

Fareham Local Plan, Part 2 Development Sites and Policies

Composite submission by Robert Tutton BSc (Hons) MRTPI

ISSUE 2: THE EXISTING SETTLEMENTS (DSP2-DSP6)

1.0 INTRODUCTION

1.1 Planning Practice Guidance reminds one that '*National planning policy places Local Plans at the heart of the planning system*' and '*A policies map must illustrate geographically the application of policies in a development plan*'. Three years ago, the Fareham Core Strategy set down the Borough Council's promise (at 5.146) that '*A review of the settlement boundaries will be undertaken in the Site Allocations and Development Management Development Plan Document*'. Para.1.7 of the draft Local Plan Part 2: reiterated the intention to '*Review and designate areas in the Borough such as settlement boundaries and strategic gaps*'. As the dictionary definition of 'review' is '*..a general survey or assessment...revision or reconsideration*', it was expected that the promised 'review of the settlement boundaries' would be a comprehensive reappraisal, to ensure that their alignments would convey the right policy intentions through to 2026. In response to objections to the Draft Plan (eg REFs 55, 56, 57, 58, 59 and 60), the Borough Council contended that '*Evidence studies, including the Strategic Housing Land Availability Assessment and the Employment Land Review, have concluded that there are sufficient identified sites within the existing DUSBs to meet the Borough's development requirements...In light of this, it has not been necessary to review the DUSBs in the Development Sites and Policies Plan*'. The Borough Council has not reviewed settlement boundaries; failed to provide a definitive basis for the application of 'green' or 'brown' policies; anomalies have carried forward; and opportunities to deliver sustainable development have been overlooked. The Publication Plan is not concise. Inspector Hogger is requested to invite the Borough Council to now undertake the promised comprehensive review of settlement boundaries or give detailed attention to the particular matters generated by these representations.

1.2. The NPPF states that '*When defining boundaries, local planning authorities should...define boundaries clearly, using physical boundaries that are readily recognisable and likely to be permanent*'; a boundary that does not meet that requirement is, by definition, 'unsound'. Para.3.8 of the Publication Plan reiterates the principle set down in the NPPF that '*...planning should...encourage the effective use of land by reusing land that has been previously developed*'. Areas of sustainable and previously-developed land have been left outside '*Defined Urban Settlement Boundaries*' and would be *inappropriately* rendered the subject of Core Strategy Policies CS6 and CS14 and Part 2 Policy DSP7-9.

1.3. This submission relates to DREP 513, DREP 505, DREP 506, DREP 509, DREP 507, DREP 510, DREP 508 and DREP 512. This submission seeks amendments to the Inset Maps relating to Burr ridge (Inset 1), Sarisbury Green (Inset 2), Park Gate (Inset 2), Warsash (Inset 3), Funtley (Insets 5 & 8), Stubbington (Inset 7), Fareham (Inset 9) and Portchester (Inset 12).

2.0 BURRIDGE (Inset 1) - DREP 513

2.1 BurrIDGE is a substantial settlement that is situated in the northwestern part of Fareham Borough, to the north of M27 junction 9 and Park Gate local shopping centre. In large measure, existing development presents a frontage to Botley Road (A3051) or BurrIDGE Road, which extends to the west. Botley Road forms part of the route followed by the Solent Blue Line bus service (No.26) that takes travellers south to Swanwick railway station, Park Gate local centre, the major employment centres of Segensworth (beside M27 junction 9) and thence to Fareham town centre. North-bound bus users are first taken to Botley shopping centre and then on to the major employment centre at Hedge End (beside M27 junction 7) and Southampton City Centre. With 14 buses a day between 0625 and 1819 hours, residents of BurrIDGE are well-placed for the use of public transport to sub-regional centres of employment, shopping and leisure. Further, the natural terrain of this part of Fareham Borough is highly conducive to use of the bicycle. As BurrIDGE is a sustainable location, inappropriate and unnecessary policy obstacles should not be placed in the way of development. The application of Core Strategy Policy CS14 across the whole settlement would hinder/prevent the delivery of sustainable development that could otherwise be accepted.

2.2 Amongst other things, Inset Map 1 shows the location and extent of those parts of Fareham Borough which possess *special* characteristics such as Strategic Gaps, Sites of Special Scientific Interest, Local Nature Reserves but such special notations are notably missing from the area about BurrIDGE.

2.3 In 1987, paragraph 4.8 of the Whiteley Local Plan recorded recognition that, as BurrIDGE *already* had a 'semi-rural character', it could accept further residential development – Policy H8 consequently stated that 'Residential development may be permitted on infill sites within the frontages defined on the Proposals Map at BurrIDGE..' provided four tests were met. In 1989, the Proposals Map of the Fareham Borough Local Plan showed substantial lengths of Botley Road and BurrIDGE Road to be suitable for 'Frontage Infill Development' the subject of its Policy H12 – a presumption was generated in favour of such developments if three tests are met. Although development had proceeded for thirteen years in accordance with the infill policies of the 1987 and 1989 Plans, the Proposals Map of the Fareham Borough Local Plan Review (2000) showed both sides of Botley Road and BurrIDGE Road as 'Countryside'; to comply with the new Policy H2, infill development would only be permitted within urban areas shown on the Proposals Map. As BurrIDGE was no longer shown to be an Urban Area, the presumption in favour of residential development within its borders fell away. It was obtuse for Fareham Borough Council to purport that BurrIDGE, which *already* had a semi-rural character in 1987 and had since been the subject of development that had steadily and inexorably reinforced its character as a substantially built-up area, should now become the subject of negative 'Countryside' policies. It is equally obtuse for Fareham Borough Council to now implicitly contend that BurrIDGE should not be recognised as being a 'Substantially built-up area' by the definition of a DUSB. The response to the question '*Is the lack of a settlement boundary for BurrIDGE justified?*' should be '*No, it should have a DUSB along the lines shown on the plan attached*', as the character of 'open' countryside can only be appreciated *beyond* the ends of the gardens of the residences that stand to the east/west of Botley Road and the north/south of BurrIDGE Road. The inappropriate application of planning policies to BurrIDGE would prevent the delivery of sustainable development. Both sides of Botley Road and BurrIDGE Road should be included within a DUSB, along the lines shown on the attached sketch-plan.

LAND AT BOTLEY ROAD, BURRIDGE



3.0 SARISBURY GREEN (Inset 2) – DREP 505

3.1 Sarisbury Green is a substantial settlement in the central western part of Fareham Borough that straddles Bridge Road (A27), to the west of Park Gate local centre. This submission relates to the northern edge of the DUSB, which is represented on Inset 2 as being the south side of Chapel Road and Spring Road. It is contended that the DUSB fails to recognise the character of the locality that has resulted from the application of planning policies since 1979.

