.**



- 4.34 Development outside of urban areas will be strictly controlled and will focus on meeting needs that can only be met in those locations such as agriculture, farm diversification, rural business and enterprise, countryside recreation, leisure and tourism. Where such development is necessary, the Council's priority will be to protect and enhance the landscape character, the setting of settlements and biodiversity.
- 4.35 Development in the countryside will also need to consider the economic and other benefits of the best and most versatile agricultural land, having due regard to paragraph 112 of the NPPF.
- 4.36 The Local Plan recognises that the Borough's countryside (non-urban areas) include a number of existing settlements which vary in size and function, in addition to infrastructure and employment areas. As such, the plan incorporates flexibility (through Policies SP5 and SP7) to support the provision of essential services and homes in these areas, subject to certain development criteria.

### Settlement Coalescence

- 4.37 The primary purpose of identifying Strategic Gaps is to prevent the coalescence of separate settlements and help maintain distinct community identities. Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities.

#### **Policy SP6: Development in Strategic Gaps**

**In order to prevent the coalescence of urban areas and to maintain the separate identity of settlements, Strategic Gaps are identified between the following areas:**

- 1) Fareham / Stubbington and the Western Wards (Meon Gap)**
- 2) Fareham / Bridgemary and Stubbington / Lee-on-the-Solent**

**Development proposals will not be permitted where they cause severe adverse harm to the physical and visual separation of settlements, the settlement pattern and the character of settlements in accordance with the Fareham Borough Landscape Assessment.**

- 4.38 A review of the Strategic Gap designations within the Borough<sup>12</sup> has considered it critically important to retain the Strategic Gaps in the Borough, particularly the Meon Gap, which plays a vital role in helping to maintaining the separation of Titchfield from settlements to the west and east of the valley, preventing sprawl from both Fareham and Titchfield Common/Titchfield Park and protecting the countryside setting of Stubbington. The Meon Gap is also identified to be of strategic significance to the South Hampshire sub-region by the PUSH Spatial Position Statement.
- 4.39 Retaining the open farmland gap between Fareham and Stubbington is critical in preventing the physical coalescence of these two settlements together with maintaining the sense of separation. Further to the east, retaining the gap will help maintain the separation of Stubbington and Lee-on-the-Solent from Fareham and Bridgemary along

<sup>12</sup> Fareham Landscape Assessment – Part Three (2017)



with maintaining the separate identity of Peel Common.

- 4.40 A Strategic Gap designation will have a separate landscape value and could be a highly sensitive landscape which may render it unsuitable for development regardless of whether a gap status is in place at the site or not.

### Residential Development in the Countryside

- 4.41 The Local Plan focuses development in the existing urban areas and on specific allocated sites. In order to maintain the quality of the countryside and ensure a sustainable approach to development, residential development outside of the urban area will be treated as being within the countryside. Those areas in the countryside are defined on the Policies Map.
- 4.42 The countryside can face a variety of development pressures. Therefore, the Local Plan seeks to apply strict control over residential development in the countryside to contribute towards meeting the wider aims of sustainability and to protect the countryside from inappropriate development.
- 4.43 Defining the urban area boundaries provides clarity for the application of these policies by providing a clear differentiation between the urban and countryside (or non-urban) locations. Urban area boundaries protect the integrity of the countryside, providing a compact form to settlements, preventing sprawl, sporadic development and reducing the visual impact on the countryside.
- 4.44 Whilst the Council seeks to protect countryside from inappropriate development (Policy SP5) it is recognised that there may be a need for residential development in the countryside in exceptional circumstances, where it can be demonstrated that a countryside location is both necessary and justified. In this location, the Council will seek to provide a focus on efficient use of existing buildings to meet need and set out other exceptions to development in the countryside, such as controlled 'infilling'.

#### **Policy SP7: New Residential Development in the Countryside**

**There will be a presumption against new residential development outside of the urban area (as identified on the Policies Map).**

**Residential development in countryside locations will be permitted in instances where it can be demonstrated that one or more of the following apply:**

- a) It has been demonstrated that there is an essential need for a rural worker to live permanently at or near their place of work; or**
- b) It involves a conversion of an existing non-residential building where:**
  - 1) the building is structurally sound and capable of conversion without the need for significant extension, alteration or rebuilding; and**
  - 2) evidence has been provided to demonstrate that no other suitable alternative uses can be found and conversion would lead to an enhancement to the building's immediate setting.**
- c) It is for a replacement dwelling which is of an appropriate character to the location.**
- d) It comprises one or two new dwellings which infill an existing and**





**continuous built-up residential frontage, where:**

- 1) The new dwellings and plots are consistent in terms of size and character to the adjoining properties and would not harm the character of the area; and**
- 2) It does not result in the extension of an existing frontage or the consolidation of an isolated group of dwellings; and**
- 3) It does not involve the siting of dwellings at the rear of the new or existing dwellings.**

**In all cases, where residential development is considered acceptable, proposals should avoid the loss of significant trees, should not have an unacceptable impact on the living conditions of residents, and should not result in unacceptable environmental or ecological impacts, or detrimental impact on the character or landscape of the surrounding area.**

- 4.45 There may be instances where it is necessary for a new dwelling to be built in the countryside to meet the need for a worker to be accommodated on site, such as for an agricultural, forestry, horse-breeding or equivalent uses. The Council will require applicants to demonstrate that the need cannot be met elsewhere.
- 4.46 Existing buildings within the countryside may be subject to proposals for conversion or replacement. However, not all buildings in the countryside are suitable for conversion as they may be of in-substantial construction, of poor design or not in keeping with the surroundings. Buildings to be converted should be structurally sound and proposals which require significant extension, alteration or rebuilding will not be acceptable. Proposals for conversion should also seek to enhance the immediate setting of the site.
- 4.47 The replacement of existing lawful dwellings will be supported, but these should be in character with the location, particularly in terms of their visual impact.
- 4.48 There may be some cases, where infill development is considered as acceptable. Infill development in the Borough should comprise one or two dwellings within a continuous frontage.
- 4.49 All development proposals that fall within one or more of the relevant policy criterion are designed and sited to minimise the impact to landscape sensitivity and other matters.

### **Policy SP8: Change of Use to Garden Land**

**A change of use of land outside of the urban area boundary to residential garden will only be permitted where:**

- a) It is in keeping with the character, scale and appearance of the surrounding area; and**
- b) It will not detract from the existing landscape; and**
- c) It respects the views into and out of the site.**

**Proposals that include new boundary treatments must ensure that it is appropriate, and in keeping with the character of the surrounding area.**



- 4.50 There is a need to define an appropriate dwelling curtilage as the change of use of land to domestic gardens has a profound visual impact on the immediate settings and potential on the wider landscape, depending on the location of the site.
- 4.51 The change of use of land to residential garden can provide useful additional private amenity space. However, it is recognised that the change of use could allow for further development on that land or through the use of boundary treatments that are insensitive to their countryside context. Any new boundary treatments proposed should be chosen to minimise visual impact on the character of the surrounding area.
- 4.52 National planning policy excludes residential gardens in the built-up area from the definition of Previously Developed Land (PDL), but not residential gardens in the countryside. This matter may well be clarified in the forthcoming review of the NPPF.
- 4.53 The development of residential gardens has the potential for a number of harmful impacts, including on the character of the area, on biodiversity and living conditions. It is therefore essential that such proposals are controlled in order to protect the character and openness of the countryside, and the character and form of the urban area.

# HOUSING





- 5.0 Providing new homes to address housing need is a critical part of any Local Plan. New homes are required to address population changes and the changing way in which people live. Addressing housing need is a key requirement of the National Planning Policy Framework (NPPF).
- 5.1 The Partnership for Urban South Hampshire (PUSH) produced a Strategic Housing Market Assessment (SHMA) for the PUSH sub-region which accords with the requirements in the NPPF and relevant guidance. The SHMA was published in January 2014 with an Objectively Assessed Housing Need Update (OAHN(U)) published in April 2016. This provides a housing need figure for Fareham Borough for 2011-2036.
- 5.2 Subsequent to the SHMA, further duty to cooperate work was undertaken through PUSH and in June 2016 the PUSH Spatial Position Statement was published.
- 5.3 Table H1 provides an overview of the key housing requirements for Fareham Borough from the PUSH evidence base and the housing figure being used for this Local Plan.

PUSH Evidence	Timeframe	Borough Total	Annualised
PUSH SHMA (January 2014) with Objectively Assessed Housing Need Update (April 2016)	2011 – 2036 (25 years)	10,500	420
PUSH Spatial Position Statement (June 2016)	2011 – 2034 (23 years)	10,460	455 <sup>13</sup>
<b>Local Plan Target (annualised approach on different PUSH evidence)</b>			
Fareham Local Plan 236	2011 - 2036 (25 years)	11,300	455 (2011-2034) 420 (2034-2036)

Table H1

- 5.4 The Fareham Local Plan 2036 Borough total of 11,300 new homes exceeds the Objectively Assessed Housing Need (OAHN) requirement by over 7%. It effectively provides for the 10,460 figure from the PUSH Spatial Position Statement together with two years' additional provision at the PUSH SHMA rate of 420 per annum ( $10,460 + 420 + 420 = 11,300$ ). The PUSH Spatial Position Statement works to a slightly shorter timeframe (2034 as opposed to 2036) and in suggesting a similar overall number of dwellings for Fareham (10,460 as opposed to 10,500) the PUSH Spatial Position Statement effectively seeks a slightly more accelerated delivery.
- 5.5 It is important that Fareham Borough's (Objectively Assessed) Housing Need is met in order to ensure compliance with the requirements of the NPPF. By planning for 11,300 net new homes between 2011 and 2036 the Council will be seeking to slightly exceed Objectively Assessed Housing Need for the Borough. This will help ensure flexibility and further confidence that the OAHN will be met. In addition, it also ensures the Council take forward the principle of National Government Policy to boost the supply of housing and to accelerate delivery as advocated through the PUSH Spatial Position Statement.

<sup>13</sup> Figure rounded to represent annualised requirement.



### Policy H1: Strategic Housing Provision

**11,300 net additional dwellings will be provided in the Borough between 2011 and 2036. The housing requirement will be delivered in accordance with the following indicative stepped annual rate:**

- **300 dwellings per annum for 6 years (2011/2012 – 2016/2017)**
- **420 dwellings per annum for 4 years (2017/2018 – 2020/2021)**
- **620 dwellings per annum for 10 years (2021/2022 – 2030/2031)**
- **324 dwellings per annum for 5 years (2031/2032 – 2035/2036)**

**The indicative average annual rate provides a stepped requirement to housing delivery.**

**Housing has or will be provided through;**

- **Completions between 01 April 2011 and 31 March 2017;**
- **Sites that already have planning permission and further completions from 01 April 2017;**
- **Unexpected (windfall) development;**
- **The expected delivery of homes at Welborne Garden Village up until the end of the plan period (2036);**
- **Specific brownfield sites and/or regeneration opportunities (in particular in Fareham Town Centre); and**
- **Further allocations for housing development identified in Chapter 12 of this plan.**

- 5.6 The overall Local Plan for the Borough allocates a significant proportion of development at the Welborne Garden Village and through further, often large, housing allocations. It is expected that the urban extension sites will start to deliver quickly (many to the latter part of the five-year period) and Welborne will also commence in the short to medium term. However, these sites will take several years to complete. This will result in a natural delivery of homes focused in the middle and latter points of the plan period. The reality arising from this is that delivery of new homes in the Borough will not be steady and consistent across the plan period. A stepped requirement to housing delivery is proposed in Policy H1 in order to reflect the reality of delivery whilst still seeking to significantly increase the number of new homes provided in the short/medium term.
- 5.7 A stepped approach to the housing requirement will allow the Council to proactively address housing need in a planned manner that allows infrastructure providers to adjust and make their plans accordingly to ensure timely delivery of infrastructure. It will still meet and exceed the National Planning Policy Framework (NPPF) requirement to address housing need within the plan period and it will also meet the PUSH Spatial Position Statement expectations of 10,460 new homes by 2034.
- 5.8 The delivery of potential sites will be kept up-to-date through a regular review of the Strategic Housing Land Availability Assessment (SHLAA). The Authority Monitoring Report (AMR) will advise the projected pace of housing delivery through updated housing projections and through updated housing trajectories. This in turn will be used to inform small area population forecasts and inform infrastructure providers. It is not intended that development will be slowed through a phasing policy or similar for



allocated sites unless infrastructure need requires it. As such there may be an opportunity for housing development to exceed that in the stepped housing requirement if the economy remains buoyant and house builders can increase build out rates on allocated sites.

- 5.9 The specific allocations of sites to address the housing requirement are outlined in Strategic Policies (Chapter 4) such as Welborne, and further allocations in Chapter 12. The rate of windfall is evidenced and outlined in the Housing Windfall Projections Paper (2016). Chapter 12 also outlines existing completions and other committed delivery which together with specific allocations will meet the overall housing requirement.

### Affordable Housing

- 5.10 Evidence on affordable housing need is based on the assumption that 30% of gross household income goes on housing costs. This is provided in the PUSH SHMA which identifies an affordable housing need of 302 dwellings per annum in Fareham. In reality many households will spend in excess of 30% of gross income on housing costs or be in receipt of housing and additional benefits which may sustain their accommodation in other non-affordable tenures such as the private rented sector. However, it is clear that affordable need is strong and opportunities to provide affordable housing as part of the 11,300 housing requirement should be maximised whilst ensuring development remains viable.
- 5.11 It is also important to recognise that the Local Plan is just one mechanism to boost the supply of affordable housing. In addition, the Council's emerging Housing Strategy will outline a variety of mechanisms that will further add to the supply of affordable housing and the more efficient use of existing stock. The Council may also undertake further evidence work on affordable housing need to support the Publication version of the Plan.
- 5.12 Separate to considering the affordable housing need in the Borough the Council also have to consider what is a reasonable and viable expectation on developers in terms of the percentage of dwellings that should be provided as affordable housing in a scheme. The Local Plan Viability Assessment evidence base has suggested that 30% affordable housing is a viable requirement on development (or 20% in the case of Fareham Town Centre sites). This is reflected in Policy H2.

#### Policy H2: Provision of Affordable Housing

**Sites that can accommodate 11 or more dwellings (gross) or residential proposals with a total floorspace exceeding 1,000 square metres shall provide 30% of dwellings as affordable housing or, in the case of sites located within the defined Fareham town centre boundary, 20% of dwellings as affordable housing. Such provision shall provide:**

- a) 10% of the overall dwellings on site as affordable home ownership products; and
- b) The remaining proportion of affordable provision as affordable rent, social rent or shared ownership at an appropriate tenure mix to reflect the identified housing need; and
- c) A mix of dwelling types and sizes to reflect the site characteristics and identified housing needs of the local population.



**Where development viability is an issue, developers will be expected to produce a financial assessment in which the maximum number of affordable dwellings which can be achieved on the site is clearly demonstrated through an ‘open book’ approach. A third-party review of this assessment could be sought by the authority and in such instances the cost of this assessment shall be met by the developer.**

**Should a site fall below the thresholds identified above, but is demonstrably part of a potentially larger developable site, the Council will seek to achieve affordable housing on a pro rata basis.**

**In proposals that are exclusively for ageing care or older persons housing a financial contribution in lieu of on-site affordable housing provision can be acceptable providing it is commensurate with on-site provision.**

**This policy does not apply to sites within the area covered by the adopted Welborne Plan (2015). Affordable housing provision for Welborne is identified in the adopted Welborne Plan (2015).**

- 5.13 On site provision should be the starting point. In-lieu contributions for off-site provision on schemes exclusively for older person housing will be acceptable where it has been demonstrated that the contribution is commensurate with on-site provision.
- 5.14 The above threshold (trigger point) where affordable housing provision is required is in line with that currently contained in the National Planning Policy Guidance (NPPG) (as per the Ministerial Written Statement dated 28<sup>th</sup> November 2014). This threshold has taken into account the increased viability issues with smaller (often brownfield) sites.
- 5.15 The overall 30% requirement (or 20% for Fareham town centre sites) has regard to the affordable need in the Borough and what viability evidence suggests can be sought from development. In instances where a developer feels they are unable to meet the full policy requirement for affordable housing provision they will need to submit sufficiently detailed viability evidence which will be reviewed by the Council and a third party. To allow this analysis to take place in an open and transparent manner a viability report, completed using a recognised toolkit<sup>14</sup>, should be provided as part of pre-application discussion or application submission with the data and information available in an open-book format. This should include the spreadsheets that have informed the outputs of the viability study. The cost of the third-party review process will have to be met by the applicant regardless of the outcome/conclusion. In instances where a zero or reduced provision of affordable housing is considered acceptable an overage (claw back) clause may be requested by the Council.
- 5.16 If housing proposals are submitted as a package of sites (such as what may arise from suggested mechanisms in the Council’s Housing Strategy) then the affordable housing requirements, including tenure and size mix, could be considered as part of the overall package. This would effectively mean that the under provision on one site could be offset by over-provision elsewhere. To be acceptable this will need to be secured

<sup>14</sup> A recognised toolkit such as HCA Developers Appraisal Toolkit or the Communities Agency Economic Appraisal Toolkit. <https://www.gov.uk/government/publications/development-appraisal-tool>



through an appropriate mechanism as part of any grant of planning permission and may need to be accompanied by further mechanisms (such as community letting plans) that seek to achieve mixed communities on development sites.

Sites that are brought forward as self and custom built development may be exempt from affordable housing provision providing they are in accordance with paragraphs 138-146 of the Planning Practice Guidance.

### Housing Tenure

- 5.17 Evidence contained in the Housing Evidence: Overview Report (2017) demonstrates a significant variation in household incomes required for different forms of affordable housing ranging from social rent (as the least costly) to Starter Homes which are the most expensive if marketed at, or close to, the £250,000 price cap. Starter Homes will come under the definition of affordable housing in the proposed changes to the NPPF.
- 5.18 The PUSH SHMA identifies affordable housing need, excluding Starter Home provision, and this demonstrates a large need unlikely to be met through the plan policies alone. For this reason, it is important that new housing development maximises the opportunities to deliver traditional forms of affordable housing (particularly affordable rent products) whilst meeting national policy and guidance to support the provision of Starter Homes. The Council will use the tenure mix of 65:35 affordable rent to affordable home ownership products respectively as the starting point for negotiations. The type and size of any affordable housing provision should be informed by the affordable housing need at the time a planning application is submitted.
- 5.19 The NPPF requirement (subject to final incorporation by the Government) for Starter Home provision is provided for in this policy. Should a developer seek greater than 10% Starter Home provision (as per criteria 1 of Policy H2 above) instead of other affordable tenure products then it will need to be demonstrated that the pricing points for these properties are similar or better than the affordability of shared ownership products (for example 50% shared ownership) without undermining the supply and attractiveness to the market of shared ownership (with its valuable cross-subsidising role for affordable rent products). It would also still need to demonstrate affordable provision that reflects the identified local need.
- 5.20 In instances where Starter Homes are being delivered using specific funding mechanisms from Government or affordable housing providers then a greater proportion or all homes as Starter Homes is likely to be acceptable.
- 5.21 In the event that further Starter Homes are to be provided instead of full market value dwellings then this is likely to be acceptable as it supports the provision of additional affordable housing. This should not be provided however at the expense of more traditional tenures as referred to in criteria (2) of Policy H2.
- 5.22 Shared ownership is more affordable than Starter Homes, (when the latter is priced at or close to the £250,000 cap), it can also provide a valuable cross-subsidiary for the delivery of affordable rent products. Shared ownership can also provide a stepping-stone for people in existing affordable rent properties that can move into shared ownership and in turn free up an affordable re-let.
- 5.23 Evidence suggests there may be 780 potential home owners eligible for Starter Homes





and 1,500 potential home owners in Fareham who have been priced out of home ownership from 2001-2011.

- 5.24 As starter homes are a relatively new product to the market, the close monitoring of Starter Home delivery will need to be undertaken to review/assess both price points and take-up. This will allow the Council to understand the extent to which it is contributing to affordable housing and entry cost points. As a new product to the market its demand will also need to be considered in due course as the tenure type becomes more established.

### Housing Size

- 5.25 The detailed housing mix will depend on a site's individual location and size. It should also reflect the most recent market and affordable needs for the Borough. For this reason, a prescriptive requirement for housing size mix is not set as a policy requirement. It is recommended that any applicant seeks the early advice from the Council when formulating a scheme that will need to provide affordable housing. Table H2 below provides a guiding overview of the dwelling size mix for market and affordable housing. This takes forward the evidence produced by PUSH (PUSH SHMA Tables 51 and 52 – averaged to provide a Borough wide figure), then incorporates minor amendments to affordable housing which reflect the findings of further evidence on housing need at the local level in Housing Evidence: Overview Report (2017).

	Market Housing	Affordable Housing
1 bed	13%	35-40%
2 Bed	43%	30-35%
3 Bed	43%	20-25%
4+ bed	1%	5-10%

Table H2: New housing size need by size

- 5.26 Given recent and forthcoming changes to planning policy on Housing, and Affordable provision, from Government, as well as the need for clear guidance to applicants, the Council may subsequently review the Affordable Housing Supplementary Planning Document (SPD) as the plan progresses.

### Policy H3: Affordable Housing Exceptions Sites

Where there is clear evidence that affordable housing delivery is not meeting affordable need, planning permission may be granted for affordable housing on sites outside the existing urban area boundaries. Such proposals will only be permitted where:

- a) 100% affordable (as defined in the NPPF) units (net) are provided with no more than 20% provided as Starter Homes; and
- b) The development is of a small scale (no more than 20 units) and is located adjacent to, and well related to, the existing urban area boundaries; and
- c) It is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the landscape and, if relevant, the Strategic Gaps; and
- d) The affordable rent products will be brought forward by, and will be managed by, a not for profit social housing provider who is regulated by the



**Homes and Communities Agency; and**  
**e) It is subject to a legal agreement to ensure that the units will be retained as affordable housing in perpetuity (excluding any Starter Home elements).**

- 5.27 Policy H3 is intended to address any need for affordable housing exception sites should they arise. Based on evidence on differing affordability levels for different affordable products, it will be important that any exception site meets a significant proportion of 'traditional affordable' need, in particular affordable rent products.
- 5.28 Given the comparable (and more expensive) income requirements for a Starter Home, together with its perpetuity period limitations on maintaining such homes as affordable, an exception site with a large proportion of Starter Homes (greater than 20%) will not be appropriate. This is to ensure that any exception sites deliver housing for those in more acute affordable need.
- 5.29 Large scale developments of affordable homes could have implications for the creation of mixed communities, create infrastructure provision issues and have a detrimental impact on other aspects such as landscape. For this reason, any affordable housing exception sites should be of small scale.
- 5.30 Any departure from the criteria of this policy will need to be considered on its merits and would have to be clearly demonstrated through information supporting any application submission.

### Older Person and Specialist Housing Provision

- 5.31 Fareham Borough has an above average population of persons aged 65+. In 2011 20.4% of the resident population were aged 65 and over. This compares to 16.3% for England and 17.2% for the South East (Census 2011). Approximately 8.5% of Fareham's over 65s live in some form of specialist accommodation with the vast majority (approximately 91.5%) living within mainstream housing stock. The needs of this above average aged population need to be considered and addressed through the Local Plan. It is therefore important that more homes are constructed at an adaptable standard to give greater choice and ability for older people to remain in their homes should they wish, whilst supporting and encouraging the provision of specialist and older person housing when appropriate.
- 5.32 Various forms of 'housing with care' exist. This includes Extra Care, enhanced sheltered and residential care. These forms of accommodation are likely to be particularly important to the older age groups of 75+ and 85+. There are indications of an existing shortfall of housing with care in the Borough and this need is expected to grow. However, the need for all types of older person provision is difficult to predict or quantify as it can be influenced by choice and other strategies (such as national or county strategies) that seek to reduce the reliance on residential or nursing care or to step up the care provided in a person's own home. The fact that over 90% of those aged 65 years or over live in mainstream housing demonstrates this.
- 5.33 It will also be important that any new housing intended for older persons or specialist care considers the need for sustainable travel as addressed by Policy INF2 of this plan.



#### **Policy H4: Adaptable and Accessible Dwellings**

**Development proposals for all new dwellings shall provide:**

- a) at least 15% of all new dwellings at Category 2 standard; and**
- b) on schemes of over 100 dwellings (gross), at least 2% of private housing and 5% of affordable housing, shall be provided as wheelchair accessible Category 3 properties.**

**Schemes exclusively for flatted development will be expected to comply with the criteria as much as is physically possible before lifts would be a requirement.**

- 5.34 Category 2 standard development relates to the categories outlined in Part M (Access to and Use of Buildings) of the Building Regulations (2015 edition). It is broadly equivalent to the Lifetime Homes standards. Ensuring a proportion of new homes are provided to this standard will increase the quantity of homes in the Borough that are designed in a manner whereby they can be more readily adapted to suit the needs of occupants such as the elderly or disabled.
- 5.35 In instances where a proposal is entirely consisting of flatted development then it would be expected that the requirements of Policy H4 should be met as far as is reasonably possible before lifts become necessary. This flexibility has regard to the viability of schemes and avoid putting a financial burden specifically on flatted development. In some instances, there are likely to be ground floor flats which may be capable of meeting policy requirements.
- 5.36 Where a proposal involves the provision of new dwellings through the conversion of an existing building the policy requirements for adaptable and accessible dwellings will still be required, unless it can be sufficiently justified that this is not appropriate or possible. This could for example be relevant for the conversion of listed buildings where meeting the policy requirements could compromise the historical integrity of the building, or where the cost of doing so renders a building unviable for conversion.
- 5.37 The need for more adaptable accommodation and the level set has been derived from the evidence base outlined in Housing Evidence Overview Report (2017). It is important that the housing needs for older people maximise the ability for individuals to live independently for as long as they are able and wish to do so. It will also be vital that they feel empowered to make choices regarding their accommodation and housing-related services.
- 5.38 The cost to development for providing Category 2 is relatively minimal. Flexibility for additional costs have been factored into the viability evidence base and this indicates that the above requirement should have no detrimental impact on the viability of schemes in the Borough.
- 5.39 The viability implications for the smaller provision of Category 3 development may need to be investigated further in due course to support the Publication version of the Plan.
- 5.40 In the event that the existing Part M Category 2 and 3 definitions are removed from the existing Building Regulations, or superseded, then an equivalent should be provided in accordance with this standard until such a time as there is an opportunity for policy review.



#### **Policy H5: Older Persons' and Specialist Housing Provision**

Permission will be granted for new, or extensions and additions to existing, older persons' and specialist housing where:

- a) Sufficient parking and services are available to fulfil the needs of residents, visitors and any care and servicing intended to be provided on site; and
- b) Accommodation is provided in sustainable locations having regard to the need for staff and services to access the accommodation and occupants to access community facilities and services as relevant; and
- c) An appropriate provision of amenity space is provided having regard to the needs of the potential users.

New provision shall be provided within the defined urban area unless significant unmet need exists for the particular specialist use proposed or the nature of the use warrants a more secluded location. In all instances a sequential assessment shall be provided to demonstrate that no other suitable and available sites exist in the urban area.

- 5.41 Specialist housing provision refers to specific provision for care purposes or supported living for those with particular health needs or disabilities. This may not be limited to older persons. This could include living accommodation for individuals who require in-house support and homes specialising in conditions such as dementia (which could include pre-senile dementia care).
- 5.42 Further new older person and specialist accommodation will be required during the Local Plan period. Such provision can help people to downsize and free up family dwellings for others. The precise amount and type of specialist and older person accommodation required will depend on a range of factors including the choices of individual people and households. Evidence in the Housing Evidence Overview Paper (2017) outlines some of this need which, where possible, has been addressed through specific allocations included in this plan and provision to be provided at Welborne. Further accommodation to address identified need will be acceptable in principle subject to Policy H5.
- 5.43 Hampshire County Council has published a useful 'Site Suitability Analysis Tool' for Extra Care developments so that developers are aware of how such schemes will be assessed in terms of location.

#### **Policy H6: Loss of Older Persons' and Specialist Housing Provision**

Change of use or redevelopment of older persons' housing will be permitted provided that:

- a) it is demonstrated that the use is no longer commercially viable; or
- b) it is unable to meet the current care standards and cannot be converted or extended in an appropriate manner in order to meet them.

- 5.44 With the ongoing and increasing ageing demographic in the Borough and the resulting accommodation needs, it is important that existing premises that provide for this need are retained wherever possible. Policy H6 is intended to ensure that they are not lost to other uses that may be more commercially attractive unless it can be sufficiently demonstrated



in relation to the criteria of the policy.

### Self and Custom Build Homes

- 5.45 The NPPF requires authorities to plan for a mix of housing need and this includes people wishing to build their own homes (paragraph 50 of the NPPF).
- 5.46 The national requirement for Local Authorities to maintain a register of individuals and associations who are seeking to acquire serviced plots of land is contained in the Self-build and Custom Housebuilding Act 2015, the Self-build and Custom Housebuilding (Register) Regulations 2016 and the Self-build and Custom Housebuilding (Time for Compliance and Fees) Regulations 2016.
- 5.47 Specific allocations that offer a favourable site for self and custom build properties are identified in Chapter 12 of this plan. In addition, significantly larger sites, which include sites of 100 dwellings or more, will be required to provide for a proportion of serviced plots in order to further address this need.
- 5.48 Policy WEL21 of The Welborne Plan (2015) requires 1% of all dwellings to be provided for self/custom build during the lifetime of the Welborne development. This equates to 60 fully serviced self and custom build plots.
- 5.49 The need for 'Self-build' and 'Custom build' homes is principally informed by the register maintained by Fareham Borough Council. The Council's register was first set up in March 2016. This is a new aspect of housing need and therefore in these early years it is difficult to predict a reliable trend based future need. However, the current register shows that there is need in the short and medium term. Evidence contained in the Self-build and Custom Housebuilding in Fareham (2017) paper and the subsequent Self and Custom Build Need Evidence (2017) paper provides an overview of the assessed need. The policy seeks to address the need identified which includes a current estimation of future need, whilst also taking account of a projected decrease in need following the introduction of a fee charge to join the register. Future need will be monitored through the Council's Authority Monitoring Report (AMR).

#### **Policy H7: Self and Custom Build Homes**

**Proposals that provide for self and/or custom build homes within the existing urban area will be supported in principle.**

**On sites of 100 dwellings or more (gross), 5% of the overall dwellings shall be provided through the provision of serviced plots for self or custom build need.**

**Such provision shall:**

- a) be provided as serviced plots; and**
- b) ideally be provided in groups of 15 plots or less; and**
- c) be provided and marketed on or before completion of 50% of the dwellings on the remainder of the site (when provided as part of a larger housing development); and**
- d) ensure design parameters are in place to provide a framework that takes account of the existing and emerging built form; and**



- e) ensure design parameters are in place that ensure no significant detrimental impact on the amenity of existing, and potential neighbouring, self or custom build plots arises.

Sites that appear to have been subdivided for the purposes of application submission so as to avoid the 100-dwelling threshold, or sites that feature as part of cluster of adjoining development sites, shall be considered cumulatively and if progressed on an individual basis 5% of dwellings shall be provided in accordance with this policy.

This policy does not apply to sites located in Fareham Town Centre or site allocation HA3 (Southampton Road) due to the specific nature and density aspirations with these sites. In the case of HA3 (Southampton Road) this is on the assumption that any development proposals progressed for the site are at a scale broadly in line with the site specific policy.

- 5.50 When the provision of self and custom build plots is to be provided as part of a larger development site the self/custom build provision shall be secured through an appropriate legal undertaking which will allow a mechanism for the developer or a third party to provide and facilitate plots. This could include working with a Registered Provider for the provision of affordable housing through the self/custom build mechanism (as outlined in the Self-build and Custom Housing Building Act 2015).
- 5.51 Where plots are generally marketed for self and custom build purposes and a period of 12 months has elapsed from the point at which 'serviced plots' are available (available as opposed to marketed) without take-up, then any variation through application or deed of variations for alternative housing or other uses will need to be justified with details that demonstrate a thorough marketing strategy at an appropriate price has taken place. Unless it has been demonstrated that serviced plots have been appropriately marketed, then alternative housing purposes or other uses are unlikely to be found acceptable.
- 5.52 It is recommended that a marketing strategy for the self-build and custom build homes should include an active local marketing campaign including consideration of targeted marketing to potential self-builders and local groups, alongside roadside marketing boards. An information/marketing pack should also be provided to the Council to be in turn provided to all individuals on the Council's Self and Custom Build register who have opted to receive such information.
- 5.53 A serviced plot of land shall have –
- Access to a public highway; and
  - Connections to the relevant utilities such as electricity, water and waste water.
- 5.54 In addition to the provision of self and custom build dwellings as part of larger housing schemes and specific sites allocated for self/custom build, individual schemes for the redevelopment of an existing dwelling or for the provision of further development within the curtilage of an existing dwelling for the purposes of self or custom build development shall be supported providing it accords with other relevant policies of the Local Plan.
- 5.55 There may be instances that other sites are exempt from the requirements of Policy H7 where the site size and density makes it unsuitable for self/custom build provision. Any



such instances will be considered on their merits.

### Other Housing Matters

#### **Policy H8: Houses in Multiple Occupation (HMOs)**

**The sub-division of an existing dwelling or dwellings to create a HMO or the development of new HMO accommodation will be permitted provided that:**

- a) the proposal, or cumulative impact of the proposal with other similar proposals, would not adversely affect the character of the area, particularly in conservation areas; and**
- b) Appropriate outdoor amenity space, bin storage and parking provision are provided.**

- 5.56 A House in Multiple Occupation (HMO) is a property that is occupied by a number of people who have the use of a bedroom and share the other facilities such as the kitchen, living room and bathroom/toilet. For example, properties occupied as shared houses and student houses. They tend to be more prevalent in the nearby cities of Portsmouth and Southampton and in university locations in general. Although they are not a frequent element of housing supply within Fareham Borough, a policy is still appropriate to ensure such proposals are appropriately considered.
- 5.57 Concentrations of HMOs in smaller areas or roads can have a detrimental impact on the character and amenity of the area. Although this is not envisaged to be an issue in Fareham Borough, should any notable rise in HMOs occur then this will be monitored and considered as part of assessing future planning proposals for HMOs.
- 5.58 Space standards for the accommodation should have regard to any national standards applicable (including any revised standards published).

#### **Policy H9: Self-Contained Annexes and Extensions**

**The provision of self-contained annexes to accommodate dependent relatives will be permitted, provided that:**

- a) The annexe or extension is, and remains, ancillary to the principal dwelling; and**
- b) Adequate car parking spaces are provided for both the residents of the principal dwelling and the annexe; and**
- c) There is no boundary demarcation or sub-division of curtilage areas between the principal dwelling and annexe/extension.**

**Where the annexe is detached from the principal dwelling, a planning condition will be applied to any planning permission to prevent the use of the annexe as a separate dwelling. In some instances a legal undertaking to secure this may be more appropriate.**

- 5.59 Relatives can often be best accommodated in self-contained extensions or annexes to existing properties. However, it is important that this accommodation is of an appropriate design and is capable of being incorporated into the main dwelling once no longer



required for its original purpose.

- 5.60 To ensure the annexe remains ancillary to the principal dwelling it is important that a functional link exists and is maintained between the principal dwelling and any self-contained extension or annexe (i.e. the occupants should be a dependant relative). In many instances it will be appropriate that planning conditions are applied or legal undertaking entered into, to ensure the proposal is only used for its intended and permitted purpose. A legal undertaking (S106) is more likely to be appropriate in locations outside of the defined urban area where the principal of additional residential units is not supported.
- 5.61 Annexes can play an important role in supporting extended families to live together with a degree of separation and independence. However, they will not necessarily be appropriate for accommodation that is separate to, and forms an unrelated unit of accommodation from, the principal dwelling.
- 5.62 Where a proposal concerns an unrelated unit of accommodation that is not ancillary to the principal dwelling and/or not intended for a dependant relative it will be considered as a new dwelling house, where policies, such as whether the property is in the countryside or urban area, will apply.
- 5.63 In all instances it will be important that the accommodation is of an appropriate design and scale, and is capable of being incorporated into the main dwelling once no longer required for its original purpose.

### Gypsy, Travellers and Travelling Showpeople

- 5.64 National Planning Policy for Traveller Sites<sup>15</sup> (PPTS) necessitates local planning authorities to sustainably plan to meet the locally identified needs of Gypsies, Travellers and Travelling Showpeople.
- 5.65 The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) for Hampshire<sup>16</sup> 2017, identified a need for 3 additional pitches for the period to 2036 in Fareham. These are expected to be required within the next five years. Policy H10 as well as relevant national planning policy guidance, provides the minimum criteria requirements which would be expected by any planning application coming forward to meet the identified gypsy and traveller need for Fareham.

#### Policy H10: Gypsies, Travellers and Travelling Showpeople

**The identified need for additional gypsy and traveller pitches will be met through the extant permission for two additional pitches at The Retreat, Newgate Lane and through the provision of additional pitch(es) (subject to ecological surveys) at the existing site at Burr ridge Road, Burr ridge.**

<sup>15</sup> Department for Communities and Local Government. Planning Policy for Traveller Sites 2015. [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

<sup>16</sup> The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) was produced by Opinion Research Services on behalf of a Consortium of Hampshire Authorities: Fareham, Gosport, Havant, New Forest, Test Valley, Winchester City Councils and the New Forest National Park.





**Proposals for additional Gypsies, Travellers and Travelling Showpeople sites will only be permitted where:**

- a) There is an identified need and/or personal circumstances necessitate the need; and
- b) The site has sustainable access to shops, schools, community and health facilities by public transport, on foot or by cycle; and
- c) There are no adverse impacts resulting directly from the site and any ancillary commercial activities upon neighbouring residential properties, local amenity, landscape quality and the natural and historic environment that cannot be satisfactorily mitigated and/or compensated; and
- d) It is not located in areas at high risk of flooding or unstable and unsuitable land; and
- e) The proposal is not on European designated land and/or a Local Green Space; and
- f) Adequate on-site facilities are provided for parking, safe and convenient access to highway, sufficient storage, play and residential amenity and appropriate essential services (water supply, power, drainage, sewage disposal and waste disposal facilities).

**Planning permission will not be granted for the replacement of lawful Gypsies, Travellers and Travelling Showpeople sites by permanent dwellings or other uses unless it can be clearly demonstrated to the satisfaction of the Local Planning Authority that there is no genuine need or likely future need for Gypsies, Travellers and Travelling Showpeople sites in the locality and other policy requirements are met.**

**Outside the defined Urban Area, any planning permission granted will restrict the construction of permanent built structures to small amenity buildings associated with each pitch.**

- 5.66 The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) for Hampshire 2017 found that there was currently no demand for temporary transit sites and plots for Travelling Showpeople in Fareham. However, it identified a need for three further Gypsy and Traveller pitches. This can be adequately met through extant permission for two further pitches at the Newgate Lane site and through the ability of at least one further pitch to be provided at the site at Burr ridge Road, Burr ridge (provided as infill to the existing ribbon of development fronting Burr ridge Road). This will need to be investigated further in terms of the ecological impacts and mitigation in advance of the Publication version of the Local Plan. With this potential provision there is no need for further specific allocations for additional sites as the additional need for pitches can be met at or adjacent to existing sites.
- 5.67 When determining proposals for traveller sites, the personal circumstances and lack of alternative accommodation for the applicants will be taken into consideration.
- 5.68 Where a traveller site is proposed in the countryside they should respect the scale of, and not dominate, the nearest settled community and avoid placing an undue pressure on the local infrastructure.
- 5.69 Ensuring safe and sustainable access for Gypsy and Traveller Sites will include



considering the sustainability criteria set out in Planning Policy for Traveller Sites. The ability to access local services and education and health facilities without long distance travel and factors such as the provision of pavements to serve the site will be vital to ensure safe pedestrian access can be achieved.

- 5.70 When considering the impact to neighbouring residential properties, local amenity, landscape quality and the natural and historic environment, other policies of this plan together with its supporting evidence will need to be considered. It is recognised that ancillary commercial activities carried out by Gypsy and Travellers may also have adverse impacts and will need to be considered when determining appropriate locations for additional pitches.
- 5.71 Proposals for Gypsy, Traveller and Travelling Showpeople Sites should avoid areas of the Borough that have a high risk of flooding (flood zone 2 and 3) and land that is unsuitable due to contamination or instability issues. Sites within flood zones will be required to satisfy the Sequential and Exception tests before permission is granted. Whilst sites on unsuitable land will need to ensure appropriate mitigation is provided. This is to ensure that development of Gypsy and Traveller Sites are resilient to the effects of climate change and will not adversely impact the quality of life of new residents.
- 5.72 Proposals for Gypsy and Traveller sites should avoid European Designated Sites and other important areas such as Sites of Scientific Interest (SSSI) and areas of Local Green Space.
- 5.73 Adequate on-site facilities will need to be considered in the context of the particular users. For instance, proposals for Travelling Showpeople are likely to require additional provision of space for storage, maintenance of equipment and the parking and manoeuvring of vehicles associated with the occupiers. Whilst proposals for Transit sites will need to ensure good access to the road network.
- 5.74 The loss of lawful Gypsy, Traveller and Travelling Showpeople sites will not be supported unless there is sufficient evidence to suggest there is no current or future need. This is to ensure there are sufficient Gypsy, Travellers and Travelling Showpeople sites to meet the identified demand within the Borough as demonstrated in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) for Hampshire 2017.
- 5.75 In order to protect the Borough's valuable countryside and landscape from inappropriate and intrusive development outside of the defined urban area boundary, any permanent built structures granted as part of the planning permission will be restricted to those small structures that are associated with the use of a Gypsy, Traveller and Travelling Showpeople site such as day rooms etc.

### Solent Breezes Holiday Park

- 5.76 The chalets and mobile homes at Solent Breezes Holiday Park were originally built for holiday purposes. However, over the years, a number of the chalets have been used as permanent residential homes or as temporary homes rather than for holiday purposes. The site is not sustainable due to its location away from local services. Furthermore, increased numbers of people living at the site permanently will cause a change to its character from one of a holiday park, to a residential housing estate.
- 5.77 The Council recognises the importance of maintaining Solent Breezes as a holiday park



for tourism and leisure and it is therefore important to maintain a distinction between development within Solent Breezes Holiday Park and residential dwellings.

#### **Policy H11: Development Proposals within Solent Breezes Holiday Park**

**Within the Solent Breezes Holiday Park (as defined on the Policies Map), planning permission or proposals to vary conditions on existing permissions, will not be granted to allow the occupation of any existing chalets or caravans on a permanent basis. To ensure this, all permissions will be subject to holiday occupancy conditions, including maximum occupancy of 10 months in a calendar year. Permissions will only be granted for holiday occupation provided all the following criteria are met:**

- a) The holiday accommodation is of a high standard and appropriate for the time of proposed use; and**
- b) It can be demonstrated how the prevention of accommodation for permanent residential use will be managed, monitored and enforced, to be agreed between the Council and sit/property owner or operator in advance; and**
- c) The submission of a Coastal Change Vulnerability Assessment that identifies that the proposal will result in no increased risk to life or significant increase in risk to property; and**
- d) Where it can be demonstrated that the proposal will not have an adverse impact on the Solent and Southampton Water Special Protection Area (SPA).**

- 5.78 Proposals for developing caravans for holiday accommodation purposes, or the conversion of existing properties, or development or intensification of any existing development within Solent Breezes, will have a condition restricting occupancy to holiday use only and for a maximum of ten months each calendar year. These holiday occupancy conditions will apply to new holiday accommodation or other forms of development within Solent Breezes Holiday Park to ensure consistency with other policy aims of controlling development outside the defined urban settlement boundaries.
- 5.79 The accommodation is expected to be of high standard and appropriate to the time of proposed use. This is to ensure that the accommodation will not adversely affect the quality of life for new residents.
- 5.80 Potential impacts on the landscape and other nature conservation designations and the flood risk areas around the Coastal Zone will be particularly important in determining proposals at Solent Breezes Holiday Park.
- 5.81 Solent Breezes Holiday Park is located within an area identified in the North Solent Shoreline Management Plan as having a policy of 'no active intervention' and is consequently at increased risk of coastal erosion. As a result, any proposals for holiday occupation at Solent Breezes will need to provide a Coastal Change Vulnerability Assessment to ensure that the proposal will not result in a risk to life or property.
- 5.82 The Holiday Park is located adjacent to the Solent and Southampton Water, Special Protection Area (SPA). As a result, proposals emanating from Solent Breezes have the potential to have adverse impacts on the integrity of the SPA. Proposals will be assessed

## HOUSING



on an individual basis by the Council but should have regards to Policy NE3 and ensure that any likely adverse effects are avoided and/or appropriately mitigated. Development which will still have adverse impacts after avoidance and mitigation will not be supported.

# EMPLOYMENT





## Economic Growth

- 6.0 The Council is committed to delivering economic growth within the Borough over the plan period to 2036. It is therefore the aim of the Local Plan to support and facilitate sustainable economic growth across the Borough, in order to deliver a strong, diverse and enterprising economic base with sufficient employment sites to provide a mix of employment opportunities.
- 6.1 Building a strong, responsive and competitive economy is a key principle of the NPPF and fundamental in helping deliver sustainable development. The Council is committed to planning for economic growth, in order to maintain and enhance the Borough's position as a prosperous economic area, by planning for the appropriate quantum of employment floorspace, in the most appropriate locations.
- 6.2 Fareham has a strong labour market, with 85% of residents defined as economically active, which is in excess of the Solent Local Enterprise Partnership (LEP) wide (81%) and national averages (78%). However, since the economic recession in 2008 employment growth in Fareham has not kept pace with the Solent LEP and national averages – due to a sharper decline in public sector employment combined with a lower rate of growth among the private sector. Recent employment growth has focused on public dominated sectors, such as that for human health and residential care, as well as specialist and skilled manufacturing.
- 6.3 In addition to supporting existing business to innovate/grow and encouraging the formation of new businesses, an important element of the sustainable economic development of the Borough is to attract new investment, both in the form of new businesses moving in and the investment in infrastructure such as superfast broadband and skills training. The Council will work with partners, including the Solent LEP and Hampshire County Council, in order to achieve the necessary infrastructure improvements in order to support the economic development of the Borough.

## Employment Floorspace Requirement

- 6.4 Planning Practice Guidance specifies that the scale of future employment needs requires consideration of both quantitative and qualitative need and a breakdown of those future needs. Taking this into account, the employment floorspace need for Fareham has been calculated by the Economic and Employment Land Evidence Base Paper<sup>17</sup> produced to inform the PUSH Spatial Position Statement. This needs assessment takes a balanced approach, based on economic growth rates, business sector decline and historic employment floorspace take-up.
- 6.5 The floorspace requirement for Fareham as set out in the PUSH Spatial Position Statement is a requirement up to 2034, so to take account of this plan period up to 2036, the figure has been increased by an additional 2 years (at the PUSH Spatial Statement rate of 5,174 sq.m per annum) in order to plan for 2036.
- 6.6 The employment need floorspace figure to be achieved in this Local Plan is set out in Table E1. The Local Plan floorspace requirement of 130,000 sq.m is consistent with the PUSH Spatial Position Statement annual rate (5,174 sq.m). It is recognised that the floorspace to be planned for, 130,000 sq.m is marginally in excess of the OAN for

<sup>17</sup> PUSH Economic and Employment Land Evidence Base Paper (2016)



employment floorspace (124,000 sq.m) as identified in the PUSH Economic and Employment Land Evidence Base Paper.

Source	Timeframe	Total	Annual
PUSH Spatial Position Statement (2016)	2011 – 2034 (23 years)	119,000	5,174
PUSH Spatial Position Statement plus 2 years	2011 – 2036 (25 years)	130,000	5,174

Table E1: Explanation of employment floorspace requirement for Local Plan 2036

- 6.7 It is important that Fareham Borough’s employment OAN is met in order to ensure compliance with the requirements of the NPPF. By planning for 130,000 sq.m of gross employment floorspace between 2011 and 2036 the Council will be planning for a marginally greater amount of floorspace than the Borough’s calculated OAN, which is consistent with the approach taken for housing. Planning for marginally more than the OAN allows for some flexibility in employment land supply and provides further confidence that the OAN will be met. In addition, it also ensures the Council takes forward the principle of accelerated delivery as advocated and agreed through the PUSH Spatial Position Statement.

### Policy E1: Strategic Employment Land Provision

From 2011 to 2036, the Local Plan will plan for 130,000 sq.m of new employment floorspace. This target will be met from:

- The net gain of employment floorspace between 1 April 2011 and 31 March 2017;
- Sites with planning permission for employment uses;
- The delivery of employment floorspace at Welborne Garden Village up until the end of the Local Plan period (2036);
- The sub-regionally important Solent Enterprise Zone at Daedalus;
- Employment development as part of mixed-use regeneration within Fareham Town Centre; and
- Additional employment sites allocated in this Local Plan.

### Employment Floorspace Type

- 6.8 The Local Plan aims to support jobs and businesses to ensure that Fareham can maximise opportunities for economic development where and when market demand is high, as well as stimulating activity in areas in need of regeneration. The floorspace requirement identified in Policy E1 is for ‘B-class’ employment uses, classified in the Town and Country Planning (Use Classes) Order 1987 (as amended) as;

- B1: Business - includes offices (B1a), research and development premises (B1b) and light industrial (B1c)
- B2: General industrial
- B8: Storage or distribution

- 6.9 The quantum of floorspace that is required for B-class uses over the plan period is based on the PUSH Spatial Position Statement (SPS) (2016). The additional floorspace



(11,000 sq.m) to be planned for in the Local Plan (130,000 sq.m) over the PUSH SPS (119,000 sq.m) is due to the additional two years that the Local Plan is planning for over the SPS. This floorspace, 11,000 sq.m, has been added to the mixed B-class (B1c, B2, B8) floorspace need in order to ensure consistency with the underlying need evidence for mixed B-class employment uses.

Floorspace type	Floorspace need (sq. m)
<b>Office</b> Office (B1a), Research & Development (B1b)	55,000
<b>Mixed Industrial</b> Light Industrial (B1c), General Industrial (B2), Storage & Distribution (B8)	75,000
<b>Total</b>	<b>130,000</b>

Table E2: Fareham Borough employment floorspace need 2011-36 by B-class employment type

## Employment Land Supply

- 6.10 In order to meet the Borough's employment floorspace requirement, an assessment of the quality and quantum of existing employment floorspace which could be delivered from existing employment areas and allocations has been undertaken (Table E3). This assessment identified that the total floorspace available from: completions and losses between 2011 and 2017, planning permissions not yet completed and unbuilt local plan allocations is approximately 118,829 sq.m. This total took into account a reduction in the employment floorspace available at Welborne during the plan period from 83,395 sq.m to 35,030 sq.m, as well as the deallocation of Little Park Farm in Segensworth North, due to significant doubts over the deliverability of this site, as a result of the existing vehicular access constraints which have not been overcome. Including floorspace completions and losses, there is a floorspace shortfall of approximately 11,000 sq.m.

Source	Office	Mixed Industrial	Total
<b>Local Plan Requirement</b>	<b>55,000</b>	<b>75,000</b>	<b>130,000</b>
Floorspace completions 2011-17	692	21,971	22,663
Floorspace losses 2011-17	-7,344	-6,402	-13,746
Planning Permissions (Windfall)	1,744	2,538	4,282
Planning Permissions (Existing Allocations) <sup>18</sup>	28,070	42,530	70,600
Welborne	11,400	23,630	35,030
<i>Sub-Total</i>	<i>34,562</i>	<i>84,267</i>	<i>118,829</i>
<b>Balance vs Local Plan Requirement</b>	<b>-20,438</b>	<b>+9,267</b>	<b>-11,171</b>

Table E3: Employment floorspace position

## Proposed Employment Allocations

- 6.11 The overall employment floorspace need in the Borough is 130,000 sq.m. A large proportion of this floorspace can already be met from existing employment allocations in Local Plan Part 1 (Daedalus), Part 2 (Solent 2 and Midpoint 27) and Part 3 (Welborne).

<sup>18</sup> Local Plan Part 1 employment allocations with planning permission consist of Daedalus East and West. Local Plan Part 2 employment allocations with planning permission consist of Solent 2 and Midpoint 27.





As such, the approach that is proposed by this Draft Local Plan is one that seeks to retain the existing deliverable employment allocations by re-allocating them; Solent 2, Midpoint 27, Faraday Business Park (Daedalus East) and Swordfish Business Park (Daedalus West). In addition to the reallocation of these sites, additional floorspace supply that is sufficient to meet the remaining floorspace need is then proposed from an extension and intensification to the existing allocations at Daedalus (Faraday and Swordfish Business Parks) and through a new allocation within an existing industrial area at Standard Way in Wallington.

## **Policy E2: Employment Allocations**

**The following sites, as shown on the policies map, are proposed to be allocated for B-class employment uses:**

- **Solent 2, Whiteley**
- **Midpoint 27, Segensworth South**
- **Faraday Business Park, Daedalus**
- **Swordfish Business Park, Daedalus**
- **Standard Way, Wallington**

**These sites should be developed in line with the principles set out in their respective allocation. They will be safeguarded from any other form of permanent development in order to ensure their availability for B-class employment development.**

**Once fully developed, these allocations will be classed as Existing Employment Areas and any subsequent changes of use or redevelopment will need to accord with the Existing Employment Areas policy.**

- 6.12 The focus of the Local Plan is to meet the overall employment floorspace need, through protecting existing suitable allocations and allocating additional suitable floorspace, to both provide a range of different floorspace and address the specific sectors of the market which are experiencing growth.
- 6.13 Solent 2 is located on Rookery Avenue in Whiteley and forms part of the wider Solent Business Park (the majority of which is located within Winchester District). The site is in a strategic location next to Junction 9 of the M27 and benefits from an existing employment allocation within Local Plan Part 2. Planning permission was granted in 2008 for 23,500 sq.m of office floorspace, which has yet to be built out, however the permission remains extant. In the Employment Land Review 2013 the site scored highly in terms of its suitability for both B1 and B2/B8 floorspace, due to its access, prominence and lack of constraints. As such, despite the existing B1 planning permission for the site, if an alternative employment use were to be proposed, this would be considered by the Council as the site would be suitable for all employment forms and plays an integral role within the Borough's employment land supply.
- 6.14 The existing Local Plan Part 2 employment allocation at Midpoint 27 on Cartwright Drive has an existing planning permission<sup>19</sup> and is therefore to be retained as an employment allocation until it is built-out. Midpoint 27 is located within the Segensworth South

<sup>19</sup> Planning permission reference [P/17/0377/FP](#)



employment area alongside similar existing employment uses and is well located in relation to the strategic road network.

