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Sustainability Appraisal and Strategic Environmental Assessment for the Fareham Borough Local Plan Review

Scoping Report

February 2016

Sustainability Appraisal and Strategic Environmental Assessment for the Fareham Borough Local Plan Review

Scoping Report

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Abbreviations

AHBR	Archaeology and Historic Buildings Record
ALC	Agricultural Land Classification
ALS	Abstraction Licensing Strategies
AQMA	Air Quality Management Areas
ATL	Advance The Line
BAP	Biodiversity Action Plan
BMV	Best and most versatile
BOA	Biodiversity Opportunity Areas
BRT	Bus Rapid Transit
CCMA	Coastal Change Management Areas
CO / CO ₂	Carbon monoxide / carbon dioxide
CRoW	Countryside and Rights of Way Act
DSP	Development Sites and Policies
GI	Green Infrastructure
GIS	Geographic Information Systems
GVA	Gross Value Added
HTL	Hold The Line
LA / LPA	Local Authority / Local Planning Authority
LBAP	Local Biodiversity Action Plan
LNR	Local Nature Reserve
LPR	Local Plan Review
LSOA	Lower super output areas
MR	Managed Realignment
MWh	Megawatt hour
NAI	No Active Intervention
NIA	Nature Improvement Areas
NNR	National Nature Reserve
NO ₂	Nitrogen dioxide
NPPF	National Planning Policy Framework
Pb	Lead
PM ₁₀	Particulates
PPPs	Policies, plans or programmes
PUSH	Partnership for Urban South Hampshire
RSL	Registered Social Landlord
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHMA	Strategic Housing Market Assessment
SHS	South Hampshire Strategy
SINC	Sites of Importance for Nature Conservation
SMP	Shoreline Management Plan
SO ₂	Sulphur dioxide
SPA	Special Protection Areas
SPZ	Source Protection Zones
SRTM	South Hampshire Sub-regional Transport Model
SSSI	Sites of Special Scientific Interest
WCA	Wildlife and Countryside Act
WFD	Water Framework Directive

0 Non-Technical Summary

0.1 What is Sustainability Appraisal?

0.1.1 A Sustainability Appraisal (SA) is being carried out alongside preparation of the Fareham Local Plan Review (LPR).

0.1.2 Local Planning Authorities such as Fareham Borough Council use SA to assess plans against a set of sustainability objectives developed in consultation with local stakeholders and communities. This assessment helps the Council to identify the relative environmental, social and economic performance of possible strategic, policy and site options, and to evaluate which of these may be more sustainable.

0.1.3 SA is a statutory process incorporating the requirements of the European Union Strategic Environmental Assessment Directive.

0.2 What is the Local Plan Review?

0.2.1 The LPR will set the planning strategy for Fareham Borough and address emerging housing and employment needs for a period of 20 years from 2016 until 2036.

0.2.2 The LPR will encompass the whole borough including Welborne and, once adopted, will supersede current planning documents including:

- ▶ Local Plan Part 1: Core Strategy (adopted August 2011);
- ▶ Local Plan Part 2: Development Sites and Policies (DSP) Plan (adopted June 2015); and
- ▶ Local Plan Part 3: The Welborne Plan (adopted June 2015).

0.3 Purpose and Content of the Scoping Report

0.3.1 The purpose of this SA Scoping Report is to:

- ▶ Identify other policies, plans, programmes, and sustainability objectives of relevance to the LPR (**see Sections 4 to 17 and Appendix III**);
- ▶ Collect baseline information about the environmental, social and economic conditions in the borough, and how these might change in the future (**see Sections 4 to 17**);
- ▶ Identify sustainability issues and challenges which could affect or be addressed by the LPR (**see Sections 4 to 17**);
- ▶ Develop the "Sustainability Appraisal Framework" which will form the basis for assessment of the LPR (**Section 18**); and
- ▶ Consult on the scope and method of the SA.

0.4 Presenting the Scoping Information

0.4.1 The policy and plan review, baseline data, and sustainability issues are presented through a series of themes to enable the reader to easily locate the SA information representing their specific areas of interest – see Table 0.1.

Table 0.1: Themes

Theme	Datasets
Accessibility and transportation	Transportation infrastructure
	Car ownership, commuting and modal share
	Traffic flows Accessibility
Air quality	Air pollution sources Air quality hotspots Air quality management
Biodiversity and geodiversity	Habitats Species Nature conservation designations Geological features
Climate change	Greenhouse gas emissions: sources & trends Energy consumption Effects of climate change Climate change adaptation
Economic factors	Economic sectors Business demography Employment sectors Land supply

Theme	Datasets
	Education and skills Schools capacity
	Green infrastructure and ecosystems services Green infrastructure assets Accessibility to semi-natural or open space Ecosystems services
Health	Health indicators Healthcare inequalities Participation in sports and fitness activities
Historic environment	Historic development of the borough Designated and non-designated sites and areas Archaeological assets Heritage at risk
Housing	Housing stock, type, tenures and completions House prices and affordability Housing market areas Vacancy rates Homelessness
Landscape	Landscape and townscape character The South Downs National Park Tranquillity
Material assets	Minerals Waste and recycling Renewable energy Infrastructure delivery Previously developed land

Theme	Datasets
Population and quality of life	Population size, structure, density and growth
	Age and ethnicity
	Migration and community patterns
	Indices of Multiple Deprivation
	Unemployment
Soil	Crime
	Soil resource
Water	Soil quality
	Watercourses
	Water resources
	Water quality
	Flood risk
	Coastal defence

0.5 Key Sustainability Issues

0.5.1 Table 0.2 summarises the key sustainability issues which have been identified for the borough.

Table 0.2: Key sustainability issues

Key sustainability issues
Accessibility and transportation
<ul style="list-style-type: none"> Many key roads and junctions in the wider area suffer from severe congestion and long journey times. This also affects the quality of public transport provision. The scale of development proposed, together with anticipated growth

Key sustainability issues

in the demand for travel from existing communities within the sub-region, will place further demand on already stretched transport networks. In this context demand management measures will be required to limit the effects of growth in the area.

- Development located close to the M27 motorway has the potential to encourage car use and increase congestion in the area. This could lead to poor air quality, increased noise pollution, health issues, poor quality of the public realm and increased greenhouse gas emissions.

Air quality

- Increased traffic flows generated by the site allocations could add to overall emissions and pollutants associated with transport, leading to worsening air quality across the borough, particularly in areas already susceptible to traffic congestion.
- Increases in traffic flows may also undermine efforts to improve air quality in the existing AQMAs in the borough, at Gosport Road and Portland Street.

Biodiversity and geodiversity

- Potential impacts on priority habitats and species from new developments. Protected species are also present within the borough, including badger, bats, breeding birds, dormouse, great crested newt and reptiles.
- There are significant opportunities for biodiversity enhancement in the area, including at the landscape scale. Six Biodiversity Opportunity Areas, which are regional priority areas of great opportunity for restoration and creation of priority habitats, are present across the borough.
- Potential effects on designated sites of nature conservation interest, many of which are in coastal locations. All SSSIs in the borough (except Portsdown) have at least one unit in unfavourable condition; all but one

Key sustainability issues

unit within Portsmouth Harbour are in unfavourable-recovering condition, while all units within Titchfield Haven are unfavourable with one unit in decline. More than three-quarters of Botley Wood and Everett's and Mushes Copses SSSI is in unfavourable-recovering condition, with one unit destroyed.

- Hedgerows are important local biodiversity assets some of which may be lost to development.
- There are significant opportunities for tree planting and improved management of woodland through the development of the site allocations. This will help alleviate threats to parkland and veteran trees, including from development pressures, poor management and fragmentation.
- Enhancements to the area's green infrastructure network will support local and sub-regional biodiversity networks by helping to improve connectivity for habitats and species.
- Improvements in local ecological networks will support biodiversity's adaptation to climate change.
- Geodiversity is a key contributor to the area's natural (and built) environment.
- Access to the natural environment should be maintained and supported by the LPR. However, measures will need to be taken to ensure that disturbance impacts within Solent European sites are not exacerbated.

Climate change

- Potential increases in greenhouse gas emissions linked to an increase in the built footprint of the borough. This includes increased car use and travel, housing provision and employment.
- Per capita emissions in the borough are significantly lower than Hampshire averages, and lower than the averages for the South East and England, and per capita emissions have been falling at a faster rate

Key sustainability issues

than that seen for Hampshire. The Local Plan Review should therefore seek to support continued and ongoing reductions in per capita emissions in the borough.

- Road transport and domestic emissions are the two largest contributors to carbon dioxide emissions in the borough. The Local Plan Review should seek to limit emissions from these sources through energy efficiency, renewable energy provision, promotion of sustainable transport, and by reducing the need to travel through planning.
- The Local Plan Review should seek to support adaptation to risks linked to climate change through appropriate design and layout, and the incorporation of features which will maximise the resilience of the borough to the effects of climate change, such as sustainable drainage systems and green and blue infrastructure provision.

Economic factors

- The growth of jobs and employment across a range of sectors should be supported, where necessary by identifying sufficient land supply to accommodate growth.
- New educational and learning facilities should be provided to improve skills and increase opportunities and address any projected shortfalls in schools capacity.
- Sustainable economic development which supports environmental improvements, improves community cohesion and enhances vitality and vibrancy of urban and rural areas is a central aim.
- There is potential to attract new companies and higher skilled people by supporting the vitality and vibrancy of the wider area and facilitating a high quality local environment through appropriate land use, design and layout.
- The borough has higher than average skills levels and a strong employment base in sectors including business services, transport and

Key sustainability issues

distribution, retail and manufacturing. These offer scope for economic growth alongside the strengths of the sub-regional economy such as real estate and marine, aviation and defence technologies.

Green infrastructure and ecosystems services

- There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.
- Certain areas of the borough experience qualitative and quantitative deficiencies in accessible green space. The wards of Fareham West, Titchfield and Park Gate in particular lack access to both natural greenspace and amenity open space.
- Fragmentation of cycle routes in some locations does not help would-be cyclists to move to this mode of transport.
- The borough has an ageing population, worsening obesity levels, and pockets of health deprivation in and around Fareham town and Fareham North West.
- Opportunities exist for greater tree planting along roads, where safety is not compromised, to help improve air quality and provide shading.
- The urban areas of Fareham and Portchester are considered to be the least tranquil parts of the borough due to their highly urbanised nature.

Health

- New health, sporting, leisure and recreational facilities should be provided and should encourage walking, cycling and more active lifestyles.
- The development of a high quality multifunctional green infrastructure network should be promoted.
- The development of safe and accessible cycle networks to facilitate cyclist-friendly development, and enable intermodality with other modes of transport.

Key sustainability issues

- The provision of high quality, well located and affordable housing appropriate for local residents' needs should be provided.
- Fareham has a good level of health, but disparities are present especially between males in the borough and between ethnicities.
- Health inequalities exist between the most and least deprived areas of the borough.
- Difficulties in meeting the needs of an ageing population.
- Adult participation in sport has decreased in Fareham in recent years.
- The priorities for action identified for Fareham by Public Health England include alcohol and related disease, cancer, healthy ageing, improving provision and delivery of local mental health services and influencing health systems to improve primary care access and secondary care use.

Historic environment

- Potential direct effects on both designated and undesignated features, and the wider historic environment resulting from inappropriate development or poor design and layout of housing, employment, community and retail provision.
- Indirect effects through changes to the setting of historic features and historic landscapes as a result of development throughout the borough, including at Welborne.
- Traffic growth stimulated could lead to effects on the historic environment over a wider area. This includes effects on the historic environment in surrounding settlements such as Wickham.
- Archaeological remains, both seen and unseen, may be negatively affected by new development areas.
- Development provides an opportunity for the discovery, recording and preservation of currently unknown archaeological remains and could provide funding for the conservation of the fabric of heritage assets

Key sustainability issues

within the plan area.

- Ideally, there would be opportunities arising from proposed development to enhance or better reveal the significance of heritage assets, to preserve them in situ, and to provide information about them to the public to promote their enjoyment.

Housing

- House prices in Fareham, whilst lower than Hampshire and South East averages, are higher than other authorities (e.g. Havant and Gosport) in south east Hampshire.
- Affordability of housing is a key issue for Fareham; the ratio between median earnings and house prices in the borough remains in excess of 7.5 times earnings.
- Annual housing completions in the borough have fallen since the highs of 2006-07 and 2007-08, but have recovered to more than 250 per year over the last five years.
- An ageing population in the borough will increase demand for certain types of housing.

Landscape

- Effects on landscape quality from residential growth (and to a lesser extent, employment and retail growth) linked to the Local Plan Review.
- Further loss of tranquillity from increasing traffic flows and new transport infrastructure, noise and light pollution.
- Effects on historic landscapes and cultural heritage assets and their settings.
- Potential effects on landscape quality from poor design and layout of new development areas.
- Pressures on non-designated sites and landscapes: loss of key landscape features such as woodland or hedgerows.

Key sustainability issues

- Potential effects on the integrity of parts of the South Downs National Park, including through effects on views from the surrounding area.

Material assets

- There is a need to protect safeguarded minerals and waste sites and minerals deposits from negative effects of development, including sterilisation.
- Household recycling rates are unfavourable compared to national and regional averages and require improvement to accommodate growth. New local recycling centres will be required to serve new development allocations.
- There is significant potential to utilise recycled and reused materials through development in the borough.
- Meeting targets for the use of previously developed land will be challenging given the past change in definition of residential garden land and quantum of new development planned for Welborne.
- There are widespread opportunities to increase the capacity of the borough's renewable energy generation, particularly for solar PV, although the national policy context for such development is becoming less favourable.

Population and quality of life

- Population growth in the borough will increase demand for housing, services and infrastructure, particularly around Fareham and Welborne.
- An ageing population and an increased dependency ratio in the borough have the potential to lead to implications for service provision.
- Whilst crime rates are low in the borough, perceptions of security and fear of crime are an issue for many residents.
- Unemployment has increased at a lower rate than regionally and nationally since the economic downturn in 2008.

Key sustainability issues

- Although in general levels of deprivation in Fareham are low, the IMD sub-domains for outdoors living environment, geographical barriers to housing and services, and adult skills are those which the borough performs least favourably.
- The development of a high quality and multifunctional green infrastructure network in the area will be a key contributor to quality of life in the plan area.