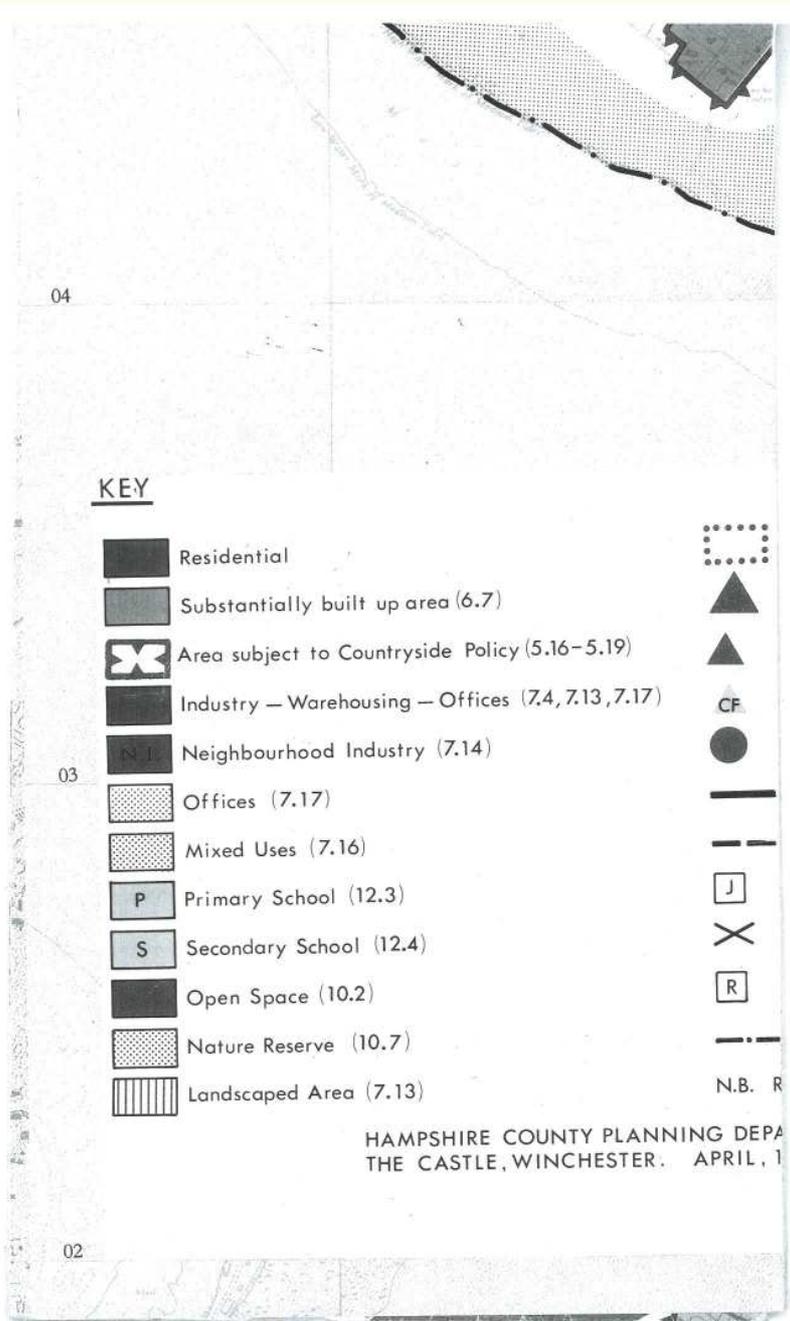
3.2 Residents of this locality enjoy safe and ready access to forest walks via byway No.125 at the head of Glen Road and Sarisbury Green local centre is situated close by to the southwest - the services and facilities offered in the centre include a 'One-Stop' supermarket that is open for business between 0600 and 2200 hours throughout the week, the 'Plaice On The Green' hot-food takeaway and two hairdressers - 'Trevor Mitchell' and 'Trinity Salon'. Bridge Road forms part of the route followed by two 'First' bus services (Nos.28 and 80) that are available to take passengers east to Fareham town centre via Park Gate and Locks Heath or west to Southampton city centre via Lowford and Woolston; there are 59 buses a day in each direction between 0550 and 1957 hours. Residents of this locality enjoy safe and convenient access by foot or public transport to a range of shopping, education, employment and health facilities and there are real alternatives to use of the private car ie this is a sustainable location. As this part of Sarisbury Green is a sustainable location, the inappropriate application of planning policies would prevent the delivery of sustainable development. The application of Core Strategy Policy CS14 to land north of Chapel Road/Spring would hinder/prevent the delivery of sustainable development that could otherwise be accepted.

3.3 Amongst other things, Inset Map 1 shows the location and extent of those parts of Fareham Borough which possess *special* characteristics such as Strategic Gaps, Sites of Special Scientific Interest, Local Nature Reserves etc; such special notations are notably missing from the area to the north of Chapel Road/Spring Road.

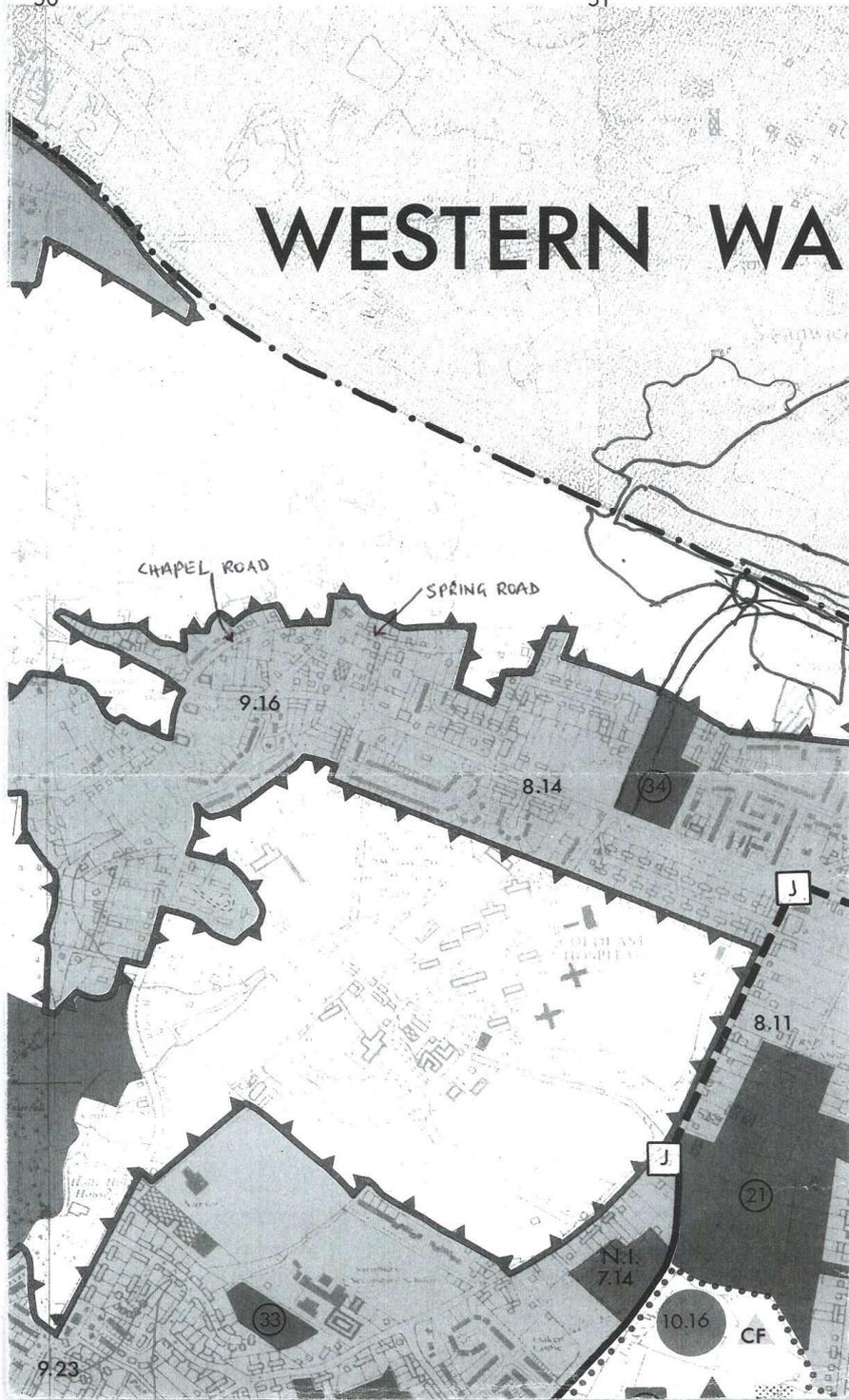
3.4 In 1979, the Proposals Map of the Western Wards of Fareham Action Area Plan recognised that the major part of the north side of Chapel Road and the whole north side of Spring Road displayed such characteristics as to warrant their inclusion within the defined '*Substantially built-up area*'; para.6.7 of the Action Area Plan consequently applied and stated that '*Infilling may be permitted within the built up area*' provided five tests were met, which included the requirement that '*...the proposed development is in sympathy with the physical character of the locality*'. Even though the built-up character of these two roads had been acknowledged thirteen years before, the Fareham Borough Local Plan (1992) **removed** their 'Urban Area' notations and identified them as suitable for Frontage Infill Development (Policy H12) within the 'Coast and Countryside Area'; that change was itself obtuse but was aggravated yet further in 2000, when the Fareham Borough Local Plan Review discontinued the identification of infill frontages and put the north sides of Spring Road and Chapel Road in 'Countryside'. This locality was already substantially built-up in 1979, policies were applied which have made it even more built up and yet the Local Plan Review pretends that it should be subject to the self-same policies as open fields. The residential development that has taken place in this part of Sarisbury Green for over 35 years in accordance with those Plans has steadily and inexorably reinforced its character as a substantially built-up area. It is obtuse for Fareham Borough Council to contend that this northern edge of Sarisbury Green should be subjected to Policy CS14 re 'Development Outside Settlements' and treated as if it were undeveloped countryside.