- 6.15 Daedalus is a strategic employment site of sub-regional importance, recognised through its status as the Solent Enterprise Zone. The site comprises Faraday Business Park, Swordfish Business Park and Solent Airport. Development at Faraday Business Park is already taking place, with the development of the Fareham Innovation Centre and CEMAST College, as well as the completion of two industrial units. Faraday Business Park provides the larger offer and will offer a range of unit sizes for advanced manufacturing, both with and without airside access. Swordfish Business Park will comprise the second development phase and is proposed to comprise hangarage for commercial aviation businesses and a commercial business park.
- 6.16 Approximately 42,400 sq.m of the outline planning consent (50,200 sq.m) remains available for development across both business parks, whilst supporting infrastructure, including the provision of both Newgate Lane South and the Stubbington Bypass remains ongoing. The proposals for both Faraday and Swordfish Business Parks would see the intensification and extension of the existing employment allocations by 48,000 sq.m, which would enable a total site capacity of 102,000 sq.m to be achieved (including 4,000 sq.m of retained floorspace). It should be recognised however, that approximately 16,700 sq.m of the additional floorspace is identified as airside hangar space, which although categorised as a B8 employment use, may ultimately not accommodate employment uses. However, employment need could be met even if this space were to be excluded from the identified floorspace supply.
- 6.17 The Draft Plan also proposes to allocate approximately 2,000 sq.m of floorspace at Standard Way in Wallington. This allocation represents a relatively small, but unconstrained site, located on the periphery of an existing industrial area. The site has the potential for to accommodate offices, light industrial or storage.

Source	Office	Mixed Industrial	Total
<b>Proposed Allocations:</b>			
Faraday Business Park, Daedalus – extension and intensification	4,000	36,000	40,000
Swordfish Business Park, Daedalus – extension and intensification	1,000	7,000	8,000
Standard Way, Wallington		2,000	2,000
<b>Sub-Total</b>	<b>5,000</b>	<b>45,000</b>	<b>50,000</b>
Residual floorspace requirement	-20,438	+9,267	-11,171
<b>Balance</b>	<b>-15,438</b>	<b>+54,267</b>	<b>+38,829</b>

Table E4: Proposed new Employment Allocations (excluding retained allocations)

- 6.18 It is recognised that the proposed supply of employment floorspace exceeds the floorspace requirement, however this allows for some flexibility in the market should actual take-up be greater than that which is anticipated and being planned for. Should actual take-up be at a level which is broadly equivalent to that being planned for, the only risk would be that the areas identified as proposed allocations will remain undeveloped. However, employment need and the quantum of allocated sites will be reviewed every 5 years, as part of regular reviews of the Local Plan, to ensure that the appropriate employment strategy is being planned for.



- 6.19 The allocated supply of office space is lower than the Local Plan requirement, partly as a result of new office floorspace not being promoted, though also in anticipation that this shortfall could be met through a more rapid delivery of the allocated office floorspace at Welborne<sup>20</sup>; following delivery of the all-moves following the upgrades to Junction 10. Additional evidence is being sought by the Council which looks at the delivery timeframes for the mix of employment planned for at Welborne within the context of current and likely future market conditions. However, the Council will also look towards Fareham Town Centre to deliver new office floorspace as part of the larger mixed use allocations, in accordance with the approach taken by the NPPF and the PUSH Spatial Position Statement for office floorspace.
- 6.20 The employment context of the immediate surrounding area should also be recognised, as existing strategic office locations are located immediately east of the Borough at Lakeside Business Park in North Harbour and west of the Borough at Solent Business Park in Whiteley. Both these locations have a significant supply of office floorspace in modern and flexible floorspace, with potential further expansion space at North Harbour. This suggests that although a small undersupply may exist in Fareham, there would appear to be an adequate office floorspace supply within the south Hampshire sub-region.

## Employment Areas

- 6.21 In addition to new employment floorspace that is required, the Borough's existing Employment Areas also need to be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that are reaching the end of their functional life.

### Policy E3: Employment Areas

**The Employment Areas as shown on the Policies Map will be protected for employment uses within the use classes B1, B2 and B8.**

**Proposals for the extension of new buildings and intensification of land for employment uses within an existing Employment Area will be supported where it can be demonstrated that:**

- a. it would facilitate the creation of additional jobs; and
- b. it would not have an unacceptable impact on the amenity of neighbouring uses, on the landscape or on highways;
- c. car parking is provided in accordance with the Non-Residential Parking Standards SPD; and
- d. the design of any new buildings accords with the requirements of the design policies.

**Proposals for the change of use or redevelopment of vacant land and buildings to uses other than B-class employment (excluding residential) within an Employment Area will be permitted where policy requirements a-d above are demonstrated together with the following:**

<sup>20</sup> Welborne is also identified as a strategic employment location of sub-regional importance (E2.3) within Position Statement E2 of the PUSH Spatial Position Statement (2016).



- e. all appropriate alternative forms of economic development have been considered; and**
- f. it can be clearly demonstrated that the land or building is not fit for purpose and modernisation or redevelopment for employment uses would be financially unviable; and**
- g. the proposal is accompanied by details of marketing of the vacant site / building covering a period of not fewer than twelve months.**

- 6.22 The majority of employment uses (B-class floorspace) are located within the Borough's allocated Employment Areas, which generally provide the infrastructure and facilities required to enable their continued role and function. Maintaining a supply of employment land and premises is crucial to enhance the economic competitiveness of the Borough and deliver sustainable economic growth. Sites within the Employment Areas are particularly valuable and the loss of land in these areas to non-employment uses could generate the additional pressure for the release of land in less acceptable locations. The Employment Areas are therefore protected for class B uses and as such the loss of these sites to alternative uses will not be acceptable unless the criteria set out in the policy can be satisfied.
- 6.23 However, the Council is aware that business needs change over time, and that some buildings and sites in the Borough that are currently in employment use may not continue to be suitable in the future. The NPPF states that "where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses for land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities". As such, having a strategy of re-using, regenerating and making more efficient use of existing employment land is consistent with the principles of 'sustainable economic growth'. Furthermore, the Council recognises that the addition of complementary uses within Employment Areas can support the operation and function of those areas and can encourage prospective tenants/occupiers to these sites by improving the viability of future schemes.
- 6.24 Flexibility is provided to allow, under certain circumstances, the reuse of vacant land or buildings in Employment Areas with economic development, as defined by the Framework. Where proposals are for 'main town centre uses'<sup>21</sup>, such as retail and leisure facilities, but excluding offices, a full sequential assessment as set out in paragraph 24 of the Framework will be required as part of a planning application.
- 6.25 The redevelopment and change of use aspects of the policy identifies that market conditions will be taken into account when determining applications for a non B-class employment use(s). The Council will require evidence that market conditions indicate that the site is unsuitable for future B-class employment uses. Sites will need to have been marketed at a reasonable value for at least 12 months (ending within 3 months of the submission of the planning application) with no interest from prospective buyers/tenants. In order to establish whether the marketing exercise has been satisfactorily comprehensive, applicants will be expected to submit details of: the length of the vacancy, the agents used to promote the sale/letting (including contact details), advertising methods used, information regarding any interest received during that time and why any interest (if any) was not pursued, similar premises that are currently being marketed and the quantum of floorspace available within the local area.

<sup>21</sup> As defined by the Framework



6.26 If the Council receives a proposal that will result in the loss of a property or site in B-class employment use that is currently occupied when the proposal is submitted, information from the applicant will be required on: the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers, the number of employees at the occupiers and evidence that suitable alternative accommodation is available in the local area that is suitable for the business to enable them to relocate. The Council also requires applicants to demonstrate that there are strong economic reasons to underpin the change of use away from B-class employment uses. Applicants should consider the following:

- Whether the proposal would undermine the function of the wider employment area by negatively impacting upon established neighbouring uses.
- Whether the proposals would harm the businesses currently established at the site, for example by requiring them to relocate (prior to the termination of their lease) when no suitable alternative accommodation is available in the local area and it can be demonstrated that the relocation of the business would impact upon its operation and sustainability.
- Whether the site is suitable for contributing towards meeting the needs for employment land identified in the Employment Land Review.

6.27 A number of amendments to the existing Employment Areas designated in Local Plan Part 2 have been proposed as part of this Draft Local Plan. These are set out Table E5.

Employment Areas	Amendment to Designation
North Wallington, off Standard Way	Extension to include land east of Standard Way
Spurlings Industrial Estate, North Fareham	New Employment Area
Fareham Point, Wickham Road & North end of High Street	Removal of both Fareham Point and 44 High Street to reflect the change to residential use
Furzehall Farm, Wickham Road	Removal of Furze Court to reflect the change to residential use
West End (east), South of Station Roundabout	Removal of existing area from around former UTP site (business relocated to Daedalus)
Little Park Farm, Segensworth North West	New Employment Area to replace employment allocation
Segensworth South Industrial Estate	Extension to include the former Kites Croft allocation (now completed)
Segensworth West Industrial Estate	Extension of existing area to include land north of Telford Way/ west of units 1 & 3 Cockerell Close

Table E5: Proposed amendments and additions to Employment Areas designation

## Economic Development Outside of the Urban Area

6.28 The Council will prioritise development proposals that relate to economic growth. New employment development within the Borough will be focused on newly allocated employment sites, existing employment sites and in identified town and district centres. It is recognised, however, that there are a number of small scale businesses and industrial areas located outside of the urban area, which make an essential contribution to the



strength and diversity of the rural economy and can be vital to local employment provision. The policy seeks to support the expansion or intensification of these sites, to help facilitate a healthier and more diverse rural economy.

## **Policy E4: Employment Development Outside of the Urban Area**

**Proposals for B-class employment development outside of the urban area will be permitted where they are:**

- a. Located on previously developed land; or**
- b. For the replacement of redundant or derelict structures; or**
- c. For the re-use or conversion of existing buildings; or**
- d. For a replacement building (not-temporary) or an extension to an existing building, provided that the proposal should not require substantial rebuilding, extension or alteration; or**
- e. Essential for the continuing operation of an existing business or rural enterprise and will facilitate the creation of additional jobs; or**
- f. For new small-scale business, provided it is not in an isolated location.**

**All development proposals for employment uses outside of the urban area must:**

- g. Be of a use and scale that is appropriate to the site and location; and**
- h. Be of good quality and appropriate design; and**
- i. Demonstrate that there will be no adverse impact on the environment, landscape, heritage and neighbouring uses; and**
- j. Demonstrate that there will be no adverse impact on the strategic and local road network, in relation to the type of traffic generated (in particular HGVs) and its appropriateness for rural roads; and**
- k. Demonstrate the accessibility of the site by sustainable travel methods.**

6.29 The policy applies only to proposals for B-class employment use and aims to bring redundant or derelict rural land and buildings back into a suitable economic use. The policy also aims to support new small scale employment proposals outside of urban areas. Employment uses will often only require minor alterations to the exterior structure of a building, thereby maintaining its traditional appearance in the countryside.

6.30 The policy does not apply to the proposed employment allocation at Daedalus which is located outside of the urban area. Proposals within these locations should refer to Policy SP3: Strategic Development Site at Daedalus (Employment) and the specific allocation policies for Faraday Business Park and Swordfish Business Park. All other development proposals outside of urban areas will need to be considered against other relevant policies within this document, in particular landscape and design.

## **Horticulture**

6.31 The horticulture industry in Fareham Borough was historically an important employment sector, particularly in relation to fruit growing under glasshouses. In more recent years the horticulture sector has declined, though pockets of active horticulture (fruit and plants) remain in Stubbington, Hook and Warsash. The horticultural activities include protected cropping as well as open field production.



- 6.32 Protected cropping was traditionally undertaken in timber framed glasshouses built on concrete pads, which have a typical economic life of 20 – 25 years. Due to this limited lifespan and expense of glasshouses, they have been replaced by plastic polytunnels in recent years. Although semi-permanent in physical nature, in planning terms glasshouses are classed as temporary structures. As such, when a structure is no longer viable for commercial horticulture cropping it may become redundant and fall into disuse and eventual dereliction. The structure should normally be removed and the land returned to its original use, however in many cases the structure remains in-situ. In these locations, the Council will consider the redevelopment of derelict glasshouses, in order to bring the land back into a worthwhile use.
- 6.33 Horticultural activity in the Borough also includes growing garden plants. Garden plants may be grown for sale at a garden centre which sells garden plants and other gardening related products. For the protection of the countryside, proposals for garden centres shall consider the effect the proposal will have on the landscape and the local area. In addition, the proposed development shall consider its relationship to and its impact on the road network. Where it is likely that the proposed development will attract significant numbers of visitors, the site will need to be in an accessible location and a Travel Plan will be required.

### Local Employment Opportunities

- 6.34 The overall target for new employment floorspace can be met through the proposed employment allocations, alongside the employment floorspace that is planned at Welborne. However, the Council does not want to prevent suitable economic development in the right locations which contributes to the local economy. As such, the Existing Employment Areas policy enables those sites to intensify or expand, where appropriate and necessary.
- 6.35 There are a number of existing small employment sites and buildings in the Borough that are not protected under the Employment Areas policy, due to the lower scale of contribution that these areas make to economic development in comparison to those which are protected. The potential change of use or redevelopment of these sites and buildings should consider alternative employment uses in the first instance. However where buildings or sites have been long-term vacant, or have become unviable or underused, then alternative forms of development, such as residential, will be considered.
- 6.36 To allow for flexibility in the local economy, proposals for additional employment development that contributes to the local economy, such as start-up business accommodation or live-work units, will be encouraged. Any new such development will need to be respectful of the landscape and character of the area, the amenity of any neighbouring development and must not have an adverse effect on traffic or noise.

### Waterfront Sites

- 6.37 Waterfront sites, including boatyards, are of primary importance to supporting the marine and maritime sector in the Borough. The importance of waterfront sites to the local economy is significant in terms of job creation and in terms of facilitating boating tourism to the Borough. The strategic importance of boatyards, and particularly the clusters of

them, is identified in the Maritime Futures: Solent Waterfront Sites (2015)<sup>22</sup> study produced by the Solent LEP.

## Policy E5: Boatyards

**Existing boatyards (as listed below) (and identified on the Policies Map) will be retained for marine related employment uses unless it can be demonstrated that such uses are no longer financially viable.**

**The extension and intensification of existing boatyards will be permitted where it relates to boat building, repair, maintenance, fitting out or other ancillary uses. Proposals must demonstrate that they do not cause unacceptable harm to:**

- a) the built character and historic significance of the area; and**
- b) traffic and vehicular parking; and**
- c) nature conservation and environmental interests; and**
- d) the landscape character of the coast when viewed from the land or water; and**
- e) public access along or to the coast; and**
- f) impacts to neighbours from noise and vibration.**

- 6.38 The retention of existing boatyards and allowing appropriate and necessary development is a key part of ensuring the marine industry continues to thrive in Fareham Borough. Such development should be in accordance with other policies in the Local Plan and should not be at the expense of the special character, natural beauty and conservation value of the Borough's coastal areas.
- 6.39 The existing boatyards referred to in the policy are listed below. Swanwick Marina and Universal Marina are both identified in the PUSH Spatial Position Statement as being of sub-regional importance to the marine and maritime economy.

Boatyard	Location
Eastlands Boatyard, Coal Park Lane, Swanwick	River Hamble
RK Marine, Bridge Road, Swanwick	River Hamble
Swanwick Marina, Bridge Road, Swanwick	River Hamble
Universal Marina, Crableck Lane, Sarisbury Green	River Hamble
Stone Pier Yard, Shore Road, Warsash	River Hamble
Wicor Marine, Cranleigh Road, Portchester	Upper Portsmouth Harbour
Lower Quay, Fareham	Upper Portsmouth Harbour

*Table E6: Existing Boatyards in Fareham Borough*

<sup>22</sup> Available at [http://www.push.gov.uk/3e\\_marine\\_futures\\_solent\\_waterfront\\_sites.pdf](http://www.push.gov.uk/3e_marine_futures_solent_waterfront_sites.pdf)



# RETAIL





## Town, District and Local Centres and Small Parades

- 7.0 Town, district and local centres, together with smaller parades of shops and services, will continue to be the focal point for services and facilities serving the surrounding population and communities. These policies support the continued, and where possible improved, vitality and viability of the Borough's centres.
- 7.1 This chapter explains the retail and leisure needs of the Borough having taken into account the position now, projections ahead until 2036 and, where appropriate, retail and leisure provision beyond the Borough boundaries.

### **Policy R1: Hierarchy of Centres: Protecting the Vitality and Viability of Centres**

**Main town centre uses, as defined in the National Planning Policy Framework, will be permitted within the defined town, district and local centres and small parades, provided that they are designed at a scale and character which reflects the role, function and distinctive qualities of the centre and supports or improves the centre's vitality and viability.**

**Any development that would significantly harm the vitality and viability of a defined centre or small parade will not be permitted.**

**The hierarchy of centres in Fareham Borough is:**

- **Town Centre – Fareham**
- **District Centres – Locks Heath, Portchester, Welborne**
- **Local Centres – Broadlaw Walk (Fareham), Gull Coppice (Whiteley), Highlands Road (Fareham), Park Gate, Stubbington, Titchfield, Warsash and Welborne**
- **Small Parades – Fareham (Anjou Crescent, Arundel Drive, Fairfield Avenue, Gosport Road, Greyshott Avenue, Miller Drive, Westley Grove/Redlands), Hill Head (Crofton Lane), Portchester (White Hart Lane), Sarisbury Green (Barnes Lane, Bridge Road), Titchfield Common (Hunts Pond Road) and Warsash (Warsash Road/Dibles Road)**

- 7.2 A key aim of the retail policies is to secure the continued vitality and viability of the centres in the Borough. The other policies of this Local Plan, in particular those in this chapter, aim to support the vitality and viability of the centres. The Fareham Retail and Commercial Leisure Study (2017), produced to inform and support the plan, has shown that the existing retail hierarchy and policies contained in the current adopted Local Plan overall remain relevant and appropriate. The study took account of centres beyond the Borough boundary, including Southampton and Portsmouth, when assessing the role and functions of the centres in Fareham Borough both now and projected ahead to 2036.
- 7.3 The retail floorspace expectations outlined in the adopted Welborne Plan (2015) have been reflected in the hierarchy, with the Welborne centre being placed as a 'District Centre' and the village centre being placed as a 'Local Centre' in the Borough's hierarchy of centres. The retail, commercial and leisure provision to be provided at Welborne Garden Village has been taken into account in assessing the future needs of the Borough.



7.4 With the exception of the Welborne district and local centres, which will only be confirmed at the detailed planning stage of the proposals for the Welborne site, the boundaries of the town, district and local centres and small parades are identified on the Policies Map.

## Future Retail and Leisure Need

7.5 Evidence contained within the Fareham Retail and Commercial Leisure Study (2017) provides projections on the future need for convenience goods retail floorspace, comparison goods retail floorspace and food and beverage floorspace projections. Table R1 below presents this need at a Borough wide level. In the case of comparison and food and beverage the need is proportionally far greater in Fareham Town Centre than the district or other centres.

Retail Floorspace Need								
	2016	2021	2021	2026	2026	2036	Total	
							2016	2036
Convenience Floorspace (sq.m gross)	700		200		700		<b>1,600</b>	
Comparison Floorspace (sq.m gross)	400		7,700		17,700		<b>25,800</b>	
Food and Beverage (sq.m gross)	800		1,200		2,300		<b>4,300</b>	

Table R1: Borough Wide Retail Floorspace Need

7.6 A more detailed breakdown of the need between the town, district and local centres is provided in Section 6 of the Fareham Retail and Commercial Leisure Study (2017). This study also gives further detail on the assumptions of net to gross on floorspace projections.

7.7 In most instances the need is relatively small in the period until 2026 with a potentially significant need of additional comparison floorspace required between 2026 and 2036 (mostly in Fareham Town Centre).

7.8 Vacant floorspace levels<sup>23</sup> have the capacity to support much of the need up until 2026 and it is therefore not essential for specific retail allocations to be identified. Fareham Town Centre has recently seen large units become vacant (such as BHS) and the overall vacancy rate in the town has increased from 5,345 sq.m to 10,234 sq.m between 2016 and 2017 (6% to 11% vacancy rate)<sup>24</sup>. Providing additional floorspace when there are both large and small vacancies could undermine the function of the Primary Shopping Area and as such this approach is not considered necessary or appropriate at this time.

7.9 It is acknowledged that the need for additional floorspace is more significant in the period 2026-2036. However, the findings from the Fareham Retail and Commercial Leisure

<sup>23</sup> Total vacant floorspace of Fareham Town Centre in 2017 was 10,234 sq.m, which included 5,893 sq.m of vacant floorspace in the primary shopping area and 3,087 sq.m of vacant floorspace in the secondary shopping area.

<sup>24</sup> Based on Retail Health Check 2016 and Retail Health Check 2017



Study (2017) recognise that projections beyond 2026 are less reliable and are based on broad directions of growth. With the Government expectation that Local Plans will be reviewed more frequently (currently expected to be an every 5 year requirement)<sup>25</sup>, it is considered more appropriate to reconsider the future projected need at the next Local Plan review and, if appropriate, consider the provision for additional floorspace at this time. This will allow more reliable projections to be formulated which can take account of the constantly changing role of internet shopping and other economic and market factors.

- 7.10 In addition to retail floorspace need, the Fareham Retail and Commercial Leisure Study (2017) identified that there could be scope for two additional medium sized health and fitness clubs, or one larger facility. There may also be potential for a commercial bingo facility and a replacement ten pin bowling centre. Together the existing retail floorspace, the flexible approach to the use of upper floors (which could suit a fitness facility), and town centre regeneration opportunities will all provide opportunities for any specific needs that may arise should market providers seek to promote such leisure uses in the Borough.

### Changes of Use and Other Changes inside the Centres or Small Parades

- 7.11 Uncontrolled changes of use could have a detrimental impact on the vitality and viability of the centres and small parades in the Borough (as outlined in the retail hierarchy). Despite a recent relaxation in some Permitted Development rights for change of use and the introduction of 'Prior Notification' legislation for the change of use of some commercial units, there is still much benefit in maintaining, through appropriate policies, the important retail functions that exist in the centres.
- 7.12 The Fareham Retail and Commercial Leisure Study (2017) identified the relative health of the centres in the Borough, which have a lower than average vacancy rate. In 2015 there was a vacancy rate of 6.4% across all the town, district, local centres and parades compared to a national average at that time of 11.8%. To maintain and improve the health of the centres it is important that changes of use are appropriately controlled in order to maintain or improve the vitality and viability of the centres. However, this can rapidly change (in both negative and positive terms) and some change has already been noted in the recent Retail Health Checks undertaken by the Council where the vacancy rate increased between 2016 and 2017.

#### Policy R2: Changes of Use

**Changes of use in the defined centres and small parades will be permitted where they do not undermine the function, vitality and viability of the centre.**

**In the case of the Primary Shopping Area (as defined on the Policies Map): -**

- a) **The change of use of ground floor shops (A1) will not be permitted except for the addition of A3 units fronting the pedestrianised area of West Street when the unit floorspace is under 250 sq.m; and**
- b) **The change of use of ground floor units (non-A1) will be permitted providing the use falls within the definition of 'main town centre use' as defined by the**

<sup>25</sup> Housing White Paper (2017) (DCLG)



### National Planning Policy Framework.

**In the Primary Shopping Area, any planning permissions for new A3 units or other non-retail units will be conditioned to restrict future changes of use to other non-retail uses.**

**In the case of the Secondary Shopping Area (as defined on the Policies Map): -**

- c) The change of use of a ground floor unit will be permitted providing the use falls within the definition of ‘main town centre use’ as defined by the National Planning Policy Framework.**

**In all centres and small parades proposals shall: -**

- d) not result in an unacceptable continuous group of non-retail uses at the ground level on the same side of the street; and**
- e) retain an active shop window display and offer a direct service to the public; and**
- f) maximise opportunities for the efficient use of upper floors through conversion for residential use or the provision of other main town centre uses; and**
- g) where possible provide outside tables and seating (including covered seating areas) in pedestrianised areas of the town and district centres, where appropriately designed.**

**Proposals for the re-use of long-term vacant units will be considered favourably where they have been vacant for a reasonable period of time and it can be demonstrated that attempts have been made to let them at a reasonable market level. In all instances, any re-use will need to ensure the use contributes to the vitality and viability of the centre.**

**The content of this policy shall also apply to new development or redevelopment when it exists in the identified Primary or Secondary Shopping Areas.**

7.13 The policy relating to change of use is intended to support the continued function and vitality and viability of the various centres by supporting the retention of the retail function and allowing flexibility of town centre uses. This has increasing importance in the Primary Shopping Area where policies on change of use are more restrictive. Supporting the provision of restaurant and cafes (A3 use) in these locations recognises the evolving role of town centres as leisure locations by allowing an increase of certain non-retail uses, which should help attract people to a centre and add to its vitality and viability (such as coffee shops). This will also help provide for the additional need for food and beverage floorspace identified in Table R1.

7.14 In the Secondary Shopping Areas, a more flexible approach will be adopted with ‘other town centre uses’ supported. In some instances in Fareham Town Centre, a more flexible approach may be needed where the contraction of the overall shopping area would help consolidate and strengthen the role of the Primary Shopping Area. Continued monitoring (typically undertaken annually) of the occupancy levels in the retail areas and monitoring work on footfall rates will help to indicate if the policies are still serving their purpose.



- 7.15 The nature of the Use Class Order means that some particular uses that could make a valuable contribution to the vitality and viability may not fall within the tolerances of Policy R2. In the event that proposals could enhance the offer at a defined centre whilst having regard to the retail hierarchy and overall objectives of supporting the vitality and viability of the centre then this may warrant the consideration of a departure from policy.
- 7.16 In all centres and small parades, the policy seeks to avoid a concentration of non-retail uses and retain an active street frontage to support the continued vitality and viability of these smaller, predominantly convenience retail areas.
- 7.17 Units that sell hot food, including takeaways, can contribute to the vitality and viability of a centre particularly when they are also open during the daytime or are not excessively concentrated in one particular frontage. Such uses are most appropriately located in town, district and local centres or small parades. However, such uses can also cause amenity issues due to unreasonable noise, odour and litter disturbances, due in part to opening times and the type of service provided. Careful consideration will need to be given to proposals for hot food takeaway use to ensure that they respect the character of the area, protect the amenity of nearby residents and have appropriate extraction systems. Other policies within this plan relating to design and amenity address the majority of these considerations.

#### **Policy R3: Other Changes in the Centres or Small Parades**

**Other changes at any of the centres in the retail hierarchy will be permitted where:**

- a) any proposed expansion of the retail offer at a town, district or local centre provides, or can be served by existing, satisfactory parking provision arising from the needs of the proposal; and**
- b) any proposed expansion of an existing local centre or small parade is of an appropriate scale and physically adjacent to the existing centre, and will not adversely impact upon the hierarchy of centres outlined in Policy R1.**

- 7.18 Regeneration and redevelopment opportunities will be supported that reflect the role and relationships of the centres in the Borough's retail hierarchy. Opportunities to provide further residential development in the centres (without undermining the shopping frontages) will be encouraged as residential development can play an important role in supporting the vitality of the centres in the retail hierarchy and make a valuable contribution to the Borough's housing need. This is explained further in relation to the opportunities identified for Fareham Town Centre in the Strategic Policies chapter. In all instances however, the location and provision of residential development should not undermine the core functions, and thus the vitality and viability of, the centres.

#### **Out-of-Town Shopping**

- 7.19 Out-of-town shopping relates to the existing larger retail warehouse areas that are not located within the defined retail centres. Currently four such areas exist in the Borough, which provide an extensive choice of stores and attract customers both from the Borough and from surrounding areas;



- Broadcut, Fareham
- Speedfields Park (Newgate Lane), Fareham
- Collingwood Retail Park (Newgate Lane), Fareham
- Southampton Road, Titchfield

7.20 Stores in these locations tend to accommodate retailers selling bulky goods and are often difficult to accommodate in the town and other centres. They provide an important contribution toward the Borough's economy and shopping offer. However, in order to ensure that the town, district and local centres retain their vitality and viability, further out-of-town retail development will be strictly controlled. Where an application for a new store, an extension to existing store or a change of use is required, it should be accompanied by a sequential test in line with the NPPF. The Fareham Retail and Commercial Leisure Study (2017) recommends that an impact assessment is required for any development (over 500 sq.m) to demonstrate that the proposal will not have a negative impact on any relevant centre.

### **Policy R4: Out-of-Town Shopping**

**Proposals for main town centres uses outside of the Borough's centres or parades<sup>26</sup> will only be permitted where there is no significant harm, subject to:**

- A full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable; and**
- Appropriate levels of parking are provided; and**
- The site is located inside the defined urban area and is accessible, particularly by public transport; and**
- The scale and design of the buildings are appropriate to their surroundings; and**
- The proposal would not have any unacceptable environment, amenity or traffic implications.**

**Where a proposal for retail use over 500 sq.m, or an extension which increases overall floorspace beyond 500 sq.m is proposed outside of the defined retail centres, an impact assessment shall be carried out in accordance with the NPPF in order to demonstrate that there is no significant adverse effect on the vitality or viability of existing or proposed retail centres.**

**Other main town centre uses will be considered in accordance with the tolerances set out in the National Planning Policy Framework.**

7.21 Conditions may be attached to permissions for new out-of-town shopping units to restrict the range of goods sold and to control the size of units (including mezzanines). Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on the viability or vitality of the defined centre(s), then proposals will not be supported.

7.22 The policy sets a local threshold for the preparation of impacts assessments. This threshold is considered necessary as it will enable the Council to monitor and maintain the overall vitality and viability of the Borough's centres which are generally more

<sup>26</sup> The centres and parades as identified in the Retail Hierarchy (Policy R1)



vulnerable to proposals for edge and/or out-of-centre stores. Applications will be assessed on a case by case basis depending on the scale, location and format of the new retail proposals. The Council will be pragmatic as to the level of evidence required in support of such proposals as this should be proportionate to the nature of the proposal under consideration.

### Local Shops

- 7.23 Outside of the defined retail centres and small parades, isolated or local shops also provide an important and vital service to communities in the immediate area. The Council will therefore look to ensure that these shops are retained unless alternative suitable provision remains available which meets the day-to-day needs of the local community.

#### **Policy R5: Local Shops**

**Outside the defined retail centres, the change of use of local shops from retail to non-retail uses will be permitted where:**

- a) There is an existing alternative local shop that can conveniently serve the area; or**
- b) The unit has been vacant for a reasonable period of time and reasonable attempts have been made to let it at an appropriate market value.**

**The provision of new local shops to meet the day-to-day shopping needs of the local community either within the urban area or in areas of new residential development, will be permitted provided that they are of appropriate floorspace scale.**

- 7.24 Planning applications for the loss of isolated shops should be accompanied by clear justification to demonstrate why the loss of the particular unit is acceptable.



# COMMUNITY FACILITIES AND OPEN SPACE





## Community and Leisure Facilities

- 8.0 The Local Plan has a key role in ensuring community and leisure facilities are maintained and improved, and also that there are opportunities for new facilities where there is a need in the Borough. The PUSH Spatial Position Statement applies to all Local Planning Authority's (LPA's) in the PUSH area and sets out four key ambitions, which are translated into spatial principles to inform this plan. One of the spatial principles includes '*providing a good range and mix of homes, jobs, services, leisure, recreational and cultural facilities and public space*'.
- 8.1 Community facilities are essential for local residents. They also impact on the health and well-being of communities. Any growth in jobs and homes should be supported by adequate infrastructure provision, which includes community and leisure facilities. It is important that these facilities and services are locally available and accessible to all.
- 8.2 The definition of community and leisure facilities is wide ranging and includes (the list is not exhaustive):
- Health care facilities, including doctor's surgeries
  - Public houses
  - Educational facilities, including libraries and childcare facilities
  - Arts and cultural facilities, including museums and art centres
  - Public toilets
  - Youth centres
  - Indoor and Outdoor sports and leisure facilities
  - Social care facilities including day centres
  - Places of worship
  - Community buildings (including community centres and village halls)
  - Cemeteries
- 8.3 The Council completed a Community Facilities Needs Assessment<sup>27</sup> for each of the Community Action Team (CAT) areas in the Borough. The need assessment resulted in the provision of a number of new and improved community facilities<sup>28</sup> for the Borough.

### **Policy CF1: Community and Leisure Facilities within the Urban Area**

**Development proposals for new or extended community and leisure facilities within the urban area boundary, will be permitted where they:**

- a) Improve the quality and function of facilities; and**
- b) Do not have a significant impact upon local residents and the character of the local area; and**
- c) Do not have a severe adverse impact on the strategic and/or local road network.**

**Where communities and leisure facilities are provided as part of a large residential or mixed-use development these should be delivered to prescribed timescales to meet the needs of the community that they are being provided for.**

<sup>27</sup> The CFNA's were carried out between 2009 and 2014

<sup>28</sup> Including a new community centre in Portchester.



Where proposals for community and leisure facilities are considered to be main town centre uses<sup>29</sup>, and are proposed outside of the identified Centres listed in Policy R1 the proposal will be permitted where:

- d) A full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable; and
- e) subject to their scale<sup>30</sup>, they meet the requirements of an impact assessment.

### New and Improved Community and Leisure Facilities

- 8.4 The NPPF states that the planning system can play an important role in facilitating social interaction and creating healthy inclusive communities through promoting development and places. A Key Strategic Priority of the Plan is to create places that encourage healthy lifestyles through the provision of leisure and cultural facilities, recreation, and open space and the opportunity to walk and cycle to destinations. Therefore, in assessing the location of new or replacement facilities, safe and easy accessibility by foot, cycle and public transport will be important considerations.
- 8.5 Community and leisure facilities may be appropriate in residential areas where they do not have a demonstrably harmful impact on the amenities of nearby residential properties and other uses in terms of noise and traffic generation, or on the character of the surrounding area.
- 8.6 There are many existing community and leisure facilities within the urban area that provide for health and wellbeing, social, educational, recreational, cultural and leisure needs of the community. These facilities serve the local community and wider catchment area. The Local Plan seeks to ensure that existing facilities are retained and improved where possible. Improving existing facilities will contribute to improving the health and wellbeing of existing and future communities. The policy also seeks to support proposals for new community and leisure facilities or uses that would meet identified local needs, in line with the Council's adopted standards as identified in the Planning Obligations SPD. The Council is currently undertaking work on a new Playing Pitch Strategy and Indoor Sport Facilities Assessment which will assess the quality and quantity of the Borough's current sports and recreational facilities. It also aims to identify the current and future sporting and recreational needs of the Borough's residents, sports clubs and groups to enable the Council to make provisions to meet those needs within the plan period.
- 8.7 Where a new or improved community or leisure facility would cause unacceptable planning problems, for example with regard to neighbouring amenity, which cannot be resolved by reasonable measures, the use will not be permitted.
- 8.8 The Council will continue to work with partners and developers to explore opportunities to improve or expand upon existing community facilities particularly in instances where additional provision is required as identified in the Infrastructure Delivery Plan (IDP), but where it may not be financially viable to provide a new facility. This could take the form of small changes to allow for multiple uses of an existing building or more significant

<sup>29</sup> See Glossary

<sup>30</sup> As set out in the 2017 NLP Retail and Commercial Leisure Study.



additions or changes.

### Main town centre uses

- 8.9 Where edge of centre and out of town centre community and leisure facilities uses are proposed that fall within the definition of a 'town centre' use, a sequential test will be required to assess alternatives in accordance with the NPPF. More detail relating to this, particularly in relation to an impact assessment, is outlined in the Retail Chapter of this Plan.

### Community and Leisure Facilities Outside of the Urban Area

- 8.10 Community and leisure facilities which stand on the edge of the urban area can provide important facilities for the community. In addition, their open character can provide important views from the built form into the open countryside beyond.
- 8.11 For the purposes of this section of the Local Plan, there are a number of community and leisure facilities that can be suited to and not detrimental to countryside locations which includes (the list below is not exhaustive):
- Indoor and Outdoor Sports and recreational facilities, including leisure centres, such as the new Holly Hill Leisure Centre, health and fitness facilities/gyms, playing fields, water based facilities, golf courses and other outdoor sports space
  - Camping and caravanning facilities
  - Outdoor facilities for young people, such as equipped play provision
  - Cemeteries
- 8.12 The focus will be on retaining, maintaining and improving existing facilities outside of the urban area, which are valued by the community so they can meet changing needs as necessary and where possible and appropriate, locating any new community facilities inside the urban area.

#### **Policy CF2: Community and Leisure Facilities Outside of the Urban Area**

**Proposals for community and leisure facilities, including alterations and extensions to existing facilities, (as identified on the Policies Map), where a countryside location is necessary, will be permitted, where they:**

- a) Retain and maintain existing facilities by providing facilities that are of equal or better in quality and function; or**
- b) Do not have a significant impact upon residents and the character of the local area; and**
- c) Do not have a severe adverse impact on the strategic and/or local road network.**

**Proposals for new community and leisure facilities will be permitted where:**

- d) it can be demonstrated that there is local need for the facility that cannot be met by existing facilities; and**
- e) they are grouped with existing facilities where possible.**

**Proposals for camping and/or caravanning should have good access to services**



### and facilities.

- 8.13 Policy CF2 seeks to support proposals for new community and leisure facilities that meet an identified need which cannot be met by existing facilities, and are grouped together with the existing facilities on site. Such community facilities could combine several functions and provide useful social and recreational activities.
- 8.14 In all instances proposals for new or alterations/extensions to existing community facilities outside the urban area shall have regard to other policies of this plan relating to design, landscape, surroundings and transport in particular.

### Loss of a Community Facility

#### Policy CF3: Loss of a Community Facility

**Development proposals that would result in the loss of community facilities will only be permitted where it can be demonstrated that:**

- a) The facility is no longer needed; and**
- b) It is no longer practical, desirable or viable to retain the facility and an alternative community use of the facility is not practical or viable; or**
- c) Any proposed replacement or improved facilities will be of equivalent or better in terms of quality, function and accessibility.**

**Any development proposals that result in the loss of a community use must be accompanied by a 12-month marketing assessment which clearly shows the facility to be surplus to requirements. As a minimum, the assessment must evaluate the quantity and quality of existing facilities in the locality and assess the need for the facility in the locality. It should include information on potential alternative community use(s).**

- 8.15 The availability of community services and facilities are important for the vitality of social wellbeing of communities. The loss of such facilities can have severe consequences, particularly when there is no alternative provision nearby. However, it is recognised that there may be instances where a community or leisure facility is no longer fit for purpose and it can be demonstrated that there is no longer a need for the facility in its current location or elsewhere in the Borough. Applicants will be expected to demonstrate the facility or use has been appropriately marketed for a period of at least 12 months in order to ensure its loss is justified and that the physical space is not sought for an alternative community provision. The type and scale of marketing should be commensurate with the scale of the facility that is proposed to be lost. The marketing exercise will be expected to include as a minimum:
- Confirmation by an appropriate marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time
  - Dated photographs of marketing board/s on the premises of an appropriate quality, size, scale and location during this time
  - An enquiry log detailing how it was followed up and why it was unsuccessful
  - Evidence of advertisements in the local press and trade journals. Evidence of



marketing via the internet.

- 8.16 The advice of the Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be explored.
- 8.17 Community and leisure facilities within the Borough provide vital social and economic benefits and generate employment. It is recognised that a number of community and leisure facilities are located outside of the urban area, and the effect of further proposals within the countryside will need to be minimised.

### **Policy CF4: Educational Facilities Outside of the Urban Area Boundaries**

**Within sites designated as educational facilities outside of the urban area boundaries (as identified on the Policies Map), proposals for new buildings, replacement buildings, conversions, and/or extensions will only be permitted provided that:**

- a) They will be used for educational purposes or a use directly required to support the educational facility; and
- b) They are of a suitable scale that is proportionate to the existing facilities on site; and
- c) For new buildings, they are well designed to respect the character of the area and, where possible, should be grouped with existing buildings on site; and
- d) They would not result in the loss of playing fields and/or sports pitches unless it can be demonstrated that these facilities are no longer required or they can be adequately replaced elsewhere on site; and
- e) They avoid building on the areas of the site that are at the highest risk of flooding, unless it can be demonstrated that the proposed development has an overriding need for the proposed location; and
- f) It is demonstrated that sufficient parking spaces will be provided to meet the needs of any additional development and that there will be no unacceptable impact on traffic levels and parking in neighbouring areas.

**The change of use or re-development of educational facilities and their associated grounds outside of the urban area boundaries will not be permitted unless:**

- g) It can be clearly demonstrated that the use of the site is genuinely redundant and no other alternative educational uses can be found; or
- h) Satisfactory alternative or new facilities will be provided.

**Proposals should have particular regard to the requirements of Policy SP5: Development Outside of Urban Areas.**

- 8.18 To ensure convenient access to educational facilities for all residents across the Borough, any expansion of education or training facilities should be easily accessible by public transport in order to ensure that any development supports access to education and improvements in skills for local people to enable them to compete effectively in the job market.



- 8.19 It is also recognised that the majority of proposals for alterations and additions to schools will be determined by Hampshire County Council as part of their statutory role.
- 8.20 There are a number of educational facilities in the Borough that are located outside of the urban area boundary. While it is important that the intrinsic beauty and function of areas outside of the urban area boundary is retained, educational establishments should have the ability to expand or redevelop their facilities over the course of the Plan period, to reflect the latest educational needs requirements.
- 8.21 The Warsash Campus of Southampton Solent University is currently the only higher education facility in the Borough. It consequently has unique requirements in terms of providing residential accommodation for students. The nature and type of courses offered at the Warsash Maritime Academy require direct access to the Solent and therefore specific types of educational buildings, facilities and equipment are required. Part of the site is allocated as HA7 in the Development Allocations chapter of the Plan. Any alterations or intensification of the existing educational facility will, therefore, be required to take account of the European designated sites and should avoid, where possible, the areas within the site identified as being at highest risk from flooding.
- 8.22 The aim of Policy CF3 is to allow the appropriate redevelopment of, or extensions to, educational facilities, whilst protecting the character and function of areas outside of the urban area boundary. If any of these facilities become surplus to requirement, future development will be considered against the relevant policies of the Plan and making effective use of previously development land.
- 8.23 The loss of education facilities, including the grounds, outside of the urban area will only be supported where it has been demonstrated that there is not an educational need for the site, now or in the future, and that there is sufficient provision provided in an alternative location through either existing, new or improved buildings/facilities.

### Green Infrastructure

- 8.24 Green Infrastructure (GI) is a network of multi-functional green spaces, green links and other green areas which link urban areas to the wider countryside. It has multiple environmental and socio-economic benefits such as: providing mitigation and adaptation to climate change and pollution control, promoting healthy, active lifestyles and associated natural capital.

#### **Policy CF5: Green Infrastructure**

**The Council will expect development proposals to provide Green Infrastructure (GI) which is fully integrated into development and maximises opportunities to connect to the wider GI Network.**

**Development proposals that reduce the integrity of the existing green infrastructure network by means of destruction and/or fragmentation will only be permitted, where suitable mitigation is identified and secured.**

**Where development proposals directly impact upon, or are adjacent to, GI projects that are included within the Fareham Borough or PUSH Green Infrastructure Strategy they should ensure;**



- a) They do not prevent its future delivery;
- b) The layout of the development allows for a physical connection to be achieved with the proposed GI project; and
- c) They do not have direct adverse impacts on the GI project.

Exceptions only will be considered where the following is demonstrated to be acceptable:

- d) Suitable alternative GI provision of equivalent benefit is identified and secured as part of the development; or
- e) A financial contribution is secured for suitable alternative GI provision for implementation by the relevant authority.

- 8.25 Development proposals which could adversely impact upon existing Green Infrastructure (GI) assets will only be granted permission where suitable mitigation is satisfactorily agreed and secured. This is to ensure that the local GI network is continually safeguarded and does not become fragmented.
- 8.26 Development proposals which are located close to or on future identified GI projects within Fareham Borough and/or PUSH Green Infrastructure Strategies should ensure they do not impact on these future projects. This is by means of preventing their future delivery, blocking/fragmenting or destroying the GI network. Exceptions will be made where alternative provision which is the same or better quality is secured or a financial contribution for the creation of an alternative GI project nearby is obtained by the relevant authority. The relevant authority in this case would be Fareham Borough Council or Hampshire County Council.
- 8.27 Some examples of the network of multi-functional green infrastructure can include:
- Public Rights of Way
  - Cemeteries and churchyards
  - Parks and gardens
  - Amenity open space in residential developments including incidental areas of green space such as grass verges
  - Allotments and community gardens
  - River and wildlife/ green corridors
  - Local nature reserves
  - Accessible countryside and woodland
- 8.28 The Council will continue to use appropriate funding mechanisms to invest in appropriate management, enhancement and restoration, of the existing network. Ensuring links and buffers to established sites are maintained and new areas of Green Infrastructure are created. The Council will support development proposals which provide Green Infrastructure on site and which maximise opportunities for connections to the wider GI network.
- 8.29 The Council is working with the Partnership of Urban South Hampshire (PUSH) to support and deliver the sub-regional strategic green infrastructure network set out in the PUSH Green Infrastructure Strategy 2017<sup>31</sup>. The strategy promotes a variety of strategic

<sup>31</sup> Partnership for Urban South Hampshire. PUSH Green Infrastructure Strategy (2017)





projects such as the Forest of Bere, watercourse and river corridor restoration and enhancement as well as projects which will help direct recreation pressure away from sensitive European sites.

- 8.30 In addition, the Green Infrastructure Strategy for Fareham Borough 2014<sup>32</sup> sets out the local approach to identifying the GI network and how this network will be linked with Welborne, neighbouring districts and the sub-regional level green infrastructure. The Fareham strategy identifies several projects which can help support and maintain ecological networks, and promotes sustainable modes of transport through increased pedestrian and cycling opportunities across the Borough. The Council is committed to implementing the Green Infrastructure Strategy for Fareham Borough 2014 and will continue to work in partnership with the local community, PUSH, Developers, Landowners, Hampshire and Isle of Wight Wildlife Trust and other organisations to protect, provide and enhance the Borough and Sub-regional's Green Infrastructure network.

### Protection and Provision of Open Space

- 8.31 Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. These spaces are also valuable areas for wildlife and biodiversity and make a valuable contribution to the Borough's adaptation and resilience to Climate Change. The NPPF provides protection for open space, sports and recreational buildings and land, including playing fields, which should not be developed unless very specific circumstances arise<sup>33</sup>. It is in the interest of the Borough's residents to retain existing areas of open space whilst providing new areas as part of new development and or addressing identified deficiencies to ensure the Borough retains a high-quality environment in which to live in.

#### **Policy CF6: Provision and Protection of Open Space**

**Proposals for new residential development will be required to provide open space to meet the needs of new residents in accordance with the thresholds and requirements set out in the Council's Planning Obligations SPD.**

**Proposals seeking to develop on open space will not be permitted unless it can be clearly demonstrated that:**

- a) The open space is surplus to local requirements and will not be needed in the long-term following a robust assessment; and**
- b) Replacement provision will be at least equivalent or better in terms of quantity, quality and accessibility and there will be no overall negative impact on the provision of open space; or**
- c) The development is for alternative recreational provision, which meets locally identified needs and clearly outweighs the loss of the original open space; or**
- d) The loss of open space is replaced by a scheme which delivers high quality community, educational or health benefits and clearly outweighs the scale of the net loss of open space.**

<sup>32</sup> Green Infrastructure Strategy for Fareham Borough 2014.

[http://www.fareham.gov.uk/PDF/planning/DSPCoreDocuments/FarehamGI\\_Strategy\\_Sept2014.pdf](http://www.fareham.gov.uk/PDF/planning/DSPCoreDocuments/FarehamGI_Strategy_Sept2014.pdf)

<sup>33</sup> DCLG (2012) National Planning Policy Framework, Paragraph 74.



- 8.32 In addition to allocated open space and Public Rights of Way, the Council will seek to protect any open space which has public value, including those not identified on the adopted Policies Map. Non-designated open space can have additional value which can include visual, usable, recreation and biodiversity benefits.
- 8.33 There is a wide range of multi-functional recreational, amenity and natural greenspaces within the Borough. These open spaces can be defined as space which acts as a focus for the community, contributes to community cohesion and development, landscape conservation, biodiversity conservation, visual amenity and tranquillity, environmental sustainability and climate change resilience, active and passive recreation, and the local economy. Examples of multi-functional green space provision can include:
- Parks and Gardens
  - Recreational Grounds
  - Playing Fields
  - Amenity open space in residential developments, including incidental green space
  - Allotments and Community Gardens
  - Cemeteries and Churchyards
  - Woodland
  - Natural Grasslands and Wetlands
  - Informal provision for children and young people
  - Public Rights of Way
  - River and Green Corridors
- 8.34 The NPPF requires local planning authorities to ensure that sufficient open space is provided to meet the needs of communities<sup>34</sup>. The Open Space Study (2016) describes the quantity, quality and accessibility of open spaces within the Borough. It utilised the findings and evidence gathered from previous studies and available best practice guidance to derive quantity, quality and accessibility standards for assessing open space provision in Fareham. Overall the Borough has a good provision of Natural Greenspace, Parks and Amenity Open Space and Young People Provision (includes children's play equipment and youth provision). However, a number of wards indicate a shortage of one or several types of provision. Table 11 in the Open Space Study provides further details on this.
- 8.35 The Council will seek to enhance and improve the quality of Open Space provision within the Borough where deficiencies are identified. To do this, the following approaches will be pursued:
- Improve the accessibility to and within existing open spaces
  - Improve the overall quality of existing open spaces
  - Delivering open space projects included within the Fareham and PUSH Green Infrastructure Strategies
  - Support and work with partnering organisations such as PUSH to provide additional open space as part of new developments.
- 8.36 It is recognised that whilst it may not be possible to create new open space in existing built up areas, improving the quality of the existing open space as well as making these

<sup>34</sup> DCLG (2012) National Planning Policy Framework, Paragraph 73



areas more accessible in terms of access to and from as well as ensuring provision for people with differing mobility will help promote healthy and inclusive communities.

- 8.37 Development proposals which provide onsite open space should have regards to the Open Space Study 2016 to address any open space deficits and to provide a particular area with a certain type of open space if it is required.
- 8.38 Proposals for the offsite contributions of open space in lieu of onsite provision is only considered appropriate where there is sufficient viability and land constraints and it can be clearly demonstrated that the needs of new residents can be met by existing open space, which is close by, and without adversely impacting on the needs of existing residents in the area.
- 8.39 Open space has fundamental links to green infrastructure whereby provision together can help to improve the interconnectivity of the wider green grid within and beyond the Borough. Both PUSH and the Council have adopted Green Infrastructure Strategies. The evidence and outcomes contained within the Open Space Study help support the delivery of green infrastructure and vice versa. As such, open space requirements should be considered alongside green infrastructure.

### Local Green Space

- 8.40 Local Green Spaces are designated green areas which are demonstrably special to the local community. The designation affords a level protection against development in exceptional circumstances. Local Green Spaces can be anything from sports pavilions and allotments to urban spaces that provide a tranquil oasis. In most cases, a Local Green Space designation is not required because adequate protection from development can be provided from existing open space designations and policies. Paragraph 77 of the National Planning Policy Framework provides the circumstances where Local Green Space designations are appropriate, such as:
- Where the greenspace is in a reasonably close proximity to the community it serves;
  - Where the area is demonstrably special to the community and holds a particular local significance, recreational value, tranquillity or richness of its wildlife; and
  - Where the green area concerned is local in character and is not an extensive tract of land.
- 8.41 There are currently no designated Local Green Spaces within the Borough or proposed as part of the Draft Fareham Local Plan 2036. Should a Neighbourhood Plan wish to designate an area as a Local Green Space it will need to have regards to the criteria stated above. In addition, any representations on this draft plan that recommend a space for designation as Local Green Space will be considered by the Council having regard to the circumstances listed above.



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# NATURAL ENVIRONMENT





## Landscape

- 9.0 The Borough of Fareham has a remarkably complex landscape for its size. The landscape is one that is balanced between mixed rural valleys, coastal plain, farmland and woodland and extensive built-up areas, as well as the M27 motorway and railway lines which cross the Borough.

### **Policy NE1: Landscape**

**Development for all major applications will be permitted only where it can be demonstrated, through a robust landscape assessment that the proposals satisfy the specific development criteria contained within the Council's Landscape Sensitivity Assessment<sup>35</sup> for the character area in which the development is located.**

**Development proposals must respect, enhance and not have severe adverse impacts on the character or function of the landscape that may be affected, with particular regard to:**

- a) Intrinsic landscape character, quality and important features;**
- b) Visual setting, including to/from key views;**
- c) The landscape as a setting for settlements, including important views to, across, within and out of settlements;**
- d) The landscape's role as part of the existing Green Infrastructure network;**
- e) The local character and setting of buildings and settlements;**
- f) Natural landscape features, such as trees, ancient woodland, hedgerows, water features and their function as ecological networks; and**
- g) The character of the Borough's rivers and coastline, which should be safeguarded.**

**Major development proposals shall include a comprehensive landscaping mitigation and enhancement scheme to ensure that the development is able to successfully integrate with the landscape and surroundings. The landscaping scheme shall be proportionate to the scale and nature of the development proposed and shall be in accordance with the enhancement opportunities specified in the Council's Landscape Sensitivity Assessment.**

- 9.1 The Borough's mixed landscapes provide local distinctiveness and are highly valued by residents and visitors. It is therefore important to conserve and where possible, enhance the different landscape character areas of the Borough, while accommodating the housing and employment needs of the Borough up to 2036.
- 9.2 Attractive environments and distinctive landscapes are essential to retaining the Borough's identity, providing resilience to the impacts from climate change and are essential components to the health and wellbeing of the Borough's residents. As such, the character and nature of the landscape need to be properly managed. A comprehensive Landscape Assessment of Fareham Borough was undertaken in 2016 in order to inform this Local Plan. The Landscape Assessment identifies the key characteristics of the landscape that make places distinctive as well as providing a

<sup>35</sup> Part two of the Fareham Landscape Assessment (2017)



detailed analysis of the value of the landscape and its sensitivity to change.

- 9.3 A proportionate approach shall be applied to development proposals so that the requirements of the policy will be applied flexibly depending on the nature and scale of the proposals. This is determined by the Local Requirement list available on the Council's website<sup>36</sup>. Where the scale or location of the development proposal has the potential to impact the landscape, including the development or extension of a single dwelling, a robust landscape assessment should be carried out which conforms to the latest best practice guidance, such as the Guidelines for Landscape and Visual Impact Assessment (LVIA). Proposals must also have regard to the development criteria in the Fareham Landscape Assessment 2017, which identifies specific character and landscape sensitivities and provides guidance on how development may be integrated into the landscape.
- 9.4 The landscape assessment should ensure that intrinsic landscape character, quality and important features are considered both within the immediate landscape and within the context of the Borough, to ensure that the Borough-wide landscape character and features are not adversely impacted by the development.
- 9.5 The design response of proposals should reflect the sensitivity of the local landscape and settlement character and should help reinforce local distinctiveness. Furthermore, the layout of the site should incorporate a range of positive landscape benefits and enhancements to enable the creation of a high-quality development with a strong sense of place that is appropriate to its landscape setting.