Soil

- The plan area is underlain with areas of the best and most versatile agricultural land.
- Growth has the potential to lead to a loss of soil resources, an increase in soil erosion, and a loss of productivity and function.
- Given the expected loss of c.187ha of Grade 3a best and most versatile agricultural land at Welborne, any future changes to defined urban settlement boundaries should seek to avoid further loss of BMV land.

Water

- Rates of water abstraction are currently over and above the capacity of water bodies in the area as illustrated by the East Hampshire ALS. New site allocations will require development to be delivered without requiring substantial new amounts of abstraction in the area.
- Groundwater quality is a significant issue, especially as parts of the sub-region are dependent on groundwater for drinking water. The presence of the Source Protection Zones north of Fareham will require the close management of surface water runoff.
- Whilst most of the borough is not within areas at significant risk of flooding, downstream flood risk (including in settlements such as North Wallington and Titchfield), and issues related to surface water run-off and sewerage flooding will need to be considered and managed through site allocations.

Key sustainability issues

- Ecological water quality in two of the borough's waterbodies (Alver and Meon) was "bad" or "poor" in 2014, while chemical water quality objectives were being failed in the Wallington River, Portsmouth Harbour and the Solent.
- Waste water will need to be effectively managed through the development of the borough. Current capacity and infrastructure is insufficient for additional site allocations.
- Unlike the coastline around Fareham, Portchester and Crofton, the coastal defence policies for much of the Titchfield and Western Wards Spatial Planning Areas from Meon Road, Titchfield Haven to Curbridge is No Active Intervention, resulting in two CCMAAs.
- Waste water will need to be effectively managed through development and infrastructure planning. Current sewerage conveyance capacity and treatment infrastructure are insufficient to meet the needs of planned development at Welborne.

0.6 The Sustainability Appraisal Framework

- 0.6.1 The purpose of the SA Framework is to provide a means of ensuring that the Local Plan Review considers the sustainability needs of the area in terms of its social, environmental and economic effects. It enables the sustainability effects of the plan to be described, analysed and compared with consistency and rigour.
- 0.6.2 The SA Framework is comprised of sustainability objectives which, where practicable, can be expressed in the form of targets, the achievement of which is measurable using indicators. The proposed SA objectives are listed in Table 0.3.

Table 0.3: SA Objectives

#	SA Objectives
1	To provide good quality and sustainable housing for all
2	To conserve and enhance built and cultural heritage
3	To conserve and enhance the character of the landscape
4	To promote accessibility and encourage travel by sustainable means
5	To minimise carbon emissions and promote adaptation to climate change
6	To minimise air, water, light and noise pollution
7	To conserve and enhance biodiversity
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials)
9	To strengthen the local economy and provide accessible jobs available to residents of the borough
10	To enhance the vitality and viability of centres and respect the settlement hierarchy
11	To create a healthy and safe community

0.7 Consultation Arrangements

0.7.1 The Council is consulting the public and the following bodies regarding the content of this Scoping Report: Environment Agency, Historic England, Natural England, neighbouring local authorities, South Downs National Park Authority, New Forest National Park Authority, Hampshire County Council, Transport for South Hampshire, Solent Local Enterprise Partnership, Hampshire and Isle of Wight Wildlife Trust, and the RSPB.

0.7.2 The consultation will run for a period of five weeks from **22 February to 29 March 2016**.

0.7.3 The document can be inspected online, at Fareham Borough Council's Planning Reception and local libraries. Consultation responses can be emailed or posted using the Council's addresses given overleaf.

View the Scoping Report at:

http://www.fareham.gov.uk/planning/local_plan/localplanreviewcallforites.aspx

Planning Reception

Fareham Borough Council
Civic Offices, Civic Way, Fareham PO16 7AZ

Fareham Library

Osborn Road, Fareham PO16 7EN

Portchester Library

West Street, Portchester PO16 9TX

Lockwood Library

Locks Heath District Centre
Southampton SO31 6DX

Stubbington Library

Stubbington Lane, Stubbington
PO14 299

Reply to:

planningpolicy@fareham.gov.uk

Planning Strategy & Regeneration

Fareham Borough Council
Civic Offices, Civic Way, Fareham PO16 7AZ

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1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Scoping Report has been prepared for Fareham Borough Council as part of the Sustainability Appraisal (SA, incorporating Strategic Environmental Assessment (SEA)) for the Local Plan Review.
- 1.1.2 Scoping is the process of deciding the scope and level of detail of an SA/SEA, including the relevant sustainability issues to be considered, the assessment methods to be used, and the structure and contents of subsequent Sustainability Reports. Documenting this process, the Scoping Report sets out the scope of, and methodology for an SA/SEA and summarises the tasks and outcomes of the first stage of the SA/SEA process.
- 1.1.3 The report is published for consultation with the consultation bodies¹ as required by Regulation 12 (5) of the UK SEA Regulations 2004 (SI2004/1633).

1.2 The Fareham Borough Local Plan Review

- 1.2.1 Currently the development plan for Fareham Borough is comprised of the following documents:
- ▶ Local Plan Part 1: Core Strategy (adopted August 2011);
 - ▶ Local Plan Part 2: Development Sites and Policies (DSP) Plan (adopted June 2015);
 - ▶ Local Plan Part 3: The Welborne Plan (adopted June 2015); and
 - ▶ Hampshire Minerals and Waste Plan (adopted October 2013).
- 1.2.2 During examination of the DSP and Welborne Plans the Inspector acknowledged that the Core Strategy was adopted prior to publication of the National Planning Policy Framework (NPPF; DCLG, 2012) and does not therefore constitute an up to date, NPPF-compliant development plan with respect to objectively assessed housing need. However, he was satisfied that the plans formed a sound interim basis for development provided that the development plan was subject to an early review to take account of objectively assessed housing needs, alongside a range of other considerations.
- 1.2.3 The Local Plan Review (LPR) will set the planning strategy for the borough and address emerging housing and employment needs for a period of 20 years from 2016 until 2036. The LPR will encompass the entirety of the borough including Welborne.
- 1.2.4 Box 1 sets out the key facts relating to the Fareham Borough Local Plan Review.

¹ Environment Agency, Historic England and Natural England.

Box 1: Fareham Borough Local Plan Review – Key Facts

Name of Responsible Authority:	Fareham Borough Council
Title of programme:	Fareham Borough Local Plan Review
What prompted the plan (e.g. legislative, regulatory or administrative provision):	It is a Local Development Document prepared in accordance with the Planning and Compulsory Purchase Act 2004 and The Town and Country Planning (Local Planning) (England) Regulations 2012
Subject (e.g. transport):	Spatial development planning
Period covered:	2016 to 2036
Frequency of updates:	As needed to maintain currency and relevance
Area covered:	The administrative area of Fareham Borough
Purpose and scope of the plan:	<ul style="list-style-type: none">▪ Establishes the strategic spatial strategy▪ Allocates sites to meet the borough’s development needs between 2016 and 2036▪ Sets development management policies against which individual proposals can be assessed
Contact point:	Planning Strategy and Regeneration Fareham Borough Council Civic Offices, Civic Way, Fareham, Hampshire PO16 7AZ Telephone: 01329 236100 Email: planningpolicy@fareham.gov.uk

1.3 The Study Area

1.3.1 Fareham borough (see Figure 1.1) is a coastal area lying between the two cities of Portsmouth and Southampton on the south coast of Hampshire. It covers an area of over 77 square kilometres, being 13 kilometres long from east to west and has a population of approximately 114,300 living in 47,553 households. Whilst over half of the land area is still rural, the borough is mainly urban in character consisting of a number of sizeable settlements which are located close to each other. In an area of high development pressure, there is a risk of further settlement coalescence. The majority of the population reside within Fareham which is the largest town with a population of around 35,800. The western ward settlements (Sarisbury, Locks Heath, Park Gate, Swanwick, Warsash and Titchfield Common) together are a similar size to Fareham (34,000 population), whilst Portchester in the east of borough has a population of 7,000 people². Other key settlements include Whiteley, Titchfield and Stubbington. The borough has been sub-divided into five spatial planning areas to guide development of the Local Plan Review: Fareham, Portchester, Crofton, Titchfield and the Western Wards.

² Neighbourhood Statistics: [Key Figures for People and Society: Population and Migration](#). Accessed online [6/1/16].

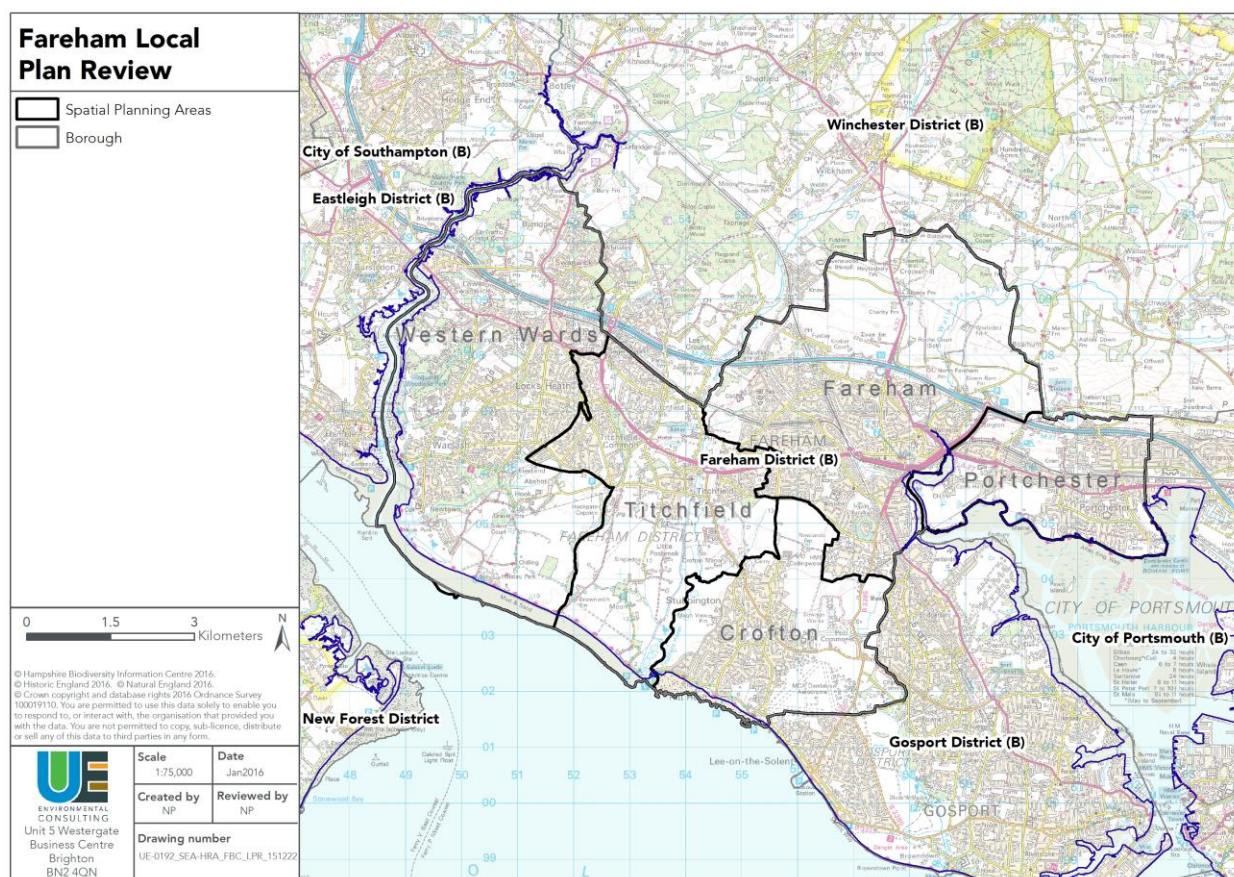


Figure 1.1: Fareham borough

- 1.3.2 The borough is well connected to the M27 motorway, which runs east-west through the north of the borough giving easy access to Southampton and Portsmouth, the rest of Hampshire and beyond; it does however suffer from heavy congestion, particularly at peak periods. Good rail links exist between Fareham, Portchester and Swanwick, particularly to Portsmouth and Southampton and further afield to Winchester, London and other major centres. The international airport near Southampton and the ferry port at Portsmouth give easy access to continental destinations. Regular passenger and vehicle ferry services also operate from Portsmouth and Southampton to the Isle of Wight.
- 1.3.3 Over 30,000 people commute to jobs outside the borough and consequently self-containment is low at 52%. Portsmouth is a major destination for out-commuters, which are almost matched in size by the number of in-commuters from Gosport to Fareham. The large flows of commuters in and out of the borough contribute to traffic congestion in and around Fareham and associated air quality issues.
- 1.3.4 The borough contains attractive countryside and coastal areas, its boundaries being defined by the river Hamble, the Solent and Portsmouth Harbour. For a borough of its size, there is an extensive variety of semi-natural landscapes including chalk downland, coastal saltmarsh and mudflats, grasslands, wetlands and ancient woodlands. The rich biodiversity of the area results in large parts of the coast from BurrIDGE on the River Hamble, to Hill Head and Portsmouth Harbour being of international nature conservation value, whilst nationally important Sites of

Special Scientific Interest (SSSI) are located at Portsdown Hill and in the estuaries of the Upper Hamble and Fareham Lake.

- 1.3.5 Approximately 60% of the borough is rural and benefits from an overall surplus of open space, although there is a varying shortfall in certain types of open space from settlement to settlement. The borough's coastal location results in parts of it being subject to periodic tidal flooding, though this is not widespread. The borough is crossed by three rivers, the Meon, Hamble and Wallington. Localised flooding is experienced along these, some of which is also tidal.