3.5 The DUSB at the northern edge of Sarisbury Green has not been clearly drawn, using

physical boundaries that are readily recognisable; on the contrary, the DUSB passes along the south side Chapel Road and Spring Road, when both sides are substantially built-up to a similar degree. Inclusion of Spring Road and Chapel Road (both sides) and the east side of Glen Road within the DUSB for Sarisbury Green on Inset 2 would facilitate sustainable residential infill development, without harm to the overall character or amenities of the locality. Fareham Borough Council's rejection of DSP.59 contravenes its own commitment (in Policy DSP1) to 'take a positive approach that reflects the 'presumption in favour of sustainable development' contained in the National Planning Policy Framework'. It is proposed that the northwest side of Chapel Road, the north side of Spring Road and the east side of Glen Road are included within the DUSB for Sarisbury Green, as indicated on the attached sketch plan.



WESTERN WA



4.0 PARK GATE (Inset 2) – DREP 506

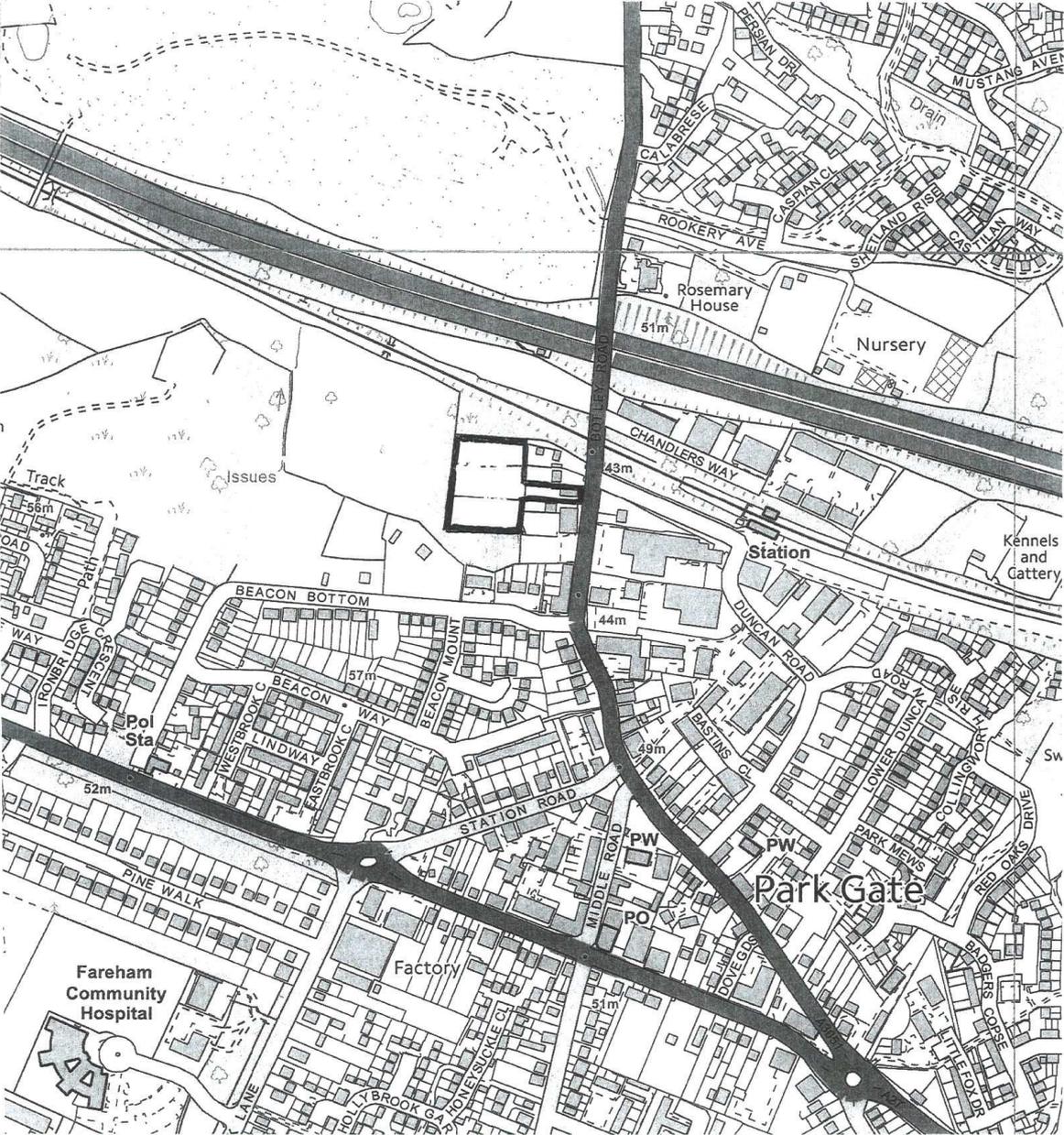
4.1 This rectangular site comprises 0.63 hectare of land that lies to the rear and west of No.69 Botley Road in Park Gate, 300 metres to the north of the local centre and to the west of Swanwick Railway Station. Botley Road is a public transport corridor that connects Park Gate with Botley, to the north. Beside a public transport corridor and with safe and convenient access to a range of services and facilities, this site is in a sustainable location. The inappropriate application of planning policies to this modest site would prevent the delivery of sustainable development.