### Biodiversity and Nature Conservation

- 9.6 The Countryside in the Borough sustains a variety of rich and unique habitats which are of high ecological value. The protection of these habitats is important for maintaining a rich and diverse Borough for residents to live in.
- 9.7 National Policy seeks to encourage development to achieve no net loss in biodiversity and where possible, provide net gains. The Council will ensure that any development will be strictly controlled in areas of international and local importance following the hierarchy of nature conservation. In all cases, including proposals outside of nature designations, there is an expectation that development will adhere to the principles of the mitigation hierarchy. Whereby in the first instance, if a development has the potential to significantly harm an important ecosystem directly or indirectly, it should at first be avoided (either by finding an alternative site or through appropriate design). If significant harm cannot be avoided, then adequate mitigation, (or as a last resort) compensation in perpetuity should be arranged.

#### **Policy NE2: Biodiversity and Nature Conservation**

**Development may be permitted where it can be demonstrated that;**

- a) Designated sites, sites of nature conservation value and priority habitats are protected; and**

<sup>36</sup> Fareham Borough Council, Local Information Requirements  
[http://www.fareham.gov.uk/planning/applications\\_and\\_advice/localrequireddocs.aspx](http://www.fareham.gov.uk/planning/applications_and_advice/localrequireddocs.aspx)



- b) Protected and priority species and their associated habitats, breeding areas and foraging areas are protected; and
- c) Proposals would not prejudice or result in the fragmentation of the ecological network; and
- d) Alternative layouts or designs have been fully considered by the applicant to ensure that adverse impacts cannot be avoided; and
- e) Suitable and adequate mitigation can be provided as part of the development to address any adverse impacts, both short-term and long-term.

Development proposals should seek to provide opportunities to incorporate biodiversity within the development and where practical, attempt to achieve no net loss of biodiversity.

Applications for development should include adequate and proportionate information to enable a proper assessment of the implications for biodiversity and geodiversity.

Proposals that provide enhancements, local habitat restoration, creation and management, independently on-site and/or off site will be supported.

## Protected Sites

9.8 Many valuable habitats in the Borough are protected by both international and national legislation and result in a hierarchy of designations ranging from internationally protected sites; Special Protection Area (SPA), Ramsar site, Special Area of Conservation (SAC); and Site of Special Scientific Interest (SSSI) to Locally designated sites including Site of Importance for Nature Conservation (SINC). In addition to these, the Borough also contains a series of National and Local Nature Reserves and also has many areas of ancient woodland and individual trees that have Tree Preservation Orders. All designated areas are identified on the Policies Map. The Hierarchy of nature conservation designations is presented in Figure NE1 below:

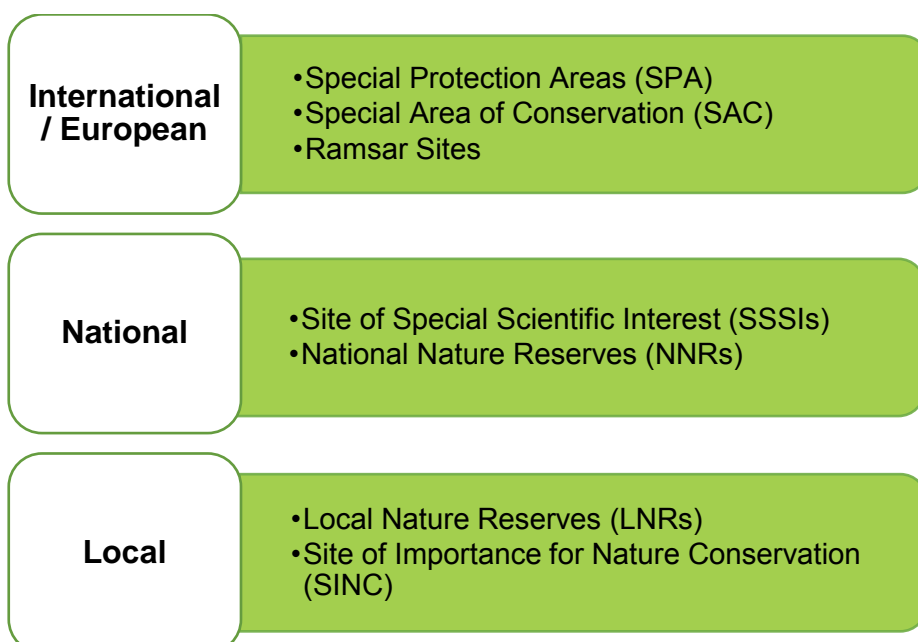






Figure NE1: Hierarchy of UK Nature Conservation Designations

- 9.9 The amount of weight given to the protection of an area with conservation interests depends upon the above stated hierarchy of nature conservation designations. These may apply to the site, habitat or species concerned. However, impacts on International/European designated sites (SPAs, SACs) are subject to different, more stricter protection tests as set out in the conservation of Species and Habitats Regulations (as amended) 2010.
- 9.10 There are many other habitats which are of significant environmental amenity and ecological value within the Borough which should also be conserved and enhanced. These include habitats like: river valleys, road verges, individual important hedgerows and trees (veteran and mature), urban forests, parks and gardens, and farmland. These habitats act as coherent ecological corridors and often function as an integrated network of ecosystems. They also provide various social and economic benefits to the residents of Fareham and many help support the internationally designated European sites.
- 9.11 Protected sites are, however under pressure from a variety of sources such as: climate change, air and water pollution and water scarcity as a result of development proposed in both the Borough and across South Hampshire. There is potential for these pressures to have significant adverse effects on protected sites. Therefore, an assessment in accordance with the Habitats Regulations Assessment (HRA)<sup>37</sup> has been undertaken on the Local Plan to ensure that any significant adverse effects on these sites is avoided or mitigated to reduce the impact to within acceptable levels.
- 9.12 The Borough also has areas that are of geological importance, such as the chalk pit at Downend Road, which is protected under a Site of Special Scientific Interest designation. These specific geological areas can be harmed by development covering and/or destroying their important geological strata. Such areas should be protected from any negative impacts arising from development.

### Enhancing Biodiversity

- 9.13 The Council will seek to halt the loss of biodiversity and where possible enhance it across the Borough by securing net biodiversity gains through incorporating existing trees, hedgerows and habitats into development and encouraging the designing-in of further biodiversity enhancements as part of the development. There are several measures that can be integrated into development to enhance biodiversity and ensure that the Borough is able to mitigate the potential future effects of climate change and flooding. These can include but not be limited to, provision and retention of: suitable trees, hedgerows and woodland, ponds, wildflower areas and nesting and roosting features. The Council has produced a Corporate Tree Strategy which provides guidance to developers on the protection, creation, and consideration of all trees and woodland within the Borough.
- 9.14 Development which meets and contributes to the restoration, re-creation or management of priority habitats will be supported. The Council's Green Infrastructure Strategy provides opportunities for enhancements across the Borough.
- 9.15 Applications for development must include adequate and proportionate information to

<sup>37</sup> Required under the Conservation of Habitats and Species Regulations 2010



enable a proper assessment of the implications for biodiversity and geodiversity. Natural England provides guidance to applicants and Local Planning Authorities (LPA's) on what potential species/habitat surveys may need to be carried out and the relevant supporting ecological information that is required to accompany a planning application<sup>38</sup>. In addition, the Council has a list of Local Information Requirements which further supports when applicants should undertake an Ecological Assessment<sup>39</sup>.

### Solent Special Protection Areas

- 9.16 Fareham is an internationally important wintering location for Brent Geese and Wading Bird species, with the Fareham coast designated as the Solent Special Protection Area (SPA) as a result. The Brent Geese and Waders Strategy (2010) explains that Brent Geese and Waders (SPA Birds) are also dependent on a network of habitats which provide feeding and roosting opportunities outside of the SPA boundaries. These 'supporting sites' are the areas defined as 'Important' in Policy NE3. Whilst others where the importance is not fully known (due to limited survey data) are classed as 'Uncertain' in Policy NE3. Important supporting sites are key to the functional integrity of the designated Solent SPA. As a result, any adverse impact on these supporting habitats has the potential to be detrimental to the overall well-being of the surrounding Solent SPA. There is a presumption against development that adversely affects an SPA or its supporting habitat sites. Such known supporting sites of value have been defined and identified in the Solent Waders and Brent Geese Strategy (2010), including those supporting sites that are of 'Important' or 'Uncertain' value for Brent Geese and Waders. Ongoing survey work may result in amendments to the network of sites and the policy shall always apply to the latest Policies Map as updated or superseded.

#### **Policy NE3: Solent Special Protection Areas**

**Development on 'Uncertain' supporting sites for Brent Geese and/or Waders (as identified on the Proposals Map) will be permitted where evidence is presented that clearly demonstrates the site is not of 'Importance'.**

**Development on 'Important' supporting sites for Brent Geese and/or Waders (as identified on the Policies Map) will be permitted where it can be clearly demonstrated that:**

- a) There is to be no severe adverse effects on the importance of those sites; and
- b) The proposal has sought to avoid impacts first and subsequently provided appropriate mitigation measures to address any identified adverse impacts; and
- c) A programme for the implementation of any mitigation measure is satisfactorily agreed and secured.

#### **Cumulative Effects**

**Planning permission for proposals resulting in a net increase in residential units will be permitted where the cumulative effects of recreation on the Special**

<sup>38</sup> Natural England Protected Species: How to review planning applications-  
<https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications>

<sup>39</sup> Fareham Borough Council, Local Information Requirements  
[http://www.fareham.gov.uk/planning/applications\\_and\\_advice/localrequireddocs.aspx](http://www.fareham.gov.uk/planning/applications_and_advice/localrequireddocs.aspx)



**Protection Areas are satisfactorily mitigated through the provision of a financial contribution towards the Solent Recreation Mitigation Partnership's Definitive Mitigation Strategy.**

**In the absence of a financial contribution toward mitigation, an Appropriate Assessment will be required to demonstrate that any 'in combination' negative effects can either be avoided or satisfactorily mitigated through a developer-provided package of measures.**

### **Direct Effects on Special Protection Areas**

**Any application for development that is of a scale and/or in a location that is likely to result in adverse effects on European-designated sites will be required to undergo an individual Appropriate Assessment. This may result in the need for additional site-specific avoidance and/or mitigation measures which are to be maintained in perpetuity.**

**Where proposals result in adverse impacts on the integrity of any Special Protection Area and/or its important supporting sites and cannot be avoided or satisfactorily mitigated, planning permission will be refused.**

### **Brent Geese and Waders**

- 9.17 Development impacts on 'Important' supporting sites should be assessed and avoided in the first instance. Where required, a suitable program of mitigation measures will be sought. Creation or enhancement of suitable replacement habitat may be appropriate to ensure no net loss in supporting sites. All measures should be agreed in consultation with the Council and Natural England. Where development proposals could impact on 'Uncertain' sites (with limited survey data), appropriate site surveys will need to be undertaken to determine the level of importance of the site. Surveys are expected to have an appropriate methodology consistent with the methodology included in the Solent Waders and Brent Goose Strategy (2010)<sup>40</sup> and contain an appropriate amount of data, in agreement with Natural England.
- 9.18 Under the Habitat Regulations, the Council is required to demonstrate that all proposals for new development avoid or adequately mitigate any adverse effects on European designated sites including the SPAs of the Solent Coastline. As such, the Council is part of the Solent Recreation Mitigation Partnership (SRMP), which is formed of the PUSH authorities as well as Natural England, the RSPB, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. It has been created to identify and implement a programme of mitigation measures to counteract the likely significant impacts, either alone or in combination with residential development on the Solent Coastal SPAs. Cumulative effects occur where one development considered on its own would not have a significant adverse impact on designated sites. However, when assessing the impacts alongside other developments occurring in the Borough and surrounding areas, there exists a significant adverse impact on designated sites.
- 9.19 The Council has worked proactively as part of the SRMP to help produce a Definitive Mitigation Strategy to provide suitable measures to mitigate the effects and impacts of recreational disturbances associated with the increase in development around the Solent

<sup>40</sup> Available at: <https://www.portsmouth.gov.uk/ext/documents-external/pln-local-dev-openspace-diversitysolentwader-brentgoose-strategy.pdf>



SPA until 2036.

- 9.20 The strategic measures set out in the SRMP Definitive Mitigation Strategy<sup>41</sup> require a financial contribution to be made for each residential dwelling built within 5.6km of the boundary of the Solent SPA. This 5.6km buffer encompasses the whole of the Fareham Borough. This financial contribution covers the quantum of mitigation needed for the development to not have a significant impact on the surrounding SPAs. However, some proposals by nature of their size and/or proximity to the coast may have additional impacts on the Solent SPAs. As a result, these types of development may require additional site-specific mitigation but will be determined on a case by case basis.
- 9.21 The Council will continue to work with the SRMP and its partners to prevent adverse effects from recreation and other impacts upon sensitive European sites, and ensure where appropriate a suitable range of mitigation measures are provided.

## Coastal Management

- 9.22 Coastal management in Fareham Borough is managed by the Eastern Solent Coastal Partnership (ESCP), a partnership of four local authorities<sup>42</sup> set up to jointly oversee coastal flood and erosion risk across the 162km of coastline from the River Hamble to Chichester Harbour.

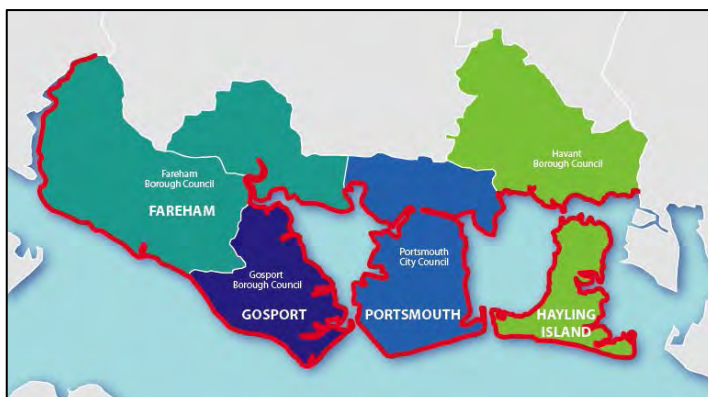


Figure NE2: Eastern Solent Coastal Partnership authorities and catchment boundary

- 9.23 The National Planning Policy Framework requires Local Planning Authorities to reduce the risk from coastal change by “avoiding inappropriate development in vulnerable areas or [avoiding] adding to the impacts of physical changes to the coast.” In addition, LPA's should:
- “identify as a Coastal Change Management Area (CCMA), any area likely to be affected by physical changes to the coast; and
  - be clear as to what development will be appropriate in such areas and in what circumstances; and

<sup>41</sup> Solent Recreation Mitigation Partnership Draft Definitive Mitigation Strategy 2017  
[http://www.push.gov.uk/item\\_11\\_-\\_appendix\\_1\\_srmp\\_draft\\_definitive\\_strategy.pdf](http://www.push.gov.uk/item_11_-_appendix_1_srmp_draft_definitive_strategy.pdf)

<sup>42</sup> Fareham Borough Council, Gosport Borough Council, Havant Borough Council and Portsmouth City Council



- *make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.*<sup>43</sup>

### **Policy NE4: Coastal Change Management Areas (CCMAs)**

**Planning applications for development including new development, redevelopment, extensions to existing properties and intensification of land uses within the Coastal Change Management Area, as identified on the Policies Map, will only be permitted where it can be demonstrated that it will not result in an increased risk to life or significantly increase the risk to any property. This must be demonstrated through the submission of a Coastal Change Vulnerability Assessment which is proportionate to the scale and cost of the development and the level of impact from and to coastal change.**

**Proposals for new residential dwellings or for the conversion of existing non-residential buildings to residential use, will not be permitted in the Coastal Change Management Areas set out below:**

- **Hook Spit to Workman's Lane; and**
- **Hook Park to Meon Shore.**

**Any activities that would involve forms of excavation should be avoided within the Hook Park to Meon Shore Coastal Change Management Area, unless it can be demonstrated, through the submission of a Coastal Change Vulnerability Assessment that it will not result in an increased risk to life or significantly increase the risk to any property.**

**Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the relevant Shoreline Management Plan and that there will be no severe adverse impact on the environment.**

**Essential infrastructure that requires a coastal location and/or proposals may be permitted provided there are clear plans to manage the impacts of coastal change, and it will not have an adverse impact on rates of coastal change elsewhere.**

### **Coastal Change Management Areas**

- 9.24 A Coastal Change Management Area is defined by the NPPF as *"an area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion)*<sup>44</sup>".
- 9.25 Two CCMAs are designated in the Borough and are identified on the Policies Map. The boundaries of the CCMAs are based on the areas of likely flood inundation and of coastal erosion risk. The designated CCMAs and the justifications for their designations are set out in Table NE1.

<sup>43</sup> DCLG (2012) National Planning Policy Framework (Paragraph 106)

<sup>44</sup> DCLG (2012) National Planning Policy Framework Annex 2: Glossary



CCMA	Site	Constraints	Reason
1.	Hook Spit to Workman's Lane	Flood Zone, Main River, SPA <sup>45</sup> , SAC <sup>46</sup> , Ramsar <sup>47</sup>	Likely permanent flooding. No active intervention policy identified in Shoreline Management Plan. Coastal defences unlikely to be maintained or improved. Lack of public funds currently available. The area has significant nature conservation designations (SPA, SAC and Ramsar) with potential for environmental enhancements and is in a flood plain.
2.	Hook Park to Meon Shore (including Solent Breezes and Chilling Cliffs)	Erosion Risk Zones	Coastal Erosion. No active intervention policy identified in Shoreline Management Plan. Site of greatest potential for coastal change due to rollback of cliffs. Predictions have been used to create precautionary banding for cliff retreat for short, medium and long term predictions. This includes a retreat of up to approx. 20m in 20yrs, 50m in 50yrs and 100m in 100yrs as worst case estimates. The locality around Solent Breezes has a lower erosion rate of 8m in 20yrs, 20m in 50yrs and 40m in 100yrs.  A buffer of 200m is added to the erosion predictions when developing the CCMA. Any Mineral extraction activities within this area could cause further destabilisation of cliffs.

Table NE1: Coastal Change Management Areas Justification

## North Solent Shoreline Management Plan

9.26 A range of evidence documents have been used to identify and justify the designated Coastal Change Management Areas (CCMAs) in Fareham, these include:

- the North Solent Shoreline Management Plan<sup>48</sup>;
- the River Hamble to Portchester Coastal Strategy<sup>49</sup>;
- Environment Agency Flood Zones<sup>50</sup>;

<sup>45</sup> Special Protection Area (SPA) - give protection under the Birds Directive to rare and vulnerable birds, and for regularly occurring migratory species.

<sup>46</sup> Special Areas of Conservation (SAC) - given special protection under the European Union's Habitats Directive to a variety of wild animals, plants and habitats.

<sup>47</sup> Ramsar Sites - wetlands of international importance designated under the Ramsar Convention.

<sup>48</sup> New Forest District Council (December 2010) North Solent Management Plan:

<http://www.northsolentsmp.co.uk/9907>

<sup>49</sup> River Hamble to Portchester Coastal Strategy 2016.

[http://www.escp.org.uk/sites/default/files/documents/02\\_Hamble%20to%20Portchester%20Coastal%20Strategy\\_Main%20Document.pdf](http://www.escp.org.uk/sites/default/files/documents/02_Hamble%20to%20Portchester%20Coastal%20Strategy_Main%20Document.pdf)

<sup>50</sup> As illustrated on the Environment Agency's website: ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk))



- Partnership for Urban South Hampshire Strategic Flood Risk Assessment<sup>51</sup>; and
- National Coastal Erosion Risk Mapping<sup>52</sup>

- 9.27 The North Solent Shoreline Management Plan (SMP) forms a key evidence document in the designation of the two Coastal Change Management Areas. This document provides a large-scale assessment of the risks associated with shoreline evolution, coastal flooding and erosion. It also presents a policy framework to address these risks to people and the developed, historic and natural environment in a sustainable manner. The SMP provides broad scale assessment of the coastal flooding and erosion risks as well as advice to operating authorities and private landowners on the management of their defences.
- 9.28 The North Solent SMP policy for the majority of Fareham Borough's coastline is 'Hold the Line' apart from the two Coastal Change Management Areas and a section of the East bank of the River Hamble which have a Shoreline Management Plan policy of 'No Active Intervention'.

### Coastal Change Vulnerability Assessments

- 9.29 To demonstrate the appropriateness of new development within the CCMA's a Coastal Change Vulnerability Assessment would be required. This assessment should be appropriate to the degree of risk and the scale, nature and location of the development. It should be able to accord with the requirements in paragraph 107 of the NPPF in demonstrating that the development:
- Would not impair the ability of communities and the the natural environment to adapt sustainably to the impacts of a changing climate;
  - Be safe through its planned lifetime, without it increasing risk to life or property, or requiring new or improved coastal defences; and
  - Would not affect the natural balance and stability of the coastline or exacerbate the rate of shoreline change to the extent that changes to the coastline are increased nearby or elsewhere.
- 9.30 In addition, the assessment can also consider measures for dealing with the development at the end of its planned life. Such measures can include procedures for removal.

### Coastal Erosion Mapping

- 9.31 The National Coastal Erosion Risk Mapping for Fareham<sup>53</sup> illustrates the coastal 'erosion zone' for Hook Park to Meon Shore as being the area most likely to experience coastal change in the Borough. This is because of the existing management policy to 2030 of no active intervention in this area, allowing the natural processes associated with coastal erosion to occur. The 'erosion zones' on the map illustrate the area of land predicted to be at risk from coastal erosion over 20, 50 and 100 years. A number of existing developments are located within these 'erosion zones', including the Solent Breezes

<sup>51</sup> PUSH (February 2016) Strategic Flood Risk Assessment 2016 Update

<sup>52</sup> As illustrated on the Environment Agency's website (<https://www.gov.uk/government/organisations/environment-agency>)

<sup>53</sup> As illustrated on the Environment Agency's website (<https://www.gov.uk/government/organisations/environment-agency>)



Holiday Village.

- 9.32 The annual rate of erosion at any point along the shoreline is often unpredictable, erosion frequently occurs in single events at particular places rather than in a steady, uniform manner. The area from Hook Park to Meon Shore has potential for sharp sand and gravel extraction and is identified as a Mineral Safeguarding Area in the adopted Hampshire Minerals and Waste Plan<sup>54</sup>. Mineral extraction is an activity that has the potential to change the stability of the cliffs and coastline in this location if carried out in close proximity. Therefore, a landward 'buffer zone' of 200 metres extending beyond the 'erosion zones' is included within this CCMA due to both the unpredictability of the rate of erosion and to ensure proper consideration of the possible impacts of any proposed mineral extraction is made. Further work will be needed to identify a rollback strategy for Solent Breezes and those sites closest to the coastline within the site over the period of the next 20, 50 and 100 years.

### Coastal Defences

- 9.33 The ESCP is currently developing plans to improve coastal flood defences between Portchester Castle and Port Solent. The design of the new defences will aim to reduce the risk of flooding and coastal erosion from the sea in this area for the next 100 years. The ESCP has also produced the River Hamble to Portchester Coastal Strategy<sup>55</sup> which covers the 58km (36 mile) stretch of coastline from Portchester Castle in the east of the Borough to Burridge on the River Hamble in the west of the Borough. The purpose of this Strategy is to guide coastal practitioners on the future delivery of coastal management along the Fareham and Gosport coastline. The proposed strategy has benefits to development in terms of reducing the risk of coastal flooding at certain areas; potentially opening up some of these areas to forms of development.
- 9.34 In some areas of the Fareham coastline the coastal defences are privately maintained, such as those at Solent Breezes Holiday Park. The policy position in the North Solent Shoreline Management Plan is to allow the private defences, such as those at Solent Breezes, to continue to be maintained through permissive development rights of private landowners. Any such works would have to have regards to the provisions in the Coastal Change Management Areas policy as well as other relevant policies such as the Solent Special Protection Areas policy.
- 9.35 Proposals for essential infrastructure and Ministry of Defence installations within Coastal Change Management Areas will need to demonstrate that the impacts of coastal change on the development can be adequately managed. Proposals should also ensure that it will not have an adverse impact on other parts of the coast through, for example, the disruption of coastal processes.

### New Moorings

- 9.36 Fareham's coastline contains a variety of moorings due to its location on the Solent, one of the best sailing areas in the country. The River Hamble and the upper parts of Fareham Lake are very popular locations for boats and as such, include many areas for moorings and pontoon berths. Given this popularity, there may be future demand for additional moorings. However, the proximity of the Solent Special Protection Area (SPA)

<sup>54</sup> Hampshire County Council (October 2013) Hampshire Minerals and Waste Plan





means that any new moorings need to be carefully balanced with the sensitive nature of the European designated important sites.

### **Policy NE5: New Moorings**

**New Moorings will be permitted provided that they are located outside of the Mooring Restriction Areas (as shown on the Policies Map) and where it can be demonstrated that they would not have a significant adverse impact on the Solent Special Protection Area.**

**Within designated Mooring Restriction Areas, the replacement or relocation of existing moorings will only be permitted where there are no alternative locations outside of these areas and the proposal will improve navigation and the overall appearance of the area.**

### **Mooring Restriction Areas**

- 9.37 To protect the visual amenity in and around the River Hamble and Fareham Lake, the following Mooring Restriction Areas (MRAs) are designated:
- Fareham Lake
  - South of Warsash Sailing Club Jetty
  - Between Warsash Ferry and Hamble Village
  - South of Crableck
  - South of Swanwick Public Hard; and
  - The Upper Hamble and Curbridge Creek.
- 9.38 For clarification purposes, the term “mooring” includes all facilities for securing yachts and other vessels, including berths at marinas.
- 9.39 New moorings, as well as the replacement and relocation of moorings in MRAs are guided by the Solent SPA policy, as development of the site has the potential to result in significant effects on European sites. This can occur during the construction and/or operational and/or decommissioning phase of a development proposal. Where impacts on designated sites are likely to occur, ecological mitigation to address these impacts will need to be identified in detail at the planning application stage and accompanied where necessary by a project-level Habitats Regulations Assessment (HRA).
- 9.40 The advice of the River Hamble Harbour Authority should be sought on all development proposals which could impact on safety or navigation within the River Hamble.
- 9.41 Development proposals which implement measures that result in improvements to navigation and the appearance of either the River Hamble or Fareham Lake by relocating piled and buoyed moorings from within the MRAs to more appropriate locations are encouraged.



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# DESIGN





### Design, Living Conditions and the Historic Environment

- 10.0 Fareham Borough benefits from a high quality built environment and many heritage assets which are of national, regional and local importance. These contribute to the overall character, quality and sense of place. Good design is an integral part of sustainable development, which is recognised in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 10.1 All new development will be of high quality design, which demonstrates awareness of sustainable design and construction. All development proposals must be based on an understanding of local character, including any specific local designations, and take account of the natural, built and historic environment.

### High Quality Design and Living Conditions

- 10.2 Design and living conditions is of fundamental importance in nearly all development proposals. High quality design in relation to the Welborne Garden Village is further addressed in Chapter 4 of the adopted Welborne Plan (2015). Policy D1 applies to the rest of the Borough.

#### Policy D1: High Quality Design

**All development proposals and spaces will be of high quality, based on principles of urban design and sustainability to help create quality places.**

**Development proposals will be permitted where they:**

- a) Respond positively to and be respectful of key characteristics of the area, including heritage assets, landscape, trees and landscape features, scale, spaciousness, form and the use of external materials; and
- b) Provide continuity of built form, a sense of enclosure with active frontages to the street and safety of the public realm; and
- c) Ensure permeable movement patterns and safe, secure and direct routes to local services, community facilities, jobs and shops; and
- d) Ensure that the public realm has pedestrian priority<sup>55</sup>, is safe, secure and reduces opportunities for crime and disorder, that it is functional and accessible, and is constructed of quality and robust materials and easily well maintained; and
- e) Ensure that appropriate and easily accessible waste and recycling facilities (including storage and collection points) are incorporated; and
- f) Provide appropriate parking in line with the adopted Residential Car and Cycle Parking Standards SPD and Non-Residential Parking Standards SPD; and
- g) Provide a cycle storage facility that is easily accessible to the occupier; and
- h) Provide Sustainable Drainage Systems (SuDS) on major development sites, where they are physically achievable.

**In all instances proposals shall have regard to the adopted Borough Design Guidance SPD.**

<sup>55</sup> For the purposes of this policy this includes carriageways, footways and other highway land and land that may be managed by private arrangements.



## Approach

- 10.3 The Council attaches great importance to the design of the built environment and recognises the multiple benefits that can be achieved through the delivery of well-designed buildings, spaces and the importance of place-making, especially in larger development proposals which have a significant impact on the community. Proposals should respond positively to the character and form of their surroundings, in terms of density, size, layout, design and landscape. The purpose of the policy is to ensure that good design is achieved in all developments.
- 10.4 Particular regard should be given to the scale, density, massing, height, landscape, layout, spaciousness, materials and access of new development in relation to neighbouring buildings (or the character of the host building in the case of extensions) and the local area more generally. Innovative or original development styles and design will be encouraged; however this should not be to the detriment of high quality, valued local distinctiveness or the wider character of the area.
- 10.5 A detrimental impact to the wider landscape can also arise through inappropriate scale of development in more sensitive landscapes in the Borough. This issue is addressed more specifically in Policy NE1: Landscape of this plan, but could be applicable for both large scale development and the redevelopment of individual residential properties.

## Local Distinctiveness

- 10.6 The Borough's towns, villages and landscapes have a distinctive local character. This local distinctiveness of the landscape and built environment is fundamental in creating a 'sense of place' and makes an important contribution to the quality of life enjoyed by the Borough's residents and visitors. Development should positively contribute to this local distinctiveness wherever possible, taking into account designations that identify characteristics that are valued by local communities.
- 10.7 In the majority of areas in Fareham Borough there is a suburban character and built form. However, there are some opportunities to increase the density of residential development particularly in the Town Centre (with its shops, services and good accessibility), and through some other specific site allocations that have the opportunity to provide their own character and scale. Opportunities such as these will make more efficient use of land without compromising the character of the Borough.
- 10.8 Valued trees and landscape features should be retained where possible or provided as part of a new development and support the overall quality of a scheme and maintain features of importance. Smaller details such as the choice of materials and enclosure treatments can also have a significant impact on the design quality of a scheme and should therefore be carefully considered. This consideration may also need to have regard to the longevity of material choices to ensure design quality is maintained in years to come.
- 10.9 Places must be designed to ensure safe and easy movement and permeability for all potential users, including those of limited mobility, for pedestrians, cyclists, public transport users, car users and for servicing and deliveries. Special consideration should be given to pedestrians and people with disabilities, the elderly and people with young children. The layout must be appropriate to the use and context and as well as facilitate connectivity to the surrounding area or neighbouring development.



- 10.10 Cycle and waste/recycling storage should be located in safe and easily accessible locations. Waste and recycling storage and collection points shall be provided for in development taking into account the scale of need, practical use and collection and the Borough Design Guidance SPD.
- 10.11 Whilst levels of crime are relatively low in Fareham<sup>56</sup> this policy seeks to ensure development is designed to prevent crime and ensure people feel safe and secure particularly in public areas. Development should be designed to prevent crime and maximise opportunities for natural surveillance. Access to any building should be clearly defined, secure and integral to the design of the proposal.

### Sustainability

- 10.12 High quality design will also need to ensure that development is resilient and enduring, and should be able to respond to the challenges of climate change. Proposals should have regard to sustainable development and comply with Policies D5: Energy and Water Efficiency and INF4: Renewable and Low Carbon Energy.
- 10.13 One of the major impacts of climate change is the increased risks of flooding. Areas can come under risk of flooding from a wide range of sources. The NPPF provides guidance on applying the sequential and exception tests in relation to new development in flood risk areas. Through appropriate development layout and the use of sustainable drainage systems (SuDS), the risks of flooding can be minimised or removed. The Council will therefore require SuDS to be provided on all development of 10 dwellings or more and to major commercial development, unless this is practically impossible due to the nature of the site, such as some Town Centre redevelopment. Details relating to how surface water run-off will be addressed should be provided with major proposals and in some instances more minor schemes where surface run-off is a concern. In considering planning applications for major development, the Council will be required to consult the Lead Local Flood Authority (Hampshire County Council) on the management of surface water and on SuDS.
- 10.14 Policy D2 should be considered in conjunction with the adopted Fareham Borough Design Guidance SPD (excluding Welborne) 2015. In due course this SPD is likely to be reviewed to reflect the overriding policies to which it relates so that it follows from the policies of this Fareham Local Plan 2036 as opposed to the existing adopted Local Plans.

#### Policy D2: Impact on Living Conditions

**All development proposals will ensure appropriate living conditions for new and existing residents, and occupiers and users of buildings and space.**

**Development proposals will be permitted where they:**

- a) Do not have a significant adverse impact on the living conditions of adjacent/nearby occupants and potential occupiers and users through**

<sup>56</sup> According to the Police in the UK in 2016 Fareham Borough had a lower than average crime rate for the Hampshire force area, and the second lowest crime rate in the County.



- ensuring appropriate outlook and ventilation and providing adequate daylight, sunlight and privacy; and**
- b) Do not, individually, or cumulatively, have a significant adverse impact, either on neighbouring occupants, adjoining land, or the wider environment, by reason of noise, heat, liquids, vibration, light or air pollution (including dust, smoke, fumes or odour).**

- 10.15 Proposals for residential accommodation<sup>57</sup> should provide a suitable living environment for existing and future occupiers and users, including appropriate external amenity space in line with the requirements of the Borough Design Guidance SPD. Developments that do not achieve acceptable living standards are often symptomatic of overdevelopment, poor design, an inappropriate location for housing or a combination of these. New developments with habitable rooms should secure adequate internal space to comply with the national described space standards<sup>58</sup>. New development should also receive adequate daylight and sunlight to create satisfactory living and working accommodation. This is particularly important in certain residential rooms such as bedrooms and living rooms. Development also needs to avoid a significant adverse impact to the amenity of neighbouring or nearby occupants.
- 10.16 Policy H4: Adaptable and Accessible Dwellings in Chapter 5 outlines certain requirements for adaptability/accessibility standards on new dwellings. Policy H4 also requires a percentage of dwellings for large scale development<sup>59</sup> as Category 3 of Part M (Access to and Use of Buildings) of the Building Regulations (2015 edition). Category 1 acts a minimum for residential development.
- 10.17 In instances where additional acoustic glazing measures are required (to address noise amenity concerns) it is highly likely that an appropriate ventilation system will need to be provided (controlled by the individual residential units) to enable windows to remain closed whilst ensuring the property is also appropriately ventilated. Policy D2 should be read in conjunction with the Borough Design Guidance SPD, which provides detailed requirements in respect of living conditions. The SPD will be reviewed in due course to reflect the policies of the Fareham Borough Local Plan 2036.
- 10.18 Unwanted noise, vibration, light, or air pollution (including dust, smoke, fumes or odour) can significantly affect the enjoyment of properties and places, and reduce the overall quality of life. Planned new development should take account of this in respect of its initial construction, use and operation. This can also include change of use proposals, such as a change of use to a hot food takeaway. Such proposals would need to consider the impact to neighbouring amenity that could arise from noise and odour in particular.

### Heritage and Conservation

- 10.19 The Borough has a diverse historic environment which underpins its special character, including approximately 400 Listed Buildings, 6 Scheduled Monuments, 32 Historic Parks and Gardens (8 have been identified as having local importance) and 13

<sup>57</sup> 'Residential accommodation' goes beyond the definition of a C3 use class 'dwellinghouse'. Whilst not exhaustive this can also include hotels, residential institutions and houses of multiple occupancy (HMOs).

<sup>58</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/524531/160519\\_Nationally\\_Described\\_Space\\_Standard\\_Final\\_Web\\_version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf)

<sup>59</sup> Schemes of over 100 dwellings (gross)



Conservation Areas. Such sites are highly valued by the local community and add greatly to the local distinctiveness and character of the area.

10.20 The following types of historic assets and environments are present in Fareham Borough:

- Statutory Listed Buildings and their settings
- Conservation Areas and their settings
- Parks and Gardens of Special Historic Interest and their settings
- Scheduled Monuments and their settings
- Areas of High Archaeological Potential and County Sites of Archaeological Importance (CSAIs)
- Locally Listed Buildings and other identified or potential assets (including non-designated locally significant assets identified in the local lists compiled by the Council).

The principal evidence base for the historic environment for Fareham Borough is the Historic Environment Record<sup>60</sup> (HER) maintained by Hampshire County Council (HCC).

### **Policy D3: Historic Environment**

**All development must conserve, preserve or enhance the quality of the Borough's heritage assets, including archaeological sites, in a manner appropriate to their significance.**

**Development proposals which would affect designated or non-designated heritage assets, including where these are located within or adjacent to a Conservation Area, will be permitted where:**

- a) They are accompanied by a Heritage Statement, which provides sufficient detail and is proportionate to the proposal and demonstrates:
 
  - 1. A thorough understanding of the heritage asset affects and its setting, the distinctive local character; and**
  - 2. How the proposal impacts on the asset's significance; and**
  - 3. In order of preference how any harm to the asset will be avoided, minimised or mitigated; and**
  - 4. Details are provided on the scale, materials, adaptability, use, enclosure, relationships with adjacent assets, definition of spaces and streets, alignments, active frontages and setting; and**
  - 5. It does not lead to substantial harm to, or loss of, a designated heritage asset.****
- b) They ensure that extensions and/or alterations respect the historic form, setting, fabric and any other aspects that contribute to the significance of the heritage asset; and**
- c) They conserve or enhance the use of appropriate materials, design and detailing; and**
- d) They retain the significance and character of historic buildings when considering alternative uses and make sensitive use of redundant historic assets.**

<sup>60</sup><https://www.hants.gov.uk/landplanningandenvironment/environment/historicenvironment/historicenvironmentrecord>





- 10.21 National policy guidance and legislation on the historic environment places great emphasis on the need to conserve, preserve and enhance heritage assets. The NPPF defines significance as “the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.” The contribution of the setting of heritage assets to the appreciation of these qualities will be carefully considered alongside more direct impacts of development proposals.
- 10.22 A proportionate Heritage Statement will be required for development proposals that have the potential to affect a designated or non-designated heritage asset. The statement should provide information on the impact of the development on the historic environment, in particular the heritage assets and their setting, and the need to conserve and enhance those assets. The statement should also include suggested mitigation proportionate to the impact of the development proposal on the heritage asset, and where possible opportunities to conserve the asset.
- 10.23 In the case of archaeological sites, applicants will need to demonstrate that any development which may impact on designated heritage assets has been sensitively located and designed and that appropriate provision has been made for the preservation, management, conservation and protection of the heritage asset.
- 10.24 Heritage assets are an irreplaceable resource. Development proposals that involve works which would cause substantial harm to the significance of a heritage asset, whether designated or non-designated, or its setting, will only be permitted where there is a clear justification to show that the public benefits of the proposal considerably outweigh any harm to the significance or special interest of the heritage asset in question.
- 10.25 In some cases, an alternative use to that proposed may be more appropriate in the interests of securing the long term conservation of the asset. In accordance with national guidance, weight will be attached to the benefits of ensuring a viable use of the heritage asset when making a balanced assessment of such development proposals.
- 10.26 Where necessary the Council will use its statutory powers to secure the preservation of buildings<sup>61</sup> and other heritage assets that are deemed to be at risk by the national and local heritage at risk registers.

### Coordination and Piecemeal Development

#### Policy D4: Coordination of Development and Piecemeal Proposals

**Where proposals come forward that are part of a wider development site, supporting information will be expected to demonstrate that the proposal will not prejudice the development of the adjoining site(s) and that the proposal maximises place-making opportunities. Development proposals that prevent or limit the potential for developing an adjoining site, or which do not maximise connectivity and permeability opportunities or address mitigation needs relating to the wider development potential, will not be permitted.**

<sup>61</sup> Such as through an Article 4 direction.



**Where piecemeal development could delay or prevent the comprehensive development of a larger site, a legal agreement will be sought, to ensure that any permitted development does not prejudice the development of adjacent land and that highway access, pedestrian access and services to adjoining land are provided.**

**Applications which seek to evade infrastructure provision (including affordable housing) by not fully maximising the use of the site or by putting forward piecemeal development will not be supported.**

- 10.27 Coordination of development is vital to ensure that developments are appropriately designed to take account of the surrounding context and built form, including further potential development areas that may be adjacent or near to an application site. This is particularly important when considering access to other potential development sites and pedestrian and cycle connectivity and permeability of a wider development area.
- 10.28 Coordination of development can also be essential in ensuring integration of natural and biodiversity/ecology links through a wider development area, or understanding and mitigating issues such as habitat mitigation and ecological considerations when considering the wider development potential.
- 10.29 The provision of open space and play facilities on larger development sites should be coordinated having regard to the overall quantitative and qualitative need. One or two larger play provision areas (i.e. Neighbourhood Equipped Areas of Play) may be more favourable than lots of smaller play provision (i.e. Locally Equipped Areas of Play) (as an example).
- 10.30 Ideally developments should be brought forward comprehensively but it is recognised that this is not always possible and such a requirement could ultimately slow down the delivery of potential development sites. In some instances, comprehensive development is essential when large key infrastructure requirements and careful masterplanning is fundamental to the delivery of a successful scheme (such as the Welborne Garden Village) but other sites with multiple ownership could potentially be delivered as individual components providing careful thought and allowance has been made to the needs arising from the wider development area. Mechanisms may be required to ensure such coordination is integral to a scheme, such as highway layouts and/or legal agreements to ensure that a ransom strip situation is not created and that the proposed site layouts work with the wider development area. There may also be a need for development to provide appropriate access that can serve a larger scheme or a need for off-site highway works based on an understanding of the wider development area. Understanding of a comprehensive masterplan or ensuring accordance with an illustrative framework will achieve this.
- 10.31 Unplanned piecemeal development can have a detrimental impact on the timely delivery of suitable infrastructure to support the needs of existing and future occupiers. It can also prejudice the wider and more efficient use of a site. Such detrimental impacts will need to be avoided.
- 10.32 Where proposals are brought forward in a piecemeal manner compliance with policies of the plan will be expected when considered against the wider development area. For instance, sites that fall below the threshold for requiring affordable housing provision, but



which clearly form part of a wider development area, will be expected to provide for affordable housing as if they were being considered as part of a comprehensive development. The intention of this policy is to support individual parcels to come forward in some instances and it should not be used as a means of avoiding infrastructure and policy requirements through piecemeal development. A full understanding of the wider coordination of development will remain essential.

- 10.33 The Council welcomes early engagement with local communities in the design process and the use of masterplanning to avoid a piecemeal approach on larger schemes and sites. This may involve ensuring an appropriate access that can serve a larger scheme, the ability to provide a greater mix of housing types and tenures on site, the provision of appropriate on-site play space or linking external natural and biodiversity features through the development site that would support wider green infrastructure and enhance existing natural assets. Similarly, this policy also aims to prevent proposals that unduly prejudice the development of an adjoining site in future, for example by limiting amenity and outlook, or through the placement of windows that may stifle future neighbouring development.

### Energy and Water Efficiency

- 10.34 New and existing buildings must be able to cope with the effects of climate change, including the impacts of severe weather and be designed and constructed to reduce the causes of a changing climate. Using less energy, renewable and low carbon resources and designing buildings to be more efficient in their use of energy can all help to reduce CO<sup>2</sup> emissions.

#### Policy D5: Energy and Water Efficiency

**The Council will support development proposals which through design and layout promote the efficient use of energy, make effective use of sustainably sourced materials and minimise waste and CO<sup>2</sup> emissions.**

**To minimise impact on the water environment, all new dwellings that are located where there are water supply issues shall achieve the Optional Technical Housing Standard for Water efficiency of no more than 110 litres per day as described by the Building Regulations (Part G). New non-residential development of 1000 sq.m gross floor area or more must meet the BREEAM 'Excellent' standards for water consumption.**

- 10.35 The Council gives great importance to delivering sustainable development but recognises that the delivery of new housing development and sustainable economic growth is a priority. The policy encourages developers to provide the most sustainable form of development which is both achievable and viable. Building Regulations take into account all regulated emissions arising from new residential development (heating, fixed lighting and ventilation), but the Council will support planning applications that exceed Building Regulations requirements.
- 10.36 The conservation and management of water as a resource is also an important factor for consideration in new development and developers should implement schemes which make the most efficient use of water. As set out in government guidance, the Council has the option to set additional technical requirements on exceeding the minimum



standard required by Building Regulations in respect of water efficiency. The Environment Agency's report on Water Stressed Areas (July 2013) in the UK concluded that areas covered by Southern Water, such as parts of the Fareham Borough are in an area of serious water stress<sup>62</sup>.

- 10.37 In respect of non-residential standards, developers will be expected to use BREEAM standards to demonstrate the sustainability benefits of their proposals and will be expected to submit a post construction assessment and BREEAM certificate to the local planning authority to demonstrate compliance. Over the plan period it is likely that meeting higher national standards for sustainability will become more financially viable as both technology and construction skills improve. If new national standards are introduced and exceed those set out in Policy D4 above, the national standards will take precedence.

### Water Resources

- 10.38 The management of water resources is highly important due to the impact development can have upon water quality. The sustainable management of the Borough's water resources will have benefits for its residents, visitors and business and positively contribute towards conserving and enhancing the natural environment.

#### Policy D6: Water Resources

**The Council together with its partners will seek to manage the use of water resources by ensuring development proposals provide for the satisfactory supply and disposal of surface and waste water. Development proposals must not be detrimental to the management and protection of river, coastal and groundwater and will take opportunities to enhance these resources.**

- 10.39 Fareham Borough has 8.5km of open coastal frontage, 14.5km of frontage on the tidal River Hamble and 11.5km of frontage onto Portsmouth Harbour. The Rivers Wallington and Meon also flow through the Borough.
- 10.40 The South-East River Basin Management Plan (2015) identifies significant water management issues in the South-East river basin district including pollutions from waste water (e.g. phosphorous and nitrates). The priority issues in the East Hampshire catchment are diffuse pollution, heavily modified river channels, reducing fish habitat and passage and landfill sites near protected areas.
- 10.41 The South-East River Basin Management Plan (2015) includes a number of measures in the East Hampshire catchment which include contributions towards environmental outcomes by 2021 for the River Hamble and River Meon. Future aims for additional measures are also noted for the River Wallington. The Local Plan supports the continued management and protection of its river, coastal and groundwater resources by working with its partner organisations.
- 10.42 The findings of the emerging PUSH Integrated Water Management Study show that Peel Common Waste Water Treatment Works (WwTW) will receive increased flows of

<sup>62</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/244333/water-stressed-classification-2013.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244333/water-stressed-classification-2013.pdf)



sewerage effluent from development in the Fareham East and West areas. Although no significant impact or deterioration is predicted due to future housing growth, the Peel Common WwTW will require improvements by 2025 to increase capacity in the WwTW and sewer network upgrades. This catchment is noted to have nitrate problems and catchment level nitrate measures are required now although it is also acknowledged that housing growth will not affect the scale of these measures.

- 10.43 It is therefore essential that the Council ensures new development protects and enhances existing water resources where such opportunities arise. Existing water resources that need protecting include the underlying chalk aquifer in Wallington, whilst enhancements can include the implementation of Sustainable Drainage Systems (SuDS) in appropriate developments, in accordance with Policy D1: High Quality Design which can help with water quality management.



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# INFRASTRUCTURE





## Infrastructure Delivery

- 11.0 Growth of the scale proposed in the Draft Local Plan will have a direct impact upon infrastructure provision in the Borough. In complying with national planning policy, it is important that the Council sets out its strategic priorities for the Borough in the Local Plan, including strategic policies relating to the provision of various types of infrastructure. It is vitally important that the necessary infrastructure is provided for in order to accommodate and support the Borough's housing and employment delivery targets. The various infrastructure types required to support this development are identified in the NPPF.
- 11.1 National planning policy states that local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for their areas. The draft Infrastructure Delivery Plan (IDP) published alongside this draft Plan provides an assessment of all the types of infrastructure required and potential sources of funding identified to support the delivery of the housing and economic needs for each individual settlement within the Borough. Site specific measures relating to infrastructure delivery are outlined in Chapter 12: Development Allocations.
- 11.2 As a "live" evidence document, the draft IDP will be regularly updated and monitored to reflect any changes in circumstances regarding the provision of infrastructure. The Council will continue to work with infrastructure providers and stakeholders to assess the quality and capacity of its infrastructure which should also take account of the need for strategic infrastructure including that of national significance.

### **POLICY INF1: Infrastructure Delivery**

**Development proposals will be required to provide and contribute towards the delivery of new or improved infrastructure. Planning permission will be granted where it can be clearly demonstrated that:**

- a) The new or improved infrastructure will be delivered at a rate, scale and pace taking account of phasing on larger schemes to meet the needs and requirements arising from the development; and**
- b) The new or improved infrastructure will be provided on-site as an integral part of the development unless the nature of the provision is better provided off-site; and**
- c) Where appropriate, the Council will require developers to provide this infrastructure as part of development proposals. Alternatively, this must be secured by planning obligations; and**
- d) The developer shall provide suitable infrastructure to secure high speed broadband connections to serve the development. This shall include electrical sockets, storage and sufficient space in dwellings to support opportunities for homeworking.**

- 11.3 All new development will be required to deliver the necessary infrastructure that is needed to serve the site. There may be a requirement for new or improved infrastructure to be delivered before development is occupied, where this has been





agreed as part of a planning obligation and legal agreement. Upfront provision will be particularly important in instances where an existing infrastructure capacity issue has been identified. The Council recognises that it may not be possible to deliver some of the required infrastructure upfront on the larger development allocations which are likely to be developed in phases over a longer timeframe. In these instances, new or improved infrastructure must be provided prior to the occupation of each individual phase that it is needed for.

- 11.4 Prior to seeking financial contributions from a developer for necessary infrastructure provision, the Council will explore whether any of this can be directly provided for by the developer, if considered appropriate for the infrastructure type in question. Once this has been fully explored and it is determined that on-site provision is not appropriate, then the Council will seek a developer contribution via a legal agreement towards the enhancement of either on-site and/or off-site facilities, including strategic infrastructure in line with Government guidance<sup>63</sup> and the Council's Planning Obligations SPD. Where on-site provision of infrastructure is made, financial contributions may also be required for the on-going maintenance of that infrastructure.
- 11.5 Developer contributions acquired through the Community Infrastructure Levy (CIL) will be the primary mechanism for contributing towards the provision of off-site strategic infrastructure to support the wider infrastructure needs of the Borough. However, the current CIL 123 list, which sets out what infrastructure the collected CIL money could be spent on was written before large scale greenfield developments formed part of the Council's development strategy. As such, the CIL 123 list will be monitored and reviewed throughout the duration of the Plan to take account of the latest infrastructure needs of the Borough as set out within the Infrastructure Delivery Plan (IDP).
- 11.6 To ensure that the scale of development and site allocations set out in the Local Plan are able to be delivered, the Plan policies and scale of planning obligations required will be balanced against the overall development costs to ensure viability is not threatened. The Council will therefore independently assess viability and costs associated with development proposals in circumstances where viability is raised as an issue.
- 11.7 Other sources of funding for the provision of off-site infrastructure may also be available such as Government, non-departmental public body and LEP funding. The Council will continue to work with statutory bodies and organisations which provide infrastructure funding to facilitate social cohesion, environmental improvements and economic growth to the benefit of the Borough and wider sub-region.
- 11.8 Further to contributions from developers, infrastructure providers will also be expected to fund and deliver certain infrastructure themselves, particularly when this is on the development site, provides access to or directly connects to the site. The Infrastructure Delivery Plan provides further information on the identified sources of funding which can be provided further to Section 106 and CIL for new or improved infrastructure.
- 11.9 Developers will be required to undertake early engagement with utility providers in advance of proposals being submitted to ensure the infrastructure that's needed to serve the site can be provided for. It will also be important to scope out any issues prior

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<sup>63</sup> Further information on planning obligations can be found here: <https://www.gov.uk/guidance/planning-obligations>



to proposals being submitted to ensure development proposals account for any alterations which may be required to the existing infrastructure network to allow the development to proceed.

- 11.10 Where practical, the possibility of sharing infrastructure facilities should be fully explored. For example this could include telecommunications companies utilising existing masts, health care provision linked to a community hall or a school providing additional opportunities for community use (see Policy CF6) or adult learning. Proposals for new infrastructure will need to be fully justified where opportunities for utilising or sharing existing infrastructure are identified. All infrastructure provision will be expected to be appropriately designed in accordance with the wider policy objectives of this Plan.
- 11.11 The Council will also support the provision of additional infrastructure projects where this helps to support economic growth provided this will accord with other policies in the Local Plan. One such area where such infrastructure expansion is likely is in digital communications. The Council recognises the importance of access to telecommunications to communities and businesses throughout the Borough. Improvement of broadband is also a priority for Hampshire County Council which is investing a combined total of £28.4m of public funds to increase coverage from 80% to more than 95% of existing premises in Hampshire. Provision of improved telecommunication, such as high speed broadband will therefore be important in supporting continued economic growth in the Borough.
- 11.12 Development proposals should ensure that there is sufficient connection to high speed broadband. It will facilitate new ways of working such as flexible hours and working from home, which will also help reduce the pressure on the transport network, particularly at peak times. Future telecommunication requirements of a new development should be given careful consideration at the design stage, to minimise visual intrusion and not adversely affect the amenity or nearby residents. Early engagement with developers will be essential in helping to avoid the costly retrofitting of high speed broadband connections at a later stage.

## Transport

- 11.13 A convenient, efficient, resilient, safe and sustainable transport network within the Borough is vital in supporting residents, businesses and visitors to the Borough, and to the wider economy of the Solent area.
- 11.14 The **National Planning Policy Framework (NPPF)**<sup>64</sup> clearly sets out policy expectations relating to transport, its place within the planning process and its contribution to the achievement of sustainable development.
- 11.15 A number of background papers contribute to the development of the transport network within the Borough. These include:
- Infrastructure Act 2015<sup>65</sup>
  - Hampshire Local Transport Plan (LTP) (2011-2031)<sup>66</sup>

<sup>64</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>65</sup> <http://www.legislation.gov.uk/ukpga/2015/7/contents/enacted>



- Fareham Transport Statement<sup>67</sup>
- Fareham Town Access Plan (TAP)<sup>68</sup>

11.16 To assist in meeting the objectives of creating sustainable communities the Council will work in partnership with the Highway Authority and other stakeholders<sup>69</sup> to promote a safe, efficient, accessible and convenient transport system that seeks to improve accessibility to services and key destinations, reduce the need to travel, and manage congestion.