1.4 Sub-regional Context

- 1.4.1 Fareham Borough is a member of the Partnership for Urban South Hampshire (PUSH) and as such the Council is an active participant in strategic sub-regional planning both at the Member and Officer level. Further to the publication of the South Hampshire Strategic Housing Market Assessment (SHMA; GL Hearn, 2014), preparation to review the South Hampshire Strategy (SHS) to 2036 is underway. The Strategy will bring together the evidence in the SHMA with a range of other factors to consider what level of development should be planned for across the PUSH area. This will involve detailed joint work to assess the availability of land that can sustainably accommodate development. The Strategy will also consider environmental constraints and impacts, economic development and employment analysis, along with infrastructure capacity and consideration of what new infrastructure might be needed across South Hampshire. The purpose of the updated SHS is to:

- ▶ Help realise the PUSH ambition to create a prosperous economy in a sustainable way by aligning planning functions and infrastructure and site investments to an overarching strategy;
- ▶ Provide a spatial framework for PUSH activities and actions including the allocation of resources, and provide a context/support to bids for external funds for projects;
- ▶ Guide and support the preparation of Local Plans and the review of adopted plans;
- ▶ Be the means for PUSH authorities to largely discharge the 'duty to cooperate' with neighbouring authorities on planning issues with cross-boundary impacts which the Localism Act places on all local authorities; and
- ▶ Enable PUSH authorities to show they are meeting development requirements across South Hampshire as a whole, including dealing with development needs which cannot wholly be met within one authority's area.

- 1.4.2 The production of an updated PUSH spatial strategy is in line with the NPPF, which envisages that the 'duty to cooperate' could be addressed through a jointly prepared strategy.

1.5 Sustainable Development

- 1.5.1 The UK's sustainable development agenda is shaped by the Sustainable Development Strategy, *Securing the Future* (March, 2005) and in planning terms by the National Planning Policy

Framework, which replaced previous national planning policy (Planning Policy Statements and Planning Policy Guidance notes) in March 2012. The NPPF includes a presumption in favour of sustainable development, which it goes on to interpret in a planning context with reference to the Sustainable Development Strategy.

The UK Sustainable Development Strategy

- 1.5.2 *Securing the Future* (2005) suggests that for a policy to be sustainable, it must respect all five of the principles set out in Figure 1.2. The strategy also recognises that some policies, while underpinned by all five principles, will place more emphasis on certain principles than others. The strategy states that “we want to achieve our goals of living within environmental limits and a just society, and we will do it by means of a sustainable economy, good governance, and sound science” (*Securing the Future*, 2005). It states that the five guiding principles are promoted through four shared priorities:

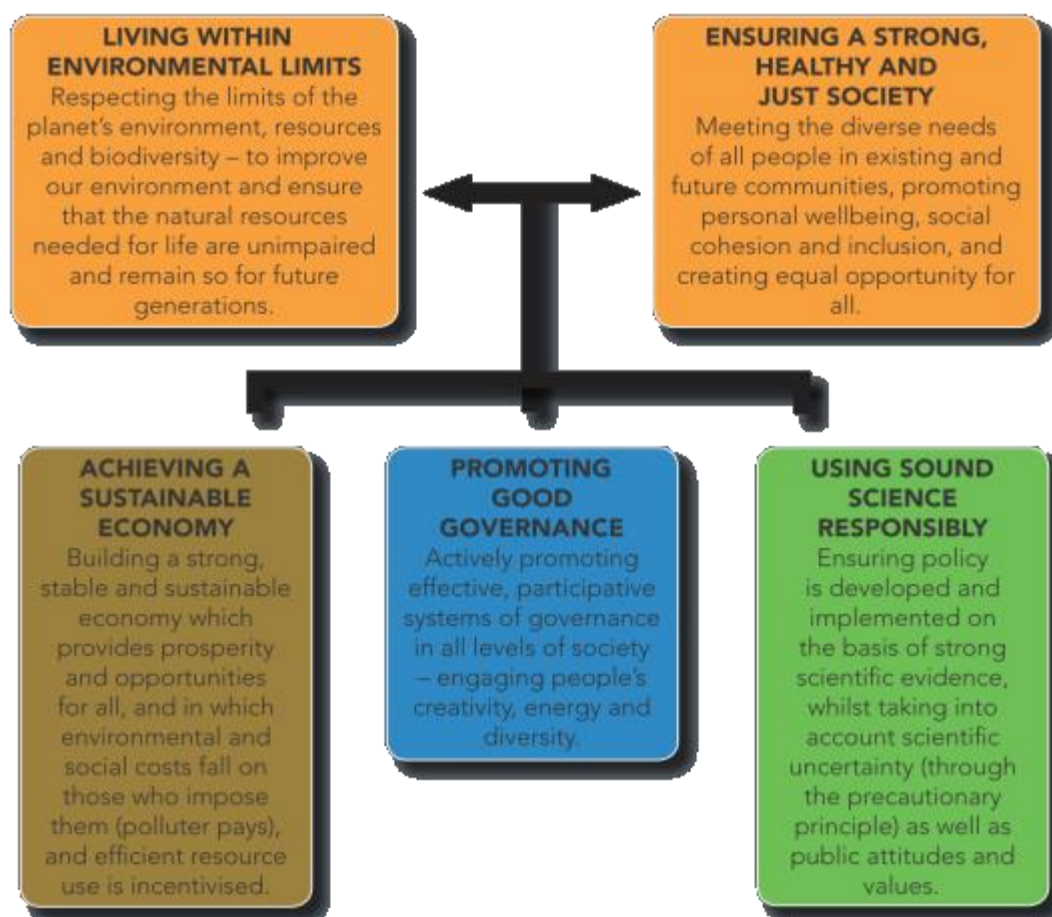


Figure 1.2: The five guiding principles of the UK Sustainable Development Strategy

“Sustainable Consumption and Production – Sustainable consumption and production is about achieving more with less. This means not only looking at how goods and services are produced, but also the impacts of products and materials across their whole lifecycle and building on people’s awareness of social and environmental concerns. This includes reducing the inefficient use of resources which are a drag on the economy, so helping boost business

competitiveness and to break the link between economic growth and environmental degradation.

“Climate Change and Energy – The effects of a changing climate can already be seen. Temperatures and sea levels are rising, ice and snow cover are declining, and the consequences could be catastrophic for the natural world and society. Scientific evidence points to the release of greenhouse gases, such as carbon dioxide and methane, into the atmosphere by human activity as the primary cause of climatic change. We will seek to secure a profound change in the way we generate and use energy, and in other activities that release these gases. At the same time we must prepare for the climate change that cannot now be avoided. We must set a good example and will encourage others to follow it.

“Natural Resource Protection and Environmental Enhancement – Natural resources are vital to our existence and that of communities throughout the world. We need a better understanding of environmental limits, environmental enhancement and recovery where the environment is most degraded to ensure a decent environment for everyone, and a more integrated policy framework.

“Sustainable Communities – Our aim is to create sustainable communities that embody the principles of sustainable development at the local level. This will involve working to give communities more power in the decisions that affect them and working in partnership at the right level to get things done. The UK uses the same principles of engagement, partnership, and programmes of aid in order to tackle poverty and environmental degradation and to ensure good governance in overseas communities. These priorities for action within the UK will also help to shape the way the UK works internationally, in ensuring that our objectives and activities are aligned with international goals.”

- 1.5.3 The Sustainability Appraisal for the Fareham Local Plan Review will incorporate these key principles at the heart of the assessment process.

2 Methodology

2.1 Integrated Sustainability Appraisal

2.1.1 The Fareham Local Plan Review is subject to the following assessments:

- ▶ Sustainability Appraisal; and
- ▶ Strategic Environmental Assessment.

2.1.2 A Habitats Regulations Assessment (under the Conservation of Habitats and Species Regulations 2010 (as amended)) is also being carried out, but will be reported on separately.

2.1.3 Strategic Environmental Assessment is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision making. Strategic Environmental Assessment was introduced to the UK through EU Directive 2001/42/EC. In England the Directive was transposed via the Environmental Assessment of Plans and Programmes Regulations 2004.

2.1.4 Sustainability Appraisals are broader and promote sustainable development through integration of environmental, social and economic considerations into the plan's preparation. Sustainability Appraisal is a requirement of the Planning and Compulsory Purchase Act 2004 and applies to local development documents. Integrated SA combines these processes to allow for a single appraisal to be carried out by integrating the requirements of SEA into the SA process. SA should therefore fulfil the requirements for producing an Environmental Report under Annex 1 of the SEA Directive (see Appendix I which also includes a compliance checklist).

2.1.5 In the interests of efficiency, following guidelines and the desire to avoid duplication, the two assessment types, SA and SEA, are integrated under the umbrella of SA and are being undertaken simultaneously for the LPR. The combined approach is based upon the following principles:

- ▶ SA Objectives are used for appraising potential impacts of plan policies and proposals on various environmental, social and economic components;
- ▶ Baseline and spatial information including environmental, social and economic factors is collected and collated. Predicted effects of plan policies and proposals are evaluated against the baseline and likely evolution thereof in the absence of the plan;
- ▶ Alternative options and preferred options for the plan are appraised using an SA Framework, combined with careful consideration of baseline conditions; and
- ▶ Decision-making criteria are devised for all SA Objectives to assist in monitoring delivery of the plan and any significant effects thereof.

2.2 Stages of Sustainability Appraisal

2.2.1 Table 2.1 provides a summary of the procedural steps for the appraisal, based on both the *Planning Practice Guidance*³ and *A Practical Guide to the SEA Directive* (ODPM, 2005a). The steps shaded in blue are the stages addressed in this report. The second column indicates where information about each respective stage can be found in this document.

Table 2.1: SA stages and those addressed in this report

Stage A: Setting the context & objectives, establishing the baseline and deciding on the scope	Location in this report
1. Identify other relevant policies, plans, programmes, & sustainability objectives	Sections 4 to 17
2. Collect baseline information	Sections 4 to 17
3. Identify environmental issues and challenges	Sections 4 to 17
4. Develop the Sustainability Appraisal Framework	Section 18
5. Consult on the scope of the Sustainability Report	Section 19
Stage B: Developing and refining alternatives and assessing effects	
1. Test the Plan objectives against the SA Framework	n/a
2. Develop the Plan options including reasonable alternatives	n/a
3. Evaluate the likely effects of the Plan and alternatives	n/a
4. Consider ways of mitigating adverse, and maximising beneficial effects	n/a
5. Propose measures to monitor the significant effects of implementing the Plan	n/a
Stage C: Prepare the Sustainability Report	
Including all requirements of the SEA Directive	n/a
Stage D: Seek representations on the Sustainability Report & Plan	
1. Consult the consultation bodies & public on the Plan and Sustainability Report	n/a
2. Appraise significant changes resulting from representations, amend the Plan	n/a
Stage E: Post-adoption reporting and monitoring	
1. Prepare and publish the Post-Adoption Statement	n/a
2. Monitor the significant effects of implementing the Plan	n/a
3. Respond to adverse effects	n/a

2.3 Approach to the Assessment

2.3.1 The proposed policies, site allocations and alternatives considered for inclusion in the Local Plan Review will be assessed against the baseline and SA Framework using a four-stage process.

³ DCLG (2014): *Planning Practice Guidance: Strategic Environmental Assessment and Sustainability Appraisal Paragraph 013*. Reference ID: [11-013-20140306](https://www.gov.uk/guidance/11-013-20140306). Accessed online [6/1/16].

Site assessment

- 2.3.2 Each potential site allocation will be assessed against a range of spatial constraints criteria, both by the Council as part of its site suitability assessment and during the assessment of reasonable alternatives as part of the SA, to ensure consistency in approach and robustness in site selection. The assessments include consideration of, for example, accessibility to services, planning history, surrounding townscape and densities, landscape impact and Tree Preservation Orders, ecological impact, loss of agricultural land, contamination, flood risk, proximity to sources of, or sensitive receptors to pollution, existing land use, availability timeframe and viability. A range of designated features are also addressed, including nearby heritage assets, important landscapes and nature conservation sites.

High level assessment

- 2.3.3 Drawing on the results of the site assessments, the high level assessment uses the SA Framework, review of plans, programmes and policies and baseline data to assess each policy and site proposal in broad terms. Findings are presented in matrix format. The main function of the high level assessment is to identify whether or not the policy options and the long list of sites considered for allocation are likely to bring positive, negative or uncertain effects in relation to the SA Objectives.
- 2.3.4 A benefit of this approach is that a range of policy options may be assessed, which can then be scrutinised in further detail if a significant number of uncertainties or potential negative effects arise. Proposals are given a score against each SA Objective ranging from Strong Positive, Positive or Neutral, to Negative, Strong Negative or Mixed/Uncertain. This helps identify at a strategic level whether or not the assessment requires a more detailed examination or whether satisfactory conclusions may be drawn from the high-level assessment, without the need for further detailed analysis of a particular policy option or site.

Detailed assessment

- 2.3.5 Where potential negative effects or uncertainties are identified through the high level assessment in association with a particular policy, option or site, a secondary level of assessment takes place to examine the proposal in more detail. This process uses Detailed Assessment Matrices to scrutinise potential negative or uncertain effects identified by the high level assessment (see Appendix II for a blank example Detailed Assessment Matrix).
- 2.3.6 Detailed Assessment Matrices address the range of criteria identified in Annex II of the SEA Directive when determining the likely (positive or negative) significance of effects (Box 2 below), providing a greater level of detail than the high level assessment stage. Detailed Assessment Matrices thus include information relating to:
- ▶ A description of the predicted effect;
 - ▶ The duration of the effect: whether the effect is long, medium or short term;
 - ▶ The frequency of the effect: whether it will be intermittent or ongoing;
 - ▶ Whether the effect is temporary or permanent;

- ▶ The geographic importance of the receptor: local, sub/regional, national or international;
- ▶ The magnitude of effect;
- ▶ The scale of significance;
- ▶ Whether mitigation is required/possible to reduce the effect; and
- ▶ Suggestions for mitigating the effect, or potential improvements to the proposals.

2.3.7 The Detailed Assessment Matrices include potential mitigation measures to limit predicted adverse effects where they arise. At a strategic level it is often difficult to assess significant effects in the absence of widespread data. Instead, orders of magnitude are used, based on the geographic importance of the receptor and impact magnitude. Table 2.2 illustrates this order of magnitude for positive and negative effects.

Box 2: Criteria for the assessment of significant effects

Criteria for determining the likely significance of effects referred to in Article 3(5) of the SEA Directive

The characteristics of plans and programmes, having regard, in particular, to

- a. the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- b. the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- c. the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- d. environmental problems relevant to the plan or programme;
- e. the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

- a. the probability, duration, frequency and reversibility of the effects;
- b. the cumulative nature of the effects;
- c. the transboundary nature of the effects;
- d. the risks to human health or the environment (e.g. due to accidents);
- e. the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- f. the value and vulnerability of the area likely to be affected due to:
 - special natural characteristics or cultural heritage;
 - exceeded environmental quality standards or limit values;
 - intensive land-use;
 - the effects on areas or landscapes which have a recognised national, Community or international protection status.