4.2 Public views into this site from Botley Road are blocked by the properties that face east to the Road. Substantial trees to the west of the site divide it from the gently rolling more open landscape of fields that lie to the west, south of the M27 motorway. It is evident that this land is isolated and detached from the more open countryside that lies beyond the woodland at its western edge and could be satisfactorily developed without hindrance to the character of the wider locality.

4.3 Paragraph 4.23 of the adopted Core Strategy recorded that 'It is also a key objective of the Council to provide older people with a range of housing and support options, to meet their needs and to assist them in maintaining their independence, with the aim of keeping them in their own home, wherever possible...This is particularly important, given that demographic trends in Fareham indicate that the population aged over 65 years is projected to increase from 19.2% in 2008 to 25.6% in 2025...Further Guidance on how the Council will accommodate the housing needs of older persons will be set out in the 'Older Person's Housing Strategy for Fareham'. Three years have passed and the Older Persons Strategy has yet to be published; despite its promise, Fareham Borough Council has proffered no guidance on this 'key' issue. In the absence of positive direction, one is reliant upon initiatives by individual landowners to respond to the identified need.

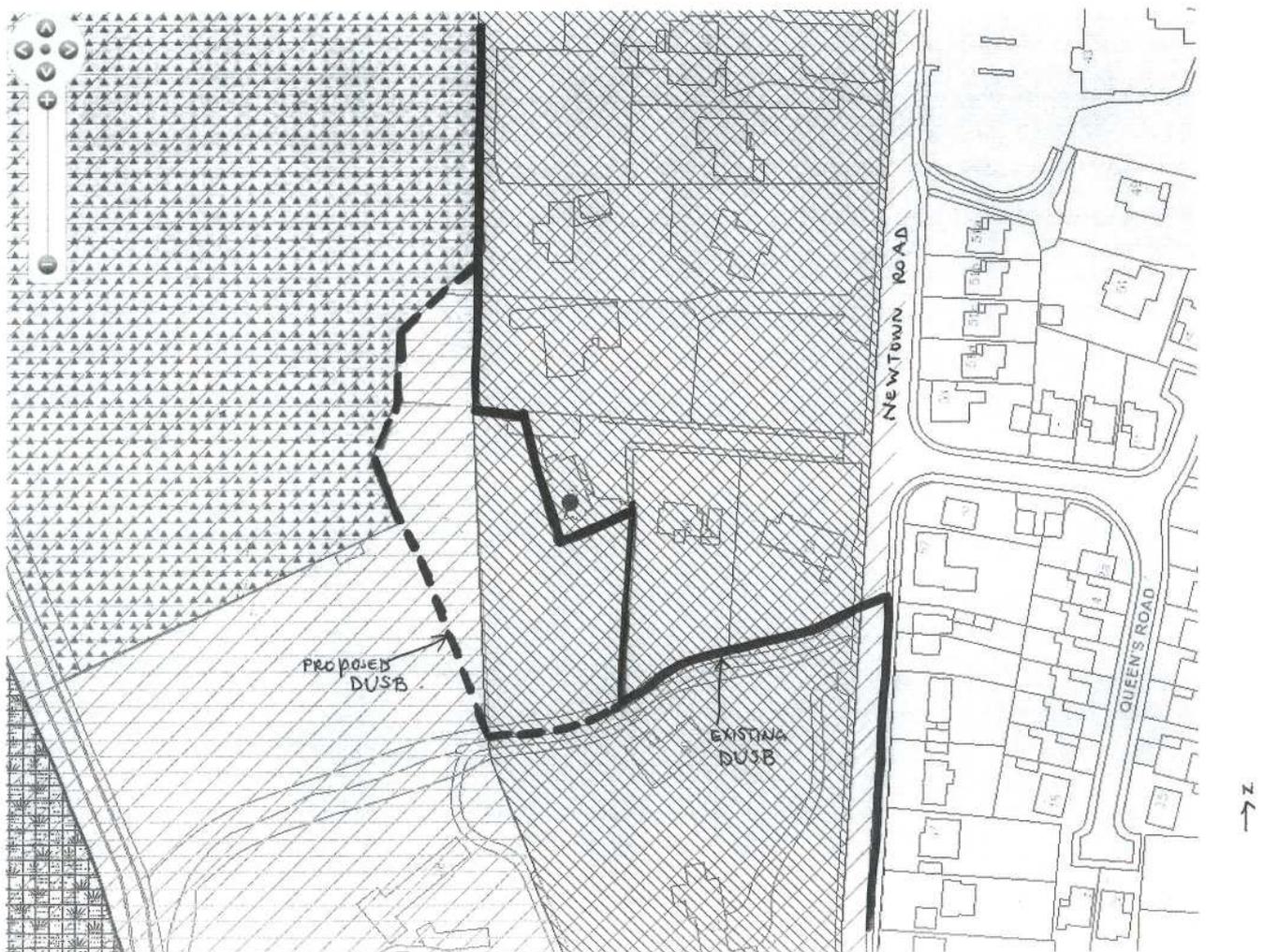
4.4 It is proposed that the DUSB on Policy Map Inset 2 be drawn further to the west of Botley Road, Park Gate, in order to include the 0.63 hectare of land that incorporates No.69 Botley Road, in order that an aged-persons development may be accommodated, to assist the achievement of a key objective of the Borough Council and the deliver of development on this sustainable land. The proposed amendment of the DUSB is shown on the attached sketch plan.

LAND TO THE WEST OF
BOTLEY ROAD, PARK GATE



5.0 WARSASH (Inset 3) – DREP 509

5.1 To the west of Newtown Road, Warsash, Inset 3 shows the proposed DUSB following the eastern boundary of the 'Existing Open Space' and consequently includes the gardens of the residences that enjoy long views westward across the Strawberry Field to the mouth of the Hamble River. The major length of that boundary follows a clear physical boundary that is easily recognisable and likely to be permanent but that principle is lost at the southeast corner of the Strawberry Field, where the DUSB cuts sharply into the residential curtilage of 'Tideways', No.50 Newtown Road – indeed, the DUSB boundary cuts arbitrarily through the rear part of the outbuilding that stands near the northern boundary of 'Tideways'. Had Fareham Borough Council been consistent in its approach, the DUSB boundary should have continued to follow the southeast boundary of the 'Existing Open Space', crossed the curtilage of 'Tideways' part-way down its garden (where an existing hedge constitutes a readily-recognised physical boundary) and then return eastwards to join the southern edge of the DUSB. The requested amendment to the DUSB is shown on the attached sketch-plan.