11.17 This policy aims to achieve this through:

- Maximising the potential of the Borough's key location between the cities of Portsmouth and Southampton, and through facilitating integration and improvement to the strategic road and rail network to the wider region;
- Promoting transport choice through development funding opportunities and deliver improvements to public transport services and supporting infrastructure, ensuring convenient cycling and walking networks which contribute towards facilitating a modal shift away from less sustainable modes of travel and providing a genuine alternative option to the motor car;
- Improvements to access town, district and local centres and transport hubs by all modes of transport and to ensure good integration and interchanges between transport modes;
- Management of congestion which contributes to achieving consistent journey times throughout the region; and
- Promotion and improvements to road safety, personal security and encouragement in achieving healthier lifestyles for residents and visitors to Fareham.

11.18 Improved connectivity throughout the Borough and to neighbouring authorities, by more sustainable travel patterns by road users is also a key aim for the Council. This Local Plan will seek to enable this change through its policies and proposals. Future development should accord with the delivery of the policies within this chapter and be in keeping with the principals established in the background papers noted above.

11.19 Developments which generate a significant amount of movement, or where there are potential cumulative negative effects on the highway network as a result of proposed developments in close vicinity of each other, will require an individual Transport Statement, Transport Assessment (TA) and a Travel Plan (TP) to be produced. The current thresholds for a TA and a TP, as determined by the Highway Authority are available on the Hampshire County Council website<sup>70</sup>. Local requirements should also be taken into consideration; information on these requirements can be viewed on the Fareham Borough Council website<sup>71</sup>.

<sup>66</sup> <http://documents.hants.gov.uk/transport/HampshireLTTPPartALongTermStrategy2011-2031RevisedApril2013.pdf>

<sup>67</sup> <http://documents.hants.gov.uk/transport/FBCTransportStatementDecember2013.pdf>

<sup>68</sup> <http://documents.hants.gov.uk/transport/FarehamTownAccessplanDraftdocument-postconsultation.doc>

<sup>69</sup> Other organisations include, but are not limited to Highways England, Solent Transport & the Solent LEP

<sup>70</sup> <http://www3.hants.gov.uk/highways-development-planning/hdp-thresholds.htm>

<sup>71</sup> [http://www.fareham.gov.uk/planning/applications\\_and\\_advice/howtoapply.aspx](http://www.fareham.gov.uk/planning/applications_and_advice/howtoapply.aspx)



- 11.20 The Transport Assessment should reflect the scale of the development being proposed, the impact on the strategic and local highway network and identify measures which will be put in place to reduce its impact to acceptable levels. The aim of the Travel Plan should be to propose measures to facilitate and encourage the use of sustainable travel or reducing the need to travel.
- 11.21 Sustainable transport and active travel modes are an essential consideration when developing a site and how the site will function in terms of travel patterns. To encourage the uptake and continued use of sustainable modes of transport, the location, design and layout of development will need to show significant prominence being given sustainable transport initiatives such as active travel modes (walking, cycling), and integration with public transport networks.
- 11.22 Active travel modes of walking and cycling are relevant to many areas of the Local Plan. Increasing the proportion of journeys made on foot and by bicycle has the potential to assist in achieving local goals including carbon reduction, improved air quality and healthier communities. Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general well-being. Increasing the number of journeys undertaken by active travel modes will help to tackle obesity, reduce congestion and improve air quality. The Council is currently developing a Fareham Active Travel Strategy<sup>72</sup> which will seek to raise the profiles of cycling and walking as viable alternatives to driving, accompanying a wider objective of reducing the level of car usage in Fareham.
- 11.23 Developments should be designed with accessibility, permeability and integration with existing networks in mind, giving consideration to all users, ensuring provision of, or access to, local services and facilities. It is possible to minimise the need to travel and encourage a shift to alternative transport modes other than the motor vehicle through the inclusion of links to sustainable and active transport modes and routes. Measures to ensure new developments generate as little additional vehicular movement on the existing road networks as possible should be considered from the outset.
- 11.24 For a site to be considered sustainable outside of settlement boundaries in respect of accessibility it would need to be demonstrated that the intended use and occupiers had a reasonable prospect of a choice of modes of transport to key destinations. Where it was proposed to improve the transport credentials of a site by contributions to the transport infrastructure serving it, it would need to be demonstrated that the suggested measures were feasible, viable and sustainable.
- 11.25 It is essential that new developments provide safe and suitable internal layouts and access to the highway network and provide an internal layout that minimises the likelihood of conflict between road users, whether vehicular, pedestrian or cyclist. Where new accesses or additional use of existing unsatisfactory access(es) or minor roads are required, the Highway Authority and/or its agents will need to be satisfied that it is safe and that the appropriate visibility for all highway users can be provided.
- 11.26 All development must meet the needs of the likely occupants and those services which are an integral part of its day-to-day function. In new residential areas particular

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<sup>72</sup> The Fareham Active Travel Strategy is currently being drafted.



attention is required to mitigate the impact of the private car with emphasis given to pedestrians, cyclists and public transport.

- 11.27 The Council recognises that in some locations, and for some proposals, this will not always be practical; however all routes and access points must be safe and functional for all users including those with mobility problems. Providing direct routes and new convenient links to key facilities and destinations will be important in achieving the most efficient use of the existing and proposed transport infrastructure. This can be achieved through good design and the control of the scale and/or type, location and layout of new development.
- 11.28 Where appropriate and relevant, the Council will seek, by means of legal agreements, implementation of or financial contribution towards improvements to local transport networks and active travel routes that contribute to the wider access strategies relating to Fareham and connectivity to neighbouring authorities. Improvements may take the form of improvements to infrastructure such as cycle and walking routes, enhancement to existing bridleways and footpaths, or the provision of additional public transport services.
- 11.29 All development should afford appropriate parking provision, and cycle storage facilities in terms of amount, design and layout, in accordance with the adopted Fareham Residential Car and Cycle Parking Standards Supplementary Planning Document (SPD) and Non-Residential Parking Standards SPD.
- 11.30 It is recognised that air quality is a major environmental factor that can affect human health, as well as significantly influence and alter local ecosystems. Several factors contribute to air pollution in Fareham, but most notably it is due to emissions from transport. New development should take into account:
- the presence of any Air Quality Management Areas (AQMAs), the cumulative impacts on air quality from individual sites and have regard to the Local Air Quality Action Plan<sup>73</sup>. Figure I1 shows the current AQMA locations within the Borough; and
  - best practice principals as described in the EPUK/IAQM publication 'Land-use Planning & Development Control: Planning for Air Quality'<sup>74</sup>
- 11.31 The Executive is expected to make a decision in October as to whether to extend the AQMA for both locations following a review of the NO<sub>2</sub> levels in the vicinity, and this document will be updated accordingly.

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<sup>73</sup> [http://www.fareham.gov.uk/PDF/licencing\\_and\\_inspections/aqap-gosportrd-portlandst.pdf](http://www.fareham.gov.uk/PDF/licencing_and_inspections/aqap-gosportrd-portlandst.pdf)

<sup>74</sup> Institute of Air Quality Management (IAQM) / Environmental Protection UK: Land-use Planning & Development Control: Planning for Air Quality



AIR QUALITY MANAGEMENT AREA 2017 (A)  
GOSPORT ROAD FAREHAM

**FAREHAM**  
BOROUGH COUNCIL



AIR QUALITY MANAGEMENT AREA 2017 (B)  
PORTLAND STREET FAREHAM

**FAREHAM**  
BOROUGH COUNCIL



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Figure 11 - AQMA Areas within Fareham

- 11.32 On 26 July 2017, the Government published the UK plan for tackling roadside nitrogen dioxide (NO<sub>2</sub>) concentrations<sup>75</sup>. This document sets out how the Government intends to bring the UK NO<sub>2</sub> concentrations within the statutory annual limit of 40 micrograms per cubic metre (µg/m<sup>3</sup>) in the shortest possible timeframe. It sets out a number of national and local measures that need to be taken in order to achieve this.
- 11.33 Fareham Borough Council has been identified as a local authority with roads with concentrations of NO<sub>2</sub> forecast above legal limits (based on air quality modelling up to 2020). Figure 12 - Defra Modelling Outputs (A27/A32 Fareham) shows the Defra modelling of the areas of current concern, having modelled the estimated mean NO<sub>2</sub> concentrations for 2020 on the A27 and A32 to be 42 µg/m<sup>3</sup> and 40 µg/m<sup>3</sup> respectively. The limit is 40 µg/m<sup>3</sup>.
- 11.34 As part of the 'UK plan for tackling roadside nitrogen dioxide concentrations 2017', the Council has been directed, to submit to the Government by 31 March 2018, an Initial Plan, setting out the case for change and the first stage in identifying, exploring, analysing and developing options for measures which the local authority will implement to deliver compliance in the shortest possible time, with indicative costs for those options.

<sup>75</sup> <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>



- 11.35 Further to this the Council must also submit to the Government, by 31<sup>st</sup> December 2018, a Final Plan identifying the preferred option for delivering compliance in the shortest possible time, and setting out value for money considerations and implementation arrangements.

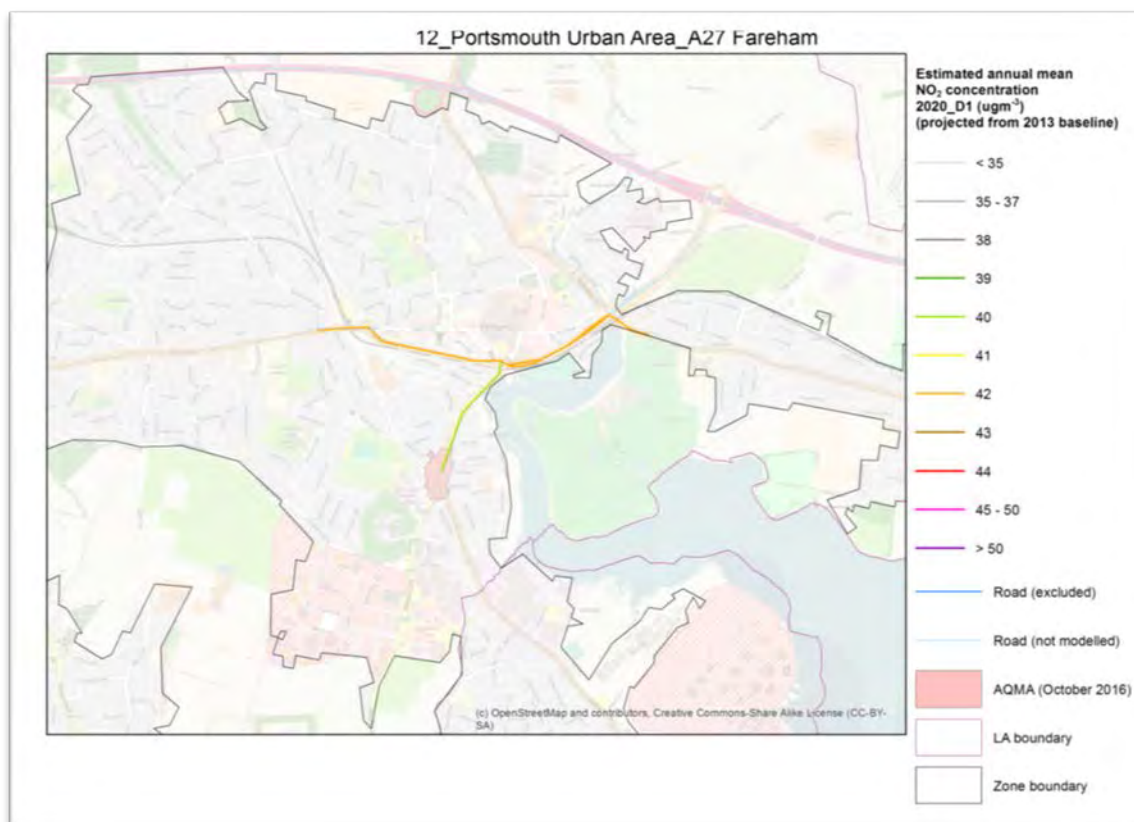


Figure 11 - Defra Modelling Outputs (A27/A32 Fareham)

- 11.36 The 'UK plan for tackling roadside nitrogen dioxide (NO<sub>2</sub>) concentrations' also states that local plans, such as this document, and the Fareham Air Quality Action Plan, should seek to target air pollution measures so as to minimise their impact on local residents and businesses.
- 11.37 Although the Government's plan focuses primarily on the A27 and the A32, the Council monitors over 40 locations throughout the Borough, and in order to ensure no further areas exceed the NO<sub>2</sub> thresholds in the future, it is essential for the Council to identify measures to reduce the NO<sub>2</sub> emissions within the Borough and make improvements to local air quality.
- 11.38 The Council recognises that development will in the main, inherently increase road transport emissions, both during the construction and operational phases. However, it is also recognised that sustainable development can be a positive force for change. The approach to this policy will be to minimise road transport emissions wherever practicable to sustainable levels, while also seeking to counter the cumulative impacts arising from the aggregation of incremental emissions arising from each development scheme.



- 11.39 This will be achieved through the requirement for developers to ensure planning applications are mindful of the effects of development and its inherent increased demand on the road networks leading to increasing detrimental effects on air quality. Therefore, in order to mitigate the effects of development on air quality, all developments should incorporate good practice and principles of design, with regard to minimising emissions and the reduction of impacts on local air quality.
- 11.40 As such developments will be required to provide infrastructure supporting the use of alternative vehicle types and fuels in support of both Government and Council ambitions in improving Air Quality. For example, the installation of Electric Vehicle (EV) charging equipment in residential properties and communal parking areas, as well as in employment site parking areas at time of build.
- 11.41 Developers are encouraged to design parking arrangements and electrical connections in such a way that EV charging points can be retrofitted to parking bays without unreasonable levels of disruption, at the expense of the developer.
- 11.42 Local air quality improvements can be achieved through good practices, careful design of neighbourhoods and actions such as ensuring public services are joined up, and enabling easier to access via public transport, active travel modes or other sustainable transport choices. Improvements can also be accomplished through highway improvement measures, such as modifications to junctions to improve flows, achieved through physical works or developer contributions to future highway improvement schemes.

## **POLICY INF2: Sustainable Transport**

**New development should offer maximum flexibility in the choice of travel modes and should reduce the need to travel by motor vehicle through the promotion of sustainable and active travel modes.**

**Development will be permitted where it:**

- a) Integrates into existing transport networks; and**
- b) Does not demonstrate a severe cumulative impact (causing demonstrable harm) on the operation, safety or accessibility to the local or strategic highway networks; and**
- c) Provides an internal layout which is compatible for all users, with appropriate parking and servicing provision, ensuring access to the development and highway network is safe, attractive in character, functional and accessible for all users; and**
- d) Fully exploits network improvements which encourage the use of sustainable and active transport modes, through the provision of connections to the existing infrastructure, or provision of new infrastructure through physical works or funding contributions; and**
- e) Mitigates impacts on the local or strategic highway networks arising from the development itself, or the cumulative effects of development on the network, through provision of improvements and enhancements to the existing network to accommodate additional traffic, or contributions towards necessary or relevant transport improvements; and**
- f) Protects and where possible, enhances access to public rights of way,**





- pedestrian links and cycle routes, in accordance with the Council's Green Infrastructure Strategy and forthcoming Active Travel Strategy; and
- g) Positively contributes to the delivery of the Council's Air Quality Action Plan by mitigating the effects of development on air quality within Air Quality Management Areas (AQMAs); and**
- h) Demonstrates good practice and principles of design, minimising emissions and contributing to the reduction of transport impacts on local air quality.**

## Road Network Improvements

- 11.43 Hampshire County Council (HCC) is the Highway Authority and is responsible for the upkeep, improvements and expansion of the highway network within Hampshire borders. During the previous plan period, HCC has invested significant funding in Fareham's road system. As part of the Improving Access to Fareham and Gosport scheme a number of road network improvements have already been completed. These include Newgate Lane (northern section) and the A27 corridor between Fareham Rail Station and Segensworth Roundabout. Further information can be found in the Transport Assessment.
- 11.44 In addition to these improvements, further projects are planned such as the Stubbington Bypass, which forms part of Hampshire's wider plan for improving access to Fareham and Gosport, and seeks to ease congestion, improve safety and the area's economic prosperity by encouraging investment and regeneration, including at the Solent Enterprise Zone at Daedalus.
- 11.45 The bypass is intended to divert traffic around the outskirts of Stubbington, which will contribute to the reduction of the significant congestion in Stubbington Village Centre, where limited network capacity and the proximity of junctions in the village centre result in long queues and delays at peak times. It will assist in the delivery of a reliable route for traffic wishing to travel from the Gosport peninsula westwards towards the M27 at Junction 9, in conjunction with improvements that have been recently completed at St Margaret's Roundabout on the A27, and works that are underway to upgrade the A27 between Titchfield Gyratory and Segensworth to two lanes in each direction. The bypass is not being provided with an intention of serving or facilitating additional new homes.
- 11.46 Rookery Avenue was identified in the 2011 Local Plan as a possible distributor link between Botley Road and Whiteley Way, and its completion should be considered as part of any significant developments in the Whiteley area in order to ensure permeability and network resilience in the vicinity of M27 at Junction 9.



## **POLICY INF3: Road Network Improvements**

The Council will seek to safeguard land that supports the provision of a high quality, integrated and sustainable transport system which contributes to a reduction in demands on the existing network.

Development will not be permitted where proposals have an adverse impact on safeguarded locations, unless it can be demonstrated that alternative viable measures can be introduced to achieve the same demand reduction.

Development will not be permitted in locations that compromise the deliverability of future BRT routes.

The Policies Map indicates the location and alignments for land which is safeguarded for improvements to the Strategic Road Network and/or to serve development. Land is safeguarded for the following road network improvements:

- a) **Stubington Bypass – B3334 Stubington to A27 Titchfield Gyratory, and includes land associated with its junctures with Peak Lane and Titchfield Road.**
- b) **Unbuilt section of Rookery Avenue between Shetland Rise and Rookery Avenue (east).**

## **Climate Change and Sustainability**

- 11.47 The need to address the changing climate is a national policy priority. The effects of climate change can be experienced through more extreme and unpredictable weather conditions which may include hotter summers and warmer but wetter winters. The main impacts of these which are relevant to planning include an increased risk of flooding and design implications for the adaptation of buildings.
- 11.48 The Local Plan can contribute towards mitigating and adapting to climate change by shaping new development across the Borough in ways that reduce carbon emissions, i.e. by locating development in accessible locations, and the integration of improved design measures to mitigate problems such as flooding.

## **Renewable and Low Carbon Energy**

- 11.49 It is recognised that increasing the use of renewable and other low carbon technologies is a key part of meeting the challenging CO<sup>2</sup> emission reduction targets set by the Government. As well as incorporating low and zero energy production into the construction of new development, Local Planning Authorities need to encourage standalone schemes that contribute to national and regional targets for renewable energy production. This includes the target set in the UK Renewable Energy Strategy (2009) for 15% of energy to come from renewable sources by 2020. Low carbon technologies are those that significantly reduce emissions (compared to the conventional use of fossil fuels).
- 11.50 In addition, paragraph 97 of the NPPF requires Local Planning Authorities to recognise that all communities have a responsibility to contribute to energy generation from



renewable or low carbon sources and to maximise renewable and low energy development whilst ensuring that adverse impacts are addressed.

## **Policy IN4: Renewable and Low Carbon Energy**

**Proposals for the delivery of renewable and low carbon energy (excluding wind turbines proposals) and the associated infrastructure will be supported provided that there are no severe adverse impacts on:**

- a) The character and sensitivity of the surrounding landscape and designated landscape features; and**
- b) Designated and undesignated heritage assets; and**
- c) Ecology, including the habitats or flight paths of birds and bats and designated biodiversity sites, species and ancient woodland (where appropriate); and**
- d) The surroundings (including air quality, shadow flicker, waste and noise) of local residents and businesses; and**
- e) Traffic arising from the maintenance of the infrastructure and/or, where appropriate, the transportation of fuel.**

**Proposals for renewable and low carbon energy will need to be accompanied by a feasibility study which provides details on the impact of the proposed development.**

**Proposals will only be supported where the benefit of the development outweighs the harm caused by the development and reasonable measures for mitigation can be demonstrated.**

**Proposals for solar energy development should have due regard to the areas identified as being least constrained, as shown on the map in Appendix B. Proposals outside of these areas will be required to provide suitable justification to demonstrate their suitability.**

**Proposals should demonstrate that the site will be reinstated should the development cease to be operational.**

- 11.51 The Council commissioned a study (produced by Parsons Brinckerhoff) in 2013 to identify the potential for all types of renewable and low carbon energy in the Borough. The study considers the low carbon and energy potential across the Borough and the options for policies within the adopted Local Plan Part 2. The study also shows that there is significant capacity for solar energy in the Borough, but more limited capacity for: wind energy, hydro-energy, combined heat and power (CHP), biomass and district heating. The constraints and opportunities are also set out in the study and will need to be taken into account in feasibility studies submitted by the applicant, including the impact of proposals on the amenity of nearby properties. The Council will be commissioning an update to the 2013 study in due course.
- 11.52 The PUSH Solent Energy Strategy was published in January 2015 and refers to a number of low carbon schemes within the PUSH area, including the use of Newlands



Farm as a solar farm. The Council approved the installation of the solar farm at Newlands in 2013<sup>76</sup>, which has a total installed capacity of approximately 16.87MWe and provides electricity to approximately 5,200 households. Any proposals for solar energy in areas identified as 'least constrained' on the maps will need to provide justification for the location in supporting evidence.

- 11.53 In June 2015, a Ministerial Statement was issued stating that planning applications for wind energy development involving one or more wind turbines should only be granted planning permission where the development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan. In addition, following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
- 11.54 The Council will not be allocating sites for the development of wind turbines in the Local Plan or in a Site Allocations Development Plan Document. Therefore, the policy does not relate to wind turbines which will be considered against the criteria set out in the Written Ministerial Statement. This plan (including the policy above) represents the policy framework in which planning applications will be considered, should they come forward as a result of a Neighbourhood Plan allocation and are supported by local communities.
- 11.55 All renewable and low carbon energy proposals will be considered on their individual merits with regard to scale, location, technology type and long term impacts. Proposals with significant negative impacts on quality of life, landscape, wildlife, heritage impacts and traffic will not be supported.

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<sup>76</sup> [http://www.fareham.gov.uk/downloadfiles/BPMS\\_PublicDocument\\_106741\\_175\\_20130927\\_144707.pdf](http://www.fareham.gov.uk/downloadfiles/BPMS_PublicDocument_106741_175_20130927_144707.pdf)

# DEVELOPMENT ALLOCATIONS





## Introduction

- 12.1 This chapter provides details of specific allocations for housing and employment development. Details are provided on each allocation setting out the allocation type, capacity and location, alongside any key constraints which may be present and the site specific development criteria.
- 12.2 The site specific criteria identified for each site provides information on how specific components of the site shall be brought forward, in response to existing conditions and/or site constraints. Development proposals for any allocation site shall take account of the site specific criteria alongside the requirements of all Local Plan policies which are relevant for that site.

### Policy DA1: Development Allocations

**The sites identified in the Development Allocations Chapter shall bring forward development in accordance with the identified proposed use. The potential capacity of sites is indicative, based on the known site characteristics and density considerations. Planning permission will be granted provided that detailed proposals:**

- a) **Address all site specific criteria set out in the relevant site allocation policies FTC1 – FTC10, HA1 – HA26 and EA1 - EA5; and**
- b) **Accord with all relevant policies in the Local Plan.**

**Where development gives rise to infrastructure needs, financial contributions will be sought to address those needs arising from the development.**

- 12.3 Local Plan policies that are likely to be relevant to residential allocations include (but are not restricted to); affordable housing (H2), adaptable and accessible dwellings (H4), self & custom build (H7), green infrastructure (CF4), open space (CF5), landscape (NE1), biodiversity and nature conservation (NE2), Solent Special Protection Areas (NE3), high quality design (D1), impact on living conditions (D2), historic environment (D3), infrastructure provision (I1) and transport and parking (T1).
- 12.4 A comprehensive summary of conditions and constraints for each site allocation, together with all other promoted or identified sites is available in the Strategic Housing Land Availability Assessment (SHLAA) and should be referred to alongside the Local Plan.
- 12.5 Where a proposed site allocation has an existing planning permission, but construction is yet to commence, it is assumed that the site will be built out in accordance with the planning permission. However, should a new planning application be submitted, either due to expiry of the existing permission or due to a desire for a significant change in the development proposals, then the appropriate capacity and site specific criteria as listed in the development allocation should be applied. This is not likely to be relevant in the event that development has commenced on site.
- 12.6 The Policies Map shows all site specific allocations as well together with other site specific policies of the Draft Local Plan such as urban area boundaries, designated public open space and the boundary of Fareham Town Centre.



## Housing Allocations

- 12.7 Housing sites are allocated in this chapter to address the Borough's housing requirement of 11,300 new homes between 2011 and 2036. The Council is planning to meet this requirement from the following sources of supply; completed dwellings from 2011 until 2017, outstanding planning permissions (not yet completed), unexpected housing windfall development<sup>79</sup>, delivery at Welborne up to 2036, housing allocations in Fareham Town Centre and other development allocations, as set out in this chapter. The quantum for each of these sources are set out in table DA1 below.

Housing Supply Source	Numbers of dwellings
Housing Completions (2011/12 – 2016/17)	1,859
Planning Permissions	1,136
Windfall	1,320
Welborne	3,840
Fareham Town Centre Housing Allocations (See Table DA2)	577
New Housing Allocations (See Table DA3)	2,827
<b>Total</b>	<b>11,559</b>

Table DA1: Sources of Housing Supply for Draft Local Plan

- 12.8 Housing allocations are allocated within Fareham Town Centre, in accordance with the Council's vision for Fareham Town Centre and these are set out in Table DA2 below. The development criteria for each allocation are set out in allocations FTC1 to FTC10 within this section.

Fareham Town Centre Allocation	Site	Capacity
FTC1	Civic Area	100
FTC2	Market Quay	100
FTC3	Fareham Station East	120
FTC4	Fareham Station West	94
FTC5	Crofton Conservatories	49
FTC6	Magistrates Court	45
FTC7	Former UTP Site	34
FTC8	Lysses Car Park	24
FTC9	Wykeham House School	15**
FTC10	Delme Court	11
<i>Sub-Total</i>		<i>577</i>

Table DA2: Draft Local Plan housing allocations in Fareham Town Centre

\*\* Site has planning permission (quantum not included in sub-total as included as planning permission in DA1)

- 12.9 Further specific housing sites are allocated in order to meet the Council's housing requirement. These include retained allocations from Local Plan Part 2 as well as new brownfield and greenfield allocations. These are listed in Table DA3, with the detailed development criteria set out in allocations HA1 to HA26 within this section.

<sup>79</sup> As outlined in Fareham Local Plan 2036 Background Paper: Housing Windfall Projections (November 2016)

## DEVELOPMENT ALLOCATIONS



- 12.10 Further housing allocations could also be made as part of the Titchfield Neighbourhood Plan. This plan is being developed separately by the Titchfield Neighbourhood Forum, and will undergo consultation, examination and a referendum before it can be 'made' (adopted). Further information relating to the work on the Titchfield Neighbourhood Plan can be found on the Titchfield Neighbourhood Forum's website<sup>80</sup>.

Housing Allocation	Site	Residential Capacity
HA1	North and South of Greenaway Lane, Warsash	700
HA2	Newgate Lane South, Peel Common	475
HA3	Southampton Road, Titchfield Common	400
HA4	Downend Road East, Portchester	350
HA5	Romsey Avenue, Portchester	225
HA6	Cranleigh Road, Portchester	120**
HA7	Warsash Maritime Academy, Warsash	100
HA8	Pinks Hill, Wallington	80
HA9	Heath Road, Locks Heath*	71
HA10	Funtley Road South, Funtley	55
HA11	Raley Road, Locks Heath*	49
HA12	Moraunt Drive, Portchester	49
HA13	Hunts Pond Road, Titchfield Common	38
HA14	Genesis Centre, Locks Heath*	35
HA15	Beacon Bottom West, Park Gate	30
HA16	Military Road, Wallington	26
HA17	69 Botley Road, Park Gate	24
HA18	Funtley Road North, Funtley	23
HA19	399 – 409 Hunts Pond Road, Titchfield Common*	22 (10**)
HA20	North Wallington and Standard Way, Wallington	21
HA21	Hampshire Rose, Fareham	18
HA22	Wynton Way, Fareham*	13
HA23	Stubbington Lane, Hill Head*	12
HA24	335 – 357 Gosport Road, Fareham*	8
HA25	Sea Lane, Hill Head*	8
HA26	Beacon Bottom East, Park Gate	5
	<i>Sub-Total (excluding those with planning permission)</i>	<i>2,827</i>

Table DA2: Draft Local Plan housing allocations

\* Allocation retained from adopted Fareham Local Plan Part 2

\*\* Site has planning permission (quantums not included in sub-total as included as planning permission in DA1)

<sup>80</sup> <http://titchfieldmatters.org.uk/>

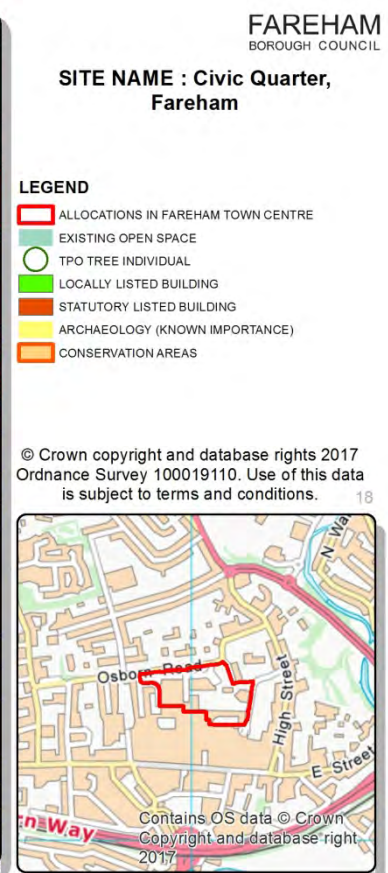
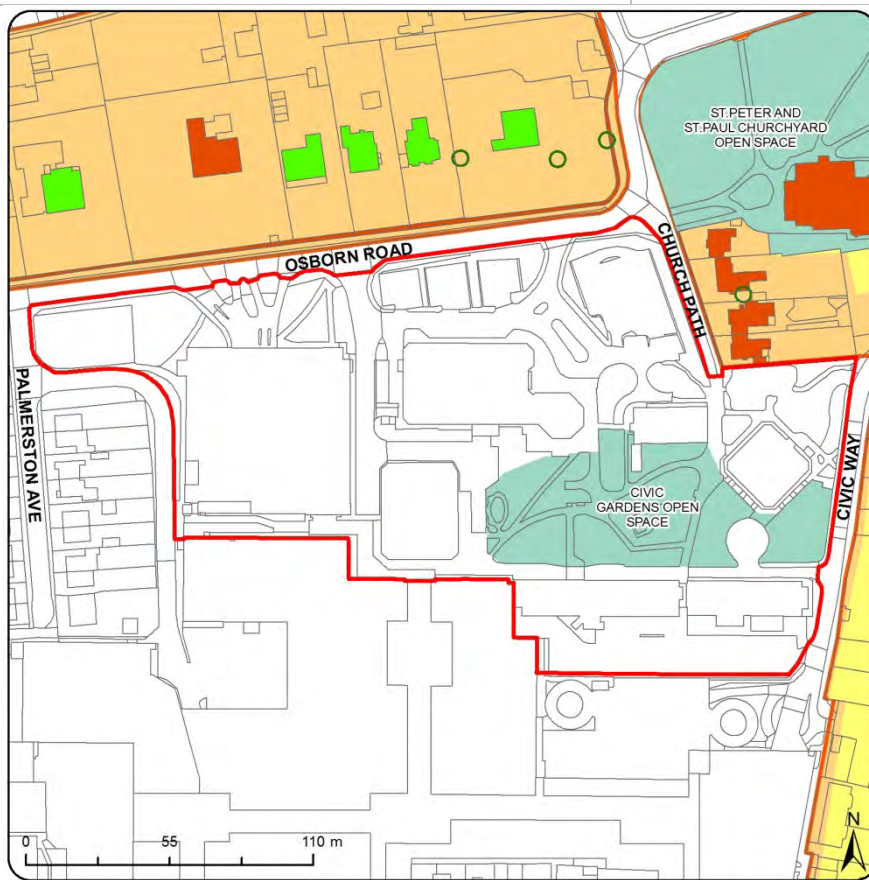


# DEVELOPMENT ALLOCATIONS



## Fareham Town Centre Sites

<b>Housing Site:</b> FTC1	<b>SHLAA Reference:</b> 198
<b>Name:</b> Civic Quarter	<b>Proposed Use:</b> Mixed Use
<b>Location:</b> Osborn Road, Fareham Town Centre	<b>Indicative Capacity:</b> 100 dwellings
<b>Size:</b> 3.35 ha	<b>Planning Status:</b> None



The site is identified as the Civic Quarter in the Corporate Vision for Fareham Town Centre. The Council recognises that the current uses within the Civic Quarter make a valuable contribution towards the vitality and viability of the town centre, which includes the Civic Centre, Fareham Health Centre, Fareham Library, Jobcentre Plus, Ferneham Hall, Osborn Clinic, Civic Gardens, a Multi Storey Car Park and surface car parks. The vision for the Civic Quarter is to create a unified development that incorporates:

- A Cultural and Arts facility;
- A multi-storey car park;
- Approximately 100 new homes;
- Enhanced public space.

Where existing health and library services are no longer required within their existing premises, the Council will seek to include replacement provision within the comprehensive development



where this is feasible and viable. If the cultural and arts facility cannot be accommodated on the site, a suitable alternative accessible location within the Town Centre will be sought.

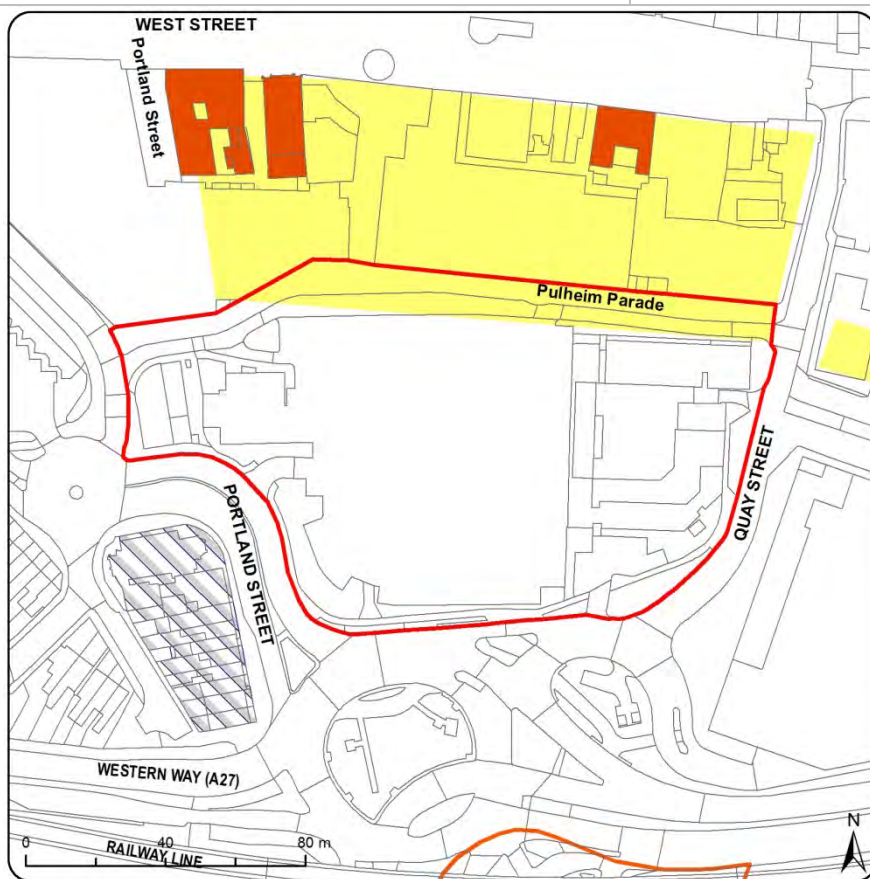
Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Provision of new homes that comprise a mix of high quality apartments and town houses, incorporating individual balconies (min 2 sq.m) and roof gardens in lieu of communal open space where necessary; and
- c) Provision of a high quality and flexible cultural and arts facility allowing for multiple community and leisure uses. The facility will be located to ensure it provides an active and visible presence; and
- d) Replacement of the Osborn Road multi-storey car park (MSCP) with a new safe and accessible multi-storey car park comprising approximately 600 modern car parking spaces. The MSCP will be of a safe design with sufficient car queuing length and will include electric car charging point(s) (or other technology as appropriate) ; and
- e) Provision of suitable alternative public car parking provision within the Town Centre prior to the partial development of Osborn Road MSCP, if required; and
- f) New buildings shall be developed around a high quality, unified public realm of pedestrian orientated streets and spaces, linked to an enhanced Civic Gardens that will act as the focus of activity and interaction for the site; and
- g) All development shall provide an active frontage to new and existing streets and spaces; and
- h) Residential development fronting Osborn Road and Church Path shall be sufficiently set back to accommodate existing and future tree and other planting, shall not be of a continuous form and be limited to 3 floors; and
- i) The design and layout of proposals shall take appropriate consideration of the Osborn Road and Fareham High Street conservation areas (in accordance with Policy D3); and
- j) Contribute to the delivery of improved pedestrian links between the site and West Street; and
- k) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC2	<b>SHLAA Reference:</b> 1425
<b>Name:</b> Market Quay	<b>Proposed Use:</b> Residential
<b>Location:</b> Fareham Town Centre	<b>Capacity:</b> 100 dwellings (excluding potential hotel use on upper floors)
<b>Size:</b> 1.48 ha	<b>Planning Status:</b> None



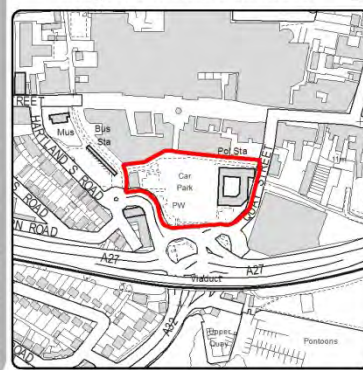
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Market Quay,  
Fareham**

**LEGEND**

- ALLOCATIONS IN FAREHAM TOWN CENTRE
- AIR QUALITY MANAGEMENT AREAS
- CONSERVATION AREAS
- STATUTORY LISTED BUILDING
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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The site currently includes a large surface car park, the police station, the bus station offices and public conveniences. The vision for Market Quay is to create a vibrant new area focusing on the future leisure and retail needs for the growing borough that will also provide a positive contribution to the revitalisation of Fareham Town Centre.

The Council will support a comprehensive mixed use development including:

- Approximately 4000 sq.m (gross) of commercial leisure and retail space; and
- A new town square; and
- A new multi-storey car park; and
- Approximately 100 new homes; and
- Hotel accommodation

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity;



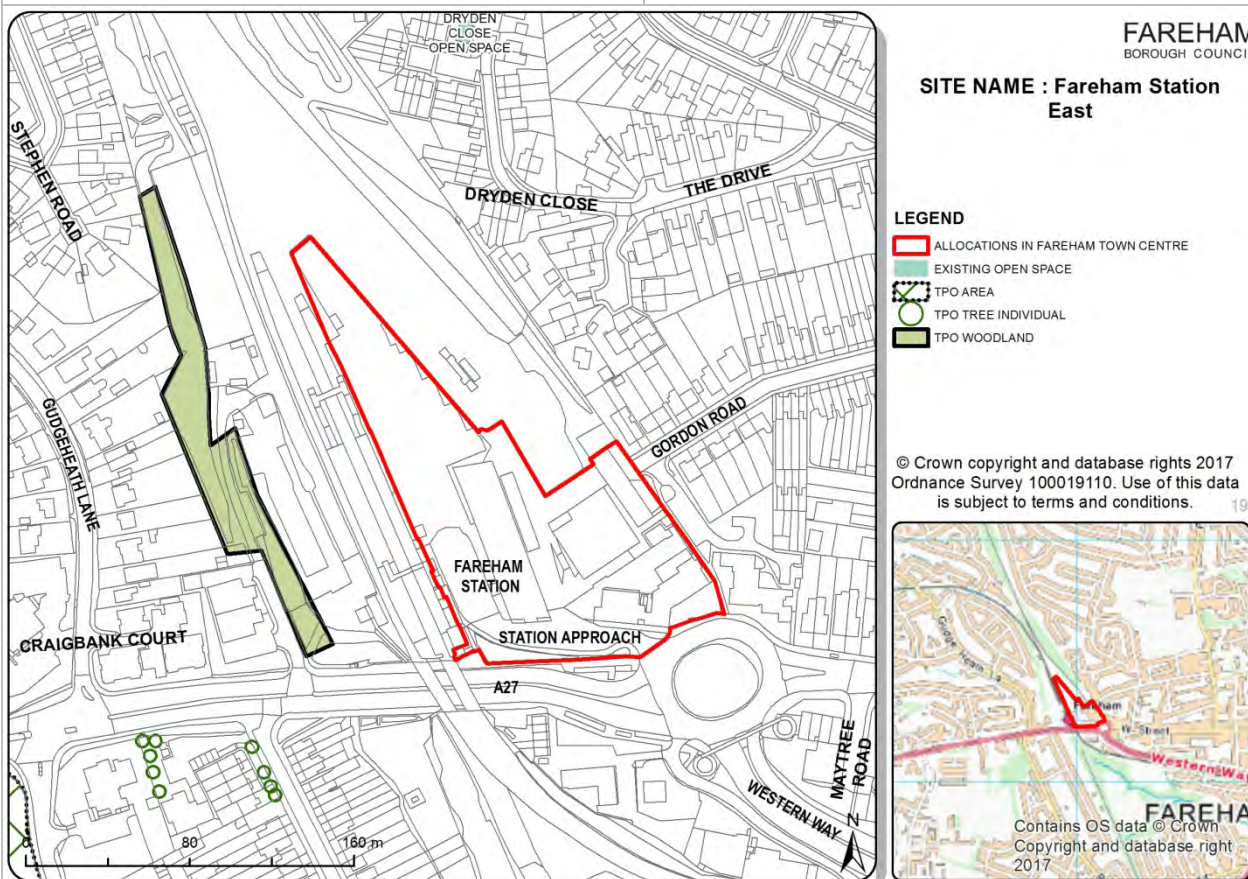
and

- b) New development shall be between 3 and 5 storeys to provide a variable and interesting townscape that will enhance and elevate the site as a gateway to Fareham town centre; and
- c) New development shall create a mix of high quality buildings and spaces arranged to ensure key views and connections are protected and integrated; and
- d) The ground floor(s) of new development shall be divided to ensure a mix of commercial leisure and retail operators that create a variety of uses, floor area and frontage sizes to ensure an interesting streetscape and vibrant uses during the day and evening; and
- e) The upper floors of the buildings shall be developed primarily for apartments that will provide individual balconies (min 2 sq.m) and roof gardens in lieu of communal open space, will overlook surrounding public space(s) and provide safe ground floor pedestrian entrances; and
- f) Any hotel use shall be required to have an active frontage and presence on the ground floor with bedroom accommodation on the upper floors; and
- g) A new town square shall be created that will become a vibrant, high quality outdoor public space and the primary focus of the town centre for events and activity. The square will be linked by pedestrian spaces to other key town centre destinations; and
- h) A multi-storey car park shall be developed to replace the existing surface car park comprising at least 450 modern car parking spaces. The MSCP will be of a safe design with sufficient car queuing length and include electric car charging point(s); and
- i) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in relation to the adjacent Portland Street AQMA (in accordance with Policy INF2) and from impacts to the site from the adjoining highways network; and
- j) Provision of a comprehensive assessment of noise impacts arising from development proposals and from the adjoining highways network and demonstration of how necessary mitigation will be incorporated within development proposals (in accordance with Policy D2); and
- k) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC3	<b>SHLAA Reference:</b> 211
<b>Name:</b> Fareham Station East	<b>Proposed Use:</b> Residential
<b>Location:</b> Fareham Station	<b>Capacity:</b> 120 dwellings
<b>Size:</b> 1.58 ha	<b>Planning Status:</b> In mixed use



The site currently includes local businesses, unoccupied industrial premises and the Hampshire Fire and Rescue Service. The Station Quarter will provide opportunities for a mixed-use area including new residential, retail and café uses, and potential business development. If the Fire Station is not re-provisioned either on-site or at a suitable location elsewhere, then the residential capacity of the site is likely to reduce.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Vehicular access shall be from the Station approach road and allow for continued use of the aggregates depot; and
- Building heights shall range from 3-5 storeys and include ground floor space to accommodate small scale retail and/or café/restaurant uses that front the approach road



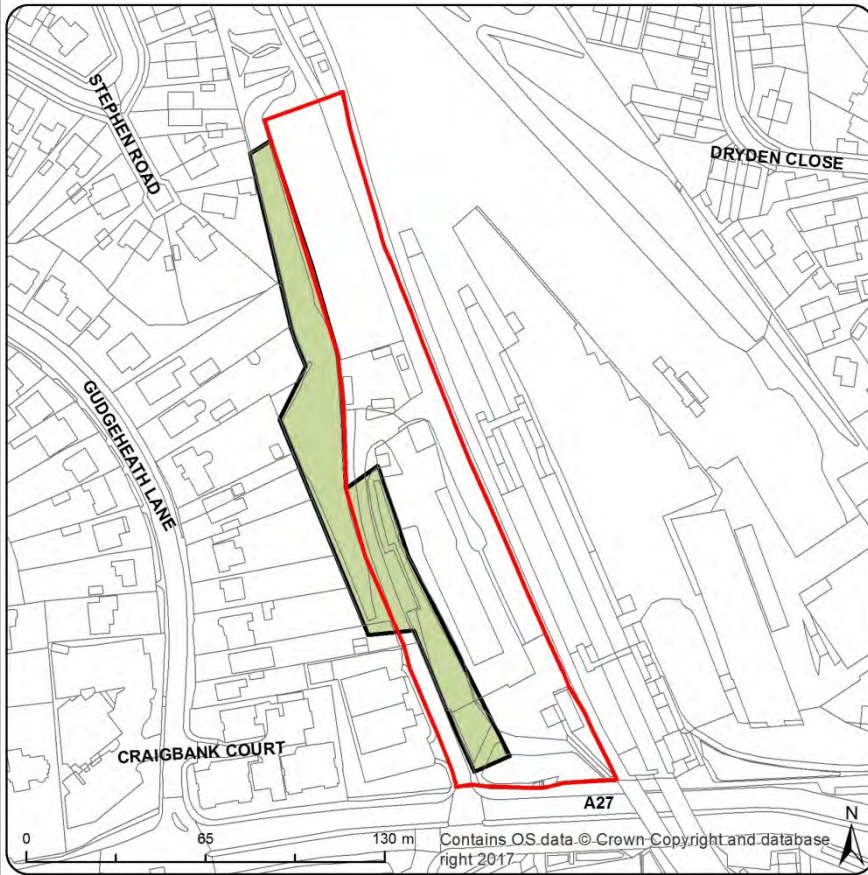
and station pedestrian entrance; and

- d) The provision of new homes will comprise high quality apartments that include individual balconies (min 2 sq.m) and roof gardens in lieu of communal open space where necessary; and
- e) A replacement fire and rescue operation is provided on site, unless acceptable alternative provision is delivered elsewhere; and
- f) New buildings are set back sufficiently from Station Approach to ensure that a high quality public realm is provided that allows for tree planting and other robust landscaping; and
- g) Residential parking shall be delivered using undercroft and other land efficient arrangements where necessary to maximise housing delivery in this accessible location and without creating an unacceptable ground floor street environment; and
- h) The design and layout shall allow for permeability across the site, including the potential provision of pedestrian and cycle links from Gordon Road; and
- i) Retention of sufficient parking on the site to serve Fareham railway station; and
- j) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in relation to the A27 (in accordance with Policy INF2); and
- k) Provision of a comprehensive assessment of noise impacts both arising from development proposals and from the adjoining highways network and Fareham Station and demonstration of how necessary mitigation will be incorporated within development proposals (in accordance with Policy D2); and
- l) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC4	<b>SHLAA Reference:</b> 212
<b>Name:</b> Fareham Station West	<b>Proposed Use:</b> Residential
<b>Location:</b> Fareham Station	<b>Capacity:</b> 94 dwellings
<b>Size:</b> 1.05 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Fareham Station West**

**LEGEND**

- ALLOCATIONS IN FAREHAM TOWN CENTRE
- TPO WOODLAND

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The site is identified as being within the Station Quarter in the Corporate Vision for Fareham Town Centre. The site currently includes local businesses and ancillary railway operational land. The Station Quarter will provide opportunities for a mixed-use area including new residential, retail and café uses, and potential business development. This site will deliver residential development.