Cumulative effects assessment

2.3.8 As required by the SEA Regulations, cumulative, synergistic and indirect effects are identified and evaluated during the assessment. An explanation of these is as follows:

- ▶ Indirect effects are effects that are not a direct result of the plan, but occur away from the original effect or as a result of a complex pathway;

- ▶ Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, or where several individual effects of the plan have a combined effect;
- ▶ Synergistic effects interact to produce a total effect greater than the sum of the individual effects.

Table 2.2: Significance matrix

		Impact Magnitude								
		Negative				Neutral	Positive			
		High	Medium	Low	Negligible		Negligible	Low	Medium	High
Geographic Importance	International	Severe	Severe	Major	Moderate	Neutral	Moderate	Major	Optimum	Optimum
	National	Severe	Major	Moderate	Minor		Minor	Moderate	Major	Optimum
	Regional	Major	Moderate	Minor	Negligible		Negligible	Minor	Moderate	Major
	Local	Moderate	Minor	Negligible	Negligible		Negligible	Negligible	Minor	Moderate

2.4 Limitations to the Assessment

- 2.4.1 It is acknowledged that, as a strategic assessment, there will be limitations to the appraisal process largely stemming from the use of secondary data. In some cases data has not been available at the required resolution to allow key issues to be determined at the borough, settlement or spatial planning area scale. In addition, limited information is available on environmental limits and in some cases indicators are no longer monitored.
- 2.4.2 These limitations, together with any further limitations identified during later assessment stages, will be stated in future report outputs to ensure that judgements based on professional opinion are clearly stated.

3 Presenting the Scoping Information

3.1 Receptor Themes

- 3.1.1 The policy and plan review, the baseline data, and the identification of sustainability issues (i.e. the first three stages in Table 2.1 above) are presented through a themed series of receptors of positive or negative effects. These themes incorporate the environmental receptors derived from Annex I(f) of the SEA Directive (see Appendix I): biodiversity, flora and fauna, population, human health, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape and the inter-relationship between these factors. These are expanded to encompass a fuller range of factors as is required for a Sustainability Appraisal.
- 3.1.2 Table 3.1 presents details regarding the content of each sustainability theme and how it relates to the requirements of the SEA Directive. It is intended that presenting the information in this way will enable the reader to easily locate the SA information representing their specific areas of interest.

Table 3.1: Receptor themes

Theme	SEA Directive	Datasets
Accessibility and transportation	Population	Transportation infrastructure Car ownership, commuting and modal share Traffic flows Accessibility
Air quality	Air	Air pollution sources Air quality hotspots Air quality management
Biodiversity and geodiversity	Biodiversity, flora and fauna	Habitats Species Nature conservation designations Geological features
Climate change	Climatic factors	Greenhouse gas emissions: sources & trends Energy consumption Effects of climate change Climate change adaptation
Economic factors	Material assets	Economic sectors Business demography Employment sectors Land supply Education and skills Schools capacity

Theme	SEA Directive	Datasets
Green infrastructure and ecosystems services	Interrelationships between all other receptors	Green infrastructure assets Accessibility to semi-natural or open space Ecosystems services
Health	Human health	Health indicators Healthcare inequalities Participation in sports and fitness activities
Historic environment	Cultural heritage	Historic development of the borough Designated and non-designated sites and areas Archaeological assets Heritage at risk
Housing	Population Material assets	Housing stock, type, tenures and completions House prices and affordability Housing market areas Vacancy rates Homelessness
Landscape	Landscape	Landscape and townscape character The South Downs National Park Tranquillity
Material assets	Material assets	Minerals Waste and recycling Renewable energy Infrastructure delivery Previously developed land
Population and quality of life	Population	Population size, structure, density and growth Age and ethnicity Migration and community patterns Indices of Multiple Deprivation Unemployment Crime
Soil	Soil	Soil resource Soil quality
Water	Water	Watercourses Water resources Water quality Flood risk Coastal defence

3.2 Policy, Plan and Programme Review

3.2.1 The Local Plan Review may be influenced in various ways by other policies, plans or programmes (PPPs), or by external sustainability objectives such as those put forward in other

strategies or initiatives. The SA process aims to take advantage of potential synergies between these PPPs and address any inconsistencies and constraints.

- 3.2.2 Appendix III presents an evaluation of the key PPPs that are likely to be relevant to the SA process and development within the borough. Each PPP is summarised with a review of the general issues it raises, together with any specific issues that could affect or be addressed by the Local Plan Review. The review of PPPs is presented according to the themes identified above.

3.3 Baseline Data Collation

- 3.3.1 The following chapters present a review of current environmental and social-economic conditions affecting the borough by sustainability theme. The purpose of the baseline review is to help define the key sustainability issues for the Local Plan Review. This will enable the predicted effects of the plans to be effectively appraised. The currency, resolution and presentation of data are crucial to an effective baseline. Information selected seeks to:

- ▶ Inform the situation at the local level;
- ▶ Be the most up to date; and
- ▶ Be fit for purpose.

- 3.3.2 One of the purposes of consultation on the Scoping Report is to seek views on whether the data selected is appropriate. The baseline has been collated utilising a wide range of secondary data sources, mapped with Geographic Information Systems (GIS) data where available. The data is presented through tables, text and GIS mapping, and all data sources are referenced as appropriate. Meaningful data for the purposes of comparison and to address the topics being assessed as part of the SA processes is not always available; where data is available at a local, sub/regional and national scale it is used to inform the scoping process.

- 3.3.3 Where available, data is presented for each of the five spatial planning areas for the borough (Fareham, Portchester, Crofton, Titchfield and the Western Wards). This enables more specific information to be included on the communities and areas most affected by the key issues, to help identify areas most in need of change.

3.4 Key Sustainability Issues

- 3.4.1 Drawing on the PPP review and the baseline data, the following chapters also set out a series of key sustainability issues. The key issues enable the SA process to identify the potential scope of cumulative effects and to focus on the main constraints and opportunities which may be addressed through local development.

- 3.4.2 The key issues are then used to inform the development of the SA Framework that will be utilised to assess the policies and proposals included in the Local Plan Review.

4 Accessibility and Transportation

4.1 Summary of Policy and Plan Review

- 4.1.1 European and UK transport policies and plans place emphasis on the modernisation and sustainability of the transport network. Specific objectives include reducing pollution and road congestion through improvements to public transport, walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.
- 4.1.2 The PPPs highlight that congestion and poor air quality resulting from transport are key issues for a number of locations in the wider South Hampshire sub-region. Regional and local plans therefore focus on appropriate design, location and layout of development, increasing investment in infrastructure, improving the quality and accessibility of public transport, supporting walking and cycling, and enhancing road safety. The Hampshire Local Transport Plan 2011 to 2031 sets out the transport plan for the county.
- 4.1.3 Key policies outline that the use of public transport, cycling and walking should all be encouraged by creating more cycling networks, connecting and improving current links and networks, pedestrian proofing travel infrastructure, encouraging public transport use and discouraging single car use. New residential and employment development should be planned with good accessibility to transport services and facilities and walking and cycling networks. Transport planning should aim to minimise negative effects on the environment, and should be fully integrated with other areas of policy making, for example, economic development, energy and land-use planning.

4.2 Transportation Infrastructure

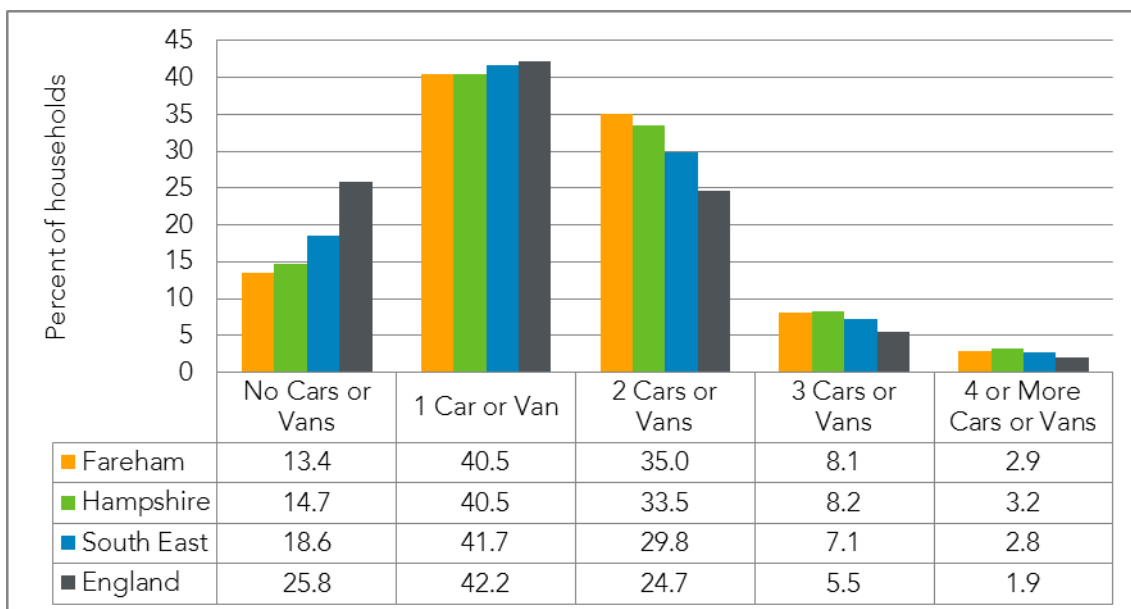
- 4.2.1 Fareham borough is easily accessed via Junctions 9 (west Fareham), 10 and 11 (east Fareham) of the M27 motorway, which provides good regional and national transport links via the Strategic Road Network, although junction 10 of the motorway is currently east-facing only and does not allow all-moves interchanges. The motorway junctions are all connected to the A27, which transects the borough east to west. The A32 offers connectivity to the eastern areas, crossing the borough in a north-south direction, joining the A27 in Fareham town centre. The north west of the borough can be accessed from the A27 via the A3051.
- 4.2.2 There are three rail stations in Fareham borough; one to the west of the borough in Swanwick, one in Fareham town centre and Portchester station in the east. Fareham rail station is located on the south coast rail route, and the town has direct trains to a range of destinations including London (Victoria and Waterloo), Portsmouth, Southampton, Brighton, Bristol and Cardiff. Fareham rail station and town centre are connected to Gosport town centre via the Eclipse Bus Rapid Transit service which runs along a disused rail line for part of the route.

4.2.3 The main regional airports are: Southampton Airport, which is approximately 24 kilometres (15 miles) from Fareham town centre and Bournemouth which is approximately 70km (43mi) away. Both Gatwick and Heathrow Airports are approximately 110km (68mi) away. Two international sea ports, Portsmouth European Ferryport and Southampton cruise liner and container port, are relatively close (11km/7mi and 22km/14mi, respectively). Figure 4.17 shows the area’s road and rail network.

4.2.4 Fareham’s local cycling strategy produced an action plan for the promotion of cycling and the development of cycle infrastructure⁴. As a result, there are extensive off the road routes in Locks Heath and Whitely, and a mix of on road and off road paths in the town centre. Various other routes are present on some link roads⁵. Additionally, Fareham borough is part of the National Cycle Network, which links cities all over the country by cycle routes. There is a network of public bridleways across the borough. Information on these routes and their locations is freely accessible via the Hampshire County Council website⁶.

4.3 Car Ownership, Commuting and Modal Share

4.3.1 However, these road, rail and air links mask potential accessibility issues in the future. Congestion on the local road network, particularly around Junctions 10 and 11 of the M27, is a major issue, and one which is likely to increase as current Local Plans (DSP and Welborne Plans) are implemented. Due partly to Fareham’s relative affluence, car ownership in the borough is higher than regional and national averages – according to the latest data available, 86.6% of households in Fareham have access to a car or van, compared to 85.3% for Hampshire, 81.4% for the South East and 74.2% for England⁷ (2011 census data). The number of households owning two or more cars is also higher than regional and national averages; see Figure 4.1.



⁴ FBC (2005): *Fareham Cycle Strategy 2005-2011*. Accessed online [6/1/16] at:

<https://www.fareham.gov.uk/pdf/planning/cyclestrategy.pdf>

⁵ FBC (2010): *Fareham Cycle Map*. Accessed online [6/1/16] at: <http://www.fareham.gov.uk/pdf/planning/cyclemap.pdf>

⁶ Mapping Hampshire's countryside, accessed online[6/1/16] <http://localviewmaps.hants.gov.uk/LocalViewmaps/Sites/ROWOnline/#>

⁷ Neighbourhood Statistics: [Car or Van Availability, 2011 \(QS416EW\) \(2011\)](#). Accessed online [6/1/16].

Figure 4.1: Car ownership in Fareham (Source: Census, 2011)

4.3.2 This is reflected by travel to work data, where a higher proportion of the population travel by car to work than county, regional and national averages, and a lower proportion of people travel by public transport or walking⁸. However, higher than average numbers travel to work by bicycle, perhaps reflecting the quality and extent of cycle infrastructure highlighted in the previous section; see Figure 4.2.