6.0 FUNTLEY (Insets 5 & 8) – DREP 507.

6.1 In the main, the DUSB for the north side of Funtley village shown on Policy Map Insets 5 and 8 clearly distinguishes the suburban character and appearance of the frontage development along Funtley Road from the gently rolling open landscape of fields and distant woodland that lie to the north. However, the DUSB is *not* clearly defined to the rear of Nos.86-86B Funtley Road; on the contrary, it passes part-way through the Funtley Social Club building and site and cuts off the

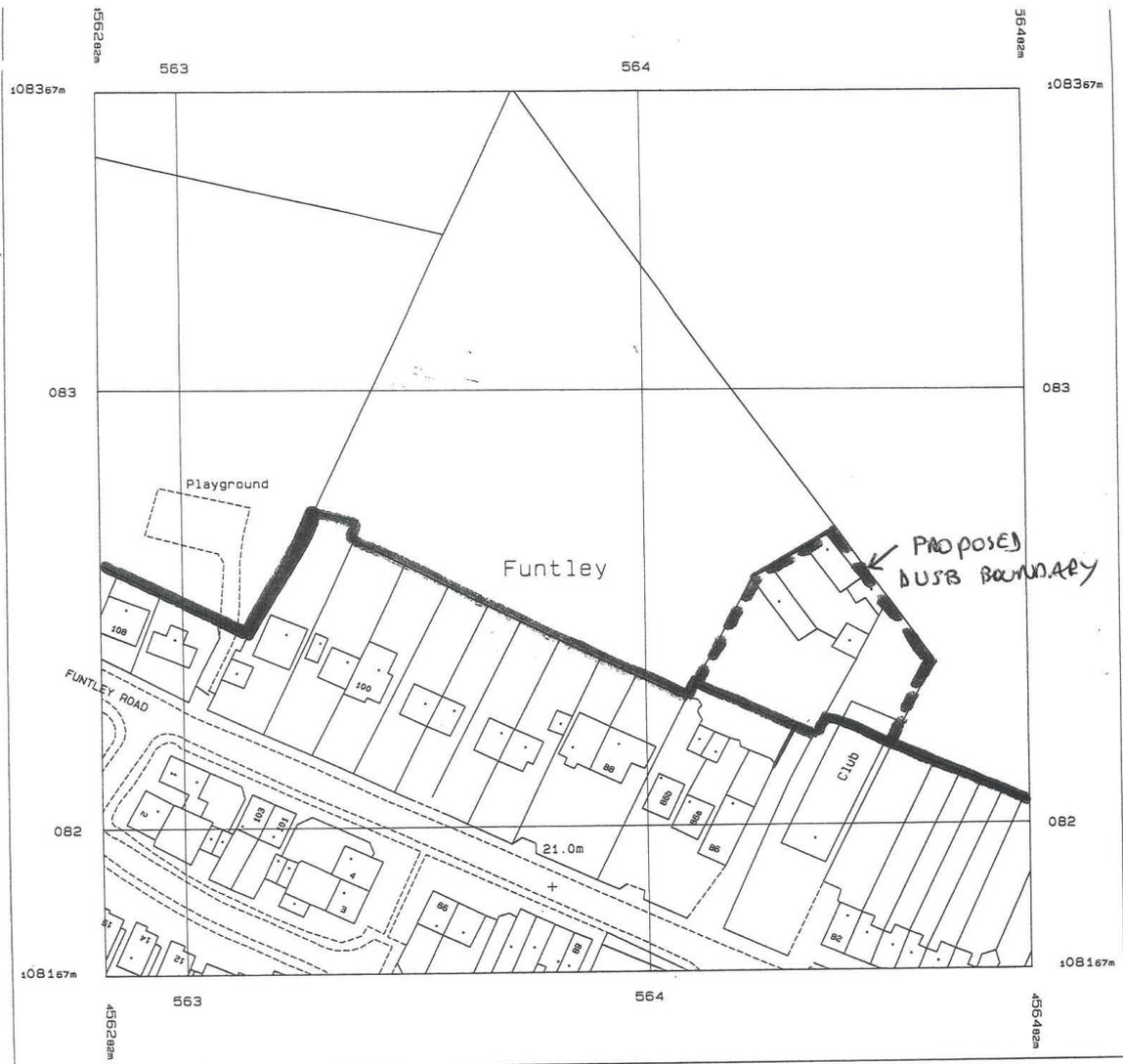


irregular-shaped area of land (owned by George Poore) to its west, which is previously-developed commercial land that is significantly more unkempt and dilapidated than it was fourteen years ago, when the Fareham Borough Local Plan Review was adopted. The application of 'Countryside' policies to this land prevented its redevelopment by the erection of two detached chalet-bungalows in 2001 and the site has since lain unused and semi-derelict. The site does not possess the positive qualities which justify the continued application of 'open' countryside policies (see photograph); its *inclusion* within the DUSB for Funtley would, on the other hand, facilitate the removal of unattractive buildings and historic commercial use rights – as long ago as July 1993, Officers of the Borough Council recognised that '*..there does appear to have been a long-standing commercial use to the rear of your property*' (ref. AW/PL/ME.10).

6.2 The land the subject of DSP.56 lies just 50 metres to the north of Funtley Road, which is a public transport corridor – it forms part of the route followed by the Solent Blue Line No.48c bus service that is available to take passengers north to Wickham or south and east to Fareham town centre (via Highlands and Fareham railway station) and a pair of stops is in place just 170 metres (less than two minutes walk) to the west, outside the Miners Arms public house. The Holly News Food and Wine store on the corner of Red Barn Lane provides a range of services (including a post office counter) seven days a week. This site enjoys safe and convenient access to public transport and services without the need to use a private car; it is a sustainable location.

6.3 The DUSB at the northern edge of Funtley has *not* been clearly drawn, using physical boundaries that are readily recognisable; on the contrary, the DUSB passes arbitrarily through the site and building of Funtley Social Club. Land to the rear of Nos.86-86B Funtley Road is in a sustainable location and comprises previously-developed land with commercial use rights, which detract from the character of the area.

6.4 Inclusion of this site *within* the DUSB for Funtley on Policy Map Insets 5 and 8 would facilitate its residential redevelopment, to achieve a positive enhancement of the truly *open* countryside to the north of the village. Fareham Borough Council's rejection of DSP.56 conflicts with its commitment (in Policy DSP1) to '*...take a positive approach that reflects the 'presumption in favour of sustainable development' contained in the National Planning Policy Framework*'. The requested amendment to the DUSB is shown on the attached sketch-plan.