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

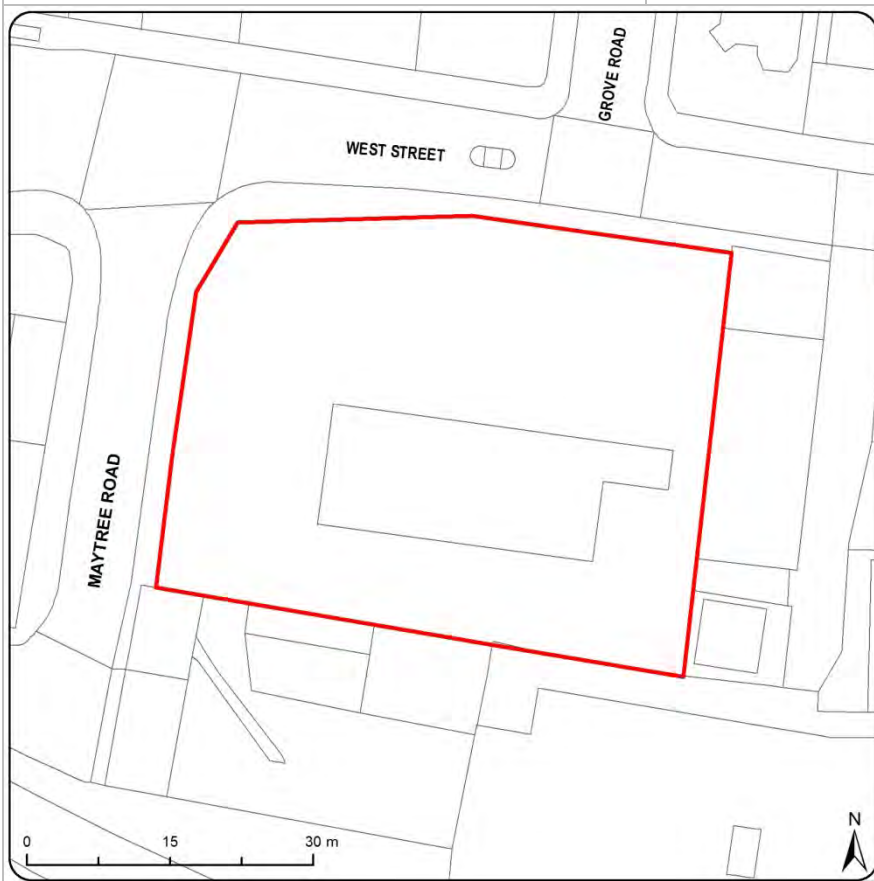
- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Vehicular access shall be from The Avenue; and
- c) The provision of new homes will comprise high quality apartments that include individual balconies (min 2 sq.m) and roof gardens in lieu of communal open space where necessary; and
- d) Building heights shall be between 3 and 4 storeys; and
- e) The design and layout of the proposal and any alterations to the access shall protect and retain TPO trees unless otherwise justified; and
- f) A Contamination Assessment shall accompany any application to determine the risk and extent of any contamination on site, in light of the current use of the site; and
- g) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in relation to the A27 (in accordance with Policy INF2); and
- h) Provision of a comprehensive assessment of noise impacts both arising from development proposals and from the adjoining highways network and Fareham Station and demonstration of how necessary mitigation will be incorporated within development proposals (in accordance with Policy D2); and
- i) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC5	<b>SHLAA Reference:</b> 1325
<b>Name:</b> Crofton Conservatories	<b>Proposed Use:</b> Residential
<b>Location:</b> West Street, Fareham Town Centre	<b>Capacity:</b> 49 dwellings
<b>Size:</b> 0.24 ha	<b>Planning Status:</b> Temporary permission for retail use (P/16/1370/VC)



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Crofton  
Conservatories, Fareham**

**LEGEND**  
 ALLOCATIONS IN FAREHAM TOWN CENTRE

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The site is identified as part of the Western Quarter in the Council's Vision for Fareham Town Centre. The site is currently under retail use. The vision for the Western Quarter is to encourage retailers and business uses along West Street, the improvement of pedestrian links and signage, and the conversion of properties into new homes. The Crofton Conservatories site is identified for residential use but some commercial uses may also be appropriate particularly on the ground floors.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be from Maytree Road unless a suitable access from West Street can be designed; and
- c) The provision of new homes will comprise high quality apartments that include individual



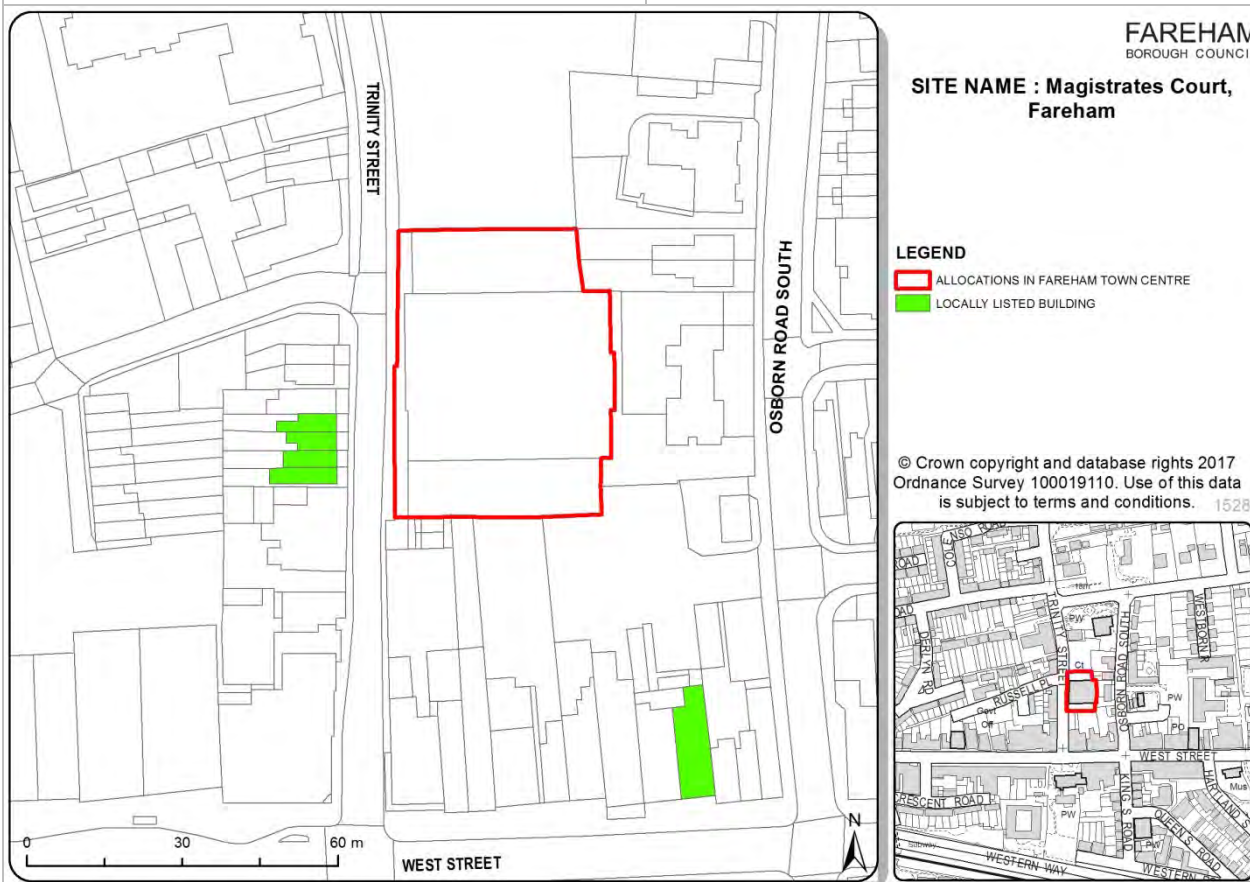
balconies (min 2 sqm) and roof gardens in lieu of communal open space where necessary; and

- d) Development will be between 3 and 4 storeys and shall front West Street and Maytree Road and suitably address the corner. The West Street and Maytree Road frontages will have sufficient set back to provide robust structural planting and a privacy threshold; and
- e) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC6	<b>SHLAA Reference:</b> 3070
<b>Name:</b> Magistrates Court	<b>Proposed Use:</b> Residential
<b>Location:</b> Trinity Street, Fareham Town Centre	<b>Capacity:</b> 45 dwellings
<b>Size:</b> 0.22 ha	<b>Planning Status:</b> Permitted for D-class use



The site is identified as part of the Western Quarter in the Council’s Vision for Fareham Town Centre. The site currently consists of the former Magistrates Court which is now vacant and identified as surplus to requirements. The vision for the Western Quarter is to encourage retailers and business uses along West Street, the improvement of pedestrian links and signage, and the conversion of properties into new homes. The Magistrates site is identified for residential use only.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Primary vehicular access shall be from Trinity Street and there is potential to utilise the Council’s car park to the north to improve development capacity; and
- The provision of new homes shall comprise a mix of high quality apartments. Individual balconies (min 2 sq.m) and roof gardens will be provided in lieu of communal open space



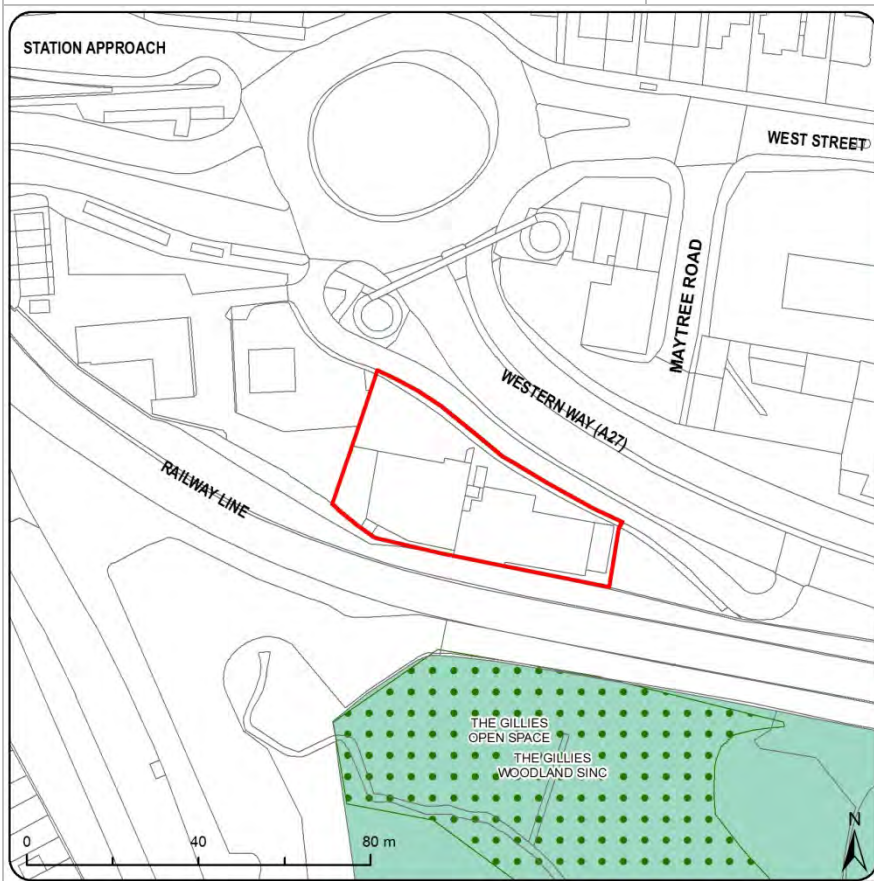
where necessary. There is potential to create a raised communal space where undercroft parking is used; and

- d) Development will be between 3 and 4 storeys and shall front Trinity Street with sufficient set back to provide robust structural planting and a privacy threshold; and
- e) Development parking should be delivered using undercroft and other land efficient arrangements to maximise housing delivery in this accessible location and without creating an unacceptable ground floor street environment; and
- f) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC7	<b>SHLAA Reference:</b> 87
<b>Name:</b> 280-282 West Street (Former UTP Site)	<b>Proposed Use:</b> Residential
<b>Location:</b> Western Way (A27), Fareham Town Centre	<b>Capacity:</b> 34 dwellings
<b>Size:</b> 0.17 ha	<b>Planning Status:</b> Permitted for B2 use



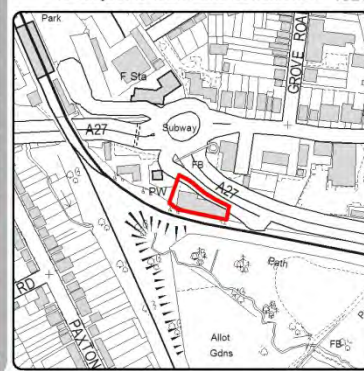
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : 280-282 (UTP) West Street, Fareham**

**LEGEND**

- ALLOCATIONS IN FAREHAM TOWN CENTRE
- SINC<sup>s</sup>\*\*
- EXISTING OPEN SPACE

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The site is identified as part of the Station Quarter in the Council's Vision for Fareham Town Centre. The site was formerly under B2 Light industrial use, being home to the Universal Tool Production. The vision for the Station Quarter is one of mixed uses ranging from, small numbers of shops and business to community uses, car parking for businesses and residential accommodation. Whilst this site is considered primarily for residential uses due to the vision and aspirations for the Station Quarter some community and commercial uses may also be appropriate.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be from Western Way slip road; and

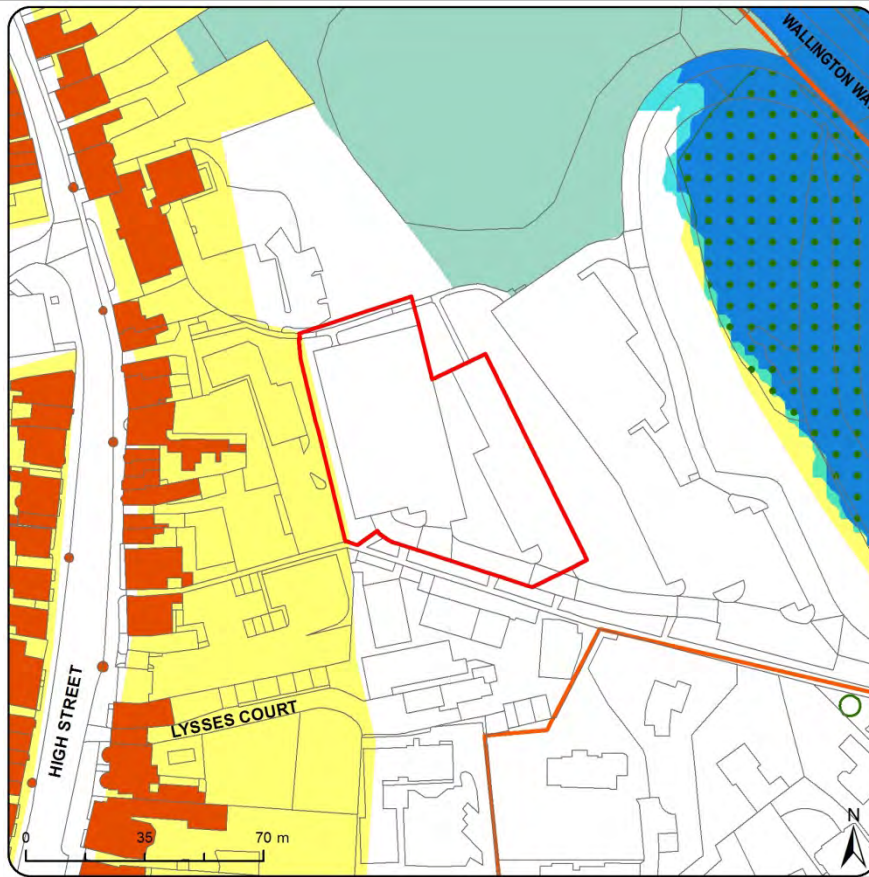


- c) The provision of new homes shall comprise a mix of high quality apartments. Individual balconies (min 2 sq.m) and roof gardens will be provided in lieu of communal open space where necessary; and
- d) Building heights shall be between 3 and 4 storeys and shall front the A27 with sufficient set back to provide robust structural planting and a privacy threshold; and
- e) Development parking should be delivered using undercroft and other land efficient arrangements to maximise housing delivery in this accessible location and without creating an unacceptable ground floor street environment; and
- f) A Contamination Assessment shall accompany any application to determine the risk and extent of any contamination on site, in light of the previous uses of the site; and
- g) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in relation to the A27 (in accordance with Policy INF2); and
- h) Provision of a comprehensive assessment of noise impacts both arising from development proposals and from the adjoining highways network and Fareham Station and demonstration of how necessary mitigation will be incorporated within development proposals (in accordance with Policy D2); and
- i) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC8	<b>SHLAA Reference:</b> 2826
<b>Name:</b> Lysses Car Park	<b>Proposed Use:</b> Residential
<b>Location:</b> High Street, Fareham Town Centre	<b>Capacity:</b> 24 dwellings
<b>Size:</b> 0.42 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Lysses Car Park, Fareham**

**LEGEND**

- ALLOCATIONS IN FAREHAM TOWN CENTRE
- CONSERVATION AREAS
- SINC\*s\*\*
- EXISTING OPEN SPACE
- TPO TREE INDIVIDUAL
- STATUTORY LISTED BUILDING
- EA FLOOD ZONE 3
- EA FLOOD ZONE 2
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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The site currently includes a large surface car park, and is identified in the Corporate Vision for Fareham Town Centre as being with the Georgian Quarter. The Council will support the partial development of the site for new residential development, with car parking retained in the lower area.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) The provision of new homes will comprise a mix of high quality apartments and town houses. Individual balconies (min 2 sq.m) and roof gardens will be provided in lieu of communal open space where necessary for apartments; and
- c) Building heights shall not be higher than 3 storeys to ensure that the landscape setting of the town and the High Street Conservation Area is not harmed; and

## DEVELOPMENT ALLOCATIONS



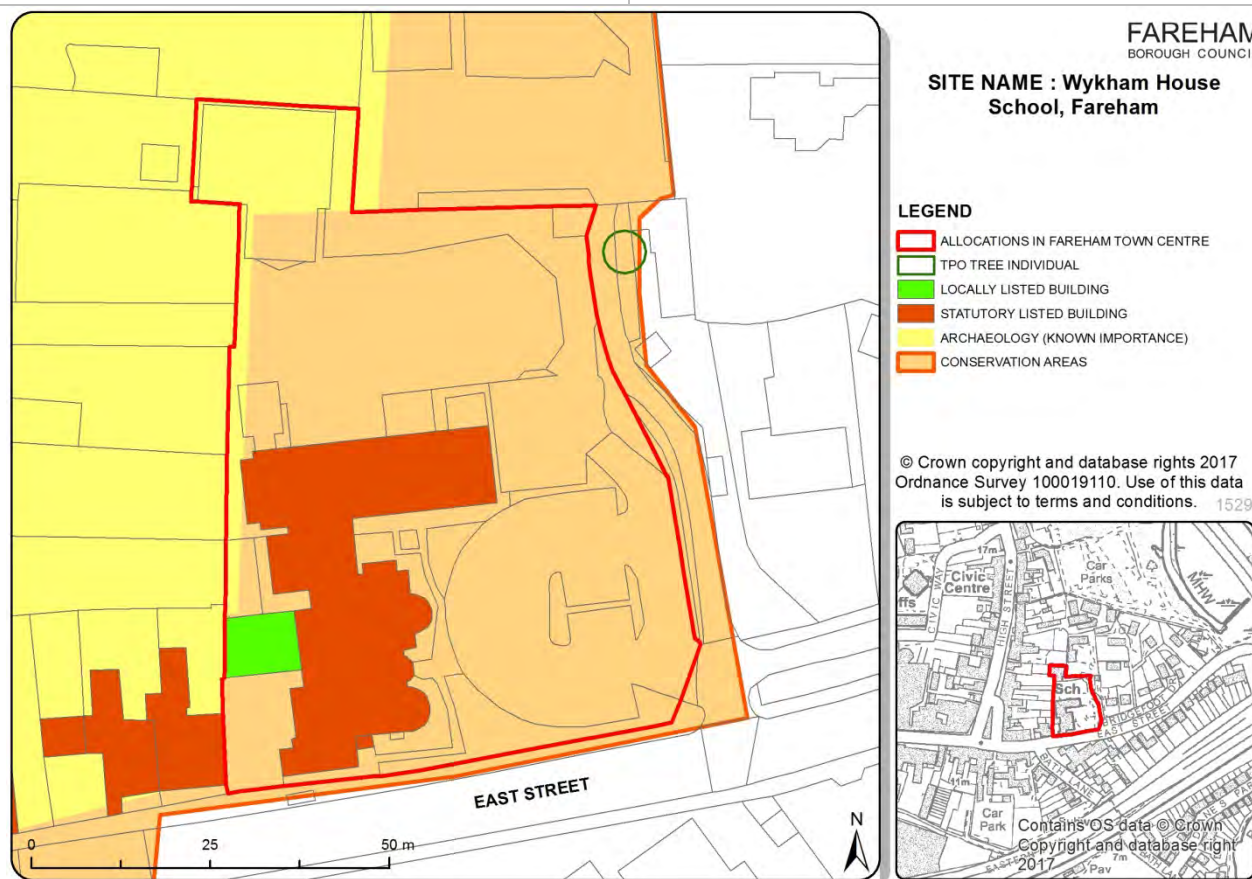
- d) Town houses which incorporate integral garages should ensure that they do not dominate the building elevation and street scene; and
- e) Development will be designed to create a high quality public realm with pedestrian priority and robust structural planting; and
- f) Contribute to the delivery of improved pedestrian links between the site and the High Street; and
- g) Prior to the commencement of development, suitable alternative public car parking provision within the Town Centre should be provided if required; and
- h) The provision of a Site-Specific Flood Risk Assessment that demonstrates that there is safe access and egress from the site; and
- i) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC9	<b>SHLAA Reference:</b> 2942
<b>Name:</b> Wykeham House School	<b>Proposed Use:</b> Residential
<b>Location:</b> East Street, Fareham Town Centre	<b>Indicative Capacity:</b> 15 dwellings
<b>Size:</b> 0.49ha	<b>Planning Status:</b> Planning Permission Approved July 2017 - P/17/0147/FP



The site was formally Wykeham House School until its recent closure. Permission for 15 new homes (net) in a sustainable town centre location was granted in July 2017.

Development should be built in accordance with outline planning permission, however any subsequent planning application will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Primary highway access shall be from East Street; and
- A Heritage Statement shall accompany any application to provide details on the potential impact of the proposed development on the designated Conservation Area and on the setting of the Grade II Listed Building; and
- The design and layout of development proposals shall allow for permeability across the



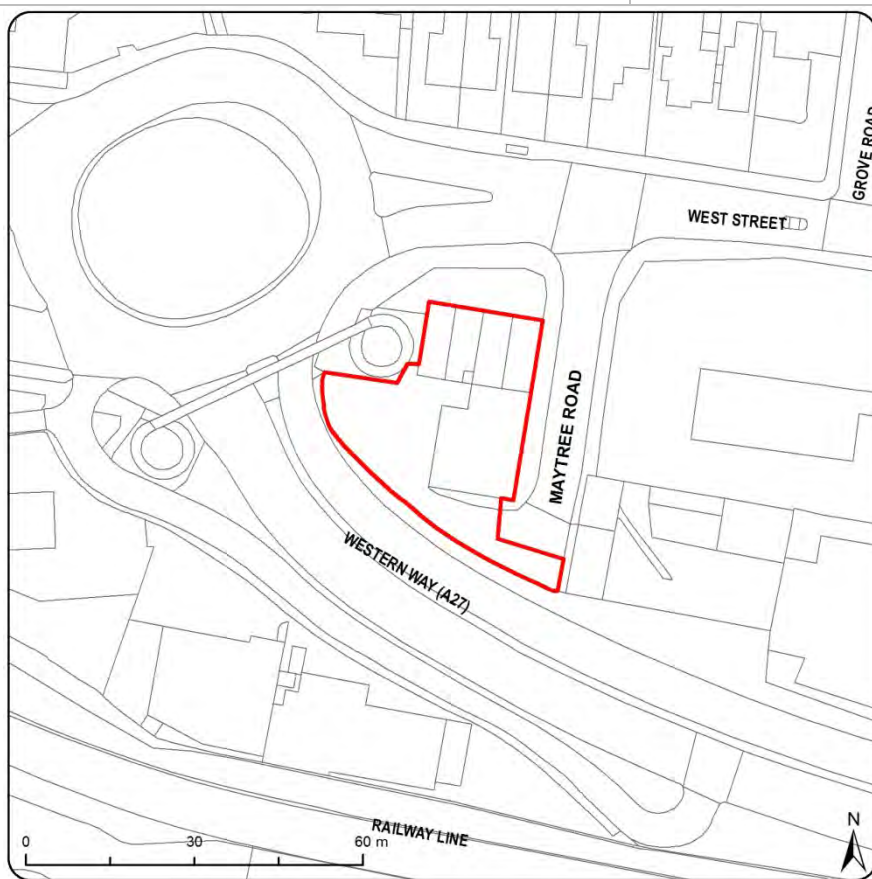
site with the creation of pedestrian/cycle links from the development to East Street and the wider Town Centre; and

- e) Development will be designed to create a high quality public realm with pedestrian priority and robust structural planting; and
- f) The Development will provide facilities for cycle and refuse storage in addition to appropriate levels of parking made in accordance with the Council's Residential Parking Standards SPD.
- g) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> FTC10	<b>SHLAA Reference:</b> 2956
<b>Name:</b> Delme Court	<b>Proposed Use:</b> Residential
<b>Location:</b> Maytree Road, Fareham Town Centre	<b>Capacity:</b> 32 dwellings (net 11)
<b>Size:</b> 0.11 ha	<b>Planning Status:</b> Nil



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Delme Court, Fareham**

**LEGEND**  
 ALLOCATIONS IN FAREHAM TOWN CENTRE

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The site is identified as part of the Western Quarter in the Council's Vision for Fareham Town Centre. The site is currently under a mix of retail, hot food, and residential uses. The site holds a number of implemented planning permissions for the change of use of the offices to residential accommodation. The vision for the Western Quarter is to encourage retailers and business uses along West Street, the improvement of pedestrian links and signage, and the conversion of properties into new homes. The Delme Court site is identified for residential use but some commercial uses may also be appropriate particularly on the ground floors.

Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Vehicular access shall be from Maytree Road; and
- c) The provision of approximately 32 new homes will comprise a mix of high quality



apartments. Individual balconies (min 2 sq.m) and roof gardens will be provided in lieu of communal open space where necessary; and

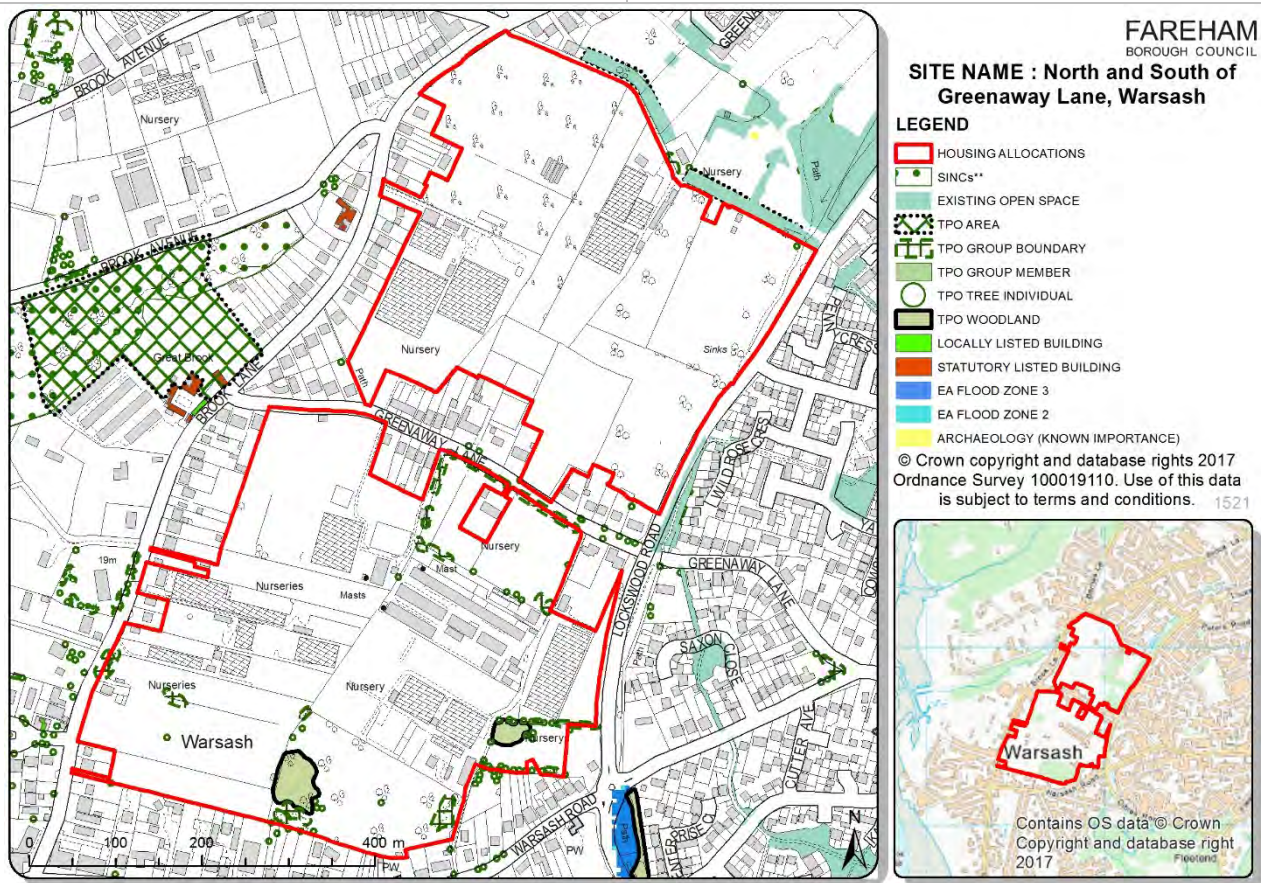
- d) Development will be between 3 and 5 floors providing a new high quality building that responds and takes advantage of this gateway site. Development must address the corner and West Street and Western Way with sufficient set back to provide robust structural planting and privacy; and
- e) Development parking should be delivered using undercroft and other land efficient arrangements to maximise housing delivery in this accessible location and without creating an unacceptable ground floor street environment; and
- f) Proposals shall provide a financial contribution towards the delivery (and maintenance where deemed necessary) off-site of the following infrastructure:
  - highway improvement and mitigations works; and
  - open space (in line with the Council's Planning Obligations SPD); and
  - a LEAP (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



## New Housing Allocations

<b>Housing Site:</b> HA1	<b>SHLAA Reference:</b> 3126 (incorporating 1263, 1382, 2849, 3005, 3019, 3046, 3056 and 3122)
<b>Name:</b> North and South of Greenaway Lane	<b>Proposed Use:</b> Residential
<b>Location:</b> Warsash	<b>Indicative Capacity:</b> 700 dwellings
<b>Size:</b> 36.2 ha	<b>Planning Status:</b> SHLAA sites 1382, 3019, 3056 subject to current planning applications. Site 2849 subject to a planning appeal.



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The design and layout of proposals shall be informed by and be consistent with the Development Framework in Appendix C; and
- The quantum of housing proposed shall be consistent with the indicative site capacity; and
- Primary highway access shall be focused on Brook Lane and Lockwood Road with Greenaway Lane only used to provide access for dwellings directly fronting onto Greenaway Lane; and



- d) The provision of vehicular highway access between development parcels, as identified by the Development Framework, without prejudice to adjacent land in accordance with Policy D4; and
- e) The provision of a continuous north - south green corridor linking the two badger setts and east-west wildlife link corridors with both having only minimal highway cross over points that are kept minimal in width; and
- f) The provision of pedestrian and cycle connectivity between adjoining parcels, as identified by the Development Framework, as well as providing connectivity with Warsash Road and nearby facilities and services; and
- g) Building heights shall be limited to a maximum of 2.5 storeys, except for buildings which front onto Greenaway Lane and Brook Lane where building heights shall be limited to a maximum of 2 storeys; and
- h) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions; and
- i) Proposals shall either provide directly, or provide the mechanism for the delivery of the following infrastructure, having regard to national legislation on pooling contributions:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Two Local Equipped Areas of Play (LEAP), one to the north of Greenaway Lane and one to the south broadly as shown on the Development Framework; and
  - Two junior football pitches on-site, broadly as shown on the Development Framework; and
  - Off-site improvements to existing sports facilities.

The allocated land comprises a number of different site promoters. As such, the Council has composed a Development Framework (Appendix C) for the site which sets out the rationale and approach for achieving a comprehensive and coordinated development that allows for excellent connectivity throughout the site and to the surrounding area, whilst allowing for development to come forward on a phased basis.

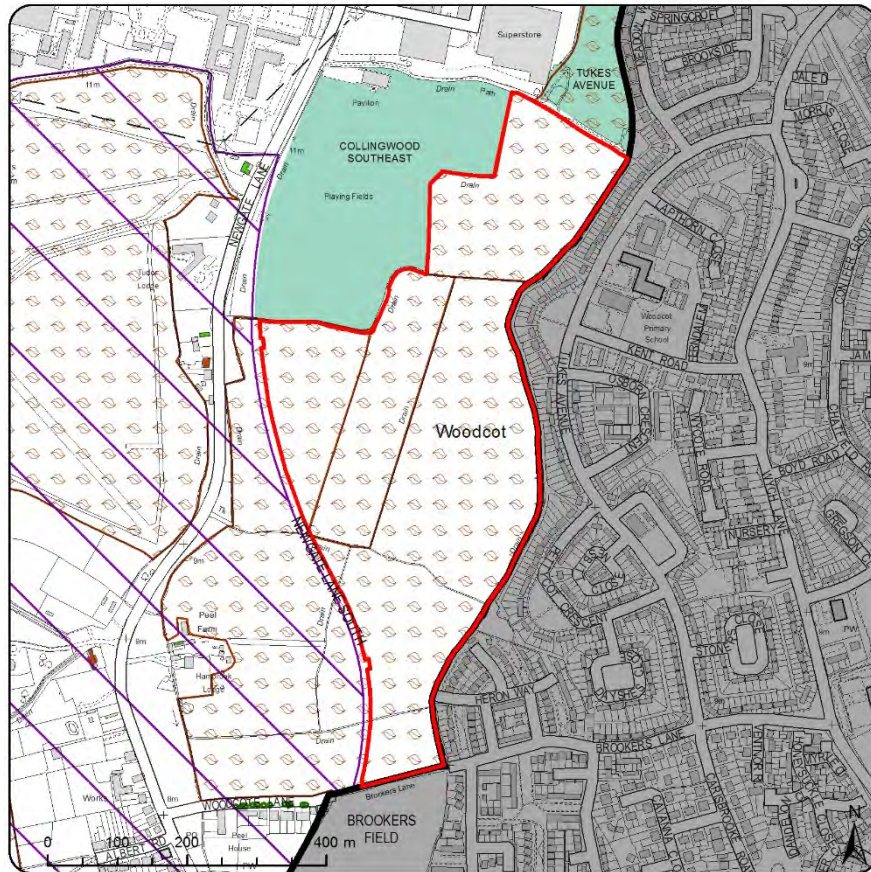
The open space and equipped play space need has been derived when considering the site capacity and how and where this can be best achieved within the overall development. The two proposed LEAPs are located in some of the larger promotions of land, relatively centrally located with connectivity routes proposed throughout the site. Smaller sites within the overall allocation are unlikely to need to provide on-site equipped play provision but will be expected to contribute to either of the two LEAPs. This could be through the provision of financial contributions towards items of equipment on the proposed LEAP or other improvements/enhancements to the equipped play provision and or its setting.

There is currently (and projected forward) insufficient primary school capacity in the vicinity of the site. Financial contributions from the development to support this will therefore need to be provided, albeit this will be assessed with the relevant data at the time of considering applications on the site.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA2	<b>SHLAA Reference:</b> 3133 (incorporating 3002, 3028 and 3057)
<b>Name:</b> Newgate Lane South	<b>Proposed Use:</b> Residential
<b>Location:</b> Peel Common	<b>Indicative Capacity:</b> 475 dwellings
<b>Size:</b> 22.4ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Newgate Lane South, Peel Common**

#### LEGEND

- HOUSING ALLOCATIONS
- STRATEGIC GAP
- "UNCERTAIN" BRENT GEESE & WADER SITES\*\*
- EXISTING OPEN SPACE
- TPO TREE INDIVIDUAL
- LOCALLY LISTED BUILDING
- STATUTORY LISTED BUILDING

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The design and layout of proposals shall be informed by and be consistent with the Development Framework in Appendix D; and
- b) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- c) Primary highway access shall be focused on Newgate Lane South in the first instance, with Brookers Lane having the potential to provide secondary access for a limited number of dwellings; and
- d) The provision of a north-south natural greenspace buffer of 25 metres minimum width between proposed development and both the boundary of the Newgate Lane South highway and HMS Collingwood playing fields, in accordance with the Development Framework in Appendix D; and
- e) The provision of pedestrian and cycle connectivity between adjoining parcels as



identified by the Development Framework, as well as safe pedestrian/ cycle crossing points of Newgate Lane South, safe and accessible walking/ cycling routes to local schools, open spaces and nearby facilities in Woodcot/Bridgemary.

- f) The provision of vehicular highway access between individual development parcels, as identified by the Development Framework, without prejudice to adjacent land in accordance with Policy D4; and
- g) Building heights shall be limited to a maximum of 2.5 storeys, except for buildings which front onto Newgate Lane South and Bridgmary/Woodcot where building heights shall be limited to a maximum of 2 storeys; and
- h) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions; and
- i) Existing drainage ditches on-site should be retained and enhanced as part of a Sustainable Drainage System (SuDS) incorporated within the overall green network for the site; and
- j) Proposals shall either provide directly, or provide the mechanism for the delivery of the following infrastructure, having regard to national legislation on pooling contributions:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare improvements (as identified by the Local Education Authority); and
  - A Neighbourhood Equipped Area of Play (NEAP) and a Multi-Use Games Area (MUGA) for older children on-site as shown on the Development Framework; and
  - Improvements to existing off-site sports facilities at Brookers Field and Tukes Avenue.

This site allocation is based around the delivery of the new section of highway known as Newgate Lane South. The road scheme is third stage of work on the Newgate Lane corridor, linking the improvements at the northern section of Newgate Lane, undertaken in 2014/15 and the Peel Common roundabout, in 2015/16. It replaces the existing route for through traffic. The scheme has both planning consent (P/15/0717/CC and 15/00382/HCC3) from Hampshire County Council and agreed funding from the Solent LEP. Furthermore, in summer 2017 construction of the new road commenced, with the works estimated to take approximately 12 months to complete. Once completed, the new road will form the western boundary of this site allocation.

The allocated land comprises a number of different site promoters. As such, the Council has composed a Development Framework (Appendix D) for the site which sets out the rationale and approach for achieving a comprehensive and coordinated development that allows for excellent connectivity throughout the site and to the surrounding area, whilst allowing for development to come forward on a phased basis.

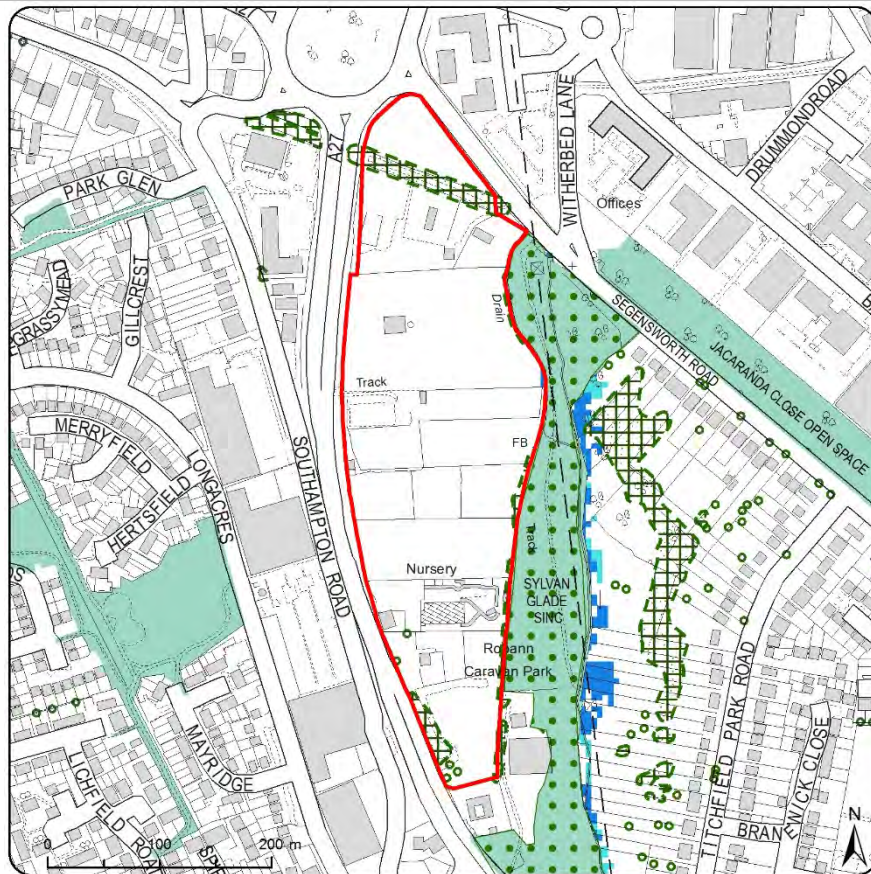
The open space and equipped play space need has been derived when considering the overall quantum of development and how and where this can be best achieved within the overall comprehensive development.



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA3	<b>SHLAA Reference:</b> 3128 (incorporating 2976, 3020, 3044 and 3125)
<b>Name:</b> Southampton Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Titchfield Common	<b>Indicative Capacity:</b> 400 dwellings
<b>Size:</b> 7.6ha	<b>Planning Status:</b> None



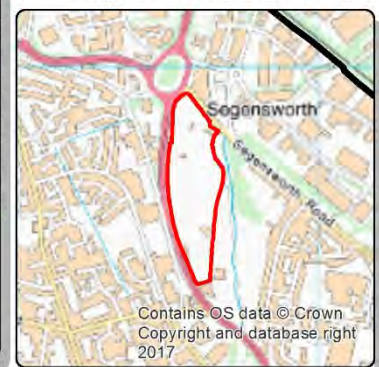
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME :** Southampton Road,  
Titchfield Common

**LEGEND**

- HOUSING ALLOCATIONS
- SINC<sup>s</sup>\*\*
- EXISTING OPEN SPACE
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- EA FLOOD ZONE 3
- EA FLOOD ZONE 2

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The design and layout of proposals shall be informed by and be consistent with the Development Framework in Appendix E; and
- b) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- c) Primary highway access shall be focused on Segensworth Road in the first instance, with Southampton Road to be used where access to/from Segensworth Road is not possible; and
- d) The provision of a north – south shared public space which incorporates the provision of a LEAP (Local Equipped Area of Play) (enhanced to include equipment for older children) and a Multi-Use Games Area (MUGA), as identified by the Development Framework; and
- e) A 15m wide unlit buffer to the Sylvan Glade SINC, which is linked to the central open



space by 10m wide green corridors, which have minimal highway crossover points; and

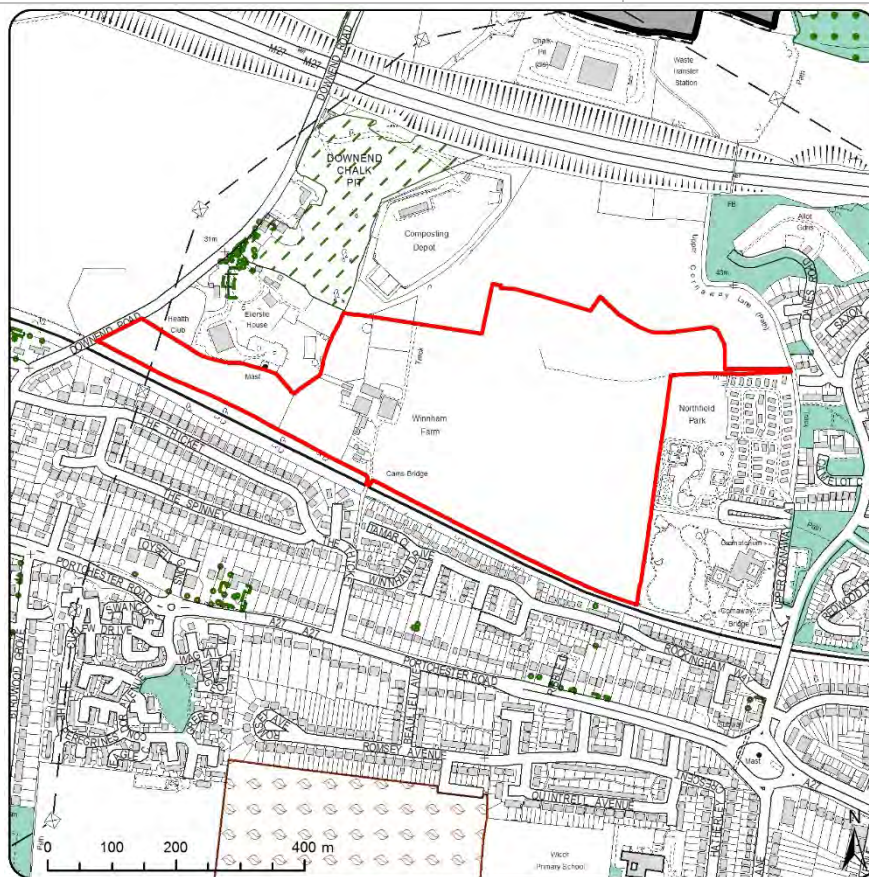
- f) A scheme which is comprised predominantly of smaller dwellings in the form of apartment blocks and terraced town houses in order to deliver the indicative capacity identified for the site.
- g) The height of buildings shall be limited to a maximum of 4 storeys, except for buildings which front onto Southampton Road and Segensworth Road where building heights will be limited to a maximum of 3 storeys; and
- h) The provision of pedestrian and cycle connectivity between adjoining parcels as identified by the Development Framework, as well as safe pedestrian/ cycle crossing points of Southampton Road, safe and accessible walking/ cycling routes to local schools, Sylvan Glade SINC, Jacaranda Close open space and nearby facilities in Park Gate.
- i) The provision of vehicular highway access between individual development parcels, as identified by the Development Framework, without prejudice to adjacent land in accordance with Policy D4; and
- j) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions; and
- k) Proposals shall either provide directly, or provide the mechanism for the delivery of the following infrastructure, having regard to national legislation on pooling contributions:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare improvements (as identified by the Local Education Authority); and
  - An enhanced Local Equipped Area of Play (LEAP) and Multi-Use Games Area (MUGA) on-site, broadly as shown on the Development Framework; and
  - Improvements to existing off-site sports facilities.

The allocated land comprises a number of different site promoters. As such, the Council has composed a Development Framework (Appendix E) for the site which sets out the rationale and approach for achieving a comprehensive and coordinated development that allows for excellent connectivity throughout the site and to the surrounding area, whilst allowing for development to come forward on a phased basis.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA4	<b>SHLAA Reference:</b> 3030
<b>Name:</b> Downend Road East	<b>Proposed Use:</b> Residential
<b>Location:</b> Portchester	<b>Indicative Capacity:</b> 350 dwellings
<b>Size:</b> 21.1 ha	<b>Planning Status:</b> Subject to EIA screening application: P/17/0592/EA (June 2017)



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Downend Road, Portchester**

**LEGEND**

- HOUSING ALLOCATIONS
- SITES OF SPECIAL SCIENTIFIC INTEREST\*
- "UNCERTAIN" BRENT GEESE & WADER SITES\*\*
- SINCS\*\*
- EXISTING OPEN SPACE
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- b) A design and layout that takes account of the site's constraints and context, in particular the site's landscape setting on Portsdown Hill, the Downend Chalk Pit SSSI and the potential presence of Palaeolithic archaeological remains; and
- c) Primary highway access shall be focused on Downend Road; and
- d) A network of interconnecting green and public access corridors throughout the site incorporating existing ecological and archaeological features and allowing only minimal highway cross over points (kept minimal in width); and
- e) The provision of pedestrian and cycle connectivity from the site to Downend Road, The



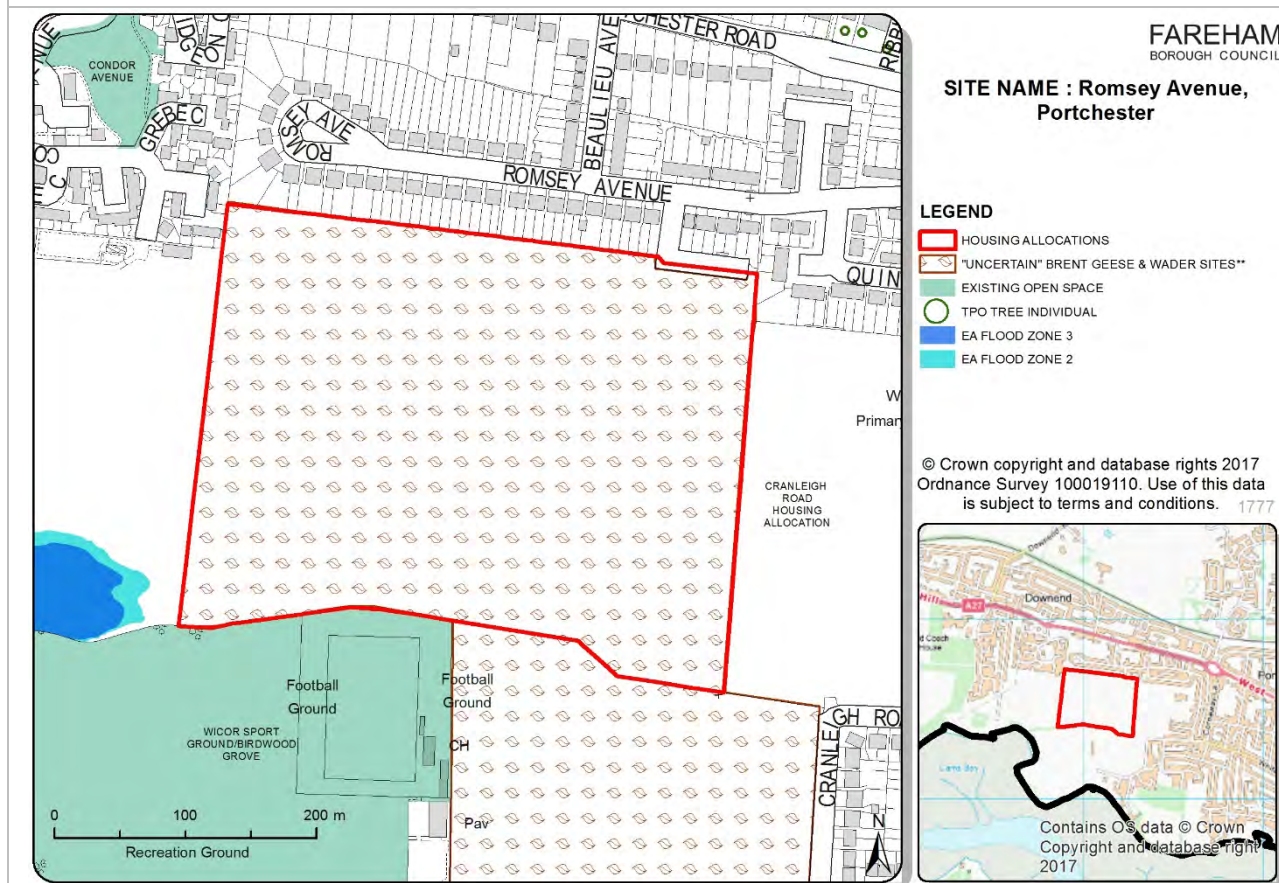
Thickett and Upper Cornaway Lane; and

- f) Buildings heights limited to a maximum of 2.5 storeys, except for buildings which front onto the site access or perimeter, where heights will be limited to a maximum of 2 storeys; and
- g) A robust archaeological survey of the site to determine the Palaeolithic potential at the site, with areas identified as having high potential being designed within areas of open space or green corridors; and
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery of the following infrastructure:
  - Off-site highway improvement and mitigations works to the junction of Downend Road with the A27 and Delme Roundabout; and
  - Local schools and early-years childcare improvements (as identified by the Local Education Authority); and
  - A Neighbourhood Equipped Area of Play (NEAP) on-site within an accessible location.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA5	<b>SHLAA Reference:</b> 207
<b>Name:</b> Romsey Avenue	<b>Proposed Use:</b> Residential
<b>Location:</b> Portchester	<b>Indicative Capacity:</b> 225 dwellings
<b>Size:</b> 12.6 ha	<b>Planning Status:</b> Subject to EIA screening application (P/17/1068/EA)



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- Primary highway access shall be focused on Romsey Avenue; and
- Building heights shall be limited to a maximum of 2 storeys; and
- The creation of a loop road on the site and safe pedestrian and cycle crossing points on Romsey Avenue and to the adjoining Cranleigh Road housing allocation (HA6); and
- Retention and strengthening of the existing tree and hedgerow boundaries located around the western and southern perimeters of the site in contributing to the provision of a buffer for nearby SAC habitats; and
- Sufficient protection for the badger setts present on the site and on the adjoining site



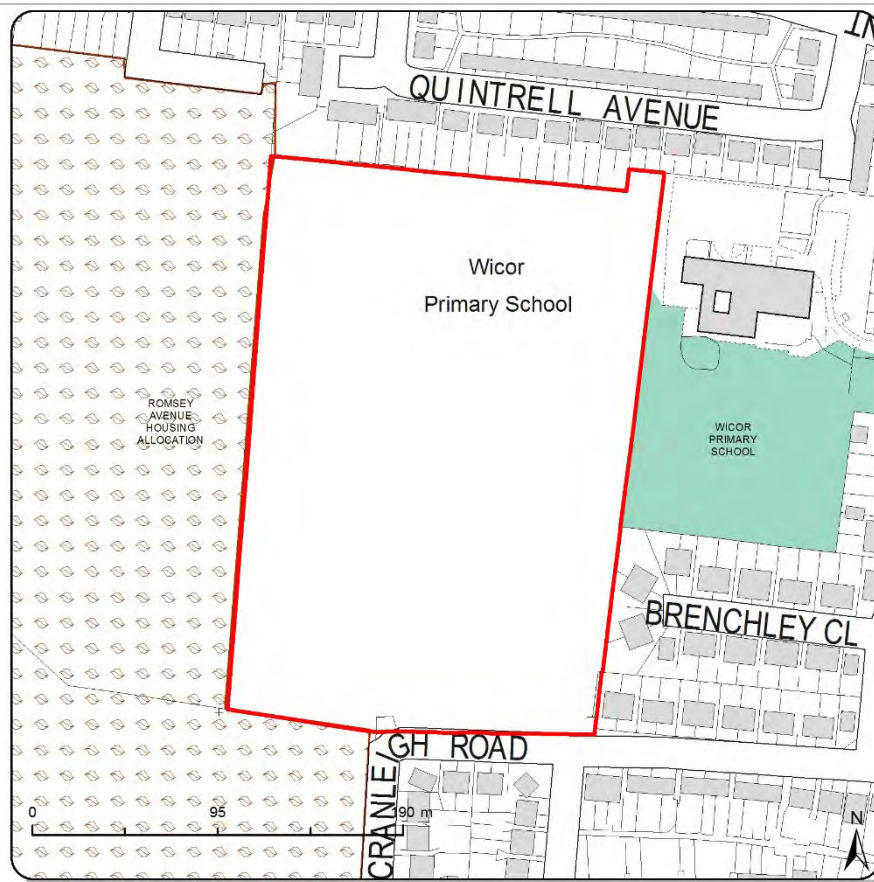
allocation (HA6), to the satisfaction of the Council; and

- g) Proposals shall have regard to the potential for Brent Geese and Waders, and shall undertake an overwintering survey to determine the presence and frequency of any Brent Geese and Waders that use the site (in accordance with Policy NE3), with mitigation identified as appropriate, to the satisfaction of Natural England; and
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Open space on-site (to be considered in conjunction with the open space proposed at HA6: Cranleigh Road); and
  - a Neighbourhood Area of Play (NEAP) on-site.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA6	<b>SHLAA Reference:</b> 3014
<b>Name:</b> Cranleigh Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Portchester	<b>Indicative Capacity:</b> 120 dwellings
<b>Size:</b> 5.56 ha	<b>Planning Status:</b> Outline Planning Permission (P/15/0260/OA) granted on appeal (August 2017)

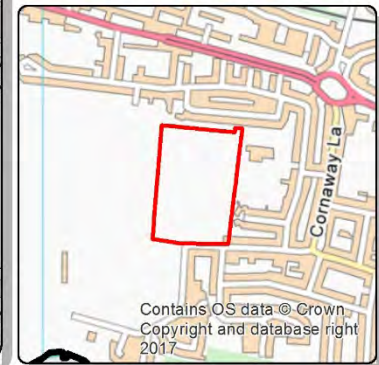


**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Cranleigh Road,**  
**Portchester**

**LEGEND**

- HOUSING ALLOCATIONS
- "UNCERTAIN" BRENT GEESE & WADER SITES\*\*
- EXISTING OPEN SPACE

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Development should be built in accordance with outline planning permission, however any subsequent planning application will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused on Cranleigh Road; and
- c) Building heights shall be limited to a maximum of 2 storeys; and
- d) The creation of a loop road on the site, safe pedestrian and cycle crossing points to Cranleigh Road and to the adjoining Romsey Avenue housing allocation (HA5); and
- e) Retention and strengthening of the existing tree and hedgerow boundary located around the perimeter of the site in contributing to the provision of a buffer for nearby SAC habitats and retain the north / south hedgerow which dissects the site except where



access points may be required in relation to criterion a; and

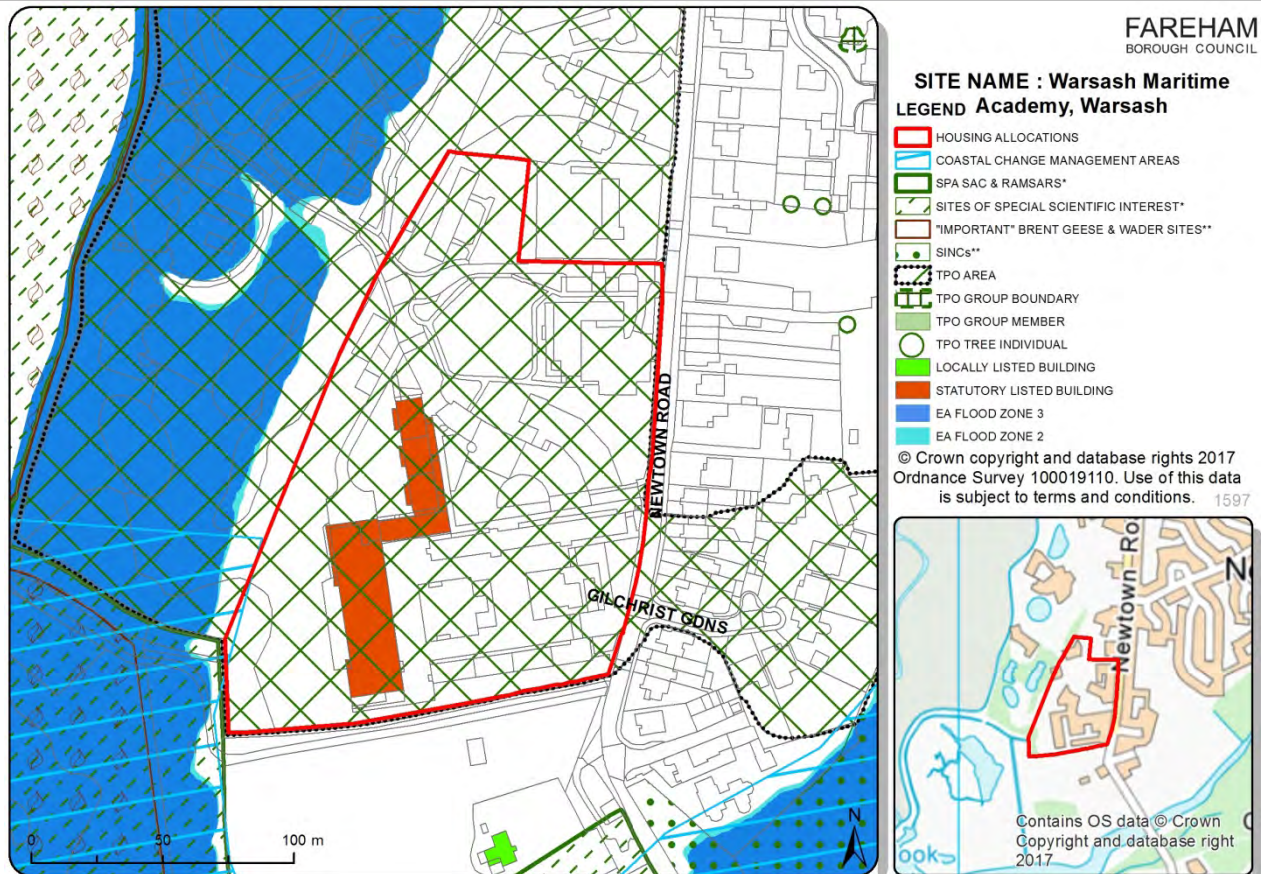
- f) A new badger corridor and mitigation for the closure of the existing badger sett within the eastern field by providing for a replacement artificial badger sett in the western field, to the satisfaction of the Council; and
- g) Maintaining a 12 metre sewer easement running parallel to the eastern and southern boundaries of the site, with the exception of driveways and private gardens.
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Open space on-site (to be considered in conjunction with the open space proposed at HA5: Romsey Avenue)