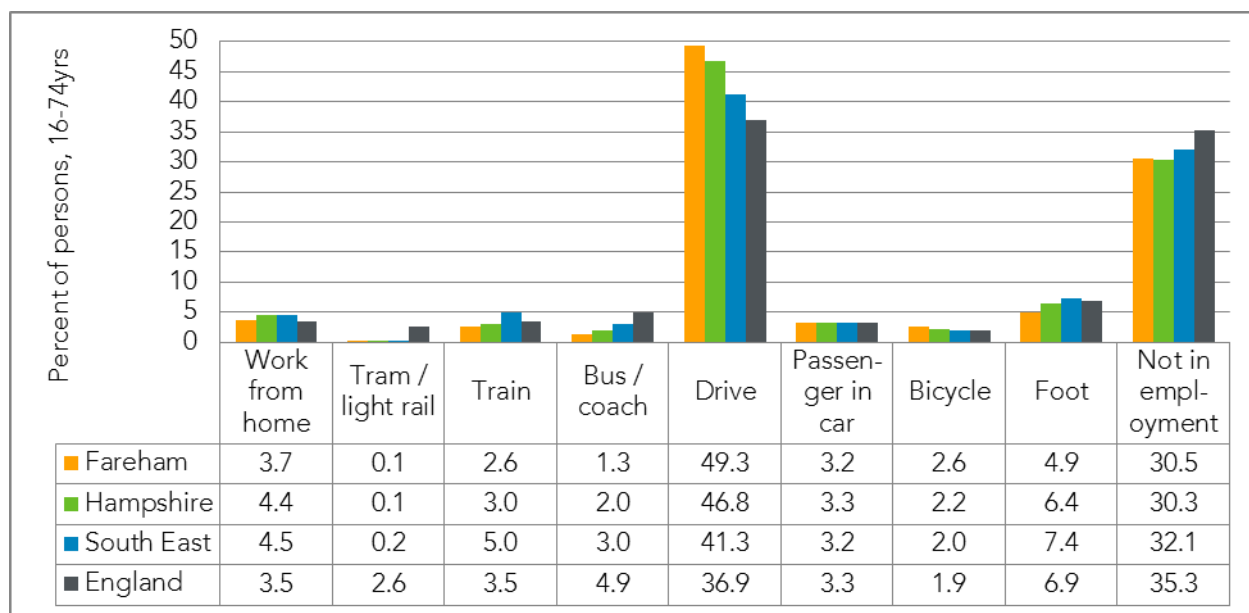


Figure 4.2: Modal share of journeys to work (Source: Census, 2011)

4.3.3 A large proportion of the working population (53% or 30,072 resident workers) travel to destinations outside of the borough for work, highlighting a trend of out-commuting from Fareham. The top five destinations for out-commuters in 2011 were Portsmouth (7,819), Winchester (4,943), Southampton (3,460), Eastleigh (3,206) and Gosport (2,878), as illustrated in Figure 4.3 and Figure 4.4⁹. Conversely, 24,674 workers in-commute to the borough, the principal sources being Gosport (7,090) and Portsmouth (4,223).

4.4 Traffic Flows

4.4.1 The Council commissioned specific model runs within the South Hampshire Sub-regional Transport Model (SRTM) to explore potential future growth in traffic associated with the Welborne Plan (the new community to the north of Fareham). The latest of these was prepared in December 2013 (MVA, 2013). The modelled scenarios include background traffic growth in the context of continuing development and prevailing economic conditions in the sub-region, together with the added traffic impacts of developing Welborne, to a future year of 2036. The model outputs thus represent an assessment of cumulative effects because the local

⁸ Neighbourhood Statistics: [Method of Travel to Work, 2011 \(QS701EW\) \(2011\)](#). Accessed online [6/1/16].

⁹ Hampshire Facts & Figures: Commuter Flows. Accessed online [6/1/16] at: <http://www3.hants.gov.uk/factsandfigures/figures-economics/communterpatterns.htm>

development plan residential and employment targets of each borough/district in the sub-region are included within the modelled baseline.

4.4.2 In early 2013 a re-validation exercise was undertaken on the SRTM with a prime objective to improve highway link flow validation on the strategic highway network including on the M27 in the vicinity to the proposed Welborne site. The re-validation work incorporated traffic data provided subsequent to original model development (2010) and advancements / best practice in the coding of specific highway and junction arrangements.

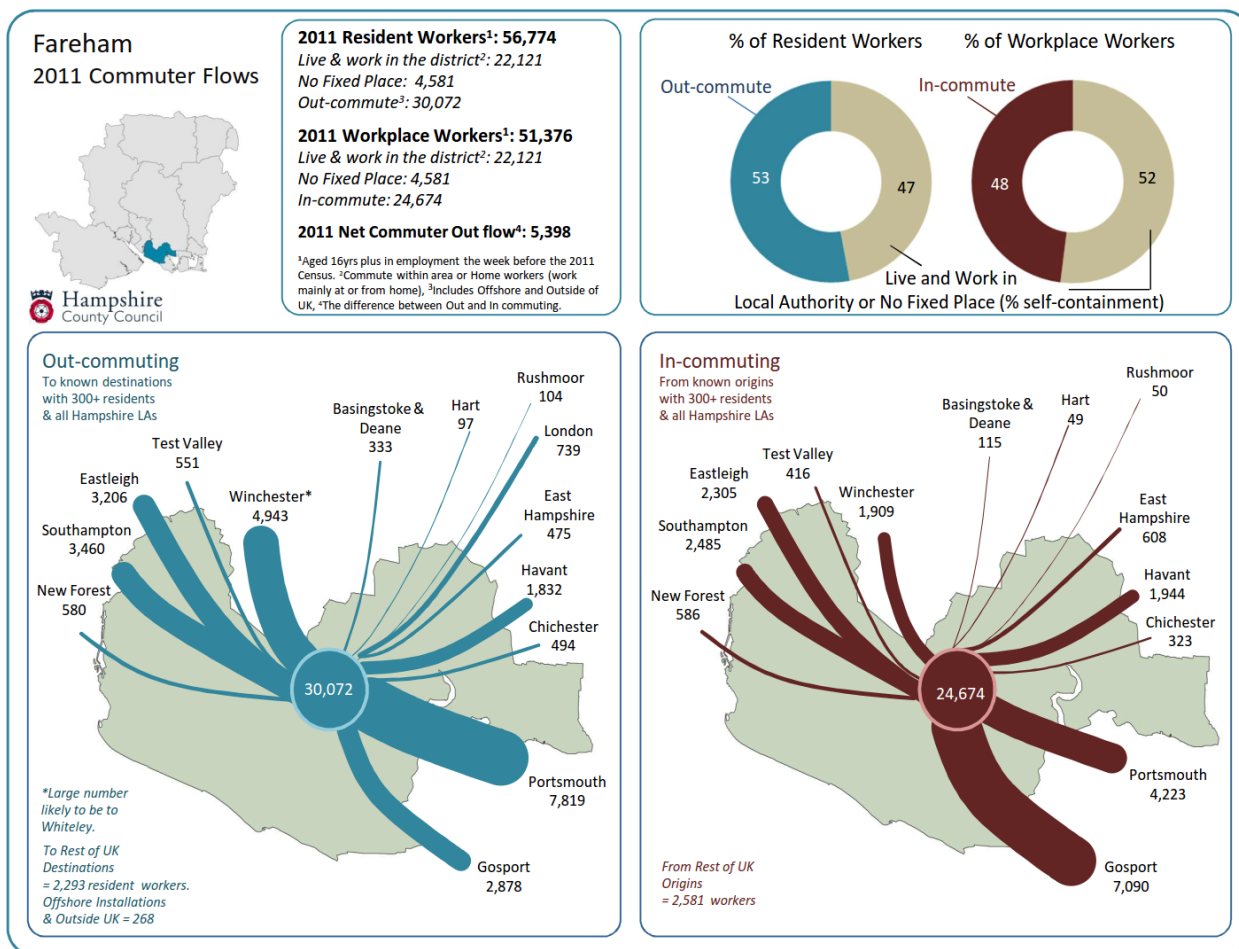


Figure 4.3: Commuting patterns in Fareham borough (Source: Census, 2011)

4.4.3 The SRTM model represents conditions up to the year 2036. Known developments and committed highway schemes are included within the models' reference case scenarios (2014, 2019, 2026, 2031 and 2036) to provide the most accurate representation of future year conditions. A list of the known developments and committed highway schemes included in the Reference Cases is provided in MVA 2013, Appendix B.

4.4.4 Welborne land use assumptions were defined by the Council as follows:

- ▶ Year: 2036;
- ▶ Dwellings: 6,500;
- ▶ Employment: 112,00m2 (B1: 30,000 m2; B2: 35,000 m2; B8: 40,000 m2; A1: 7,000 m2);

► Schools: four.

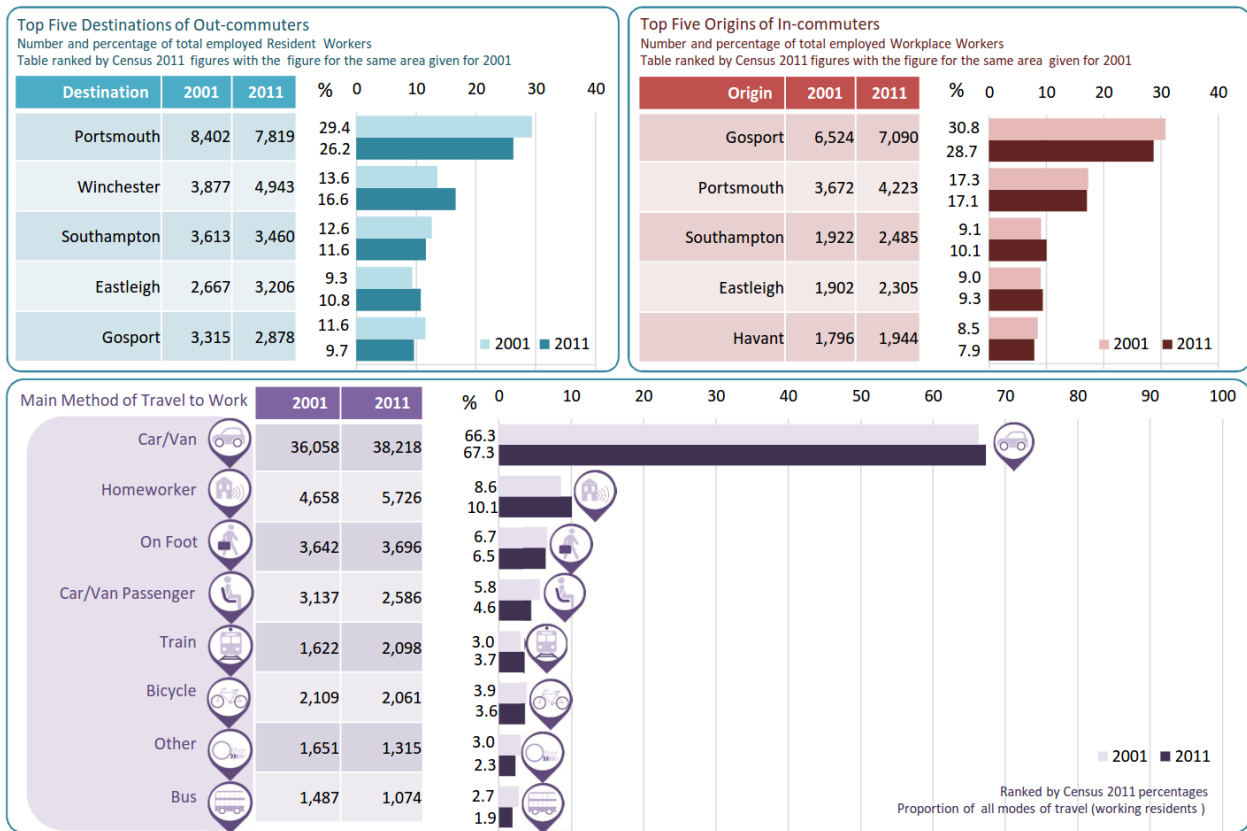


Figure 4.4: Commuter destinations and modes of transport (Source: Census, 2011)

4.4.5 Highway and public transport assumptions for run 8b were:

- Year: 2036;
- Highway (see Figure 4.5):
 - Roundabout from M27 J10 onto A32,
 - 4 Welborne site access on A32 (4 roundabouts),
 - New on/off slips on M27 west of J10 and dumbbells under bridge,
 - Additional lane SB through M27 underpass and signals on approach arm,
 - New WB off slip at J10 providing access to west of development (replacing existing off-slip with direct link to A32);
- Public transport:
 - All existing A32 Bus services to divert in to Welborne,
 - Bus Rapid Transit (BRT) from Welborne to Gosport,
 - BRT from Welborne to Portsmouth via A27, and
 - BRT from Welborne to Portsmouth via M27 J10 (Fast Track).

- 4.4.6 Run 8b outputs are compared against run1, which is a modelled representation of the changing baseline situation between 2010 and 2036. Figure 4.18 to Figure 4.21 illustrate the total AM peak baseline modelled traffic in 2036, flow changes predicted as a result of Welborne, flow changes at the M27 junction 9, and flow changes at the M27 junction 11, respectively.