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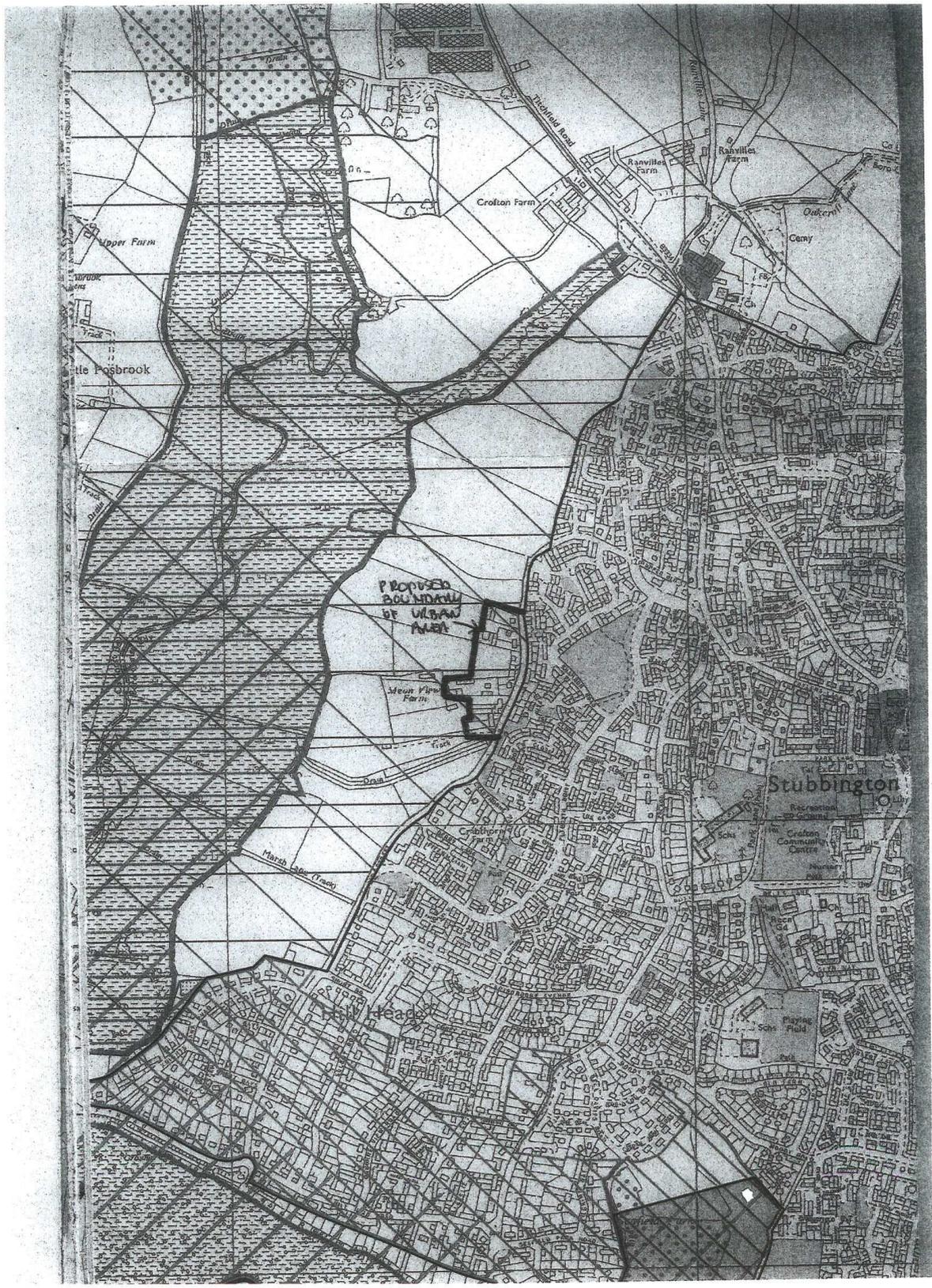
7.0 STUBBINGTON (Inset 7) – DREP 510

7.1 Stubbington/Hill Head is a substantial urban area in the central southern part of Fareham district, separated from the main built-up area by the Meon Gap. The west side of Old Street is characterised by family dwellings in a variety of styles and formats that includes detached dwellings in chalet-bungalow style. Nos. 57b and 57c Old Street are a pair of such dwellings (planning permission P/07/1632/FP was granted for their erection by Fareham Borough Council in March 2008) and they have contributed to the ‘substantially built-up’ character of the western side of Old Street. It is surely incontrovertible that the western side of Old Street is more built up (and correspondingly *less* ‘open countryside’) than it was in 2000, when the Fareham Borough Local Plan Review was adopted.

7.2 Residents of this locality enjoy safe and convenient access to the Cuckoo Pint public house and the ‘Welcome’ convenience store that stands on Cuckoo Lane (six minutes walk away to the northeast); Crofton Anne Dale County Infant and Junior Schools are just eleven minutes walk away to the southeast and Crofton Secondary School is 20 minutes walk away to the southeast. Plymouth Drive (just 3.5 minutes walk away via Fury Way) forms part of the route followed by two regular ‘First’ bus services (Nos.5A and 21) that take passengers south to Hill Head and then northeast to Stubbington village centre or northeast to Fareham town centre via Newgate Lane. This locality enjoys safe and convenient access to public transport and services without the need to use a private car; it is a sustainable location.

7.3 At the western edge of Stubbington/Hill Head, Policy Map Insets 7 and 11 show the DUSB co-terminus with the garden *ends* of residences that face east to Knights Bank Road at the south end; at the north end, too, the proposed DUSB follows the garden *ends* of the residences that face east to Cuckoo Lane, Country View, The Oaks and Turtle Close; in the central section, however, the DUSB inexplicably follows the east side of Old Street. For consistency, the DUSB boundary should follow the garden *ends* of the residences that stand on the west side of Old Street.

7.4 The DUSB at the western edge of Stubbington has not been clearly drawn on Policy Map Insets 7 and 11, using physical boundaries that are readily recognisable; on the contrary, the DUSB fails to recognise that a substantial length of Old Street on its western side comprises a substantially developed frontage that is clearly *not* ‘open countryside’ and does *not* contribute to the openness of the Meon Strategic Gap. Land at Meon View Farm is in a sustainable location and comprises previously-developed land with unattractive buildings and commercial use rights, which detract from the residential character of the locality and the amenity of neighbours. Inclusion of the site within the DUSB for Stubbington on Insets 7 and 11 would facilitate its residential redevelopment, to achieve a positive enhancement of the real *open* countryside that extends across the lower Meon Valley, to the west of the village. The inappropriate application of negative planning policies would inhibit the achievement of environmental enhancements and prevent the delivery of sustainable development. Fareham Borough Council’s rejection of REF.69 contravenes its own commitment (in Policy DSP1) to ‘*take a positive approach that reflects the ‘presumption in favour of sustainable development’ contained in the National Planning Policy Framework*’. It is submitted that the DUSB on Policy Map Insets 7 and 11 should extend to the west of Old Street (in the manner shown on the attached sketch plan) and the block of development thereby enclosed should be excluded from the ‘Countryside’ and ‘Strategic Gap’ designations.



8.0 FAREHAM (Inset 9) – DREP 508

8.1. Hope Lodge is a detached two-bedroomed chalet-bungalow that stands in substantial grounds at the northwestern end of Fareham Park Road, in the central northern part of Fareham Borough. The Proposals Map of the Fareham Borough Local Plan (1992) showed Hope Lodge within the 'Coast and Countryside Area' and the 'Strategic Gap Boundary'. By June 2000, however, the Borough Council had changed its position – the Proposals Map of the Fareham Borough Local Plan Review showed the northeastern part of the Hope Lodge within the Urban Area Boundary, cross-hatched in brown to denote that it should be treated (together with residential properties to the north and northeast) as part of an Area of Special Residential Character, where residential infilling and redevelopment would be permitted by Policy H3. No explanation or justification was proffered, however, for the alignment of the Urban Area Boundary, which passes arbitrarily through the open field that lies to the southwest of Hope Lodge – there is not a clear physical boundary that is readily recognisable and likely to be permanent (see photograph). The 'Area of Special Residential Character designation was discontinued in 2011, when Policy H3 made way for Policy CS15 of the Core Strategy.



8.2. Residents of this locality enjoy safe and convenient access to the wide range of services and facilities that is offered within the Highlands Road local centre (8.5 minutes walk away to the south) that includes two supermarkets, a doctor's surgery and a dentist. Residents may travel a little further into the town centre of Fareham (30 minutes walk away) where a wider range of services and facilities is offered, including bus and railway stations. Thorni Road (two minutes walk away to the southeast), forms part of the 'First' No.6B/6C circular bus service that takes passengers east to Fareham town centre via Highlands Road, Blackbrook Road and Maylings Farm – there are 58 buses a day in each direction between 0732 and 1759 hours. It is evident that residents of this locality enjoy safe and convenient access to a range of services and facilities without the need to use a private car; Hope Lodge is in an accessible sustainable location.