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA7	<b>SHLAA Reference:</b> 3088
<b>Name:</b> Warsash Maritime Academy	<b>Proposed Use:</b> Residential
<b>Location:</b> Warsash	<b>Indicative Capacity:</b> 100 dwellings
<b>Size:</b> 2.5ha	<b>Planning Status:</b> None



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed shall be broadly consistent with the indicative site capacity, which is based on both residential conversion of the existing statutory listed building as well as new development; and
- Primary highway access shall be focused on Newtown Road; and
- The height of new buildings shall be limited to a maximum of 4 storeys, subject to the setting of listed buildings, character of Newtown Road and the mass of overall development; and
- The provision of pedestrian and cycle connectivity within the site and to Newtown Road, as well as providing connectivity with nearby facilities and services; and
- The principal site frontage to Newtown Road on the eastern side of the site shall be well landscaped and carefully designed to minimise the sense of immediate development in order to respect the surrounding residential character in this location; and

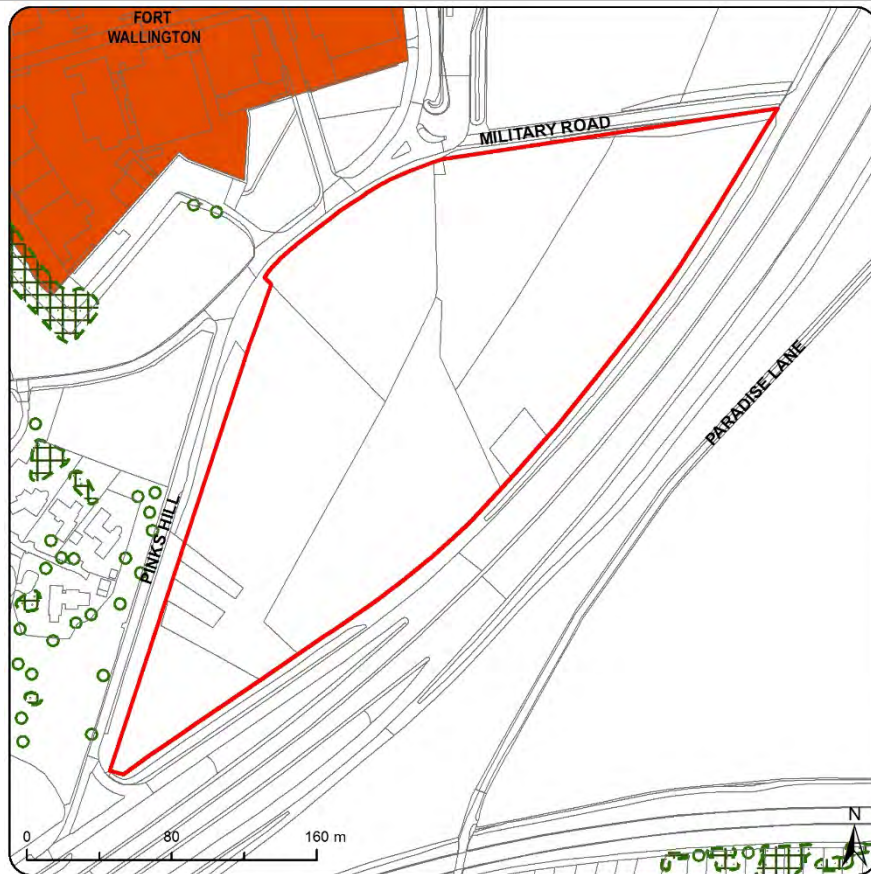


- f) Provision of a heritage statement (in accordance with Policy D3) that assesses the potential impact of proposals on the conservation and setting of the Grade II Listed Buildings; and
- g) There is a binding agreement that will deliver an appropriate re-use of the listed buildings (subject to agreement with Historic England) within a phased programme of works linked to the delivery of residential development; and
- h) All trees are subject to an Area Tree Preservation Order and should all be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions, subject to agreement with the Council; and
- i) Boundary trees and hedgerows on the western boundary of the site should be retained and incorporated within the design to provide a buffer to the priority habitats; and
- j) Development on site shall take account of the Hook Spit to Workman's Lane Coastal Change Management Area immediately south-west of the site; and
- k) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - On-site public open space (in accordance with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA8	<b>SHLAA Reference:</b> 1998
<b>Name:</b> Pinks Hill	<b>Proposed Use:</b> Residential & Employment
<b>Location:</b> Wallington	<b>Indicative Capacity:</b> 80
<b>Size:</b> 5.3 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Pinks Hill,  
Wallington**

**LEGEND**

- HOUSING ALLOCATIONS
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- STATUTORY LISTED BUILDING

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused from the upper part of Pinks Hill; and
- c) The height of buildings shall be limited to a maximum of 3 storeys, except for buildings which front onto Pinks Hill and Military Road where building heights will be limited to a maximum of 2 storeys; and
- d) The provision of safe pedestrian and cycle crossing points across Pinks Hill and along Military Road to provide the site with links to both Wallington and the surrounding area, in order to link the site with local schools and existing services; and
- e) Maintenance and strengthening of the tree lined buffer around the perimeter of the site, as well as strengthening woodland in the south west of the site; and

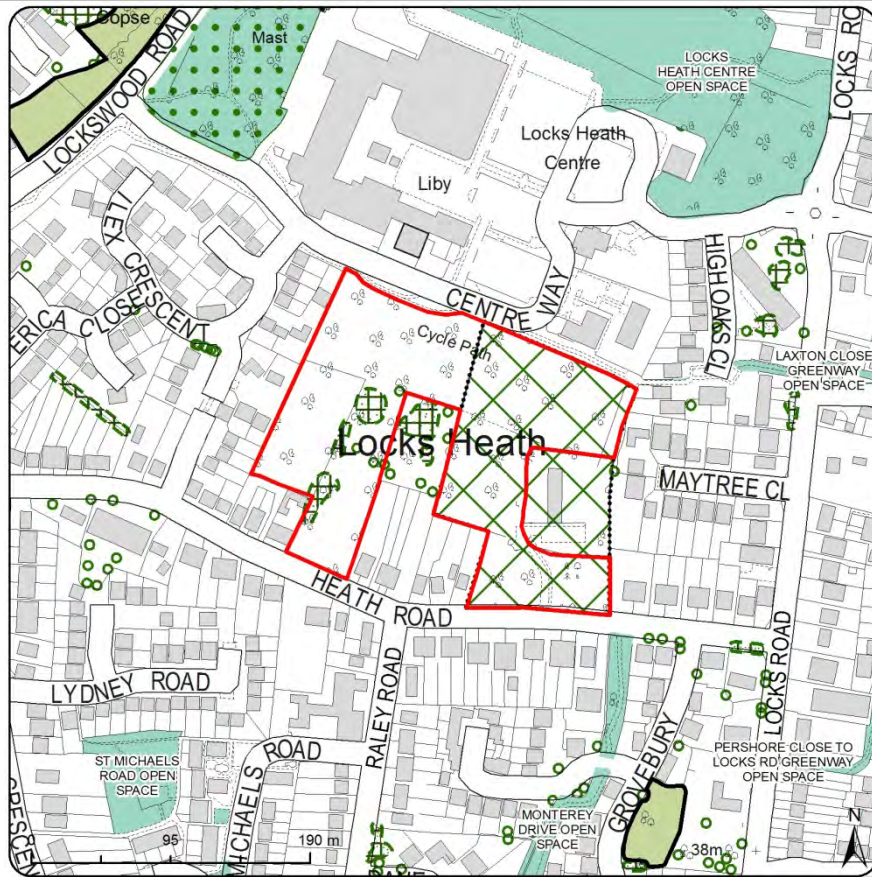


- f) Provision of a suitable and robust visual and acoustic buffer between the site and the waste transfer station logistics depot immediately north of the site (as illustratively shown in Appendix F). Active uses within the buffer such as the provision of small scale employment units (up to 1000 sq.m in total) will be supported provided they:
- are screened by tree belts; and
  - are served by a separate access road from Military Road; and
  - provide an effective visual and acoustic barrier from traffic movements.
- g) Provision of a noise assessment that identifies appropriate mitigation to address noise from the A27, M27 and the neighbouring industrial area; and
- h) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the A27 (in accordance with Policy INF2); and;
- i) Provision of a heritage statement to provide details on the potential impact of proposals on the conservation and setting of the Fort Wallington façade; and
- j) Demonstration that the development will have no adverse impacts upon groundwater in respect of its location in zone 1; and
- k) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
- Off-site highway improvement and mitigation works for both Pinks Hill and the junction with the A27; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Parks and amenity public open space on-site (in accordance with the Council's Planning Obligations SPD); and
  - A Local Area of Play (LEAP) on-site.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA9	<b>SHLAA Reference:</b> 1007
<b>Name:</b> Heath Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Locks Heath	<b>Indicative Capacity:</b> 71 dwellings
<b>Size:</b> 3.0 ha	<b>Planning Status:</b> None



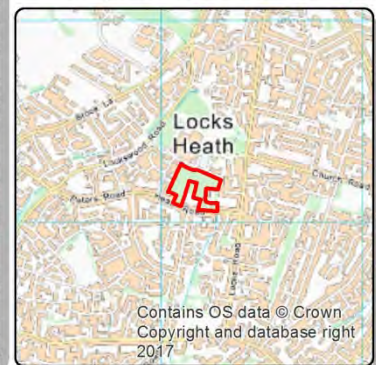
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Heath Road, Locks Heath**

**LEGEND**

- HOUSING ALLOCATIONS
- SINC<sup>s</sup>\*\*
- EXISTING OPEN SPACE
- TPO AREA
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- TPO WOODLAND

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This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- Primary highway access shall be focused on Heath Road; and
- Building heights shall be limited to a maximum of 2.5 storeys, except for next to existing dwellings where building heights will be limited to a maximum of 2 storeys; and
- The provision of a pedestrian and cycle connectivity within the site and to Heath Road and Centre Way, including the potential provision of a greenway route to the Locks Heath Centre, Monterey Drive and Raley Road; and
- Existing trees subject to a Tree Preservation Order or Area Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other



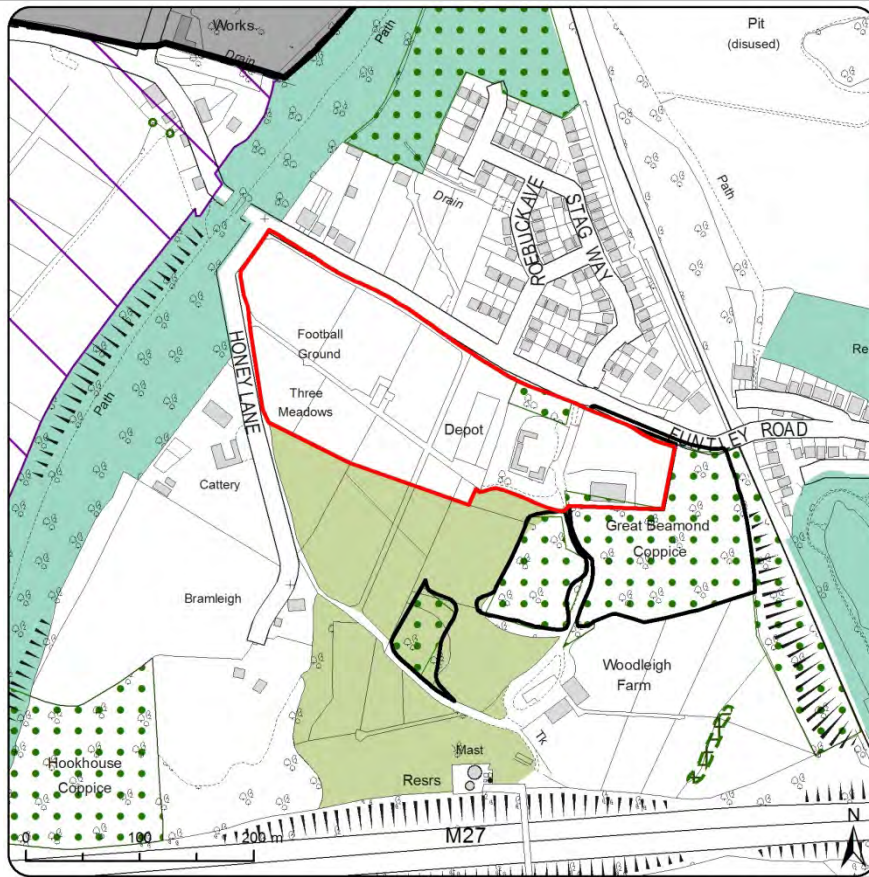
infrastructure; and

- Proposals must respond to a proposed sewerage easement to demonstrate the future maintenance and upsizing of Southern Water sewerage infrastructure crossing the site; and
- Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - A Local Equipped Areas of Play (LEAP) on-site; and
  - Parks and amenity public open space on-site.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA10	<b>SHLAA Reference:</b> 3121
<b>Name:</b> Funtley Road South	<b>Proposed Use:</b> Residential
<b>Location:</b> Funtley	<b>Indicative Capacity:</b> 55 dwellings
<b>Size:</b> 4.55 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Funtley Road South, Funtley**

**LEGEND**

- HOUSING ALLOCATIONS
- TPO GROUP BOUNDARY
- TPO TREE INDIVIDUAL
- TPO WOODLAND
- STRATEGIC GAP
- SITES OF IMPORTANCE FOR NATURE CONSERVATION\*\*
- EXISTING OPEN SPACE
- PUBLIC OPEN SPACE ALLOCATIONS

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from Funtley Road; and
- c) Building heights are limited to a maximum of 2 storeys; and
- d) Safe pedestrian and cycle crossing points across Funtley Road and connectivity with the existing footpath/bridleway network in the vicinity of the site and eastwards towards the centre of Funtley village in order to maximising connectivity to nearby facilities and services; and
- e) The creation of a vehicular loop road on the site, allowing for pedestrian and cycle permeability across the site; and
- f) Proposals shall take account of the site's landscape context by incorporating view



corridors from Funtley Road through to the public open space allocation to the south of the residential allocation (as illustratively shown in Appendix G). The view corridors should form part of the on-site open space and should incorporate pedestrian and cycle links, whilst vehicular crossing of links should be limited; and

- g) The existing woodland on-site shall be retained and incorporated should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and
- h) A 15m buffer shall be incorporated between development and the Great Beamond Coppice SINC to the east of the site; and
- i) The provision of a building/ buildings for community uses, located in an accessible location to enable a range of uses for both existing and new residents; and
- j) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Public open space on and off-site (as illustratively shown in Appendix G) (in line with the Council's Planning Obligations SPD); and
  - a Local Area of Play (LEAP) on-site (in line with the Council's Planning Obligations SPD).

In light of the landscape setting, this development allocation is required to take a looser, less dense approach, applying a density of around 20 dwellings per hectare (dph). In light of the rural setting, significant natural landscaping should be incorporated, so that proposals are assimilated into the landscape. Part of this assimilation includes the incorporation of view corridors, between Funtley Road and the open space south of the site, which are required to maintain visual and physical connections through the site.

Additionally, the delivery of the community uses building and the public open space are critical elements in making the development acceptable, by providing additional assets for both the existing and new community. The community building envisaged is one that is multi-functional and flexible to allow for a range of small-scale community uses, whilst the proposed public open space should be more informal in nature, to take account of and strengthen the landscape setting.

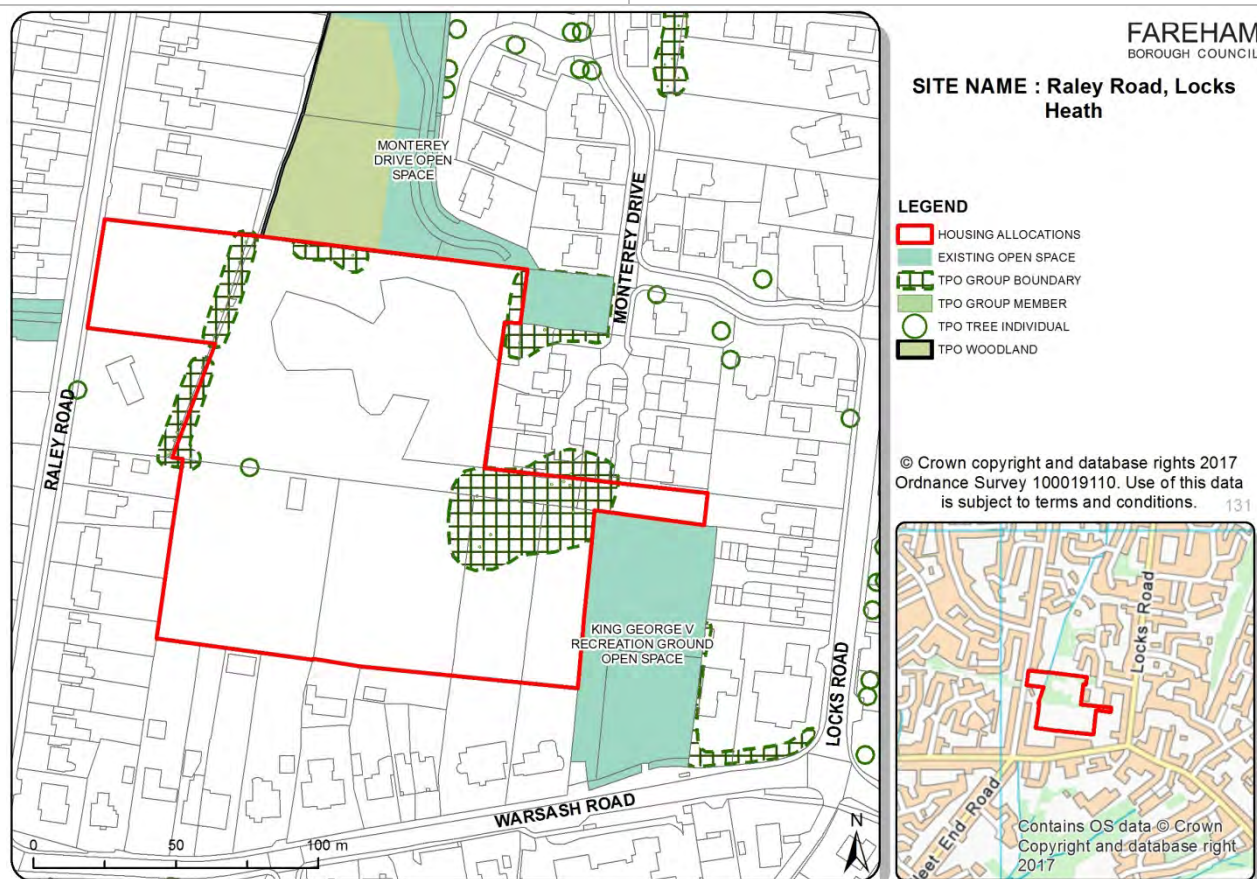
Appendix F is a visual demonstration of the suggested approach to development in this location, taking account of the approach detailed above.



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA11	<b>SHLAA Reference:</b> 58
<b>Name:</b> Raley Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Locks Heath	<b>Indicative Capacity:</b> 49 dwellings
<b>Size:</b> 2.03 ha	<b>Planning Status:</b> None



This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from Locks Road and/or Raley Road; and
- c) The height of buildings shall be limited to a maximum of 2.5 storeys, except for perimeter buildings where building heights will be limited to a maximum of 2 storeys; and
- d) Proposals shall allow for permeability across the site and towards local services, including the potential provision of a pedestrian/cycle connection with Warsash Road; and
- e) Proposals will need to take account of a sewerage easement to all for the ability for future maintenance and upsizing of this infrastructure across the site to take place; and
- f) Avoiding any loss of open space at George V Recreation ground; and

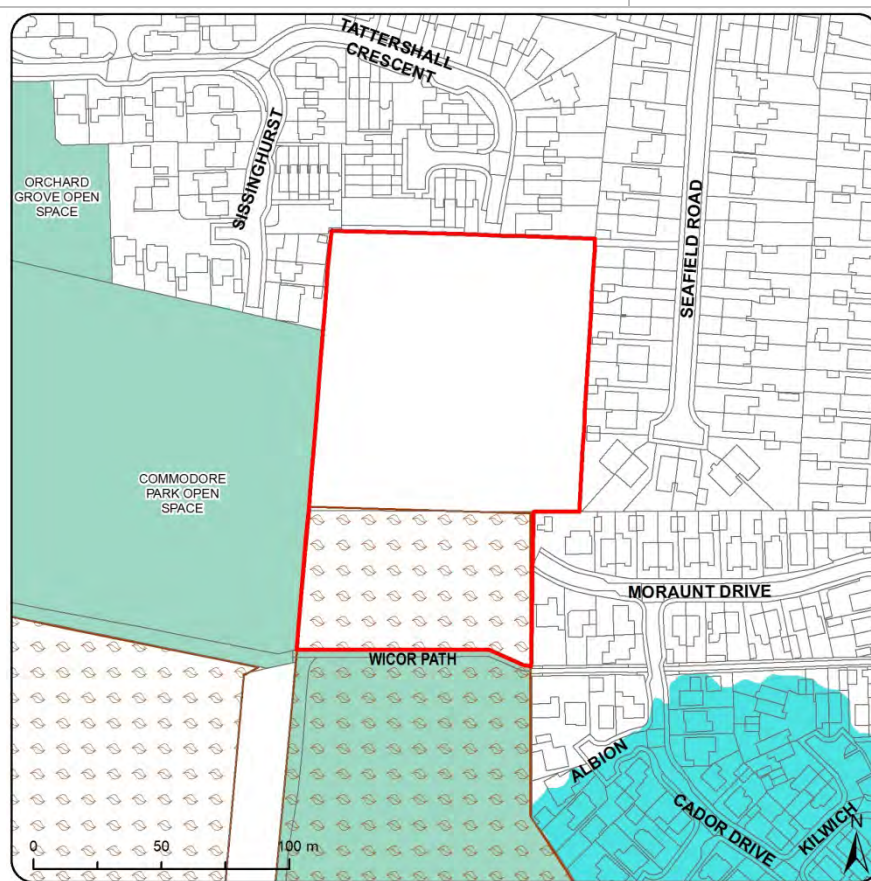


- g) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Parks and amenity public open space, on and/or off-site as appropriate (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA12	<b>SHLAA Reference:</b> 3032
<b>Name:</b> Moraunt Drive	<b>Proposed Use:</b> Residential
<b>Location:</b> Portchester	<b>Indicative Capacity:</b> 49 dwellings
<b>Size:</b> 1.6 ha	<b>Planning Status:</b> Planning Application Received August 2017 - P/17/0920/FP



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Moraunt Drive,  
Portchester**

**LEGEND**

- HOUSING ALLOCATIONS
- "UNCERTAIN" BRENT GEESE & WADER SITES\*\*
- EXISTING OPEN SPACE
- EA FLOOD ZONE 2

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity, on the basis that open space is provided immediately off-site; and
- b) Primary highway access shall be focused on Moraunt Drive; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) Proposals must be mindful to the visual sensitivities associated with the area and should retain and reinforce existing boundary vegetation to minimise any visual impacts to Wicor Path and neighbouring residents; and
- e) Safe pedestrian and cycle connectivity with the Wicor Path Public Right of Way in the south of the site and with Seafield Road to the east of the site; and
- f) Proposals shall have regard to the potential for Brent Geese and Waders, and shall



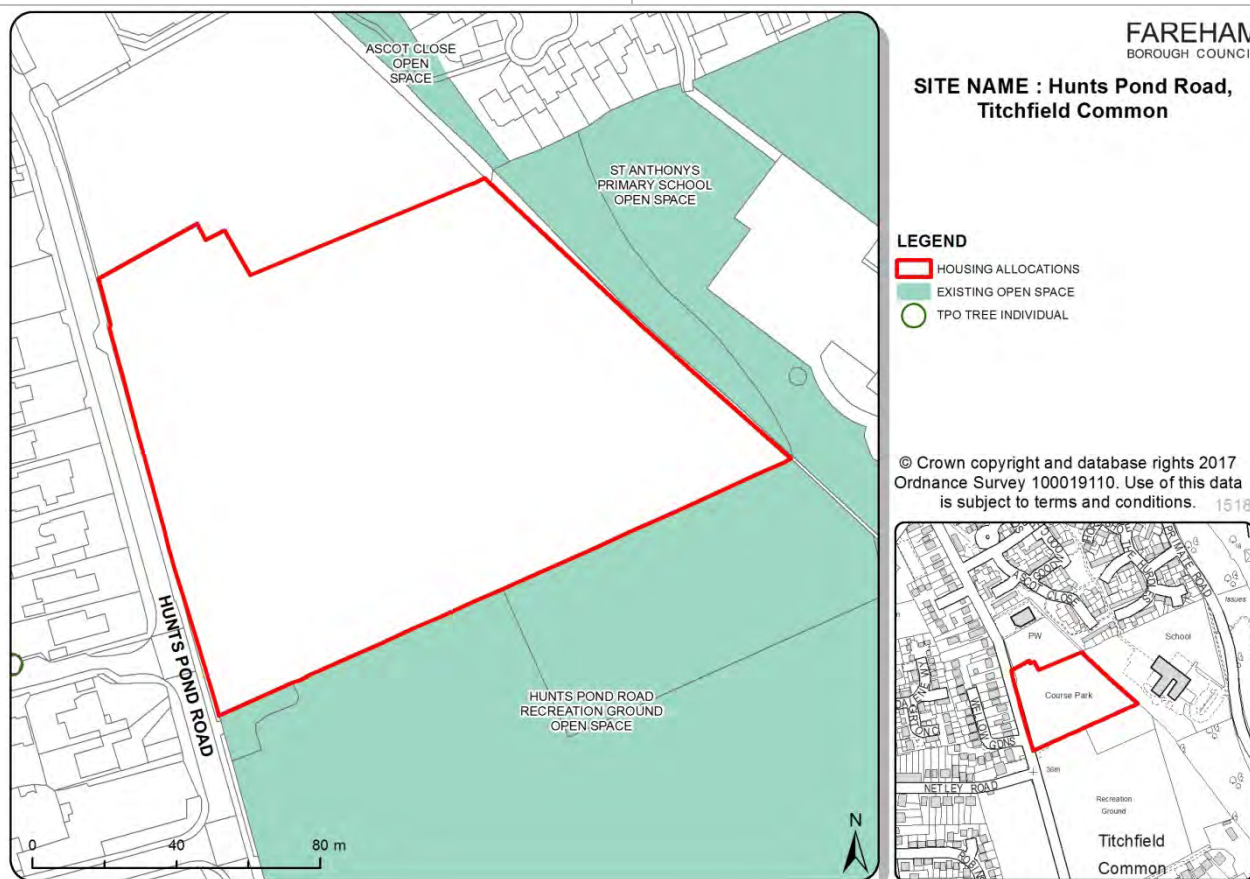
undertake an overwintering survey to determine the presence and frequency of any Brent Geese and Waders that use the site (in accordance with Policy NE3), with mitigation identified as appropriate, to the satisfaction of Natural England; and

- g) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
- Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to Orchard Grove / Commodore Park public open space to the immediate south and west of the site and retention in perpetuity (in line with the Council's Planning Obligations SPD).

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA13	<b>SHLAA Reference:</b> 3051
<b>Name:</b> Hunts Pond Road	<b>Proposed Use:</b> Residential
<b>Settlement:</b> Titchfield Common	<b>Indicative Capacity:</b> 38 dwellings
<b>Size:</b> 1.6 ha	<b>Planning Status:</b> None



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused on Hunts Pond Road; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) The provision of a pedestrian and cycle connectivity with Hunts Pond Road and the adjoining recreation ground; and
- e) Boundary trees and hedgerows on the eastern boundary of the site should be retained and incorporated within the design to provide a buffer to the priority habitats; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:

## DEVELOPMENT ALLOCATIONS



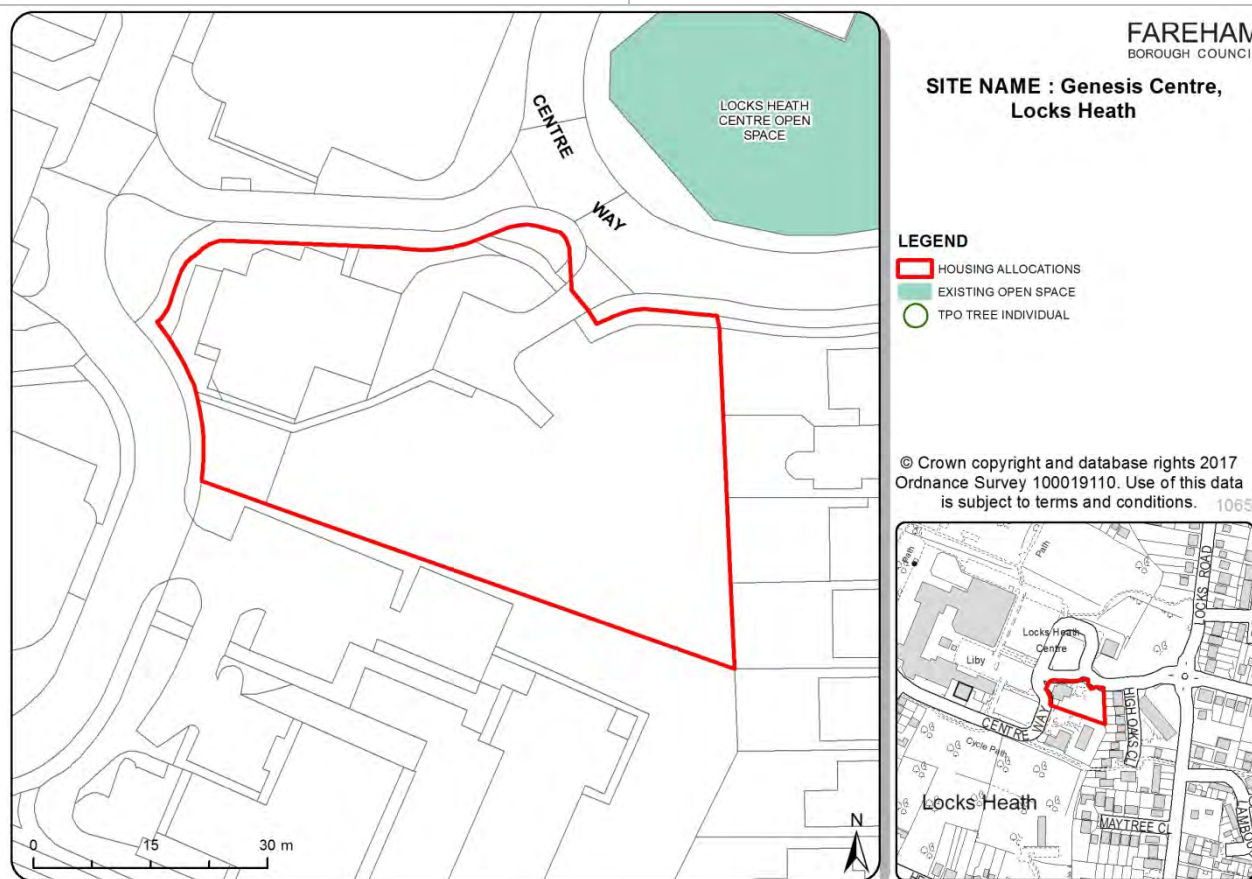
- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to Hunts Pond Road Recreation Ground.

The area immediately north of the proposed site has permission for a new building and car park for Locks Heath Free Church.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA14	<b>SHLAA Reference:</b> 2851
<b>Name:</b> Genesis Centre	<b>Proposed Use:</b> Residential
<b>Location:</b> Locks Heath District Centre	<b>Indicative Capacity:</b> 35 dwellings
<b>Size:</b> 0.3 ha	<b>Planning Status:</b> None



This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be focused on Centre Way; and
- c) The height of buildings shall be limited to a maximum of 3 storeys; and
- d) Prior to the development of the site, suitable alternative youth provision within the local area should be arranged in accordance with Policy CF3; and
- e) The hedgerow and trees on the eastern boundary of the site shall be retained where possible to provide a buffer between the centre and nearby residential dwellings; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line

## DEVELOPMENT ALLOCATIONS



with the Council's Planning Obligations SPD:

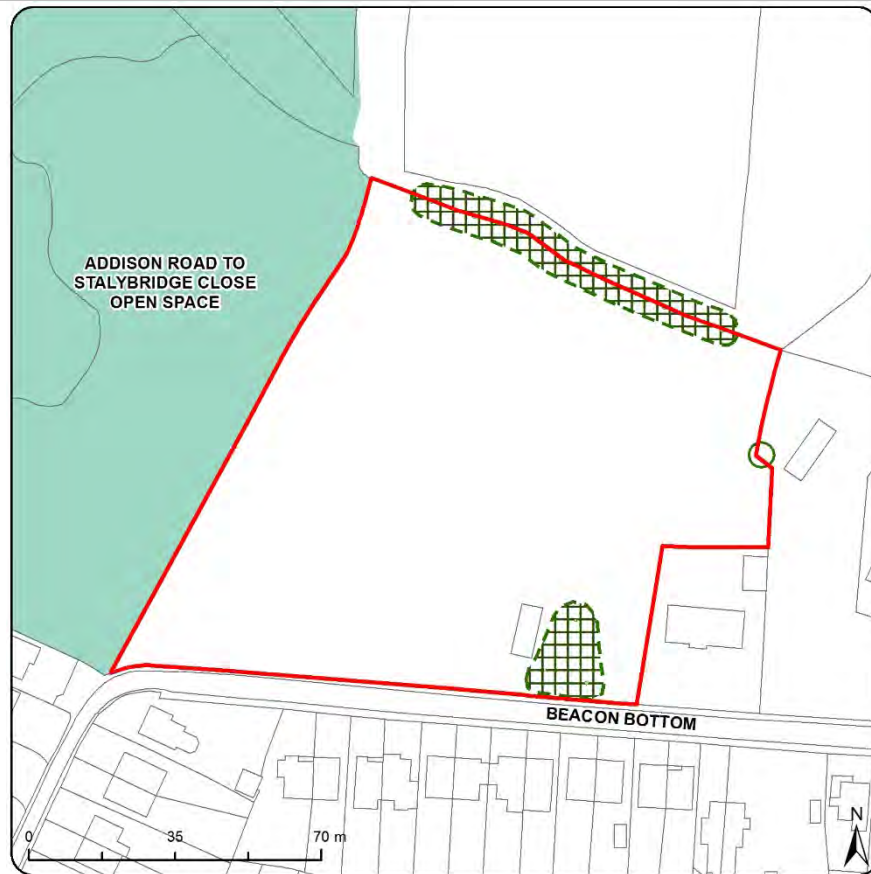
- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to Locks Heath Centre off-site open space.



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA15	<b>SHLAA Reference:</b> 1360
<b>Name:</b> Beacon Bottom West	<b>Proposed Use:</b> Residential
<b>Location:</b> Park Gate	<b>Indicative Capacity:</b> 30 dwellings
<b>Size:</b> 1.24 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Beacon Bottom West, Park Gate**

**LEGEND**

- HOUSING ALLOCATIONS
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- EXISTING OPEN SPACE

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused on Beacon Bottom; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) The provision of a pedestrian and cycle crossing on Beacon Bottom from the site; and
- e) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line

## DEVELOPMENT ALLOCATIONS



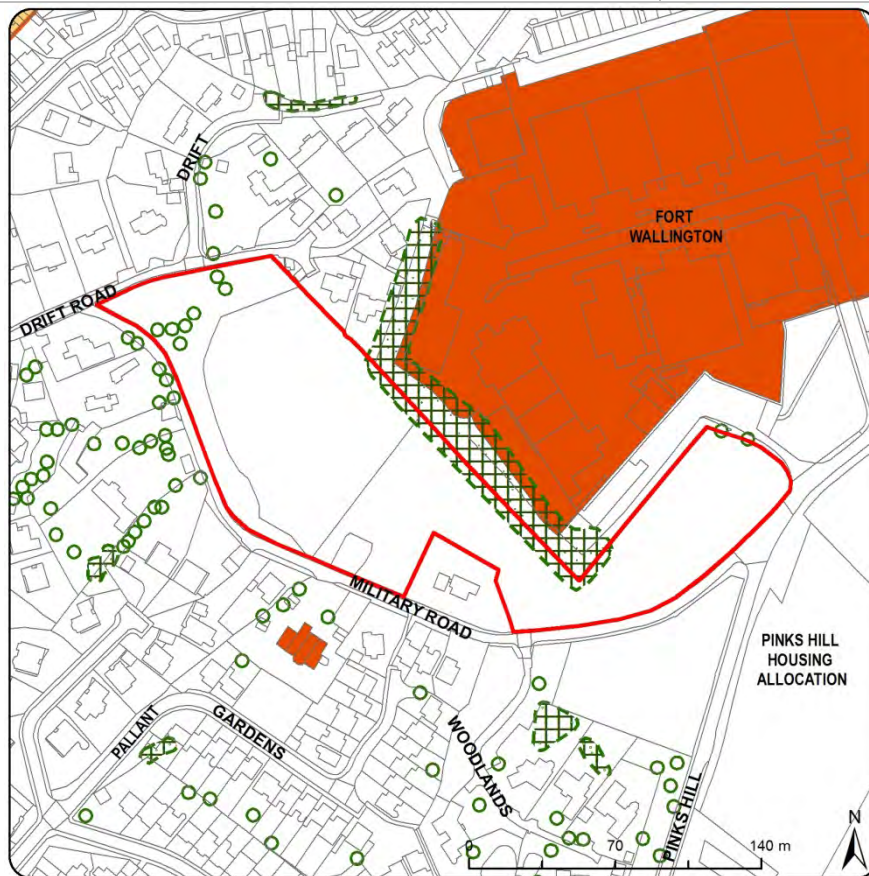
with the Council's Planning Obligations SPD:

- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Open space on-site or enhancements to existing off-site open space, as appropriate.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA16	<b>SHLAA Reference:</b> 27
<b>Name:</b> Military Road	<b>Proposed Use:</b> Self and Custom Build
<b>Location:</b> Wallington	<b>Capacity:</b> 26 dwellings
<b>Size:</b> 2.2 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Military Road,  
Wallington**

**LEGEND**

- HOUSING ALLOCATIONS
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- STATUTORY LISTED BUILDING
- CONSERVATION AREAS

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The provision of land for self and custom build housing, to include the provision of serviced plots; and
- b) Provision of an illustrative masterplan to identify the layout of individual plots;
- c) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- d) Primary highway access shall be focused from Military Road; and
- e) Building heights shall be limited to a maximum of 2 storeys; and
- f) Safe pedestrian and cycle access and crossing points from the site to Pallant Gardens, Drift Road and Pinks Hill housing allocation (HA8); and
- g) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living



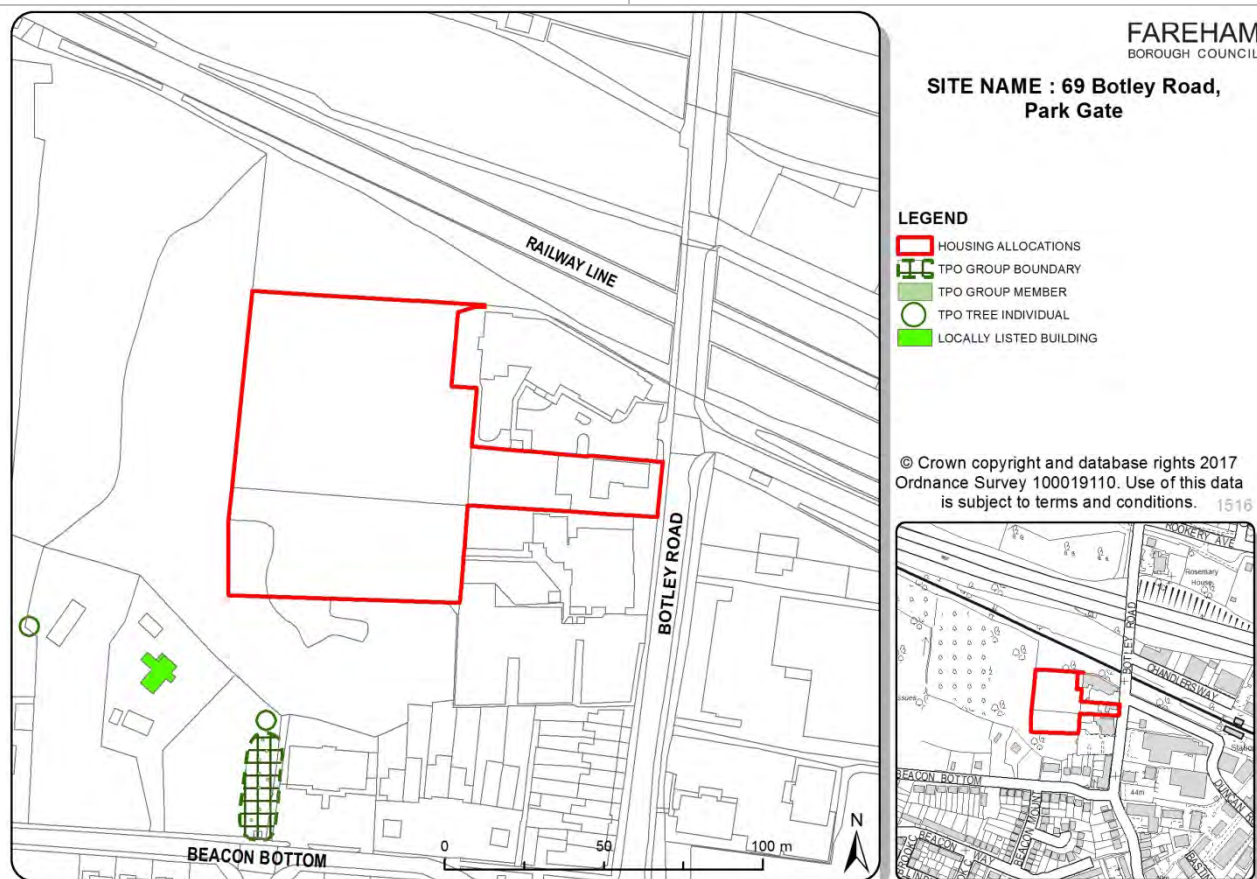
conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and

- h) A Heritage Statement shall accompany any application to provide details on the potential impact of proposals on the conservation and setting of the Fort Wallington façade; and
- i) Proposals shall demonstrate that the development will have no adverse impacts upon groundwater in respect of its location in Zone 1; and
- l) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - On-site open space which shall be provided on the eastern part of the site in order to provide an appropriate setting to the Fort Wallington façade.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA17	<b>SHLAA Reference:</b> 3023
<b>Name:</b> 69 Botley Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Park Gate	<b>Indicative Capacity:</b> 24 dwellings
<b>Size:</b> 0.79 ha	<b>Planning Status:</b> None



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused on Botley Road; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) The provision of a pedestrian and cycle crossing on Botley Road to Swanwick Station; and
- e) The design and layout shall retain boundary trees and hedgerows on the western boundary of the site to provide a buffer to the adjacent woodland and associated species; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in

## DEVELOPMENT ALLOCATIONS



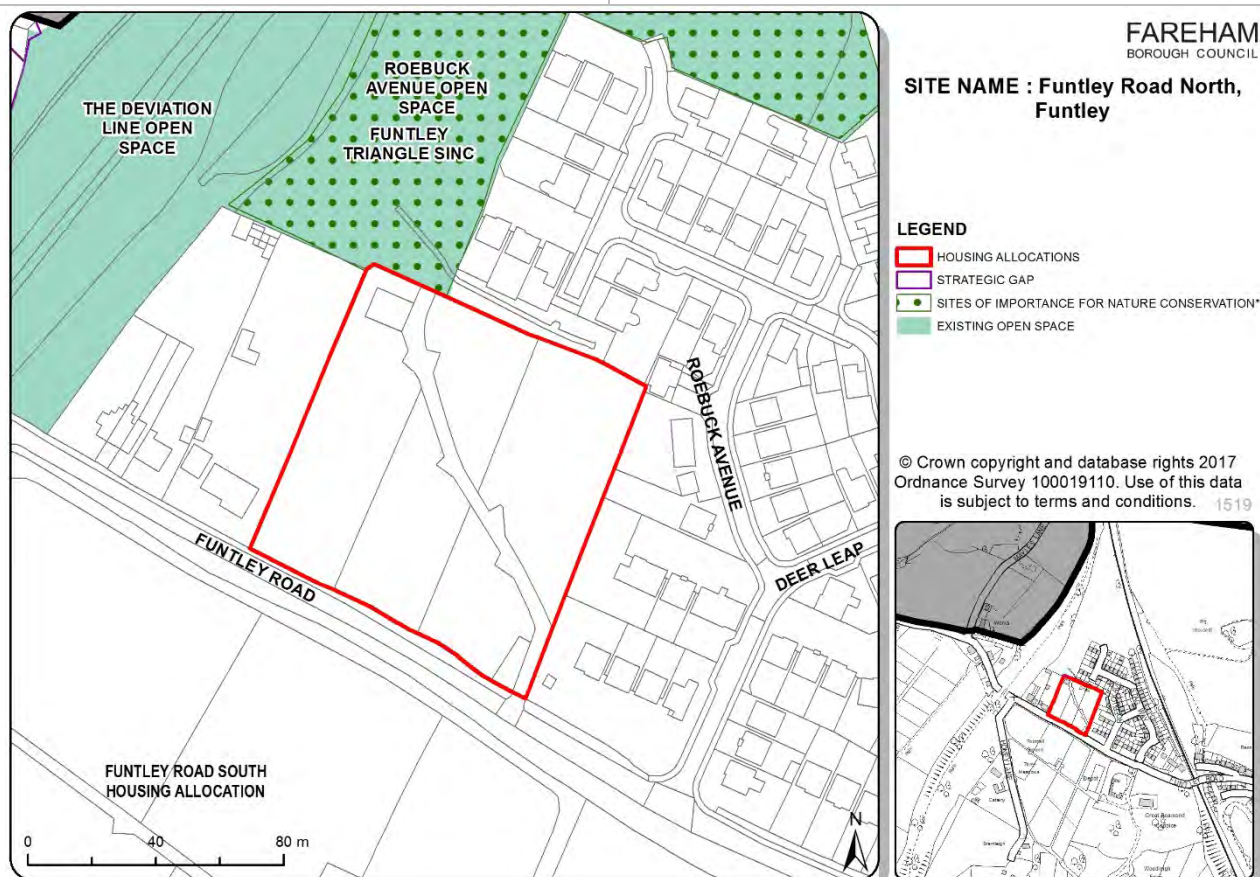
line with the Council's Planning Obligations SPD:

- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA18	<b>SHLAA Reference:</b> 3105
<b>Name:</b> Funtley Road North	<b>Proposed Use:</b> Residential
<b>Location:</b> Funtley	<b>Indicative Capacity:</b> 23 dwellings
<b>Size:</b> 0.96 ha	<b>Planning Status:</b> None



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from Funtley Road; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) Proposals shall allow for a footway along Funtley Road from the site entrance, as well as a safe crossing point of Funtley Road to enable access to the open space and LEAP at Funtley Road South housing allocation (HA10); and
- e) The hedgerow along the western boundary of the site is retained and strengthened; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:

## DEVELOPMENT ALLOCATIONS



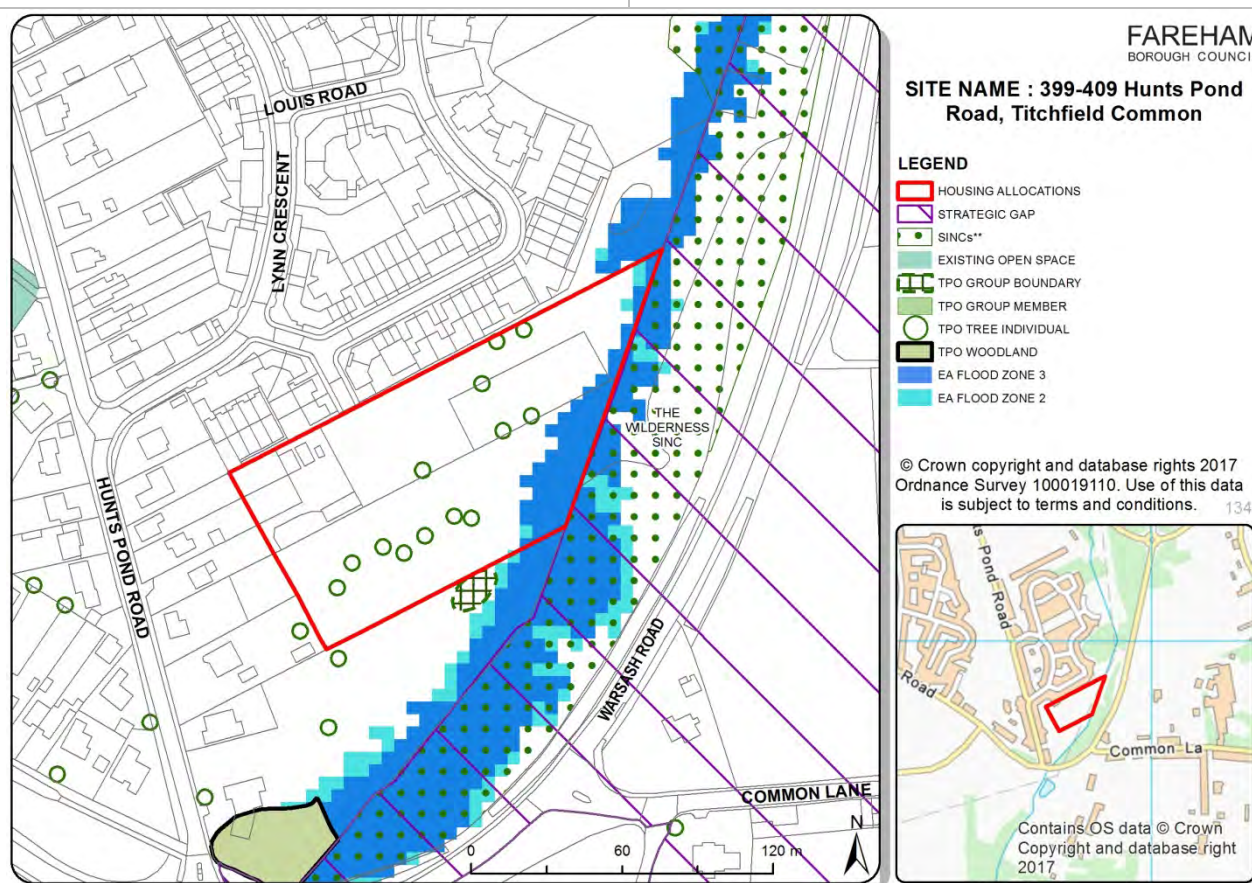
- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Off-site open space at housing allocation H10 (in line with the Council's Planning Obligations SPD); and
- a Local Area of Play (LEAP) at housing allocation H10 (in line with the Council's Planning Obligations SPD).