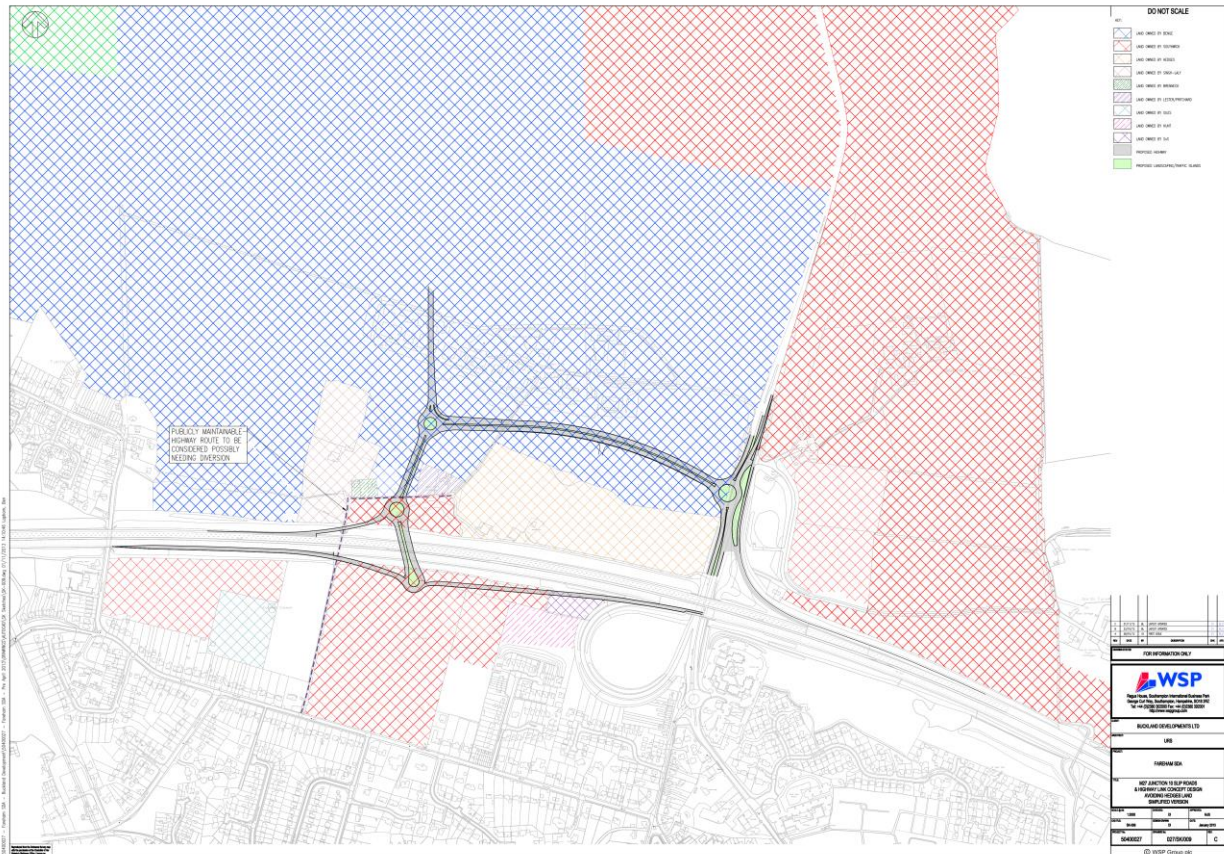


Figure 4.5: Preferred highways arrangement for SRTM run 8b (Source: MVA, 2013, Appendix C)

4.5 Spatial Context

- 4.5.1 Figure 4.6 to Figure 4.15 illustrate the spatial variability in accessibility to key services by walking, public transport and cycling from different parts of the borough, based on Census 2011 data (Singleton, 2014). The data are mapped as travel time to employment centres, GP, hospitals, primary and secondary schools, foodstores and town centres. In general terms the data show that travel times are shortest for residents in town and district centres, particularly for accessibility to employment centres, schools and foodstores, but this pattern is less uniform for access to health care facilities. Warsash, Hill Head, Fareham East and Fareham North are the locations which tend to have the longest travel times to key services. The development of Welborne will improve accessibility to a range of services (employment, foodstores, schools and healthcare) in Fareham East and North.

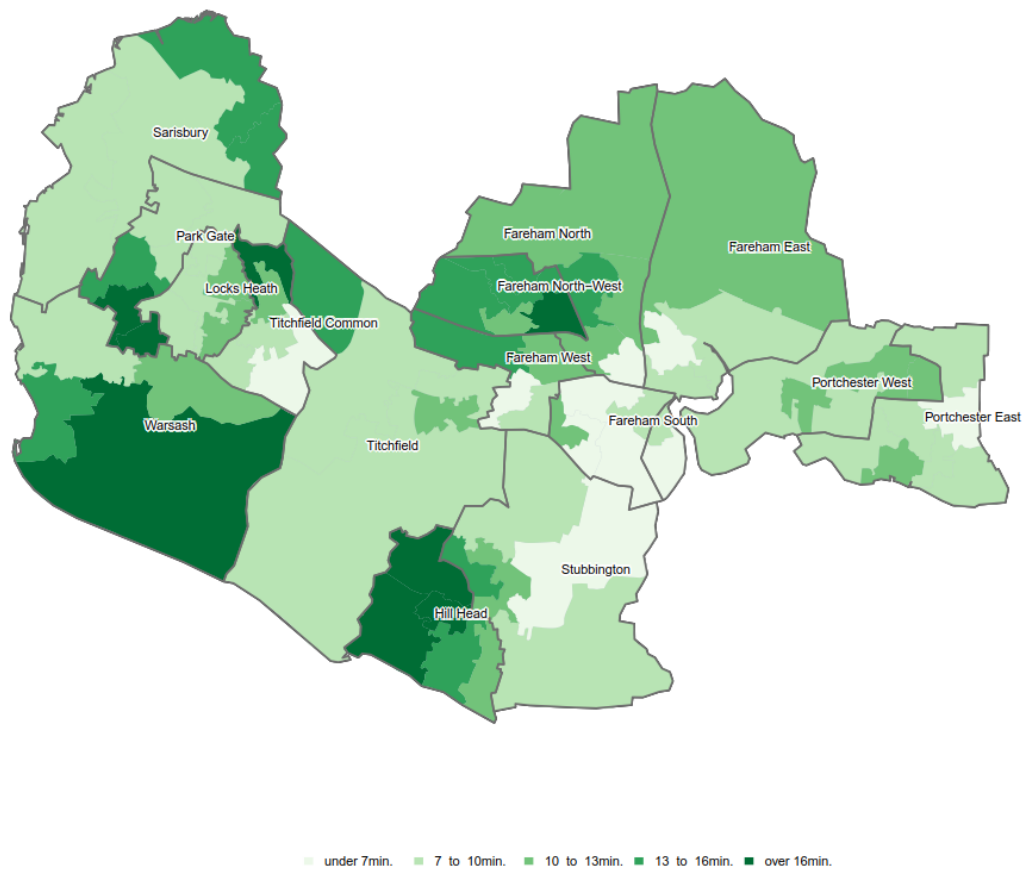


Figure 4.6: Travel time to nearest employment centre by public transport/walking in 2011