8.3 In recognition of the sustainability of Hope Lodge, Fareham Planning Committee resolved on 17th July 2013 that outline planning permission should be granted for the redevelopment of 0.43 hectare of land at the northern end of the Hope Lodge, by the erection of seven detached four-bedroomed houses. The grant of consent is subject to a financial contribution towards the off-site provision of affordable housing; the amount has been settled, the undertaking completed and (as at 24th October 2014) issue of the decision notice is awaited. The contention that the 'Potential use and Indicative Capacity' of the Hope Lodge site is just '5 dwellings' (on page 133 of the 'Publication Plan') is a failure to reflect the favourable resolution (for seven houses) that was taken by the Planning Committee in July 2013 and should be corrected.

8.4. There are no clear-cut identifiable features (not even so much as a fence-line) in the field to the southwest of Hope Lodge to indicate why the DUSB shown on Policy Map Inset 5 is in the position shown or why such an arbitrary line was selected to contain the housing allocation. It is submitted that the southwestern boundary of 'Housing Site H2' does *not* follow a physical boundary that is readily recognisable or likely to be permanent. It is proposed that the DUSB be

9.0 PORTCHESTER (Inset 12) – DREP 512

9.1. In the southeast corner of Portchester, Inset 12 shows Wicor Path linking Bayly Avenue with Castle Street. The western boundary of the Portchester (Castle Street) Conservation Area follows a line of mature trees to the west of Portchester House. Land to the north of Wicor Path is shown within the DUSB together with houses and an office on the south side but the boundary arbitrarily passes east-west through the rectangular parcel of land that lies to the west of Anchor House (see photograph below) – the parcel is just 28 metres deep but the northern part is within the DUSB, the southern part is not. It is obtuse for Fareham Borough Council to be satisfied that the northern half is urban area but treat the southern half as countryside; there is no physical feature between the two parts to justify the DUSB boundary.

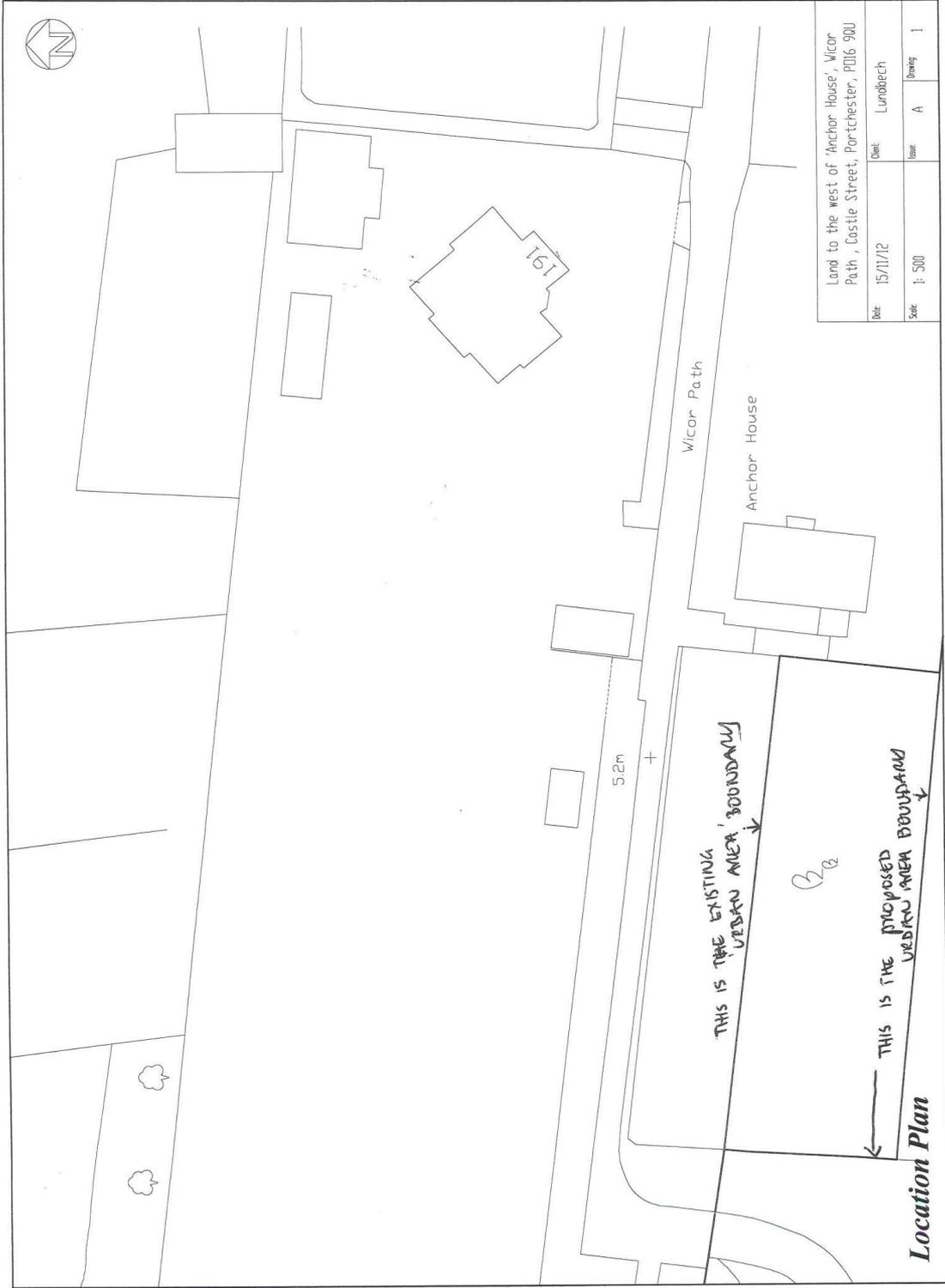


9.2 Approaching the site from the east, Wicor Path is characterised by brick/flint boundary walls, outbuildings, offices and houses (see photograph above). Its built-up character has increased with the erection of a two-storey house ('Wicor Oak'). To its west, Anchor House is a chalet-bungalow that also faces north to the Path, behind a two-metre block wall. Approaching from the west, one passes the long wall-with-railings of the Roman Grove Cemetery. The line of mature trees that defines the west boundary of the Conservation Area turns east along the south boundary of the objection site but the DUBS boundary does not follow it. The DUBS boundary *should* follow the tree-lined boundary along the south boundary of the site, as it is readily recognisable and likely to be permanent.



9.3 One would have difficulty in accepting a contention by Fareham Borough Council that the Urban Area boundary was purposefully drawn through the middle of this site; the prospect is surely high that its alignment was a drafting error, an oversight. The opportunity is now presented to correct a drafting error that was made before adoption of the Fareham Borough Local Plan Review fourteen years ago; it should not succeed into the Local Plan Part 2, to continue to confuse until 2026. As (despite representations relating to the Draft Plan in October 2012) the Borough Council

has doggedly refused to review *any* of the DUSB boundaries, it is necessary to now pursue DREP 512 and request amendment of the DUSB boundary on Inset 12 insofar as it relates to this site ie for the DUSB boundary to pass along the south boundary of this site, rather than arbitrarily through its middle; the proposed DUSB alignment is shown on the attached sketch-plan.



Land to the west of 'Anchor House', Vicor Path, Castle Street, Portchester, PO16 9RU			
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Scale:	1: 500	Issue:	A
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Fareham Local Plan, Part 2 Development Sites and Policies

Submission by Robert Tutton BSc (Hons) MRTPI

ISSUE 4: EMPLOYMENT, including Development Site Briefs (DSP17 – DSP19)

Land at Pinks Hill, Wallington – Open storage uses.