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA19	<b>SHLAA Reference:</b> 1072
<b>Name:</b> 399 – 409 Hunts Pond Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Titchfield Common	<b>Indicative Capacity:</b> 22 dwellings
<b>Size:</b> 1.2 ha	<b>Planning Status:</b> Permission (P/16/1251/FP) granted for 10 dwellings on southern section of the site (July 2017)



This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). The southern part of the site shall be developed in accordance with the existing planning permission. Proposals for the north part of the site, or any new proposals for the whole site will be granted planning permission provided they accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Primary highway access shall be focused on Lynn Crescent; and
- The height of buildings shall be limited to a maximum of 2 storeys; and
- Demonstration of how the overhead electrical powerlines will be positively taken into account in the layout of the site; and
- Avoids development and points of access in the eastern side of the site within Flood



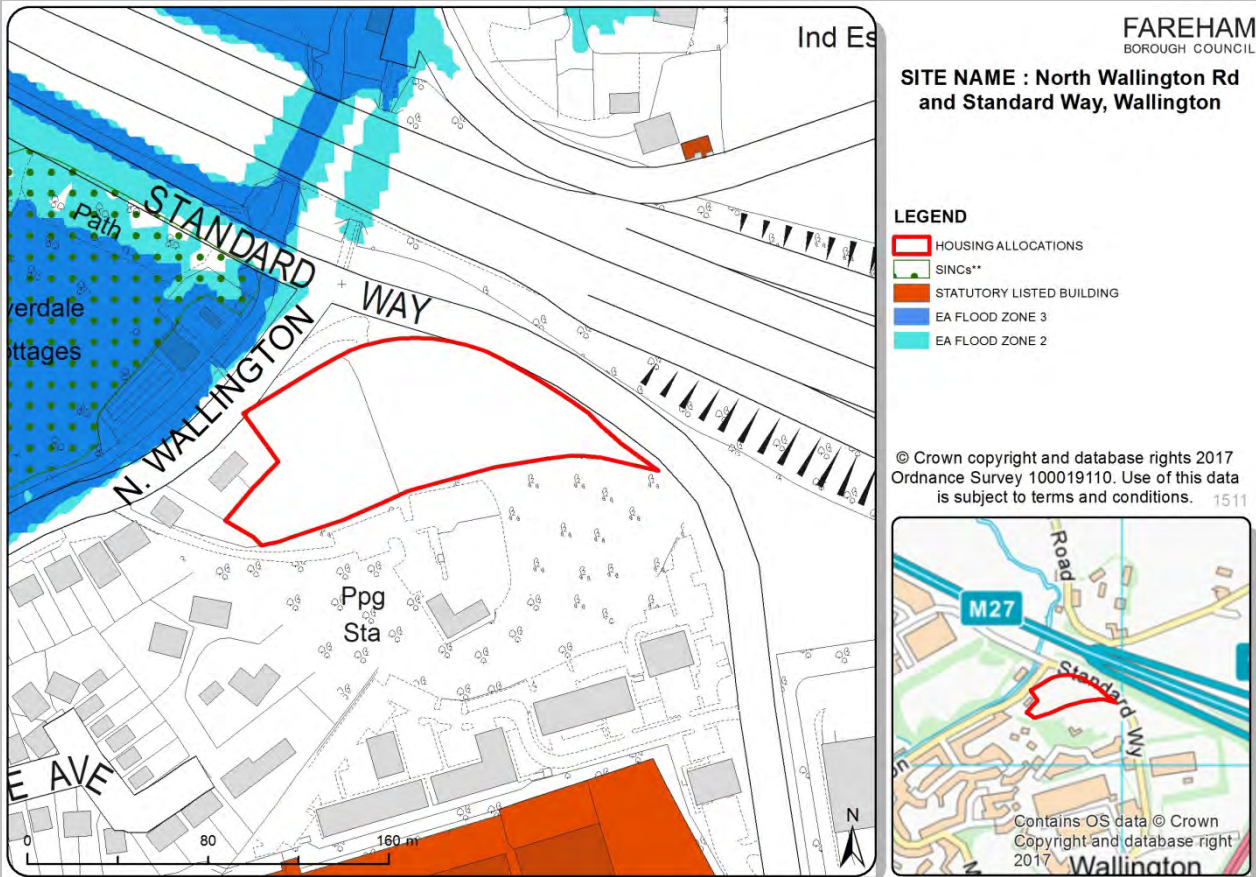
Zones 2 and 3; and

- f) Ensures adequate surface water drainage is provided on site and addressed through a Drainage Strategy; and
- g) Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA20	<b>SHLAA Reference:</b> 324
<b>Name:</b> North Wallington and Standard Way	<b>Proposed Use:</b> Residential
<b>Location:</b> Wallington	<b>Indicative Capacity:</b> 21 dwellings
<b>Size:</b> 0.87 ha	<b>Planning Status:</b> None



Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be focused from North Wallington; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) The design and layout of proposals shall retain and strengthen the existing tree boundary located along the southern perimeter of the site. The existing trees and hedgerows shall also be retained along North Wallington and Standard Way frontage except where access points may be required; and
- e) Proposals will need to minimise any impact upon the amenity of the adjacent pump house residences; and
- f) Proposals shall include a safe pedestrian and cycle crossing point of North Wallington



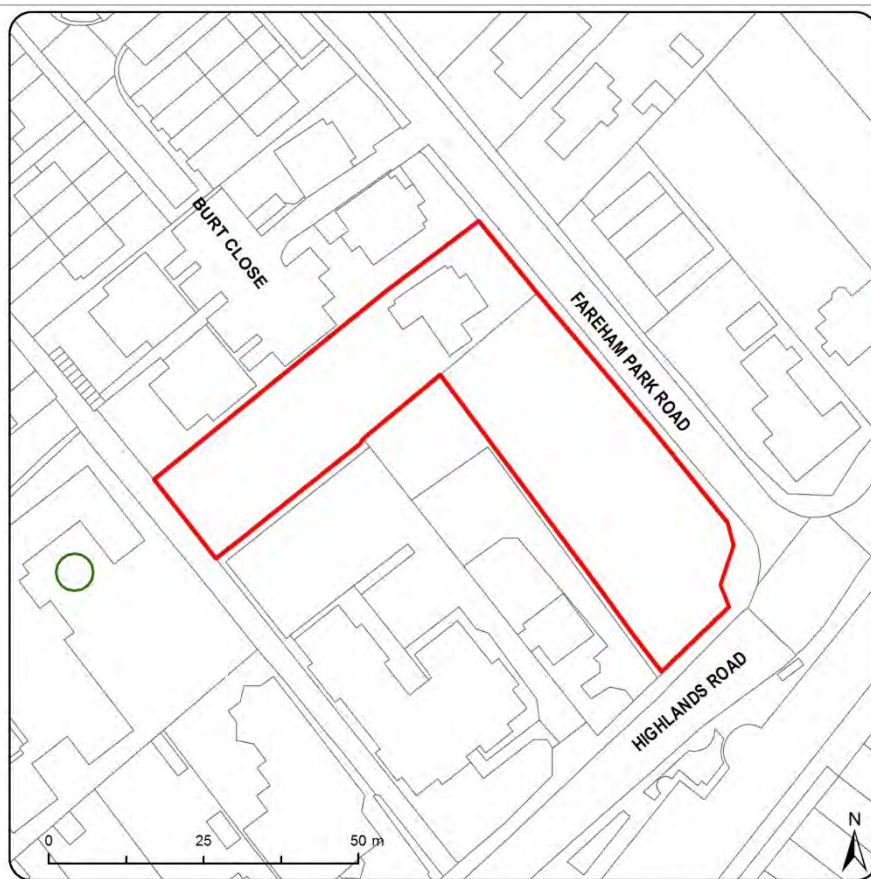
to/from the site with Standard Way; and

- g) A noise assessment shall accompany an application for residential development to assess the level of noise from the M27. The design and layout of proposals must take account of any noise mitigation measures that are identified by the assessment; and
- h) Provision of an air quality assessment to identify appropriate on-site measures to mitigate NO<sub>2</sub> emissions arising from the M27 (in accordance with Policy INF2); and
- i) Proposals shall demonstrate that the development will have no adverse impacts upon groundwater in respect of its location in Zone 1; and
- j) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA21	<b>SHLAA Reference:</b> 1056
<b>Name:</b> Hampshire Rose	<b>Proposed Use:</b> Residential
<b>Location:</b> Fareham	<b>Indicative Capacity:</b> 18 dwellings
<b>Size:</b> 0.2 ha	<b>Planning Status:</b> Planning Application Received August 2017 - P/17/0956/FP



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME :** Hampshire Rose,  
Fareham

**LEGEND**

- HOUSING ALLOCATIONS
- TPO TREE INDIVIDUAL

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from Fareham Park Road; and
- c) Building heights should be a mix of 2 and 3 storeys; and
- d) The incorporation of appropriate ecological mitigation measures to address identified slow worms on the site; and
- e) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
  - Off-site highway improvement and mitigations works; and

## DEVELOPMENT ALLOCATIONS



- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



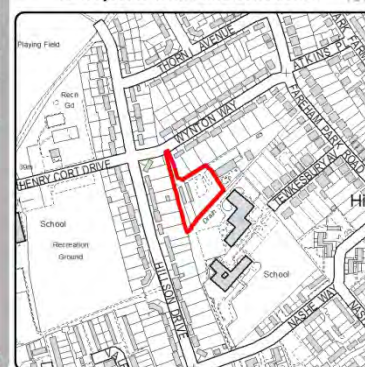
<b>Housing Site:</b> HA22	<b>SHLAA Reference:</b> 1058
<b>Name:</b> Wynton Way	<b>Proposed Use:</b> Residential
<b>Settlement:</b> Fareham	<b>Indicative Capacity:</b> 13 dwellings
<b>Size:</b> 0.4 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Wynton Way,  
Fareham**

**LEGEND**  
 HOUSING ALLOCATIONS  
 STRATEGIC GAP  
 EXISTING OPEN SPACE

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This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Primary highway access shall be from Wynton Way; and
- The height of buildings shall be limited to a maximum of 2 storeys; and
- Proposals shall consider a pedestrian/cycle connection through the site from Wynton Way to St Columba Church of England Primary School.
- Improve the access road from Wynton Way up to an adoptable standard, allow for access to the Day Centre and for the provision of rear access to properties fronting Hillson Drive; and
- Existing trees should be retained and incorporated within the design and layout of

## DEVELOPMENT ALLOCATIONS



proposals in a manner that does not impact on living conditions or prevent damage to any nearby dwellings, roads, footpaths or other infrastructure; and

- g) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
- Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to existing off-site open space.



# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA23	<b>SHLAA Reference:</b> 1078
<b>Name:</b> Stubbington Lane	<b>Proposed Use:</b> Residential
<b>Location:</b> Hill Head	<b>Indicative Capacity:</b> 12 dwellings
<b>Size:</b> 0.4 ha	<b>Planning Status:</b> None



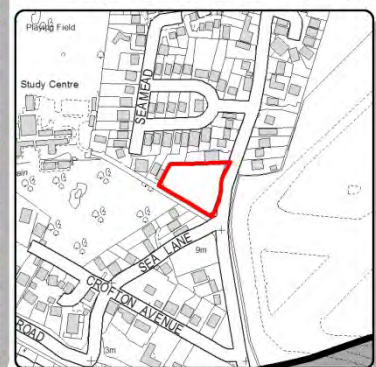
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME :** Stubbington Lane,  
Hill Head

**LEGEND**

- HOUSING ALLOCATIONS
- STRATEGIC GAP
- "UNCERTAIN" BRENT GEESSE & WADER SITES\*\*
- TPO GROUP BOUNDARY
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from northern end of Stubbington Lane, to allow for sufficient frontage spacing from Sea Lane; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) Proposals shall allow for safe pedestrian/cycle access onto Sea Lane and Stubbington Lane; and
- e) A Contamination Assessment shall accompany any application, in light of the site's proximity to Daedalus Airfield; and
- f) Proposals shall either provide directly, or provide a financial contribution towards the

## DEVELOPMENT ALLOCATIONS



delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:

- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



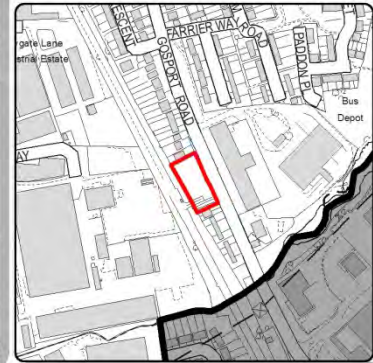
<b>Housing Site:</b> HA24	<b>SHLAA Reference:</b> 1076
<b>Name:</b> 335 – 357 Gosport Road	<b>Proposed Use:</b> Residential
<b>Location:</b> Fareham	<b>Indicative Capacity:</b> 8 dwellings
<b>Size:</b> 0.2 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : 335-357 Gosport Road, Fareham**

**LEGEND**  
 HOUSING ALLOCATIONS

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This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- b) Primary highway access shall be from Gosport Road; and
- c) The height of buildings shall be limited to a maximum of 2 storeys; and
- d) Proposals shall allow for the safe access for pedestrian/cycle connectivity onto Gosport Road; and
- e) The retention of the access ramp leading to the Bus Rapid Transit (BRT) platforms; and
- f) Details are submitted to demonstrate how the gas main is being taken into account in the layout of the site; and

## DEVELOPMENT ALLOCATIONS

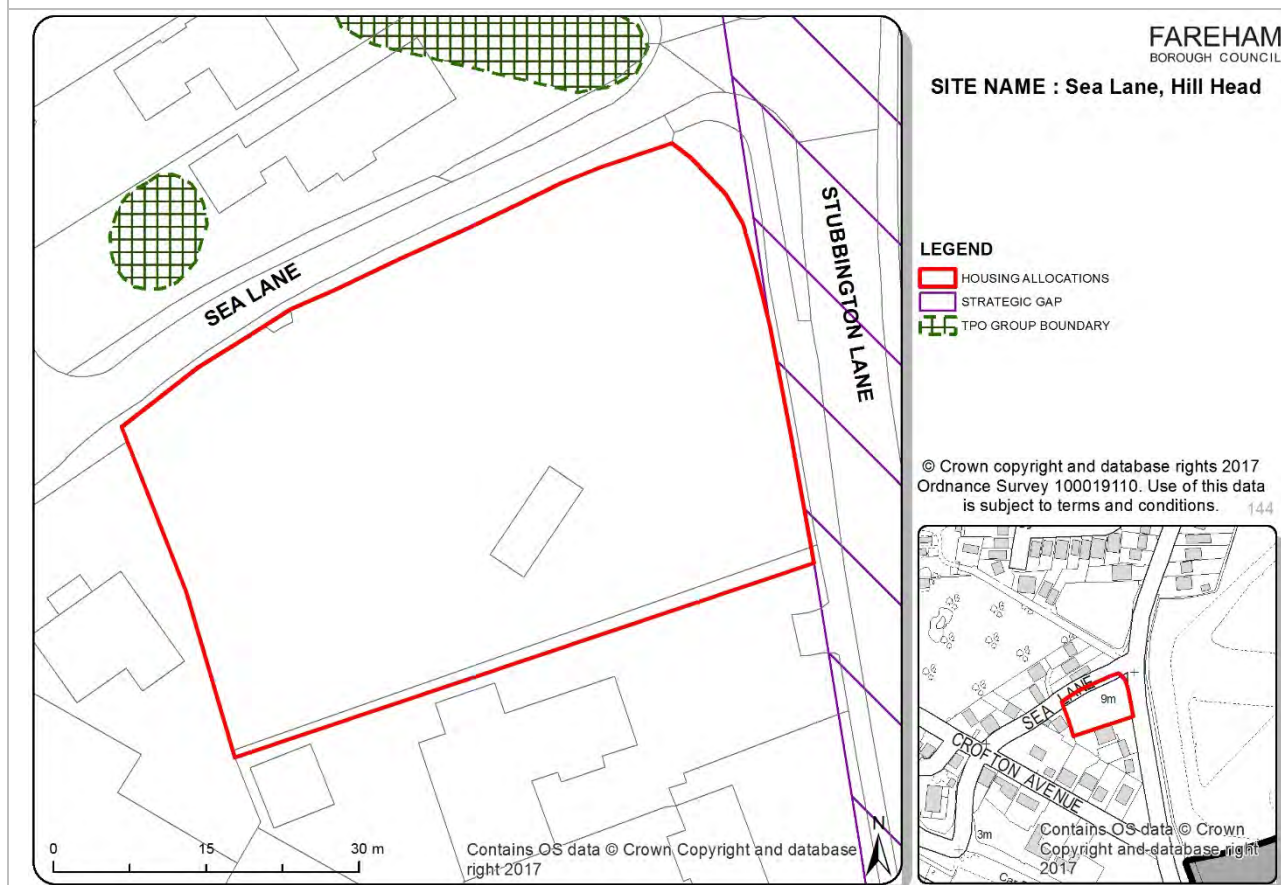


- g) A Construction Environmental Management Plan (CEMP) shall be provided which includes the consideration of impacts on the surface water pathway to Portsmouth Harbour; and
- h) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
- Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA25	<b>SHLAA Reference:</b> 1394
<b>Location:</b> Sea Lane	<b>Proposed Use:</b> Residential
<b>Settlement:</b> Hill Head	<b>Indicative Capacity:</b> 8 dwellings
<b>Size:</b> 0.3 ha	<b>Planning Status:</b> None



This is an existing housing allocation within the adopted Fareham Local Plan Part 2 (2015). Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- The quantum of housing proposed is broadly consistent with the indicative site capacity; and
- Primary highway access shall be from Sea Lane following improvements to its width and footway, but access from Stubbington Lane may be feasible; and
- The height of buildings shall be limited to a maximum of 2 storeys; and
- Proposals shall allow for safe pedestrian/cycle access onto Sea Lane and Stubbington Lane; and
- A Contamination Assessment shall accompany any application, in light of the site's proximity to Daedalus Airfield; and

## DEVELOPMENT ALLOCATIONS



- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in line with the Council's Planning Obligations SPD:
- Off-site highway improvement and mitigations works; and
  - Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
  - Enhancements to existing off-site open space.

# DEVELOPMENT ALLOCATIONS



<b>Housing Site:</b> HA26	<b>SHLAA Reference:</b> 3049
<b>Name:</b> Beacon Bottom East	<b>Proposed Use:</b> Housing
<b>Location:</b> Park Gate	<b>Indicative Capacity:</b> 5
<b>Size:</b> 0.54 ha	<b>Planning Status:</b> None



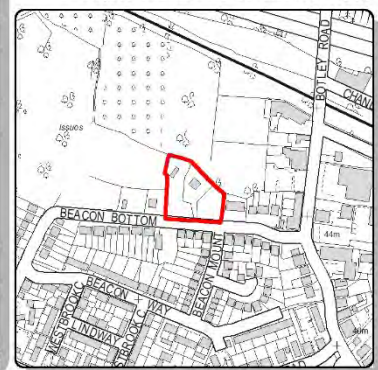
**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Beacon Bottom East, Park Gate**

**LEGEND**

- HOUSING ALLOCATIONS
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- LOCALLY LISTED BUILDING

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of housing proposed is broadly consistent with the indicative site capacity, and takes account of the area in the south-west of the site covered by a legal covenant; and
- b) The height of buildings shall be limited to a maximum of 2 storeys; and
- c) The provision of vehicular access shall be from Beacon Bottom; and
- d) A Heritage Statement providing details on the potential impact of proposals on the conservation and setting of the locally listed building in accordance with Policy D3; and
- e) Existing trees subject to a Tree Preservation Order shall be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions.
- f) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure, in

## DEVELOPMENT ALLOCATIONS



line with the Council's Planning Obligations SPD:

- Off-site highway improvement and mitigations works; and
- Local schools and early-years childcare infrastructure (as identified by the Local Education Authority); and
- Enhancements to existing off-site open space.





## Employment Allocations

- 12.6 Employment sites are allocated in this chapter to address the Borough's employment floorspace requirement of 130,000 sq. metres between 2011 and 2036. The Council is planning to meet this requirement from the following sources of supply; completed employment floorspace from 2011 until 2017, outstanding planning permissions from existing site allocations (not yet completed), unexpected floorspace windfall, employment floorspace delivery at Welborne up to 2036 and other allocations, as set out in this chapter. The quantum for each of these sources are set out in table DA4 below.

Employment Floorspace Supply Source	Contribution to 130,000 sq.m floorspace requirement
Net Completions (2011/12 – 2016/17)	8,917
Planning Permissions (existing allocations)	70,600
Planning Permissions (windfall)	4,282
Welborne	35,030
New Employment Allocations (see Table DA5)	50,000
<b>Total</b>	<b>168,829</b>

Table DA4: Sources of Employment floorspace for Draft Local Plan

New employment allocations are allocated in order to meet the Council's floorspace requirement. These include retained allocations from Local Plan Part 2 as well as new allocations. These sites are listed in Table DA5, with the detailed development criteria for each site set out in allocations EA1 to EA5 within this section.

Allocation Ref.	Site	Floorspace capacity
EA1	Faraday Business Park, Daedalus	40,000 sq.m
EA2	Swordfish Business Park, Daedalus	8,000 sq.m
EA3	Solent 2, Whiteley*	23,500 sq.m**
EA4	Midpoint 27, Segensworth South*	4,700 sq.m**
EA5	Standard Way, Wallington	2,000 sq.m

Table DA5: Sources of Employment Supply for Draft Local Plan

\* Allocation retained from adopted Fareham Local Plan Part 2

\*\* Site has planning permission (quantums included in planning permission totals in DA4 and excluded from new allocation totals)

The floorspace that is allocated at Faraday and Swordfish Business Parks at Daedalus (48,000 sq.m) includes 16,700 sq.m of prospective hangar floorspace. Currently, the hangar space is included within the overall employment floorspace as these structures would be available for employment use, however equally they have the potential for a non-employment use, in which case this would reduce the available employment floorspace. Table DA6 sets out the status of the available floorspace at Daedalus

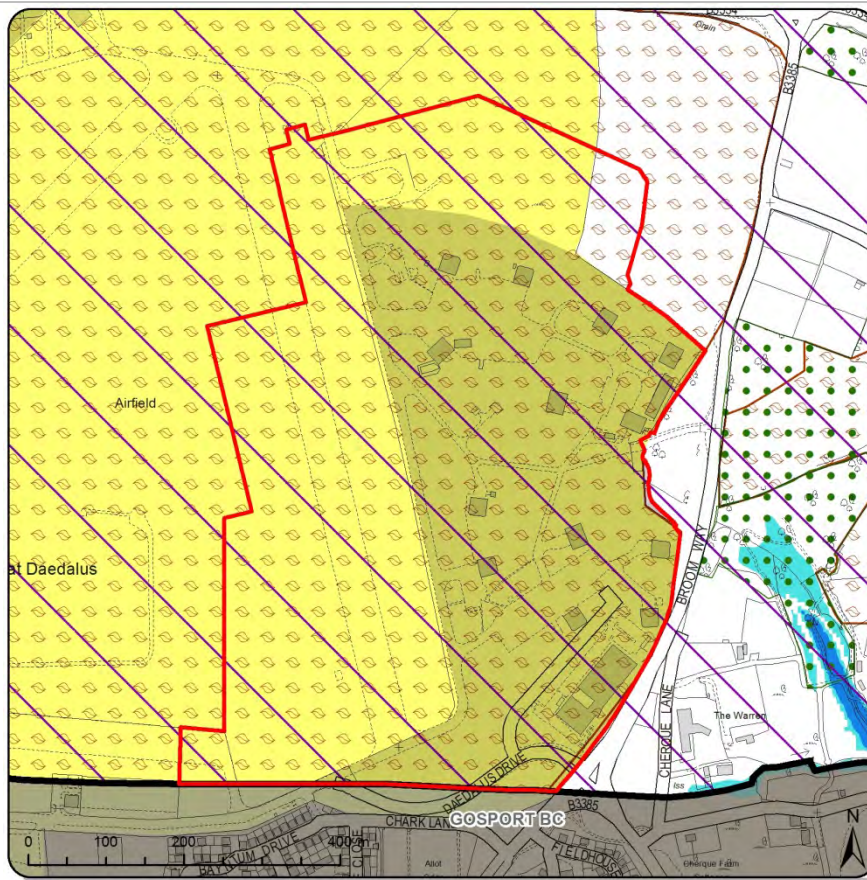
Floorspace status at Daedalus (Incorporating both Faraday and Swordfish Business Parks)	Floorspace (sq.m)
Completions (see Table DA4)	7,600
Remaining Planning Permissions (see Table DA4)	42,400
New Allocations (Faraday & Swordfish – see Table DA5)	48,000
<b>Total</b>	<b>98,000</b>

Table DA6: Overview of floorspace supply at Daedalus

# DEVELOPMENT ALLOCATIONS



<b>Employment Site:</b> EA1	<b>SELAA Reference:</b> 3113
<b>Name:</b> Faraday Business Park	<b>Proposed Use:</b> Employment (B1, B2 or B8) with ancillary uses
<b>Location:</b> Daedalus East, Stubbington	<b>Capacity:</b> 40,000 sq. metres (in addition to 28,000 sq. metres already consented)
<b>Size:</b> 44.3 ha	<b>Planning Status:</b> Outline planning permission for 28,000 sq. metres (P/11/0436/OA) granted in December 2013

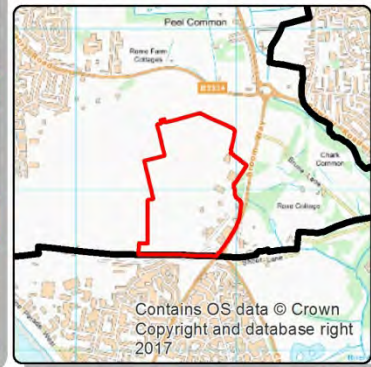


**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Faraday Business Park, Daedalus East**

**LEGEND**

- EMPLOYMENT ALLOCATIONS
- EXISTING EMPLOYMENT ALLOCATION
- STRATEGIC GAP
- "UNCERTAIN" BRENT GEESE & WADER SITES\*\*
- SINC\*s\*\*
- EA FLOOD ZONE 3
- EA FLOOD ZONE 2
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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This is an extension and intensification of the strategic employment allocation within the adopted Fareham Local Plan Part 1 (2011). Development in addition to that permitted by outline planning permission shall be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) Proposals shall contribute towards the delivery of 40,000 sq.m of B-class employment floorspace (in addition to the 28,000 sq.m already permitted); and
- b) Primary vehicular access shall be obtained from Broom Way; and
- c) Proposals shall have no adverse impacts on the existing or future viability of Solent Airport; and
- d) New buildings and extensions shall be of high quality design and where appropriate, in keeping with the style and appearance of existing development; and
- e) Proposals shall not undermine the integrity and function of the strategic gap between



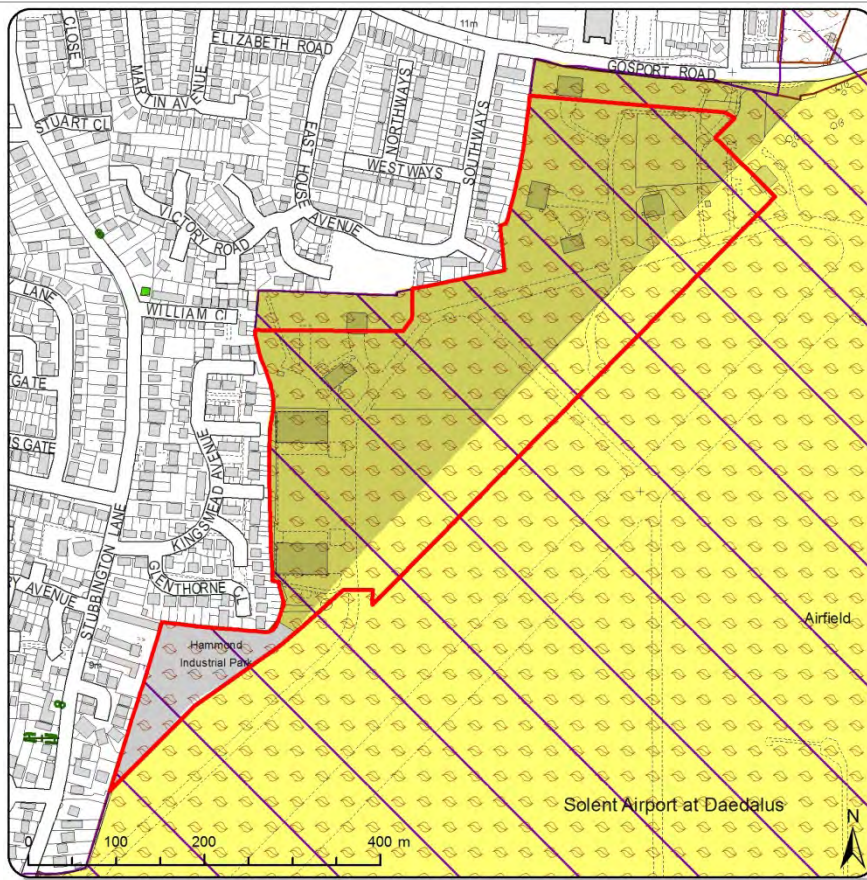
Stubbington/ Lee-on-the-Solent and Fareham/ Bridgemaury; and

- f) Proposals shall have no adverse impacts on European designated habitat sites in accordance with Policy NE3; and
- g) Proposals shall have regard to the potential for Brent Geese and Waders, and shall undertake an overwintering survey to determine the presence and frequency of any Brent Geese and Waders that use the site (in accordance with Policy NE3), with mitigation identified as appropriate, to the satisfaction of Natural England; and
- h) Traffic increases are minimised through the provision of new and improved walking and cycling connectivity, in accordance with the Daedalus Travel Plan;
- i) Archaeological evaluations (in accordance with Policy D3) and contamination assessments (in accordance with Policy D2) shall be carried out prior to the commencement of development of each individual parcel; and
- j) Existing built structures and construction waste and spoil shall be removed where it is necessary to create an efficient arrangement of buildings and associated development; and
- k) Appropriate utilities and services shall be provided for; and
- l) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure:
  - Off-site highway improvement and mitigations works.

# DEVELOPMENT ALLOCATIONS



<b>Employment Site:</b> EA2	<b>SELAA Reference:</b> 3114
<b>Name:</b> Swordfish Business Park	<b>Proposed Use:</b> Employment (B1, B2 or B8) with ancillary uses
<b>Location:</b> Daedalus West, Stubbington	<b>Capacity:</b> 8,000 sq. metres (in addition to 26,000 sq.m already consented or retained)
<b>Size:</b> 16.5 ha	<b>Planning Status:</b> Outline planning permission for 22,000 sq. metres (P/11/0436/OA) granted in December 2013



**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Swordfish Business Park, Daedalus West**

**LEGEND**

- EMPLOYMENT ALLOCATIONS
- EXISTING EMPLOYMENT ALLOCATION
- STRATEGIC GAP
- "UNCERTAIN" BRENT GEESSE & WADER SITES\*\*
- TPO GROUP BOUNDARY
- TPO TREE INDIVIDUAL
- LOCALLY LISTED BUILDING
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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This is an extension and intensification of the strategic employment allocation within the adopted Fareham Local Plan Part 1 (2011). Development in addition to that permitted by outline planning permission shall be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) Proposals shall contribute towards the delivery of 8,000 sq.m of B-class employment floorspace (in addition to the 26,000 sq.m already permitted or retained); and
- b) Primary vehicular access shall be obtained from Gosport Road; and
- c) Proposals shall have no adverse impacts on the existing or future viability of Solent Airport; and;
- d) New buildings and extensions shall be of high quality design and where appropriate, in keeping with the style and appearance of existing development; and
- e) Proposals shall not undermine the integrity and function of the strategic gap between



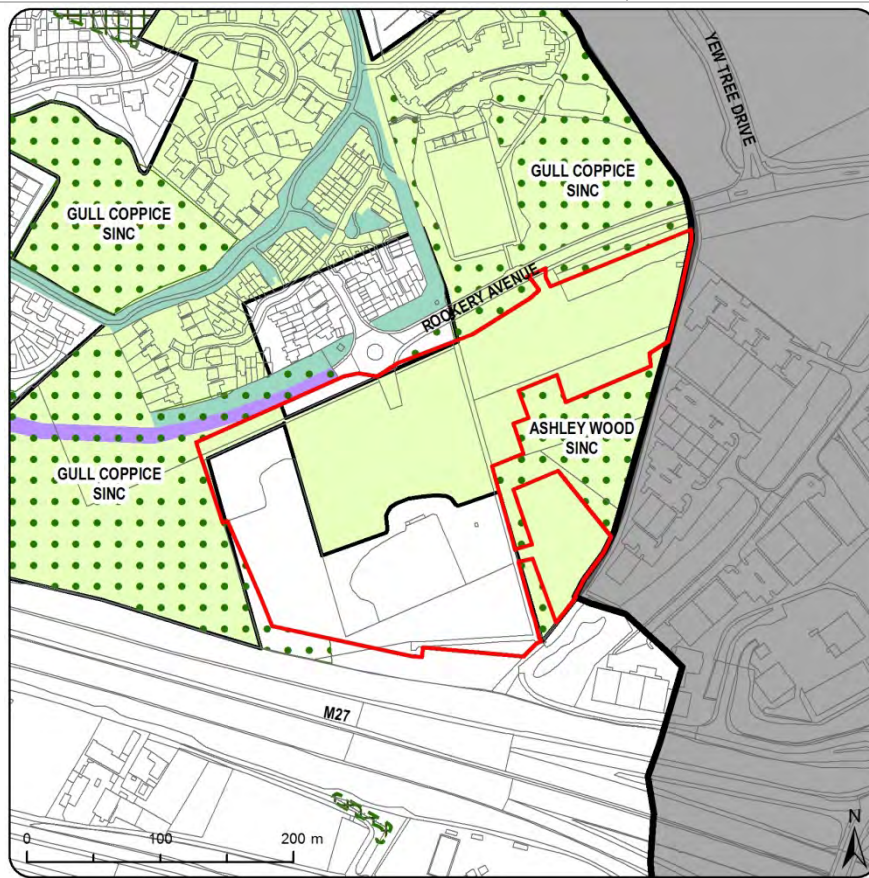
Stubbington/ Lee-on-the-Solent and Fareham/ Bridgemary; and

- f) Proposals shall have no adverse impacts on European designated habitat sites in accordance with Policy NE3; and
- g) Proposals shall have regard to the potential for Brent Geese and Waders, and shall undertake an overwintering survey to determine the presence and frequency of any Brent Geese and Waders that use the site (in accordance with Policy NE3), with mitigation identified as appropriate, to the satisfaction of Natural England; and
- h) Traffic increases are minimised through the provision of new and improved walking and cycling connectivity, in accordance with the Daedalus Travel Plan;
- i) Archaeological evaluations (in accordance with Policy D3) and contamination assessments (in accordance with Policy D2) shall be carried out prior to the commencement of development of each individual parcel; and
- j) Existing built structures and construction waste and spoil shall be removed where it is necessary to create an efficient arrangement of buildings and associated development; and
- k) Appropriate utilities and services shall be provided for; and
- l) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure:
  - Off-site highway improvement and mitigations works.

# DEVELOPMENT ALLOCATIONS



<b>Employment Site:</b> EA3	<b>SELAA Reference:</b> 124
<b>Name:</b> Solent 2	<b>Proposed Use:</b> Employment (B1, B2 or B8)
<b>Location:</b> Solent Business Park, Rookery Avenue, Whiteley	<b>Capacity:</b> 23,500 sq. metres
<b>Size:</b> 5.9 ha	<b>Planning Status:</b> Planning permission for B1 uses



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Solent 2, Whiteley**

**LEGEND**

- EMPLOYMENT ALLOCATIONS
- SINC<sup>s</sup>\*\*
- EXISTING OPEN SPACE
- ACCESS TO WHITELEY (ROOKERY AVE TO BOTLEY RD)
- TPO GROUP BOUNDARY
- TPO GROUP MEMBER
- TPO TREE INDIVIDUAL
- TPO WOODLAND

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This is an existing employment allocation within the adopted Fareham Local Plan Part 2 (2015). Development should be built in accordance with the outline planning permission, however any subsequent planning application will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of employment floorspace shall be broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be obtained from Rookery Avenue; and
- c) An Environmental Screening Opinion shall be requested in advance of any planning application; and
- d) Development will be avoided along all SINC boundaries in order to protect existing woodland and avoid habitat severance; and
- e) Proposals shall be informed by a comprehensive tree assessment which identifies protected and important trees and incorporates their retention (in sufficient space) within



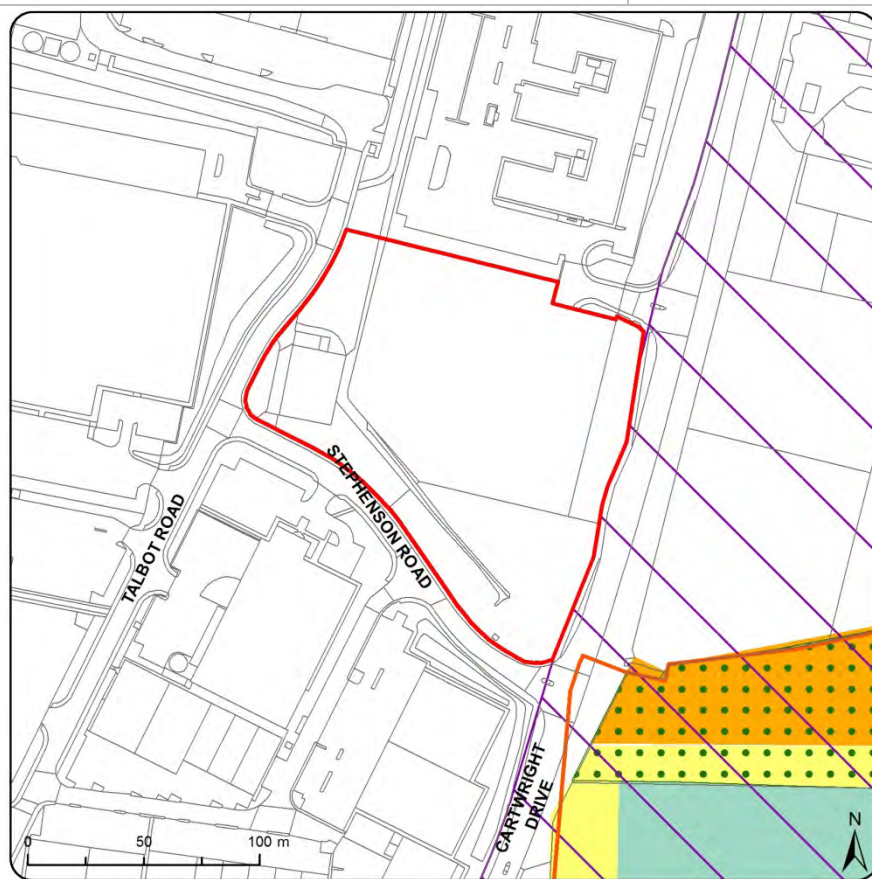
the development layout. Where the loss of protected trees cannot be avoided, appropriate mitigation and compensation should be identified; and

- f) Provision of a noise assessment that identifies appropriate mitigation to address noise from the M27; and
- g) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in accordance with Policy INF2;
- h) Provision of site drainage details, showing how the small watercourse on the site will be incorporated and managed within development proposals; and
- i) Proposals shall retain the land safeguarded for completion of Rookery Avenue; and
- j) Proposals shall identify and incorporate new and improved pedestrian and cycle links to both Gull Coppice local centre and Swanwick Station.
- k) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure:
  - Off-site highway improvement and mitigations works.

# DEVELOPMENT ALLOCATIONS



<b>Employment Site:</b> EA4	<b>SELAA Reference:</b> 2001
<b>Name:</b> Midpoint 27	<b>Proposed Use:</b> Employment (B1, B2 or B8)
<b>Location:</b> Cartwright Drive/ Stephenson Road, Segensworth South	<b>Capacity:</b> 4,700 sq. metres
<b>Size:</b> 1.8 ha	<b>Planning Status:</b> Planning permission for B1c, B2 and B8 uses (P/17/0377/FP)



**FAREHAM**  
BOROUGH COUNCIL

**SITE NAME : Midpoint 27,  
Segensworth South**

**LEGEND**

- EMPLOYMENT ALLOCATIONS
- CONSERVATION AREAS
- STRATEGIC GAP
- SINC\*s\*\*
- EXISTING OPEN SPACE
- ARCHAEOLOGY (NATIONAL INTEREST)
- ARCHAEOLOGY (KNOWN IMPORTANCE)

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This is an existing employment allocation within the adopted Fareham Local Plan Part 2 (2015). Development should be built in accordance with the outline planning permission, however any subsequent planning application will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of employment floorspace shall be broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be obtained from Stephenson Road or Talbot Road. New accesses off of Cartwright Drive should be avoided; and
- c) The design of new proposals should be in general conformity with the existing format of the surrounding business park; and
- d) Provision of site drainage details showing how the small watercourses on the site will be incorporated and managed within development proposals; and
- e) Proposals shall either provide directly, or provide a financial contribution towards the



## DEVELOPMENT ALLOCATIONS



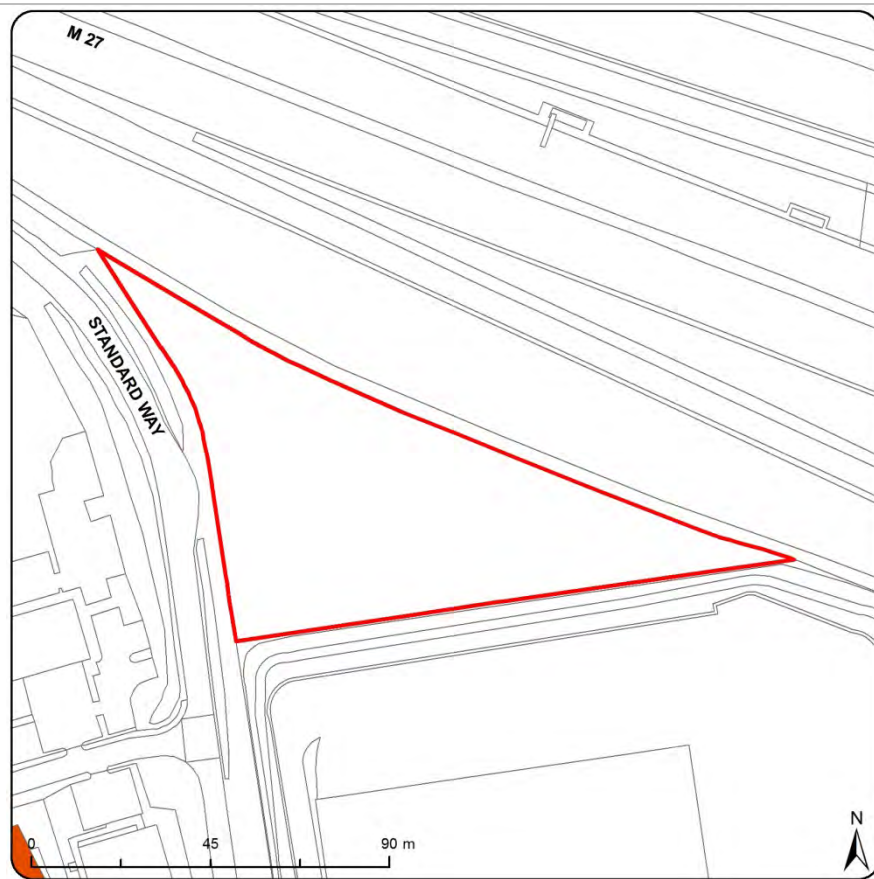
delivery (and maintenance where deemed necessary) of the following infrastructure:

- Off-site highway improvement and mitigations works.

# DEVELOPMENT ALLOCATIONS



<b>Employment Site:</b> E5	<b>SELAA Reference:</b> 20
<b>Name:</b> Standard Way	<b>Proposed Use:</b> Employment (B1, B2 or B8)
<b>Location:</b> Standard Way, Wallington	<b>Capacity:</b> 2,000 sq. metres
<b>Size:</b> 0.6 ha	<b>Planning Status:</b> None



**FAREHAM**  
BOROUGH COUNCIL  
**SITE NAME : Standard Way,  
Wallington**

**LEGEND**

- EMPLOYMENT ALLOCATIONS
- STATUTORY LISTED BUILDING

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Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a) The quantum of employment floorspace shall be broadly consistent with the indicative site capacity; and
- b) Primary vehicular access shall be obtained from Standard Way; and
- c) Provision of safe pedestrian and cycle connections from the site and along Standard Way up to the junction with North Wallington; and
- d) Provision of a noise assessment that identifies appropriate mitigation to address noise from the A27, M27 and neighbouring industrial area; and
- e) Provision of an air quality assessment to identify appropriate measures to mitigate NO<sub>2</sub> emissions arising from the development in accordance with Policy INF2; and
- f) Boundary vegetation and trees should be retained, apart from where removal is necessary for highways safety reasons; and

## DEVELOPMENT ALLOCATIONS



- g) Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of the following infrastructure:
- Off-site highway improvement and mitigations works.

# DEVELOPMENT ALLOCATIONS



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# IMPLEMENTATION AND MONITORING





- 13.0 It is essential that the policies in the Local Plan are both deliverable and effective and in turn help to deliver the Plan's Vision and Strategic Priorities. The policies will be vital for ensuring that the Council delivers sustainable managed growth in conjunction with continued environmental protections within the Borough over the course of the Plan period. The Council's Authority Monitoring Report (AMR) will continue to provide the mechanism for reporting on the effectiveness of delivering the policy objectives of the Local Plan once it is adopted. The AMR will use a range of indicators to assess whether the policy objectives are being met and will provide a clear indication on whether a partial or full review of the Plan is required.
- 13.1 The AMR currently monitors a range of indicators relating to housing which covers housing completions, the existing adopted housing requirement, five year housing land supply, projected long term housing trajectory and affordable housing provision. Employment and retail floorspace is currently monitored in terms of completions, requirement and predicted supply. The Council also monitors the amount of money collected and spent through the Community Infrastructure Levy (CIL).
- 13.2 As part of ensuring the monitoring of the Local Plan is effective, the Council will review its existing monitoring arrangements and expand upon the indicators used. As a starting point, this will include reviewing monitoring indicators relating to housing and employment delivery and a consideration of additional indicators which cover the protection and enhancement of the natural environment:
- Housing completions against a stepped requirement to housing delivery (Policy H1: Strategic Housing Provision)<sup>81</sup>
  - A further breakdown of affordable housing completions to cover shared ownership, Starter Homes, affordable rent, social rent and any other tenures as relevant (Policy H2: Provision of Affordable Housing)
  - A further breakdown of housing completions for older persons and specialist housing provision (Policy H5: Older Persons' and Specialist Housing Provision and some of the Development Allocations policies)
  - The number of applicants on the Self and Custom Build Register plus permissions, starts and completions of self and custom build homes (Policy H7: Self and Custom Build Homes)
  - Employment completions against the targets as agreed within the PUSH Spatial Position Statement (Policy E1: Strategic Employment Land Provision)
  - New open space provision (Policy CF5: Provision and Protection of Open Space)
  - Amount and quality of nature conservation designations (Policy NE2: Biodiversity and Nature Conservation / Policy NE3: Solent Special Protection Areas)
- 13.3 Further information will be published as part of the Publication version of the Local Plan relating to the Council's proposed monitoring targets and indicators. The AMR will continue to monitor the performance of the Local Plan Part 1: Core Strategy and Local Plan Part 2: Development Sites & Policies up until the new Local Plan is adopted.
- 13.4 The Council as policy maker, landowner and service provider will continue to work with a wide range of organisations to ensure the policy objectives of the Local Plan are effectively monitored and implemented.

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<sup>81</sup> This will also take account of the overall housing distribution figures as agreed through the PUSH Spatial Position Statement (covers the period between 2011-2034) which have been rolled forward on an annualised basis to cover an additional two years up to 2036.

# GLOSSARY





<b>Adoption:</b>	The final confirmation of the approval of a Local Plan or Supplementary Planning Document by a local planning authority (LPA).
<b>Affordable Housing:</b>	See NPPF for full definition.
<b>Air Quality Management Area (AQMA):</b>	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
<b>Amenity:</b>	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
<b>Appropriate Assessment (AA):</b>	An Appropriate Assessment (AA) forms part of a Habitats Regulations Assessment (HRA) and is required under the Habitats Directive (92/43/EEC) <sup>82</sup> for any plan or project likely to have a significant effect on European sites designated for nature conservation. It should seek to establish whether the Plan will adversely affect the ecological integrity of European sites.
<b>Archaeological Interest:</b>	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
<b>Article 4 Direction:</b>	See NPPF for full definition.
<b>Authority Monitoring Report (AMR):</b>	A report assessing progress with the Local Development Scheme (LDS) and the extent to which policies in the Local Plan are being achieved.
<b>Biodiversity:</b>	The variety and diversity of life in all its forms, within and between both species and ecosystems.
<b>Biodiversity Action Plan (BAP):</b>	An action plan to aid the protection and recovery of the UK's most threatened species of habitats.
<b>BREEAM:</b>	This stands for the Building Research Establishment's Environmental Assessment Method. This is the preferred way of measuring the environmental sustainability of commercial buildings.
<b>Building Regulations:</b>	National standards, separate to the planning system designed to uphold standards of public safety, health, and construction.
<b>Bus Rapid Transit (BRT):</b>	This is a broad term given to a variety of transport systems that, through improvements to infrastructure, vehicles and scheduling use

<sup>82</sup> Habitats Directive (92/43/EEC)





buses to provide a service that is of a significantly higher quality than a conventional bus service. For the PUSH area, BRT is anticipated to comprise a limited network of routes with dedicated vehicles linking major communities and employment centres with frequent, limited stop services, including using the M27 if appropriate.

**Coastal Change Vulnerability Assessment:**

A technical assessment to be submitted with any application within a zone identified as a Coastal Change Management Area (CCMA). Aims to ensure that proposed development in a CCMA is appropriate and that it will not result in an increase in risk to life or significant increase in risk to property due to coastal change over its lifetime.

**Coastal Squeeze:**

The process whereby coastal habitats are squeezed between a fixed landward boundary and a rising sea level.

**Combined Heat and Power (CHP):**

The use of a power-generating facility to simultaneously generate both electricity and heat. The heat can then be used to supply heat and/or water via a network of pipes to nearby buildings.

**Community Action Team (CAT):**

Meetings opened up to all residents as a forum to discuss any issues that affect the community. They help to ensure that the Council has a good understanding of the needs of their residents and communities.

**Community Facilities Needs Assessment:**

A qualitative and quantitative assessment of the Council owned community facilities to identify whether there is a need for additional or improved facilities in the Borough.

**Community Infrastructure Levy (CIL):**

A planning levy that Local Planning Authorities can choose to impose on new development. The rate(s) (at pounds sterling per square metre) is set up in a charging schedule, which balances the estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure required to support new development, which the Community Infrastructure Levy can help to pay for, includes roads, schools and recreational facilities.

**Community Lettings Plan:**

A Community Lettings Plan is designed to achieve and maintain a balanced and sustainable community by managing the allocation and lettings of properties.

**Comparison Floorspace:**

Floorspace used to store or sell retail items that tend to be purchased at infrequent intervals, whereby purchasers will 'compare' similar products on the basis of price and quality before making a purchase. Includes, for example, clothing, household goods, leisure goods and personal goods. Sometimes termed durable or non-food goods.

**Conservation Area:**

Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.



- Convenience Floorspace:** Floorspace used to store or sell retail items that tend to be purchased frequently and regularly. Primarily foodstuffs and food products, but also includes day-to-day purchases such as cigarettes or newspapers. Excludes food and drink for consumption on the premises and hot food for consumption off the premises.
- Countryside:** In planning terms, any area outside of the urban area boundary where more restrictive policies would be applied.
- Custom Build:** Where an individual commissions a specialist developer to carry out the majority of the work to deliver their home. The approach is more hands off than 'self-build' and is led by a developer who can handle the major steps in the process, including securing a serviced plot.
- Dead Frontage:** Full length of a plot or a row of plots of land or a building/s measured alongside the road on to which the plot/s or building/s fronts characterised by long blank facades, high boundary walls, solid roller shutters to shop fronts, blank gable walls, unused space over shops, service entrances or yards and the lack of entrances, shop fronts and windows of habitable rooms overlooking public space.
- Density:** In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
- Development Plan:** The Development Plan sets out the parameters for all development in the Borough. In the Fareham Borough it currently comprises the Local Plan Part 1: Core Strategy, Local Plan Part 2: Development Sites and Policies, Local Plan Part 3: The Welborne Plan and the Hampshire Minerals and Waste Plan.
- Development Brief:** Outlines the type of development preferred at a site. On large sites the brief may set out very general development principles and on smaller sites it may specify uses, massing of building and any other particular uses essential to securing planning permission.
- Duty to Co-operate:** A legal requirement on local planning authorities to engage constructively, actively and on an ongoing basis to effectively prepare the local plan in the context of strategic cross-boundary issues.
- Eastern Solent Coastal Partnership:** A group of officers who manage the coastal flood and erosional risk to Havant, Portsmouth, Gosport and Fareham's Coastline through a Service Level Agreement.
- Economic Development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
- Employment Land Review:** A review of all the land that is currently, or can potentially be, used for the purposes of employment. It also includes a range of economic information to explain the Borough's economic characteristics, sets



out the predicted requirements for new employment floorspace in the future and looks at sites that have the potential to help meet predicted requirements.

**Enhanced Care:** Enhanced housing is specifically designed for older people, includes self-contained housing which has access to an on-site support service. Most developments will have a scheme manager and an alarm system, with some personal care and home help services.

**European Sites:** Defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010, these include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and Ramsar sites, which generally overlap SACs and SPAs.

**Evidence Base:** Information gathered by the local planning authority to support the local plan and other development plan documents.

**Extra Care Housing:** The term 'extra care' is popular with people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owner/tenants may have now or in the future, with access to care and support 24 hours a day either on site or by call. It is also known as very sheltered housing, housing with care, assisted living and close care.

**Flood Risk Assessment (FRA):** An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Geodiversity:** See NPPF for full definition.

**Green Infrastructure (GI):** A network of high-quality multi-functional green (and blue) spaces, urban and rural, capable of providing a wide range of environmental and quality of life benefits for local communities.

**Gross Value Added (GVA):** A measure of the contribution to the economy of each producer, industry or sector based on the difference between the value of goods/services produced and sold, and the cost of raw materials and other inputs which are used up in production.

**Gypsies and Travellers:** Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

**Habitats Regulations:** Refers to the Habitats and Conservation of Species Regulations 2010, which provide for the designation and protection of European



sites, and the adaptation of planning and other controls for the protection of European sites.

**Hampshire County Council (HCC):**

The higher tier local authority in which Fareham is located. Hampshire County Council is the statutory planning authority for highways, minerals and waste development in non-unitary and non-national park local authority areas.

**Heritage Asset:**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic Environment:**

See NPPF for full definition.

**Historic Environment Record (HER):**

See NPPF for full definition.

**Historic Statement:**

A report required by the Council prior to considering new development proposals that provides the basis for evaluating historic significance and integrity of development sites and surrounding area to avoid potential harm to historic assets.

**House in Multiple Occupation (HMO):**

A dwelling house occupied by at least three tenants forming more than one household, who share basic amenities such as a kitchen, toilet or bathroom.

**Housing Strategy:**

A document prepared by the local planning authority which sets out the needs of the authority area in terms of housing. It establishes priorities for action consistent with wider regional and national issues.

**Infrastructure:**

The facilities and services needed for a place to function. This includes roads and utilities as well as school places, GP surgeries, libraries and a range of other facilities.

**Infrastructure Delivery Plan (IDP):**

Forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of the Borough and provides an overview of the way infrastructure is planned and the organisations involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the bases for assessing contributions that would be sought to meet the needs for new development.

**Local Enterprise Partnership (LEP):**

Local Enterprise Partnerships are locally owned partnerships between local authorities and business and play a pivotal role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The Solent LEP covers the Isle of Wight, Southampton and Portsmouth, the Solent Waterway and includes Fareham.



<b>Local Plan:</b>	See NPPF for full definition.
<b>Local Nature Reserve (LNR):</b>	An area of land that has been set aside as it contains wildlife or geological features that are of special interest locally.
<b>Local Planning Authority (LPA):</b>	See NPPF for full definition.
<b>Local Wildlife Site:</b>	These are identified and designated at a local level for their local nature conservation value. The purpose of designation is to provide recognition of this value, to give sites protection through the planning system. In Hampshire these include Sites of Importance for Nature Conservation (SINCs).
<b>Localism Act 2011:</b>	An act to devolve greater powers to parish councils and local communities to have more control over housing and planning decisions.
<b>Main Town Centre Use:</b>	See NPPF for full definition of and list of main town centre uses.
<b>Major Development:</b>	For residential schemes, major development includes those of 10 dwellings or more or on a site of 0.5 hectares or more. For other development, it includes building(s) with a floor area of 1000sq.m or more or on a site of 1 hectare or more.
<b>Market Housing:</b>	Private housing for rent or for sale where the price is set in the open market.
<b>Material Change of Use (or Material Change):</b>	A material change, is not defined in planning legislation but there is substantial case law on what constitutes a material change in the purpose for which a building or land is used.
<b>Material Consideration:</b>	Any genuine planning consideration which relates to the use of land or the regulation of development. Much will depend on the nature of the application under consideration, the relevant policies of the development plan and the surrounding circumstances.
<b>Mineral Safeguarding Areas:</b>	Fareham Borough Council is required (as set out in the NPPF) to identify the MSAs in the Local Plan, however, the specific policies to which the MSAs relate are set out in the Hampshire Minerals and Waste Plan – October 2013. The MSA's are shown on the Fareham Local Plan 2036 Policies Maps.
<b>National Planning Policy Framework (NPPF):</b>	Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.
<b>Neighbourhood Plan:</b>	A plan prepared by a Parish Council or Neighbourhood Forum for a neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).