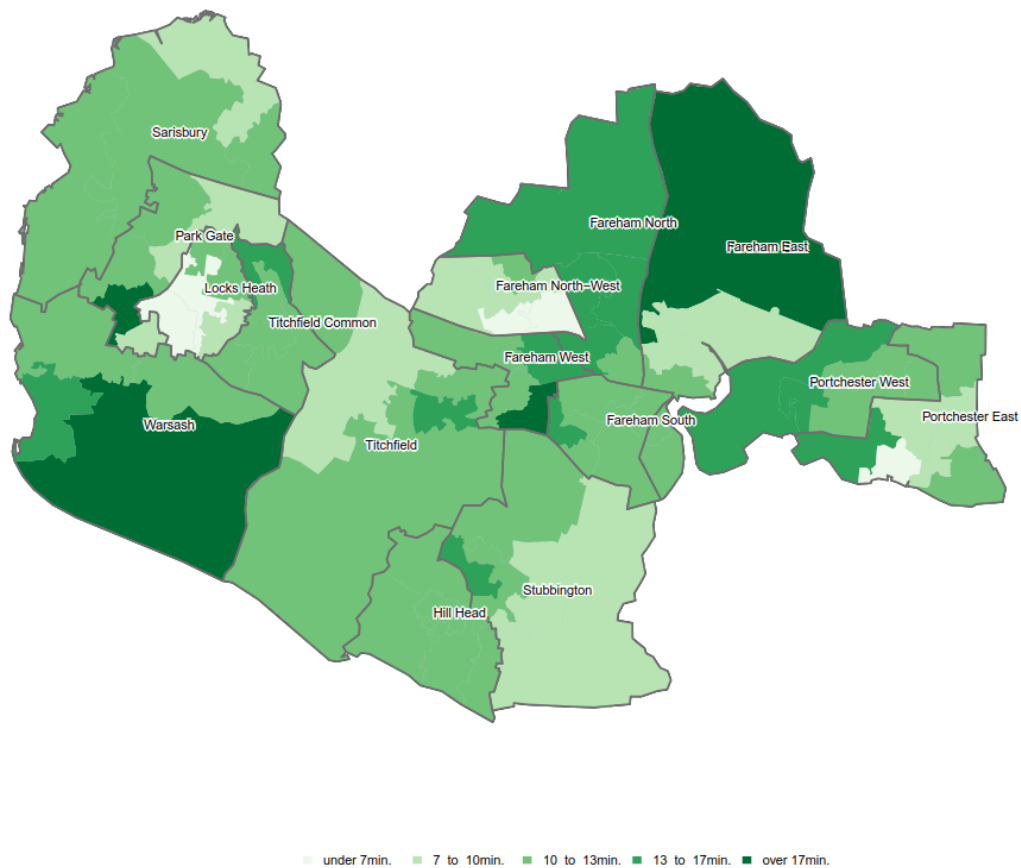


Figure 4.7: Travel time to nearest GP by public transport/walking in 2011

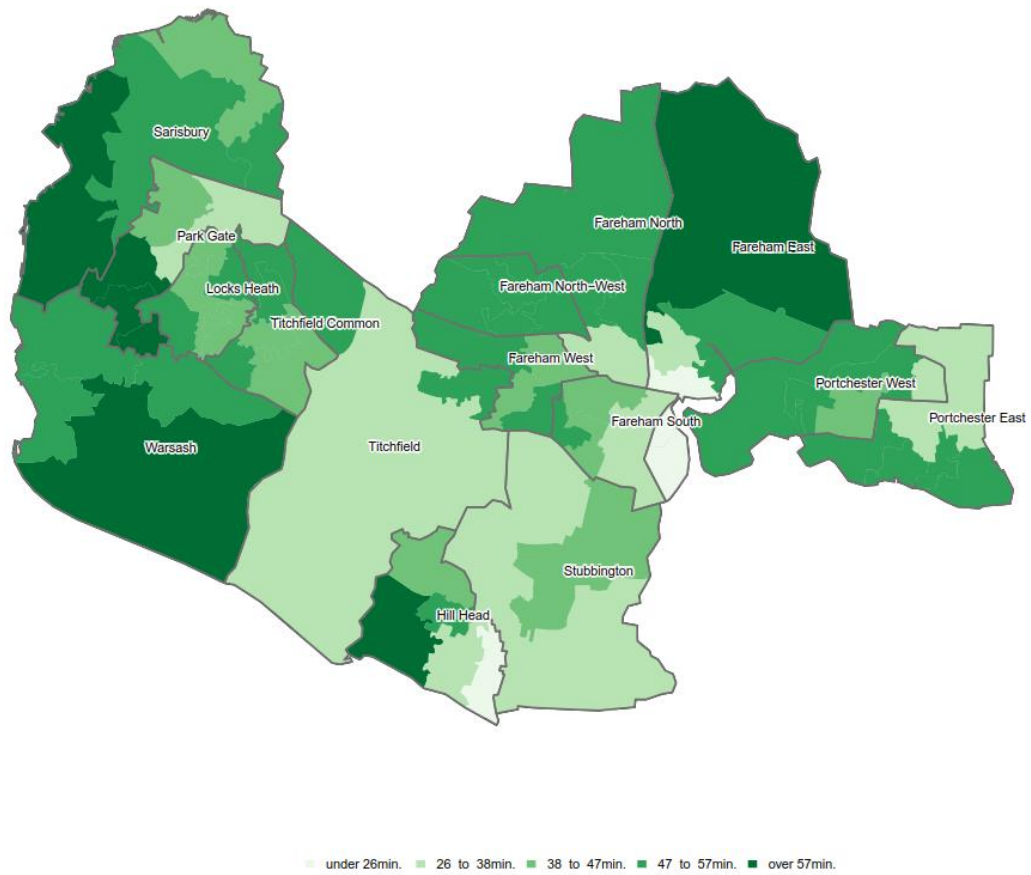


Figure 4.8: Travel time to nearest hospital by public transport/walking in 2011

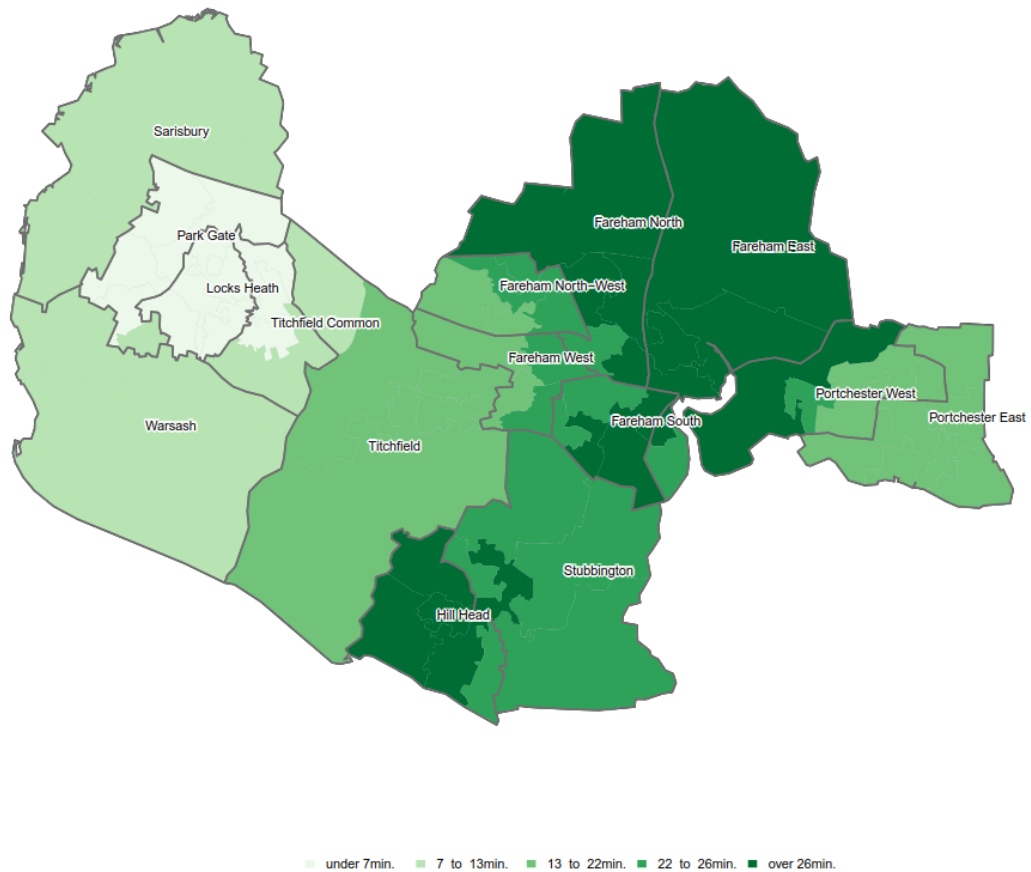


Figure 4.9: Travel time to nearest hospital by cycle in 2012

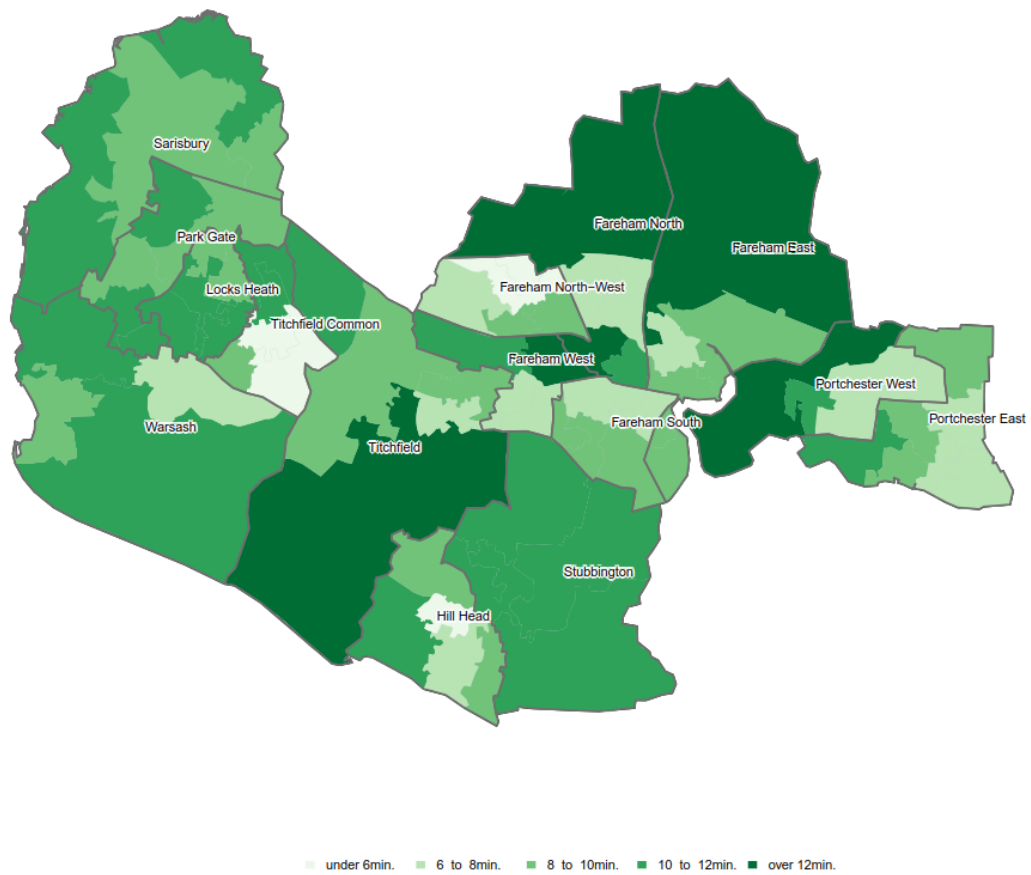


Figure 4.10: Travel time to nearest primary school by public transport/walking in 2011

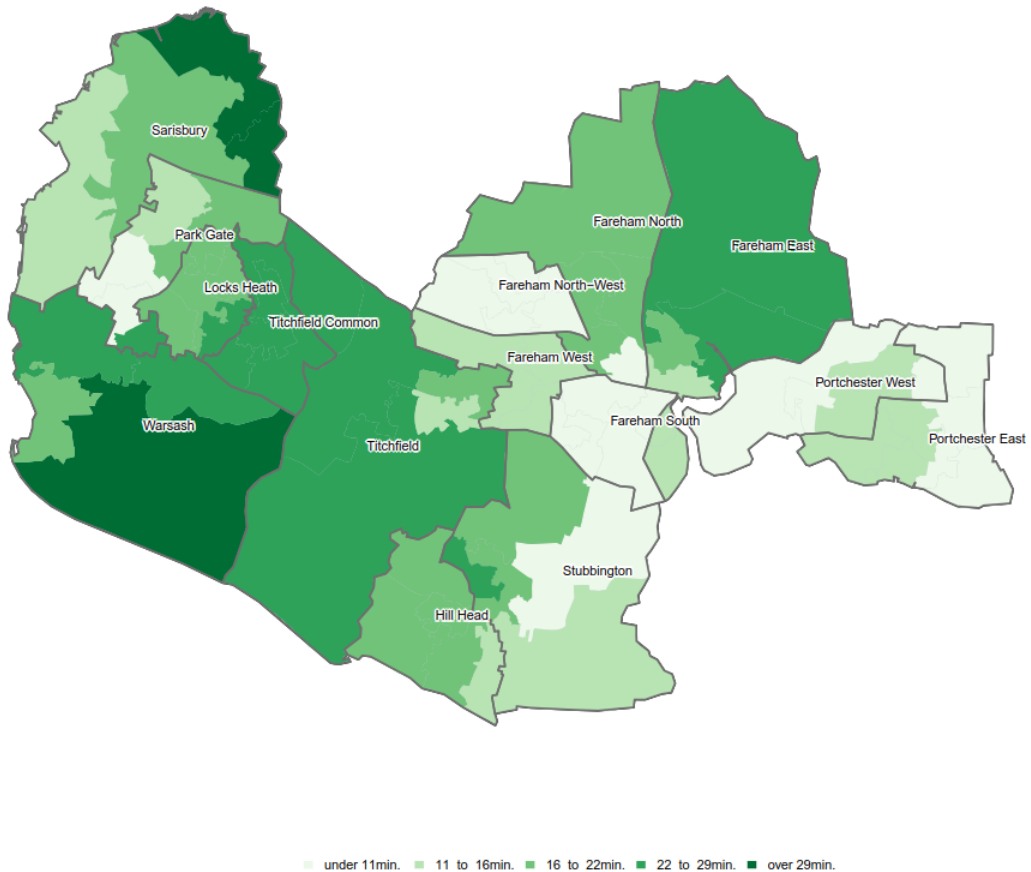


Figure 4.11: Travel time to nearest secondary school by public transport/walking in 2011

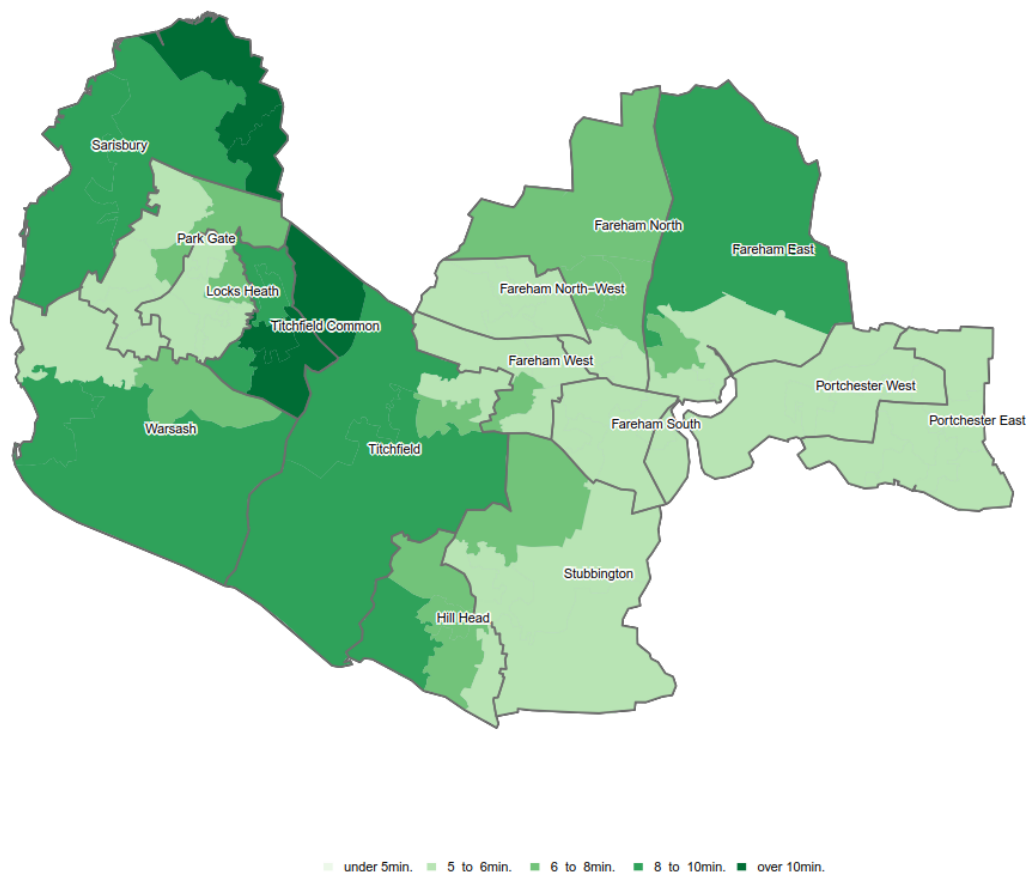


Figure 4.12: Travel time to nearest secondary school by cycle in 2012

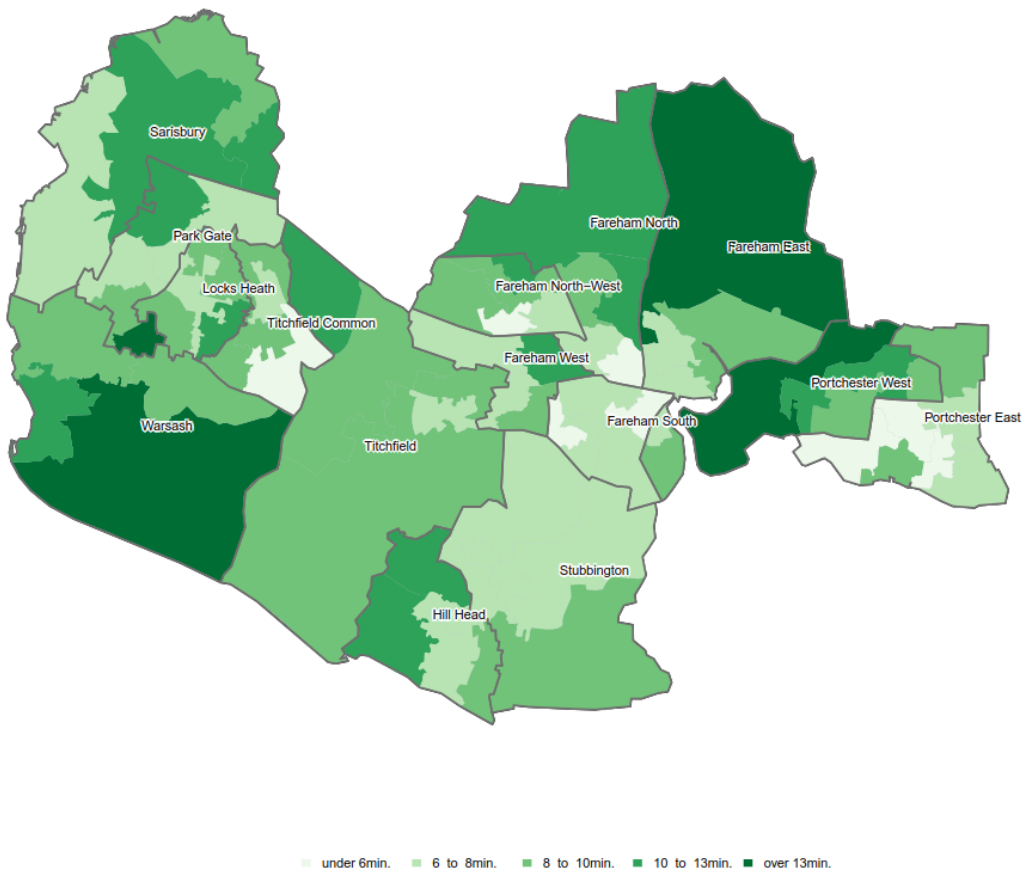


Figure 4.13: Travel time to nearest foodstore by public transport/walking in 2011

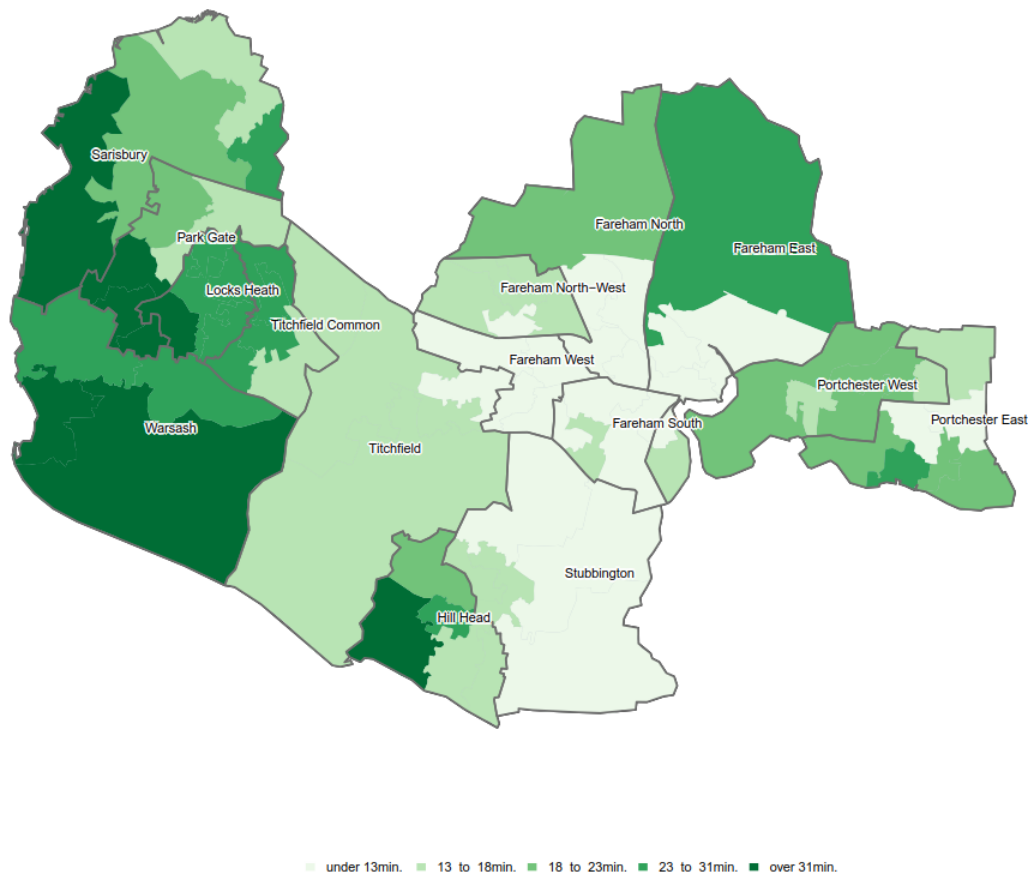


Figure 4.14: Travel time to nearest town centre by public transport/walking in 2011