1. The Proposals Map of the Fareham Borough Local Plan Review (FBLPR) designated 1.2 hectares of land at the eastern end of the Segensworth East employment area for 'Open Storage Uses (Policy E5)' but the site came to be developed with traditional industrial buildings. Policy CS1 of the adopted Core Strategy tells one that '*Employment sites and areas will be reviewed through the Site Allocations and Development Management Development Plan Document*' but neither the 'Solent Business Park Phase 2' nor the 'Little Park Farm' Employment Allocations make specific provision for open storage uses, which customarily cannot compete on equal commercial terms with covered B1, B2 or B8 uses. While FBLPR Policy E5 identified 1.7 hectares of land for open storage uses but 70% of that allocation was lost to traditional industry. The prospective need for open storage facilities has been accorded no attention in the Publication Plan; the Part 2 document is silent on the matter. This issue needs to be addressed and provision should be made for open storage use in the plan.

2. Consideration should be given to the inclusion of land at Pinks Hill within the Fareham DUSB and its allocation for 'Open storage', to prevent its use for other employment purposes. This vacant holding of 0.7 hectare lies beside Military Road in Wallington, just 325 metres to the northeast of its junction with the M27 north-bound filter lane. Public views into the site from the M27 are blocked by high vegetation and impressions from Pinks Hill and Military Road are similarly foiled. The site enjoys unique access to the M27 motorway (via Pinks Hill) and the A32 (via Military Road, Standard Way and Broadcut. To the north of the site, the North Wallington Industrial Estate comprises twelve buildings of differing sizes that stand about large concrete hardstanding areas while, to the north, stands the Wallington Recycling and Transfer Station.

3. This irregular-shaped area of land enjoys ready access to the strategic road network and adjoins the Fort Wallington Employment Area. It is submitted that this site should be included within the DUSB and allocated for 'Open Storage Uses', in partial replacement of the area (1.2 hectares) that was lost for that purpose at Segensworth East.

Fareham Local Plan, Part 2 Development Sites and Policies

Submission by Robert Tutton BSc (Hons) MRTPI

ISSUE 7: HOUSING ALLOCATIONS, including alternative sites for consideration (DSP40)

Site 17 - Station Road/A27 at Portchester DREP 511)

1. This landmark site is situated in the eastern part of Fareham Borough, on the northwest corner of junction of Station Road and West Street (A27) Portchester. The site lies just 90 metres to the north of the Portchester district centre (there is a pedestrian underpass directly into the precinct) which has a wide range of shops and other services, including a supermarket - and 150 metres to the south of Portchester railway station. Station Road is a public transport corridor that is followed by bus services which take passengers west to Fareham town centre via Wicor, north and east to Cosham district centre via Queen Alexandra Hospital (the sub-region's premier medical facility) and then south to Portsmouth city centre via North End. This site enjoys safe and convenient access to a wide range of services and facilities without the need to use a private car; it is a very sustainable location.
2. This part of Portchester is characterised by dwellings and commercial premises in a variety of styles that, notably includes substantial flatted residential development to the southeast and northeast of the road. The northern part of the subject site comprises a dilapidated two-storey commercial building occupied by Merjen Engineering, which is a 'General Industrial' use falling within Class B2 that stands beside a detached residence. The southern part of the site is under-used open land owned by Fareham Borough Council; it is *not* identified as 'Existing Open Space' on the Proposals Map of the Fareham Borough Local Plan Review or Policy Map Inset 12.
3. The draft Part 2 document published in October 2012 recorded recognition that '*The site is in an accessible location, very close to Portchester rail and bus stations and the services of Portchester District Centre...The site is an undesignated piece of incidental greenspace...There have been previous unsuccessful attempts to designate the site as a village green...The majority of the neighbouring development is two storeys, although there are three storey developments in the vicinity...Given the development context, pairs of semi's and a detached dwelling fronting A27 and Station Road, with parking to rear could yield approximately 5 dwellings*'. Such a proposal would have represented a net density of 22.7 dwellings per hectare. Paragraph 6.41 of the Fareham Borough Local Plan Review records Fareham Borough Council's view that '*...a density of 25dph is relatively low and would not make the best use of sites or achieve a more sustainable pattern of development*'. While the allocation of the site for residential (re)development was welcomed, concern was expressed to the Borough Council regarding the low number of dwellings proposed – it was suggested that a mixed scheme of 16-20 one- and two-bedroomed flats should be promoted here, in order to realise the development potential of this highly-sustainable site. The Borough Council withdrew the allocation; it failed to recognise the potential of this land to deliver sustainable development that would help meet the '*...imbalance in the proportion of smaller dwellings compared with the proportion of one or two person households*' recorded at para.6.9 of the Fareham Borough Local Plan Review. It is proposed that this site be included as Housing Site H20 on the 'List of Development Sites', allocated for residential development comprising 17 one/two-bedroomed units and Policy Map 12 amended accordingly.



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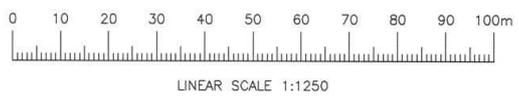
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Land at Station Road
Portchester**

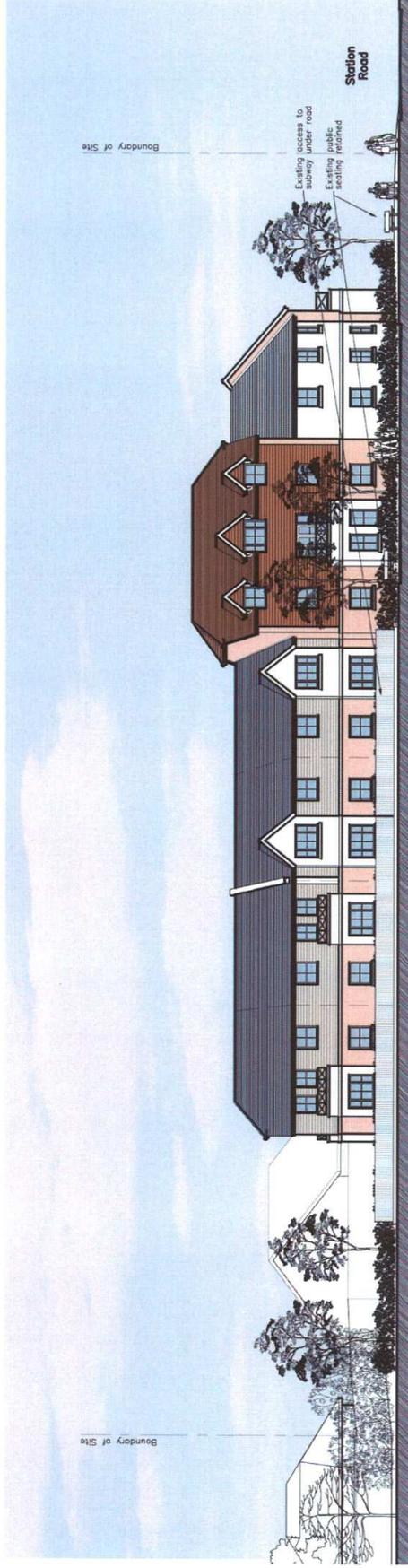
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'Proposed New Development'

Southern Street Elevation onto A27

DESIGN PROPOSAL