<b>Open-book</b>	An open book approach is where a developer makes their costing and financial figures associated with the development 'open' (i.e. available for view). An open book approach allows the Council (and third party as appropriate) to assess any case put forward by the developer that the contributions and requirements being sought, such as affordable housing provision, make the site unviable for development.
<b>Open Space:</b>	See NPPF for full definition.
<b>Out-of-Centre:</b>	See NPPF for full definition.
<b>Out-of-Town:</b>	A location out of centre that is outside the urban area boundary.
<b>Partnership for Urban South Hampshire (PUSH):</b>	A partnership of twelve local authorities in South Hampshire and the Isle of Wight, from the New Forest in the west to Havant in the east, set up to co-ordinate economic development, transport, housing and environmental policy. Often referred to as the 'sub-regional level'.
<b>Permitted Development (PD):</b>	Specific categories of development which are permitted by the Town and Country Planning (General Permitted Development) Order 1995, as amended, and which do not require planning permission.
<b>Policies Map:</b>	A mandatory part of the Local Plan process to illustrate geographically the whole area covered by the Plan and where particular policies apply.
<b>Pollution:</b>	See NPPF for full definition.
<b>Previously Developed Land (PDL):</b>	See NPPF for full definition.
<b>Primary and Secondary Frontages:</b>	These are defined on the Fareham Local Plan 2036 Policies Map. See NPPF for full definition.
<b>Primary and Secondary Shopping Areas:</b>	These are defined on the Fareham Local Plan 2036 Policies Map. See NPPF for full definition.
<b>Ramsar Site:</b>	An internationally important wetland site designated under the 1971 Ramsar Convention.
<b>Ransom Strips':</b>	Parcels of land which hold the key to unlocking the development potential of adjoining land.
<b>Regeneration:</b>	The holistic process of reversing economic, social and physical decline in an area in order to provide demonstrable benefits to the local community. It involves the Council working with many partners such as local landowners, business and Hampshire County Council.
<b>Renewable and low carbon energy:</b>	See NPPF for full definition.



<b>Scheduled Monuments:</b>	Archaeological remains of national importance entered into a schedule compiled by the Secretary of State for Culture, Media and Sport.
<b>Self-Build:</b>	Where an individual directly organises the design and construction of their home. This can include commissioning an architect or builder to assist with the construction process.
<b>Sense of Place</b>	Creating somewhere that is recognisably distinct, but also simultaneously strengthens the local distinctiveness of an existing settlement/community.
<b>Sequential Test (Flood Risk):</b>	A test based on flood risk which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.
<b>Sequential Test (Town Centre Uses):</b>	A systematic approach which aims to focus new economic growth and the development of main Town Centre uses within existing centres in the interests of vitality and viability.
<b>Setting of a Heritage Asset:</b>	See NPPF for full definition.
<b>Sheltered Housing</b>	Sheltered housing is specifically designed for older people with access to the assistance of a warden, alarm systems in times of emergency and the advantage of social activities and companionship. Each unit has its own front door and can be part of a larger complex with communal facilities.
<b>Shoreline Management Plan:</b>	A plan providing a large scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
<b>Site of Archaeological Importance:</b>	Sites that hold, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them.
<b>Site of Importance for Nature Conservation (SINC):</b>	A local site which is of substantive nature conservation value. The Site of Importance for Nature Conservation (SINC) system in Hampshire is managed by Hampshire County Council (HCC) on behalf of the Hampshire Biodiversity Partnership (HBP).
<b>Site of Special Scientific Interest (SSSI):</b>	Sites designated by Natural England under the Wildlife and Countryside Act (1981) that are of national importance in terms of ecology or geology.
<b>Solent Recreation Mitigation Partnership (SRMP):</b>	Solent Recreation Mitigation Partnership. A partnership consisting of 13 Solent Local Planning Authorities, Natural England, RSPB, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. The objective of the group is to produce a strategy to



<b>Special Area for Conservation (SAC):</b>	guide the implementation of mitigation measures to ensure that additional recreational activity would not result in harm to the SPAs. An area of open water or land of international importance designated to conserve natural habitats and wild fauna and flora, which are considered rare or endangered and are recognised as being under a particular threat. They are given special protection under the European Union’s Habitats Directive.
<b>Special Protection Area (SPA):</b>	Areas of land, water or sea of international importance for the conservation of wild birds and of migratory species. They are given special protection under the European Union’s Birds Directive.
<b>Starter Home:</b>	A form of affordable housing specifically designed to meet the requirements of young people buying their first home. These homes are sold at no more than 80% of the open market value.
<b>Statement of Community Involvement (SCI):</b>	The SCI sets out standards to be achieved by the local planning authority in relation to involving the community in the preparation, alteration and continuing review of the development plan, and in decision making for planning applications.
<b>Strategic Gap:</b>	Areas of open land/countryside that have been defined to prevent the coalescence or urban areas.
<b>Strategic Housing Land Availability Assessment (SHLAA):</b>	A key component of the evidence base to support the delivery of the Local Plan, the assessment aims to identify sites with potential for housing, assess their capacity, and timing for development.
<b>Strategic Housing Market Assessment (SHMA):</b>	A SHMA is a requirement of the NPPF and should consider the local housing markets. The assessment should look at a number of factors including: the supply and demand of housing, housing and planning policies, the need for affordable housing and the affordability of the local housing market.
<b>Supplementary Planning Document (SPD):</b>	Provides additional guidance and detail to development plan policies for a specific area or a specific topic but is not part of the development plan.
<b>Sustainability Appraisal (SA):</b>	A tool for assessing policies to ensure they reflect sustainable development objectives (i.e social, environmental and economic factors). It incorporates Strategic Environmental Assessment (SEA). An SA is required under the Planning and Compulsory Purchase Act 2004, to be carried out on all Development Plan Documents.
<b>Sustainable Development:</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Sustainable Drainage Systems (SuDS):</b>	A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding,





<b>Sustainable Transport Modes:</b>	improve water quality and enhance the amenity and biodiversity value of the environment. See NPPF for full definition.
<b>Solent Transport:</b>	A newly formed body with executive powers for transport matters for South Hampshire and the Isle of Wight headed by the four Executive Members for Transport for Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council.
<b>Travelling Showpeople:</b>	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.
<b>Urban Area Boundary:</b>	The dividing line between the urban area and rural area (countryside) to define where planning policies apply.
<b>Viability</b>	A financial appraisal of the profit and loss arising from a proposed development, taking into account the estimated value of the scheme upon completions and other building and development costs incurred delivering the scheme.
<b>Windfall Development/Sites:</b>	See NPPF for full definition.

**GLOSSARY**

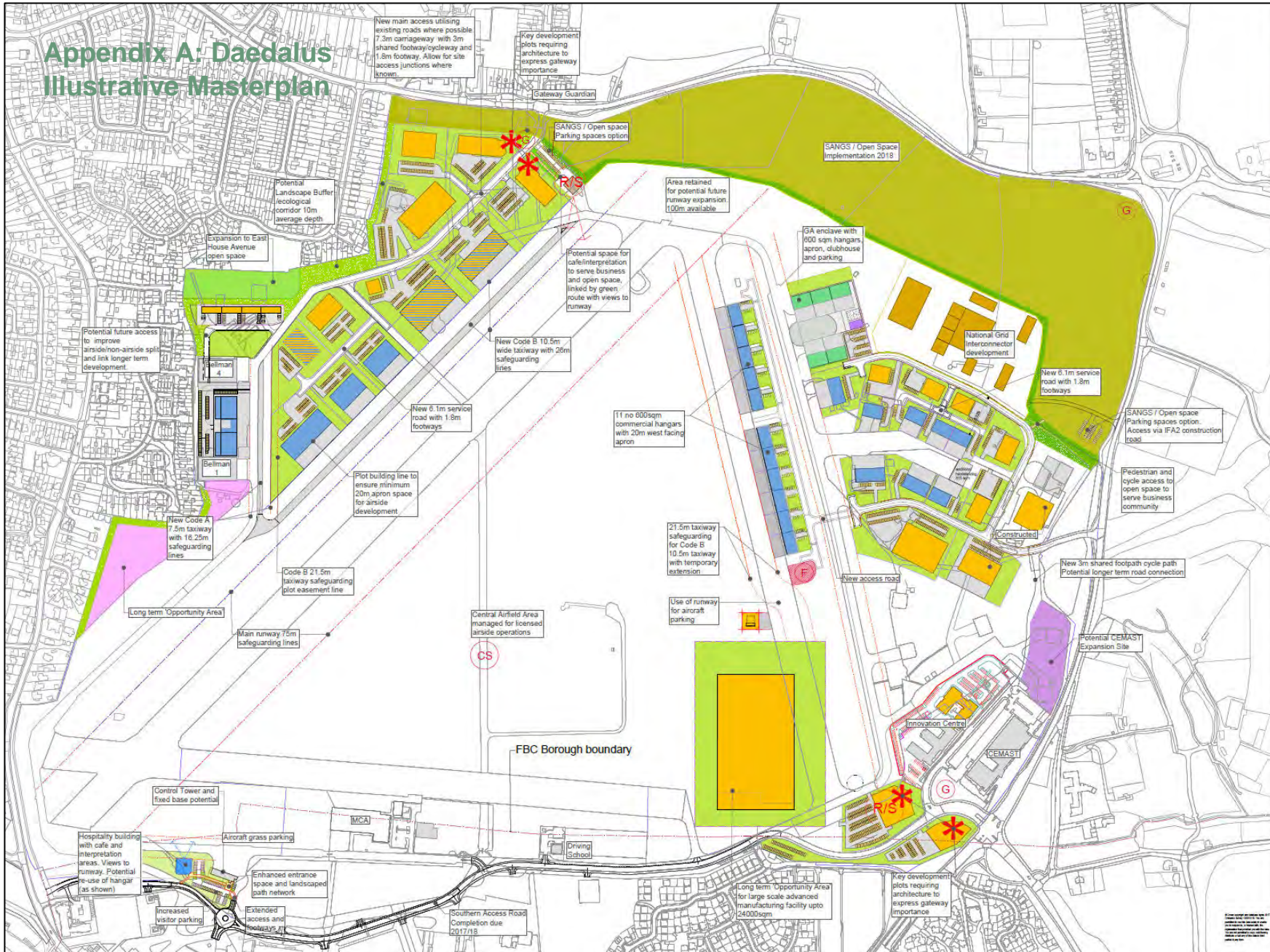


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# APPENDICES



# Appendix A: Daedalus Illustrative Masterplan



General Notes

**LEGEND**

- Airside access buildings\*
- Non-Airside business buildings\*
- Airside / Non-Airside access buildings\*
- GA Airside access buildings\*
- National Grid interconnector buildings
- Parking / hardstanding / access\*
- Short Term Expansion Plots
- Long Term development option
- Potential Compass Swing area
- Potential Gate Guardian
- Potential Fuel depot with metallised surface access to road and taxiway
- Potential Retail / services / cafe
- Key architectural building
- Fareham Borough Boundary

\* Denotes illustrative siting and size of building

No.
Revision/Issue
Date

Rev Name and Address

FBC Directorate of Finance and Resources

Project Name and Address

Draft Daedalus Masterplan  
Illustrative Only

Project

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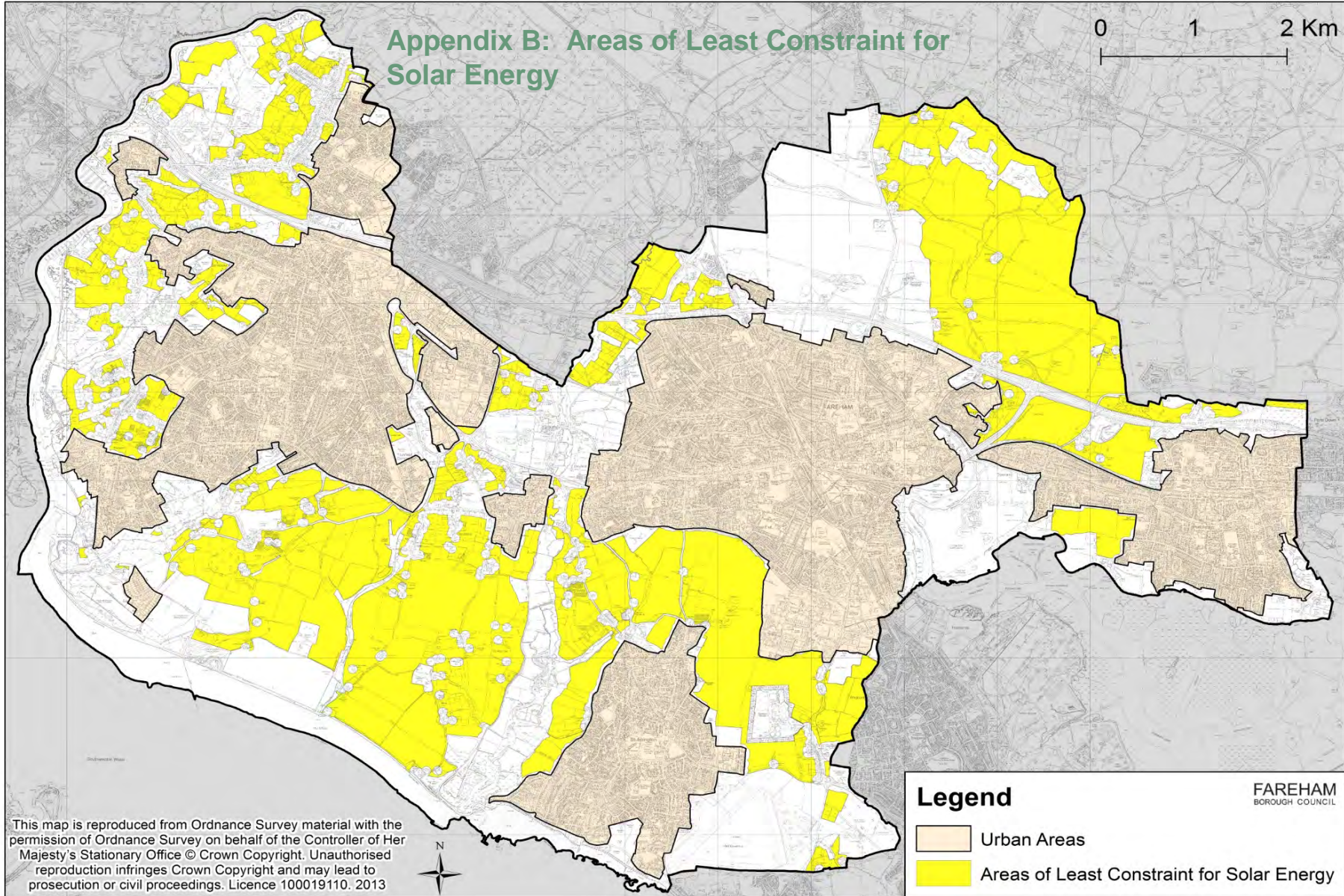
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draft daedalus masterplan

## Appendix B: Areas of Least Constraint for Solar Energy

0 1 2 Km



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# Appendix C: Draft Development Framework - Development Allocation HA1 (North & South of Greenaway Lane, Warsash)

## Development Assumptions

### Introduction and Purpose

This Appendix sets out the Council's preferred approach to development within the site allocation, providing reasoning and justification where appropriate. It is accompanied by an illustrative framework which provides a spatial representation of the preferred development approach. The framework is not the only possible approach, but any alternative approach should ensure that the Key Principles set out below are delivered.

### Site Context

The area of the allocation is characterised by an amalgam of largely greenfield undeveloped land with some existing and former agricultural buildings and associated businesses, set behind very low density ribbon development along Brook Lane, Warsash Road and Lockwood Road. These existing dwellings are generally detached, within spacious plots and set back from the road, allowing glimpses and open views between dwellings to the land behind, which includes hedgerows, mature trees, woodland belts and grassland. Most dwellings have planted front gardens creating a strongly landscaped street scene.

### Spatial Concept Key Principles

The following principles have been identified to achieve an optimal sustainable design approach that responds to the site's context and represents the outcome of survey analysis and discussion with relevant bodies to date:

- To retain and strengthen existing trees, woodland and important habitats as a framework for public space and the setting of future development;
- To provide a continuous north-south public space corridor that provides a non-vehicular link to existing community nearby facilities and attractions and a focus of shared leisure and sustainable movement activity for the new development and surrounding neighbourhood;
- To link retained habitats together within the site and to habitats beyond through the use of appropriately scaled and managed space and as part of the central public space corridor;
- To focus vehicular access and movement to Brook Lane and Lockwood Road, preventing internal site links between and to limit vehicular access onto Greenaway Lane;
- To focus low density (circa 15 dph) development to existing road frontages;
- To provide a mix of dwelling types and sizes at an average density of 30 dph that allows for sufficient building setbacks, road widths and highway verges that can accommodate long term, robust planting;
- To avoid a patchwork of unrelated self-contained developments and ensuring individual site development does not constrain delivery of adjacent or nearby sites.

### Biodiversity

The existing land holdings contain important habitats that, subject to the outcome of any further survey and assessment, should be retained on site in their own right or as space for habitat mitigation. In addition, the land holdings contain individual trees, some of which are also the subject of Tree Preservation Orders and tree groups, hedgerows and scrub that also provide important habitats as well as being of visual amenity value. All of these habitats are linked by the largely undeveloped nature of the land holdings. In order to protect important habitats and associated species the development strategy must seek to retain connections of sufficient scale and robustness and ensure that they are managed to benefit identified species and biodiversity generally.

The Illustrative Framework shows a continuous undeveloped space that seeks to link together all potential development sites and known habitats in accordance with the strategy above. This space, together with wildlife only corridors, link to the edge of the landholdings to ensure connections to the surrounding countryside and other recognised habitats such as Dibles Road SINC. More work is required to determine the full extent of badger foraging, which may impact on the extent of space illustrated.

The Illustrative Framework shows the minimum width of the space to be 15m. This is considered to be the minimum that will enable the space to maintain a natural greenspace corridor link, taking account of appropriate planting, management and the need for public footpath access. However, it is much wider in places to reflect the need to accommodate known habitat and it may be necessary to widen the corridor further as a result of the need to accommodate species identified for retention on site following further ecology survey work.

The corridor may also need to be widened to accommodate a Sustainable Urban Drainage System (SUDS), that includes balancing ponds, swales and ditches, where appropriate. It is recognised that increasing the size of the corridor will have a corresponding reduction in the net developable area and therefore housing numbers, assuming retention of the average density identified.

### **Public Space**

Provision of public space is contained within the corridor shown on the Illustrative Framework.

Suitable equipped children's play space, parks and outdoor sports provision need to be provided on site. The adopted Planning Obligations SPD identifies the type and scale of provision. The SPD requires development of above 200 units to provide a Neighbourhood Equipped Area of Play (NEAP). However, there are two existing NEAP (equivalent) at Coldeast and Warsash Recreation Area which are approximately 1km from the land holdings to the north and south of Greenaway Lane respectively. In this context it is more appropriate to develop two LEAPS (Local Equipped Areas of Play) on the site, one to the north of Greenaway Lane and one to the south as shown on the Illustrative Framework, which includes a 20m buffer to new housing as required by the SPD. A single LEAP will not provide the required 5 mins walk time for the whole site allocation.

The SPD requires on-site provision of sports pitches, taking account of nearby facilities. Some 1.6ha of land would normally be required for this scale of site based on an average development density of 30dph. However, subject to the outcome of the Council's Playing Pitch Study, it is currently considered appropriate for only 2 junior pitches to be provided on site together with a contribution to the improvement of other nearby facilities. These are shown on the illustrative framework adjacent to the southern LEAP.

Within the corridor a footpath and cycle path network that links the space north to south and to surrounding new development, will be required. This will provide not only a strategic off-road link from Locks Heath to Warsash, but also links to accessible natural greenspace that meets the Natural England standard of "at least 2 hectares within 300 metres (5 minutes' walk) from home" (Nature Nearby- Accessible Natural Greenspace, Natural England, March 2010). The safest and most direct link to Warsash will be via Victory Hall, an existing community centre on Warsash Road, which is likely to see increased patronage from the new development.

### **Vehicular Access and Movement**

The site allocation has land holdings that allow for direct vehicular access to Brook Lane, Lockwood Road and Greenaway Lane. Brook Lane and Lockwood Road act as the principal distributor roads in the vicinity of the site, which link to the A27 / M27 to the north and to the east via Warsash and Peters Roads. The Illustrative Framework identifies indicative access areas, but these are not fixed and no detailed design work has been undertaken to establish appropriate sight lines and junction separation at this stage.

In discussions with the Local Highway Authority, a desire to ensure a balance of vehicle movement using Lockwood Road and Brook Lane has been expressed. The Illustrative Framework allows for this outcome through the severance of the site created by the Biodiversity and Public Space Corridor that runs north to south.

Greenaway Lane runs east west and divides the site allocation. It links Brook Lane to the west, but has been made into a cul-de-sac, preventing access to Lockwood Road to the east. Greenaway Lane has retained its rural lane origins and character, with no footways and highly landscaped and treed boundaries and verges. It is also of uneven width measuring between 4.3m and 5.1m. The extent of

land identified as highway would allow for a major upgrade of Greenaway Lane to current adoptable standards, including the provision of footways. However, this is highly likely to result in the loss of green verges, planting and mature trees, which are subject to Tree Preservation Orders. The preferred approach is to limit highway interventions to Greenaway Lane so that its inherent character is retained. This requires a low level of additional vehicle movement through site design that limits development accessing the lane, as identified on the Illustrative Framework. To achieve this, minor severance of the Biodiversity and Public Space Corridor by a de-minimus highway link is likely to be required.

Access from the northern edge of the site could be provided via an existing private single lane track, which appears to allow access to some of the northernmost land holdings. If this can be upgraded, then severance of the open space and biodiversity corridor further south can be avoided. This option will require further exploration with landowners.

### **Pedestrian and Cycle Network**

The Illustrative Framework shows existing Public Rights of Way together with proposed indicative new linkages within the site. There is a requirement for the public open space and biodiversity corridor to contain a shared footway/cycleway of 3.1m in width. This specification is also a requirement on other identified routes where this can reasonably be provided with the available space and without detriment to existing trees and habitats. Where necessary therefore, reduced widths and soft materials will be anticipated. Careful consideration will be needed concerning the provision of any associated lighting requiring a careful assessment of the balance between personal safety and biodiversity.

### **Community Space Provision**

There are two nearby community buildings, Victory Hall on Warsash Road immediately to the south of the site allocation and Priory Park Community Hall, some 600m east from Greenaway Lane. A new pedestrian/cycle link from the site to Victory Hall is proposed and shown on the Illustrative Framework. Increasing patronage of existing facilities will help integrate the future development population. It is not therefore considered appropriate or necessary to provide a new facility within the site allocation. However, space within the site to allow for additional informal parking, for visitors to both the hall and playing pitches needs to be provided.

### **Dwelling Mix**

Table 1 below shows the dwelling mix that has been used to help identify the broad character of new development; the future population and dwelling numbers, vehicle trips and provision of open space and sports pitches. The mix reflects the housing need evidence set out in the Housing chapter. For large scale sites such as this, the mix includes accommodation for the elderly as well as small scale studios to ensure a mixed population community.

Dwelling sizes and types	Affordable mix %	Market mix %
1 bed	30%	5%
2 Bed	30%	30%
3 Bed	25%	35%
4 Bed	4%	15%
5+ Bed	2%	5%
Studio	2%	0%
Elderly 1bed	5%	8%
Elderly 2 bed	2%	2%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

*Table A1 - Suggested dwelling mix*

### **Density Assumptions and Development Form**

A character assessment has been undertaken in relation to the context of the site allocation. This has identified the prevailing density and form of development along Brook Lane and Warsash Road as detached single and two storey dwellings set within generous plots with significant set back building lines and strongly landscaped streets. As a result, density levels are very low at less than 10 dph up to 13 dph. Greenaway Lane runs east west and effectively segregates the site allocation into a northern and southern area. Greenaway Lane still retains a rural lane character through lack of footways,



irregular width, mature trees and landscape to the edges. The eastern edge of the allocation adjacent to Lockwood Road largely comprises a woodland and tree belt, which limits views into the site allocation.

In this context, it is considered that a zonal approach to development of the site allocation is undertaken. Low density development (circa 15 dph) with generous landscaped frontages and rear gardens should be focused to the existing road frontages and surrounding existing development. Beyond the frontages, there is potential to provide a transition towards more intensive development forms, but retaining slow speed landscaped streets.

The development must incorporate street design and spaciousness that allows for views through to the open space and biodiversity corridor and the retained woodland and tree belts. This will not only improve legibility of the public realm but maintain a connection with the sense of openness that that presently exists to the rear of existing development. Development must therefore avoid visual 'walls' of development with no sense of connectivity with green space.

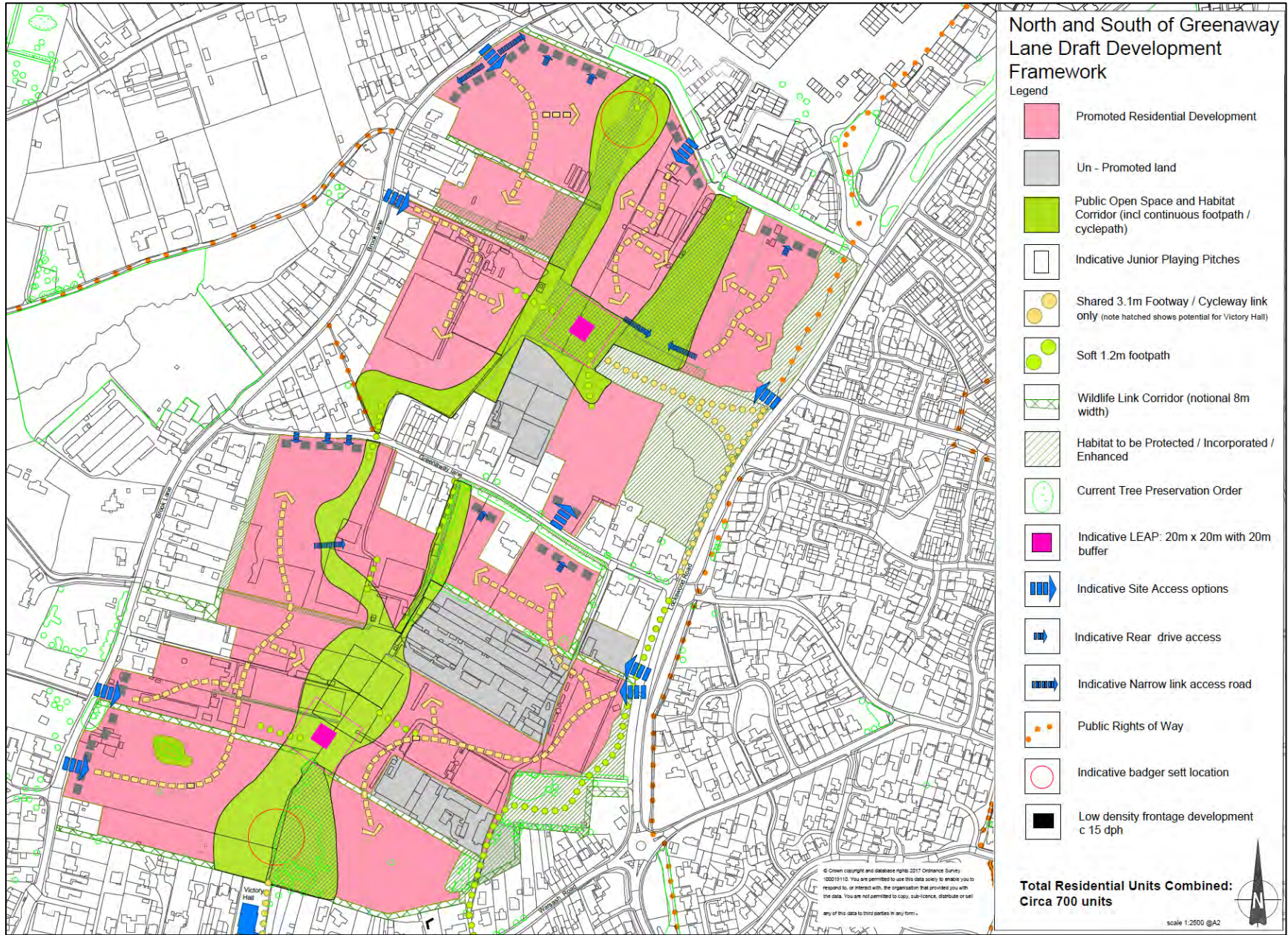
The Biodiversity and Public Space Corridor is an integral part of the Council's preferred approach. It is designed to become the heart and focus of the new community. In order to ensure that the space is overlooked and safe for users, site design must ensure that development fronts the space and can be seen from the main living room of new dwellings.

Based on this development approach and the dwelling mix identified, it is anticipated that the site allocation could deliver in the region of 700 dwellings, assuming all potential development parcels are delivered. Densities would vary between 15 and 35 dph.

To the east of Lockwood Road, more modern late 20th century development of 2 storey detached, semi-detached and terraced dwellings have been developed where front and rear gardens and landscape are more limited, resulting in street densities of between 30 and 45 dph. However, it should be noted that this development will be visually separated from the site allocation by the retention of woodland, tree belts and land identified for habitat retention and mitigation and it is not considered that this form and intensity of development will adequately address the key principles and requirements of the site allocation.

### **Un-promoted Sites**

There remain parcels of land within the site allocation that have not been promoted for development at this draft stage. In the event that they do not come forward for development, access and delivery of the site overall will still be possible. However, it is recognised that the current indicative capacity and development assumptions will need to be reviewed.



## Appendix D: Draft Development Framework - Development Allocation HA2 (Newgate Lane South, Peel Common)

### Development Assumptions

#### Introduction and Purpose

This Appendix sets out the Council's preferred approach to development within the site allocation, providing reasoning and justification where appropriate. It is accompanied by an illustrative framework which provides a spatial representation of the preferred development approach. The framework is not the only possible approach, but any alternative approach should ensure that the Key Principles set out below are delivered.

#### Site Context

The area of the allocation is located to the east of Newgate Lane with boundaries to the urban area of Woodcot and Bridgemary in the borough of Gosport, the HMS Collingwood playing fields to the north and Brookers Field recreation ground to the south. The western boundary of the allocation is the future Newgate Lane South, a new road which is due for completion in 2019.

The allocation is in undeveloped agricultural use, though the northernmost field appears not to be in production presently. The land is largely flat and divided by drainage ditches with associated hedgerows and occasional field trees. There are strongly treed boundaries to Brookers Lane to the south, the northern fields and along the eastern boundary with Woodcot and Bridgemary.

Woodcot and Bridgemary was largely developed in the mid 20th century. It is a low / medium density neighbourhood comprising a mix of semi-detached and small terraces of 2 storey housing with a number of detached bungalow enclaves and occasional detached 2 storey dwellings. The development is characterised by treed streets with grass verges, generous front gardens and pedestrian green spaces and small parks, which all contribute to providing an attractive landscaped public realm. The use of rear parking courts with connected green spaces between the fronts of dwellings is a distinctive and attractive characteristic of the neighbourhood. The neighbourhood also has a number of schools, community centres, local shops and public transport provision.

To the north of the allocation is Speedfields Park, which comprises large food and non food retail warehouse buildings with associated surface car parking. To the west is the existing Newgate Lane, which has a meandering alignment and fronted by ribbon development of detached houses and bungalows from the Victorian period to the mid 20th century, including late 20th and early 21st Century infill or replacement development. The land between the existing Newgate Lane and the new road is in use as horse paddock.

The recreation grounds to the north and south comprise managed amenity grassland for use as playing pitches.

The allocation currently sits within the Fareham-Stubbington Strategic Gap, which seeks to prevent the coalescence of these separate settlements.

#### Spatial Concept Key Principles

The following principles have been identified to achieve an optimal sustainable design approach that responds to the site's context and represents the outcome of survey analysis and discussion with relevant bodies to date:

- To utilise the existing ditch network to create linked green spaces as part of a Sustainable Urban Drainage System and to respond to the spatial green space network character of Woodcot and Bridgemary;
- To retain and strengthen existing field and boundary trees as a framework for the setting of a new neighbourhood;
- To provide a natural greenspace buffer running alongside Newgate Lane south to enhance the strategic gap setting of the road and the new neighbourhood and to provide space for potential

- ecological mitigation and enhancement;
- To provide a central park space(s) that provides a shared and collective focus and sense of place for the new neighbourhood, which is to include an equipped children's playground and any other community facilities;
- To focus vehicular access and movement to a new junction on the new Newgate Lane South and ensure that access to Woodcot and Bridgemary is at appropriate places that limits the environmental impact upon existing residents and nearby road junctions;
- To ensure that new development is laid out in a manner that encourages safe pedestrian and cycle movement to existing social and community services in Woodcot and Bridgemary;
- To ensure road and pedestrian links between sites within individual ownerships to avoid a patchwork of unrelated self contained developments.
- To ensure that future street design responds to the character of Woodcot and Bridgemary through the presence of street trees, verges and robust frontage planting.

## **Biodiversity**

The existing land holdings are largely intensively managed open arable land, but with a network of field hedgerows, trees and ditches. These networks have been identified during survey work carried out as part of the Newgate Lane South road proposal, to support reptiles and bats. However, the survey work also identified that the northern most field has the potential to be an important habitat for overwintering birds and may be required to be retained in-situ. It will be necessary for an up to date bird survey to be conducted during October - March to ascertain the importance of the habitat.

The illustrative framework shows this site as developable, being some 105 dwellings at 30 dph. However, if this site is to be retained for over-wintering birds, then this number of dwellings will not be developed. A range of dwelling capacity is therefore identified for the Illustrative Framework.

The illustrative Framework shows how the retention of the tree, hedge and ditch networks can be achieved and used positively as part of natural greenspace and pedestrian movement. It should be noted that the links should be no less than 15m wide to ensure a robust scale that can be planted and managed to benefit identified species and biodiversity generally and allow for pedestrian movement.

In addition to the network above, an additional 25m buffer to HMS Collingwood playing fields and the future Newgate Lane South road is illustrated. The purpose of this buffer is firstly to provide an open landscape setting for the future Newgate Lane South road within the context of its location in a strategic gap. Secondly, to provide linked natural greenspace that helps maintain connections to the Site of Nature Conservation immediately to the south of Rowner Road and as space for potential ecological mitigation.

If corridors are required to be increased in size for biodiversity mitigation, there will be a corresponding reduction in the net developable area and therefore housing numbers assuming retention of an average density.

## **Public Space**

The Illustrative Framework identifies how the provision of public space should form the focus and setting of a new neighbourhood through a central park that contains a Local Equipped Area of Play (LEAP) and linked natural greenspace networks. This is not the only potential location for the park but alternatives should be centrally located and linked to existing communities by safe natural greenspace links.

In accordance with the adopted Planning Obligations SPD, suitable equipped children's play space, parks and outdoor sports need to be provided. The SPD requires development of above 200 units to provide a Neighbourhood Equipped Area of Play (NEAP). However, there is an existing LEAP at Tukes Avenue Open Space Play Area immediately to the north of the allocation, which could be expanded to create a NEAP with the provision of a Multi-Use Games Area (MUGA) and other facilities for older children. Tukes Avenue play area is owned and operated by Gosport Borough Council and their agreement will be needed to expand this site. If this is not forthcoming, then a NEAP will need to be provided on the allocation site with a resultant minor reduction in developable area and dwelling

numbers. The Illustrative Framework currently shows a centrally located LEAP within the central park and includes a 20m buffer to new housing.

The SPD requires on-site provision of sports pitches for schemes of greater than 299 dwellings, taking account of nearby facilities. Some 1.31 ha of land would normally be required for this scale of site based on the potential number of dwellings. However, given the location of sports pitches at the Tukes Avenue Open Space and Brookers Field Recreation Ground to the south, it is considered appropriate for a contribution to be made towards the enhancement of existing facilities.

The illustrative framework shows footpath links within and to accessible natural greenspace provided by the buffers to the new Newgate Lane south and ditch network. This arrangement meets the Natural England standard of “at least 2 hectares within 300 metres (5 minutes' walk) from home” (Nature Nearby- Accessible Natural Greenspace, Natural England, March 2010).

### **Vehicular Access and Movement**

The site allocation is currently in use for agricultural and equestrian purposes. There are minor field accesses from Newgate Lane to the west. To the east there are rear service roads to the rear of houses in Woodcot and Bridgemary but these have no formal vehicular accesses into the allocation site.

The Newgate Lane South road scheme is due to be completed by the end of 2019. This is shown on the Illustrative Framework and forms an extensive frontage to the west of the allocation. A site promotor has identified the potential to provide a roundabout junction on Newgate Lane South to create a principal access to the allocation. Submitted supporting evidence suggests that this intervention will not materially affect the performance of the new road with regard to its primary function of delivering unimpeded free flowing traffic north/south. At the present time, however, this option has not been assessed by the Local Highway Authority to determine its appropriateness. The location of the roundabout is shown on the Illustrative Framework.

A site promotor has also identified two potential access points from Woodcot and Bridgemary. The northernmost via the demolition of two houses on Tukes Avenue (no's 165 and 167) and a southern access via an extension of Brookers Lane. These are shown on the Illustrative Framework. The demolition of Nos 165 and 167, a pair of semi-detached two storey houses will create sufficient width (some 15 m) to accommodate a 6m highway with 2m footways and some landscaping. However, there is concern at the impact upon the amenity of adjacent properties from an access that will serve a considerable number of houses and associated vehicular movement. It is considered more appropriate to have a much wider opening so as to increase the level of separation to remaining dwellings and to allow for new dwellings to front the access. Further work will also be needed to assess the potential safety of this increase in traffic opposite Woodcot Primary School.

The southern access is unlikely to have a significant amenity impact as a result of the position of existing dwellings. However, replacement parking if there is a reduction in the garage court will be necessary.

Further highway modelling work together with an assessment as to the balance of traffic movement using the three access options will need to be undertaken. If the roundabout proposal can be delivered it is considered that most traffic should be directed through this junction. In the absence of this junction, there remain significant concerns as to the appropriateness of allowing all traffic to access onto Tukes Avenue having regard to pedestrian safety (to the front of Woodcot Primary School), traffic flow and residential amenity.

### **Pedestrian and Cycle Network**

There is a good public footpath network in the vicinity of the allocation that links directly with Stubbington and the new public open space/SANG at Daedalus to the west; Fareham and Town Quay and the Speedfields retail park to the north; The Alver Valley and SINC to the south and the existing services and facilities within Woodcot and Bridgemary. These are shown on the Illustrative Framework.

The proposed network within the allocation is identified on the Illustrative Framework. This shows a

strategy to link natural greenspace corridors to external networks and key internal spaces utilising existing landscape features.

### Community Space Provision

The principal location for community space is served by Bridgemary Secondary School which has sport pitches and courts; a hall and stage and various meeting and conference rooms for hire. These facilities are generally less than 1km from within the allocation. It is not considered necessary for additional space to be provided within the allocation.

### Dwelling Mix

Table A2 shows the dwelling mix that has been used to help identify the broad character of new development; the future population and dwelling numbers, vehicle trips and provision of open space and sports pitches. The mix reflects the housing need evidence set out in Chapter 5 (Housing). For large scale sites such as this, the mix includes accommodation for the elderly as well as small scale studios to ensure a mixed population community.

Dwelling sizes and types	Affordable mix %	Market mix %
1 bed	30%	5%
2 Bed	30%	30%
3 Bed	25%	35%
4 Bed	4%	15%
5+ Bed	2%	5%
Studio	2%	0%
Elderly 1bed	5%	8%
Elderly 2 bed	2%	2%
TOTAL	100%	100%

Table A2 - Suggested dwelling mix

### Density Assumptions and Development Form

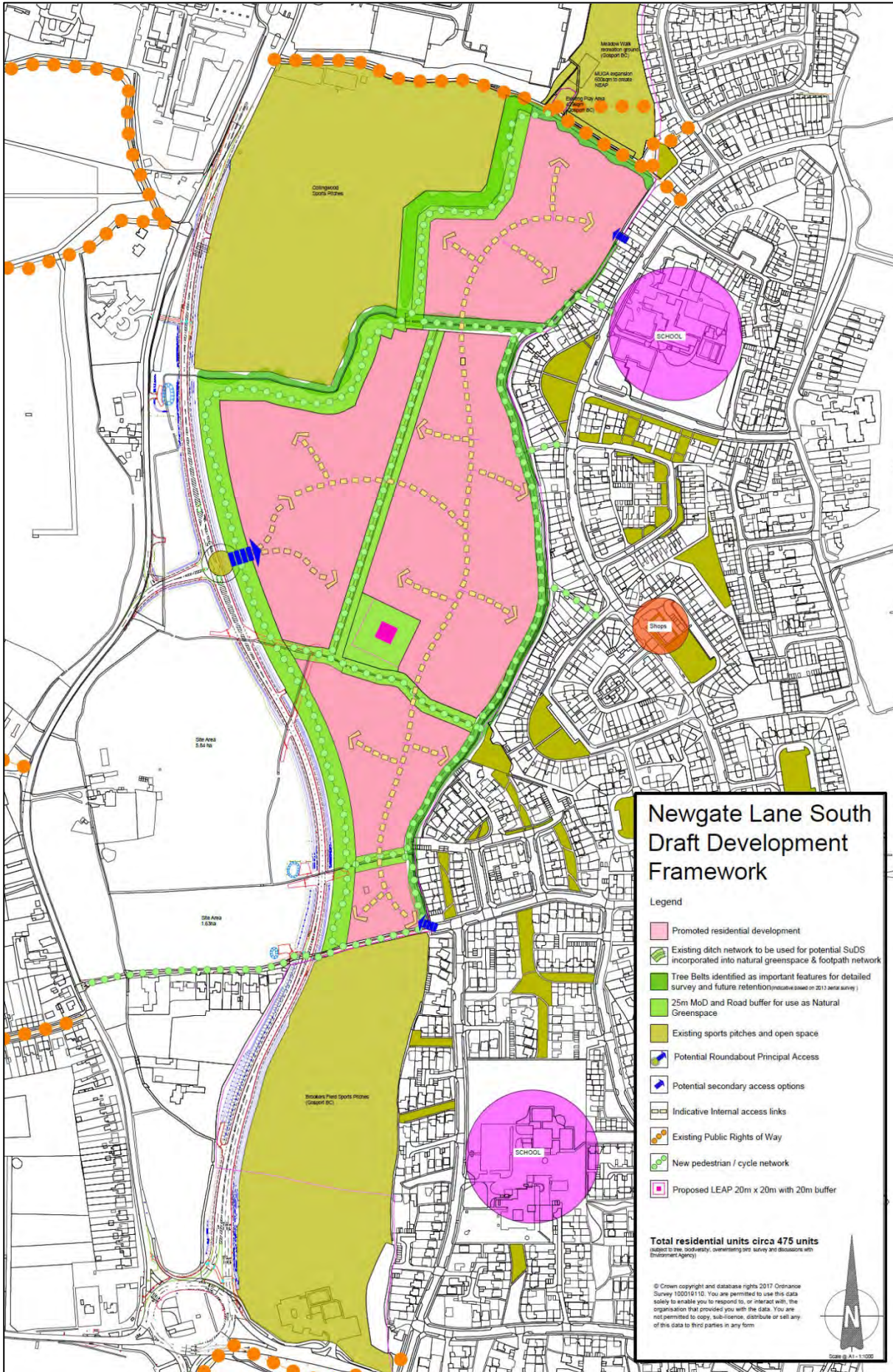
A character assessment has been undertaken in relation to the context of the site allocation. This has identified that Woodcot and Bridgemary comprise the prevailing and defining form of built development immediately to the east as described in the Site Context above.

The illustrative framework does not set out the detail of development areas. However, it is expected that the defining characteristics of Woodcot and Bridgemary will be assimilated into the design and layout of the allocation. This will be focussed on the openness and landscaped street design, dwelling frontage space and the provision of various incidental positive green spaces that will connect with the wider network shown on the Illustrative Framework.

The central park space will be the focus of the neighbourhood containing the LEAP. In order to ensure that all public space is overlooked and safe for users, site design must ensure that development fronts the space and can be seen from the main living room of new dwellings.

Development should also be outward facing to the boundaries of the site to ensure that the trees are not contained within rear gardens. Retention in rear gardens can lead to pressure to prune and result in boundary enclosures that visually dominate and interrupt the quality of the landscape and connectivity of biodiversity.

Based on this development approach and the dwelling mix identified, it is anticipated that the site allocation could deliver in the region of 370-475 dwellings, depending on the outcome of the overwintering bird study, at an average of 30 dph.



## Newgate Lane South Draft Development Framework

### Legend

- Promoted residential development
- Existing ditch network to be used for potential SuDS incorporated into natural greenspace & footpath network
- Tree Belts identified as important features for detailed survey and future retention (investigation based on 2017 aerial survey)
- 25m MoD and Road buffer for use as Natural Greenspace
- Existing sports pitches and open space
- Potential Roundabout Principal Access
- Potential secondary access options
- Indicative Internal access links
- Existing Public Rights of Way
- New pedestrian / cycle network
- Proposed LEAP 20m x 20m with 20m buffer

**Total residential units circa 475 units**

(subject to the availability, substantiating this survey and discussions with Customer Agency)

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# Appendix E: Draft Development Framework - Development Allocation HA3 (Southampton Road, Titchfield Common)

## Development Assumptions

### Introduction and Purpose

This paper sets out the Council's preferred approach to development within the site allocation, providing reasoning and justification where appropriate. It is accompanied by an illustrative framework which provides a spatial representation of the preferred development approach. The framework is not the only possible approach, but any alternative approach should ensure that the Key Principles set out below are delivered.

### Site Context

The area of the allocation is characterised by largely greenfield undeveloped land enclosed by mature and semi mature trees. This former agricultural land is currently used as a mixture of grassland and horse paddock with occasional single dwelling houses and outbuildings. An existing garden centre with associated hard standing and sales buildings provides the only significant built up area. The A27 to the west forms a strong and significant barrier to the existing urban edge of the settlement. The A27 has been widened in this section and comprises 4 lanes, which is fronted by large scale retail warehouses and a hotel.

To the north of the allocation is a major road intersection known as Segensworth roundabout, which links the M27 (Junction 9) with the A27, local distributor roads and Segensworth Business Park. There is a mixture of large commercial offices and warehouses together with the rear of older residential development. However, the area is characterised by a mature tree landscape to boundaries, which softens the visual impact of the urban edge.

To the east lies a Site of Interest for Nature Conservation (SINC), known as Sylvan Glade. This reflects its history as an ancient woodland and contains important soils and open pasture land and associated habitat. There are significant trees and tree groups that are subject to Tree Preservation Orders along the eastern edge of the allocation. In addition, a major overhead power line and towers run through the SINC, which are highly visible and reflect the edge urban location. A watercourse, the Brownwich stream meanders through the SINC, providing aquatic habitat. The SINC provides a strong open space and links with other woodland SINCs further south to the coast.

### Spatial Concept Key Principles

The following principles have been identified to achieve an optimal sustainable design approach that responds to the site's context and represents the outcome of survey analysis and discussion with relevant bodies to date:

- To retain and strengthen existing boundary trees, woodland and important habitats as a framework to enclose a new, visually self-contained neighbourhood;
- To utilise the self-contained context to enable a more intense development form;
- To provide a central north-south public space(s) that provides a shared and collective focus and sense of place for the new neighbourhood, which includes an equipped children's playground and any other community facilities;
- To ensure that the central public park(s) is enclosed and overlooked by surrounding development;
- To link the central park(s) with the SINC to the east with suitably managed and planted natural green space;
- To provide a buffer to the SINC to protect its integrity and provide space for habitat mitigation that has limited public access;
- To focus vehicular access and movement to/from Segensworth Road to reduce impact upon the A27;
- To ensure road links between sites within individual ownerships to avoid a patchwork of unrelated self-contained developments.



## **Biodiversity**

The existing land holdings are largely grassland and horse paddock which, subject to the outcome of habitat survey and assessment, are unlikely to contain habitats that require retention in-situ. Where reasonable habitat does exist, this should be incorporated into the design to link with and support the SINC to the east. The illustrative framework shows how this can be achieved and it should be noted that the link should be no less than 15m wide to ensure a robust scale that can be planted and managed to benefit identified species and biodiversity generally with public access discouraged.

In addition, the land holdings contain individual trees and tree groups and hedgerows that also provide important habitats as well as being of visual amenity value, some of which are also the subject of Tree Preservation Orders. The illustrative framework shows the retention of these assets enclosing the allocation together with some east - west corridors to help link with the SINC. These corridors should be protected, planted and managed to support their ecological function and limit public access. These corridors should be in the region of 10m wide, Development will be expected to be located beyond the spread of retained trees and to take account of their future maturity.

Sylvan Glade SINC will be required to have a minimum unlit semi natural 15m wide buffer, as shown on the illustrative framework. The buffer will be protected and enhanced with supplementary native and locally appropriate planting of woody species to absorb edge effects from the residential development. In addition, specific resources for protected and priority species identified by ecological survey and assessment work will be provided within the buffer.

If the SINC boundary is to be fenced, this will need to be Wildlife permeable fencing. Where the buffer is to accommodate a Sustainable Drainage System (SUDS), that includes balancing ponds, swales and ditches, its width may have to be increased. Increasing the size of the corridor will have a corresponding reduction in the net developable area and therefore housing numbers assuming retention of an average density.

## **Public Space**

The Illustrative Framework identifies how the provision of public space should form the central focus of a new neighbourhood. This is divided to allow east west movement, allow for separate functions and to extend its reach within the allocation. This is not the only approach but alternatives should be centrally located.

In accordance with the adopted Planning Obligations SPD, suitable equipped children's play space, parks and outdoor sports need to be provided. The SPD requires development of above 200 units to provide a Neighbourhood Equipped Area of Play (NEAP). There is an existing NEAP (equivalent) at Longacres, which is approximately 0.5km to the west of the allocation to the rear of the retail warehouses. However, pedestrian links across the A27 are not controlled and in this context it is considered appropriate to develop an enhanced LEAP (Local Equipped Areas of Play) within the site to include equipment for older children. The Illustrative Framework shows a centrally located LEAP within the central park(s), which includes a 20m buffer to new housing.

The SPD requires on-site provision of sports pitches for schemes of greater than 299 dwellings, taking account of nearby facilities. Some 0.9 ha of land would normally be required for this scale of site based on the potential number of dwellings. However, it is considered appropriate for a Multi-Use Games Area (MUGA) or a tennis court to be provided on site together with a contribution to the improvement of other nearby facilities. These are shown on the illustrative framework adjacent to the south of the LEAP, which could also accommodate older children's play.

The allocation also provides footpath links to accessible natural greenspace provided by the buffer to the SINC and nearby natural greenspace on Segensworth Road that meets the Natural England standard of "at least 2 hectares within 300 metres (5 minutes' walk) from home" (Nature Nearby-Accessible Natural Greenspace, Natural England, March 2010).

## **Vehicular Access and Movement**

The site allocation has frontages to the A27 to the east and Segensworth Road to the north west. There

are no other road access options. The Illustrative Framework identifies potential accesses onto both of these roads. However, the implemented scheme of road widening of the A27 does not allow for northbound turning movement onto the A27 from the allocation. Vehicles must travel south on exiting. As a result, access into the site from the A27 is also southbound and will require an off-slip or deceleration lane to avoid impacting on the flow of traffic. This approach will need careful design and consideration by Hampshire County Council, the Highway Authority. In discussions with the Local Highway Authority, there is a desire and preference to focus traffic onto Segensworth Road at the northern edge of the allocation.

### **Pedestrian and Cycle Network**

There are no public footpaths within or linking the site to the surrounding area. There are however highway footways on Segensworth Road, Titchfield Park Road and the perimeter of Segensworth Roundabout. The Illustrative Framework identifies the need to ensure that there will be Public Rights of Way linking all of the land holdings in the allocation to provide a safe greenway running alongside the A27 north to south and linking with existing footways. A route through the SINC is also identified and consideration will be needed concerning the provision of any associated lighting, requiring a careful assessment of the balance between personal safety and biodiversity.

Pedestrian and cycle linkages to surrounding facilities to the west, is relatively poor due to the severance caused by the A27. A signalled crossing is available at the southern end of the allocation at the junction with Titchfield Park Road, linking to the west side network. On the southern perimeter of Segensworth Roundabout, signals exist to cross the northbound entry, but only a dropped kerb to enable crossing of the southbound exit. This situation is likely to discourage pedestrian and cycle movement. Discussions with the Local Highway Authority need to be undertaken to ascertain the potential to allow for more direct and safe crossings.

### **Dwelling Mix**

Table A3 below shows the dwelling mix that has been used to help identify the broad character of new development; the future population and dwelling numbers, vehicle trips and provision of open space and sports pitches. The mix reflects the opportunity and potential of the site in its context to develop a new neighbourhood that focuses on smaller dwellings. For large scale sites such as this, the mix includes accommodation for the elderly as well as small scale studios to ensure a mixed population community.

Dwelling sizes and types	Affordable mix %	Market mix %
1 bed	30%	25%
2 Bed	30%	30%
3 Bed	25%	30%
4 Bed	6%	5%
5+ Bed	0%	0%
Studio	2%	0%
Elderly 1bed	5%	8%
Elderly 2 bed	2%	2%
TOTAL	100%	100%

*Table A3 - Suggested dwelling mix*

### **Density Assumptions and Development Form**

A character assessment has been undertaken in relation to the context of the site allocation. This has identified the prevailing form of development occurs along the A27 and to a lesser extent the northern end of Segensworth Road. It is considered that there is no residential development of sufficiently close proximity that should strongly influence the future development form for the allocation. The A27 / Segensworth Road is characterised by large scale retail warehousing together with commercial leisure, hotel and office accommodation set within a major road network. These buildings are of a scale and mass that create large structures within landscaped road frontages with a degree of openness resulting from the surface car parking and building set-backs.

It is considered that this character presents an opportunity to deliver a development that focuses on smaller dwellings in the form of apartment blocks and terraced town houses up to 4 floors. In order to avoid a potentially oppressive street scene and be reflective of the openness of current development form, it is considered necessary to have the 4th floor of apartment blocks set back and to limit each apartment block's unit numbers to reduce its footprint. In addition, terraces should be limited to no greater than eight. Apartment blocks and terraces will be required to have sufficient separation to accommodate a strongly structured and landscaped street scene that comprises street trees, verge planting and carefully designed parking.

Car parking will be required to meet current standards. However, in order to reduce the visual dominance of vehicles sufficient space will need to be provided for robust, long term structural planting to diffuse views. Consideration will also be given to the use of undercroft and integral garaging.

The central park(s) spaces will be the focus of the neighbourhood and should contain uses and planting to attract people and activity. The spaces should be defined by streets and building enclosure that will ensure strong natural surveillance.

Development should also be outward facing to the boundaries of the site to ensure that the trees, many of which are subject to Tree Preservation Orders, are not contained within rear gardens. Such an arrangement can lead to pressure to prune and result in boundary enclosures that visually dominate and interrupt the quality of the landscape and connectivity of biodiversity.



# Appendix F: Development Allocation HA8 (Pinks Hill, Wallington) - Illustrative Framework