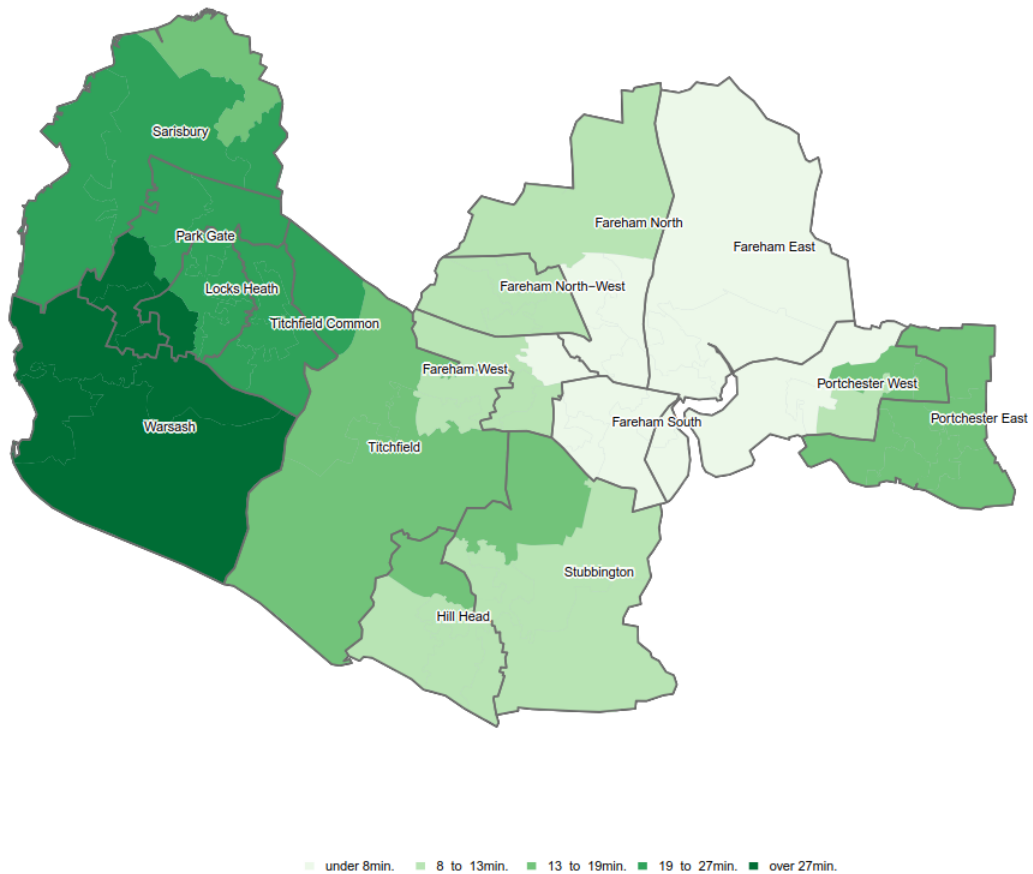


Figure 4.15: Travel time to nearest town centre by cycle in 2012

4.6 Likely Evolution of the Baseline in the absence of the Local Plan Review

4.6.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to accessibility and transportation that may continue under such a scenario include:

- ▶ The implementation of the Hampshire Local Transport Plan 3 will lead to improvements in sustainable transport infrastructure in the area. This will encourage the use of sustainable modes of transport, including public transport and walking and cycling opportunities.
- ▶ Traffic flows and congestion on the local and Strategic Road Network are likely to increase as the economic climate improves and South Hampshire's population increases.
- ▶ However, increasing congestion will be offset to a degree by a range of planned transport improvements, the most significant of which include:
 - Changing junction 10 of the M27 to an 'all-moves' interchange, thereby reducing traffic flows using the A27 Eastern Way but increasing traffic on the A32 Wickham Road towards Fareham town centre;
 - Four new roundabouts on the A32 Wickham Road north of the M27 to provide access to Welborne, and a general increase in traffic flows in the vicinity of Welborne, both during construction and operation;
 - Public transport, cycling and walking accessibility improvements in the vicinity of Welborne, and between Welborne and Fareham town centre;
 - Extensions to the existing Bus Rapid Transit route from Gosport to Fareham town centre, onwards to Welborne and Portsmouth; and
 - A new Stubbington By-pass to reduce congestion within Stubbington and improve access to the Gosport peninsular; see Figure 4.16.

4.7 Key Issues

4.7.1 Key issues for accessibility and transportation relevant to the Local Plan Review are:

- ▶ Many key roads and junctions in the wider area suffer from severe congestion and long journey times. This also affects the quality of public transport provision.
- ▶ The scale of development proposed, together with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demand on already stretched transport networks. In this context demand management measures will be required to limit the effects of growth in the area.
- ▶ Development located close to the M27 motorway has the potential to encourage car use and increase congestion in the area. This could lead to poor air quality, increased noise pollution, health issues, poor quality of the public realm and increased greenhouse gas emissions.

- ▶ Existing bus services require improvement to meet the needs of future growth associated with new development allocations. This raises significant accessibility issues for those without access to a car.
- ▶ Local accessibility issues especially affect people who experience social exclusion, with linked issues related to personal security, cost, lack of easy-to-understand travel information and reliability of services.
- ▶ In keeping with Fareham's local cycling strategy, cycle networks should be extended to respond to new development allocations.
- ▶ A new borough-wide transport is currently being commissioned as part of the evidence base for the LPR, information from which will inform future assessment stages of the SA.

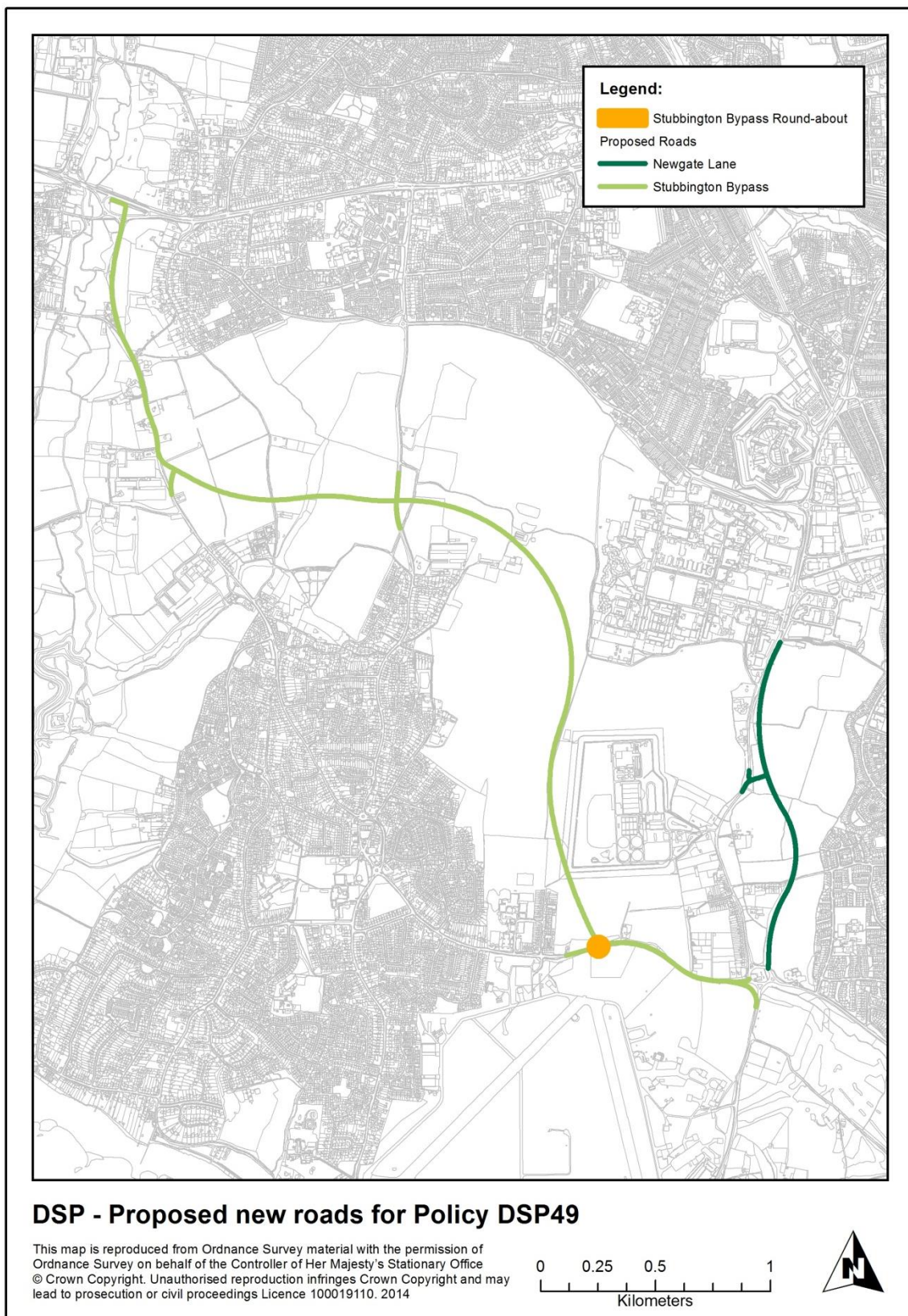


Figure 4.16: Proposed route of Stubbington by-pass as shown on the Local Plan policies map¹⁰

¹⁰ Fareham Borough Council (2015): Local Plan Policies Map. Accessed online [6/1/16] at:


https://maps.fareham.gov.uk/LocalViewWeb_External/Sites/PoliciesMap2015/#

Fareham Local Plan Review

- Railway Station
- Railway, Standard Gauge
- Motorway
- A Road, Dual Carriageway
- A Road, Single Carriageway
- B Road, Dual Carriageway
- B Road, Single Carriageway
- Ferry Route Link
- Vehicular Ferry Route
- Spatial Planning Areas
- Borough



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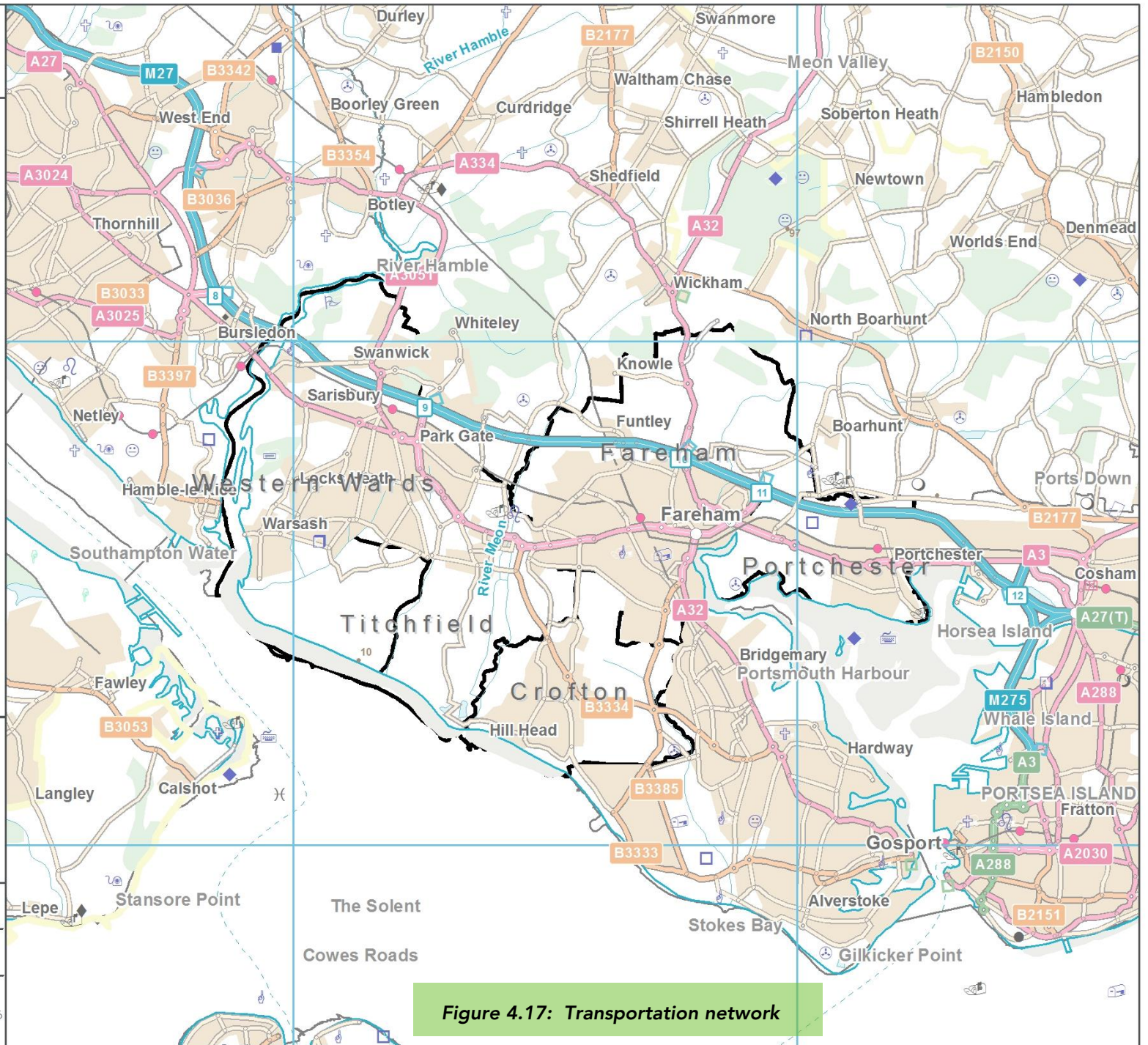


Figure 4.17: Transportation network

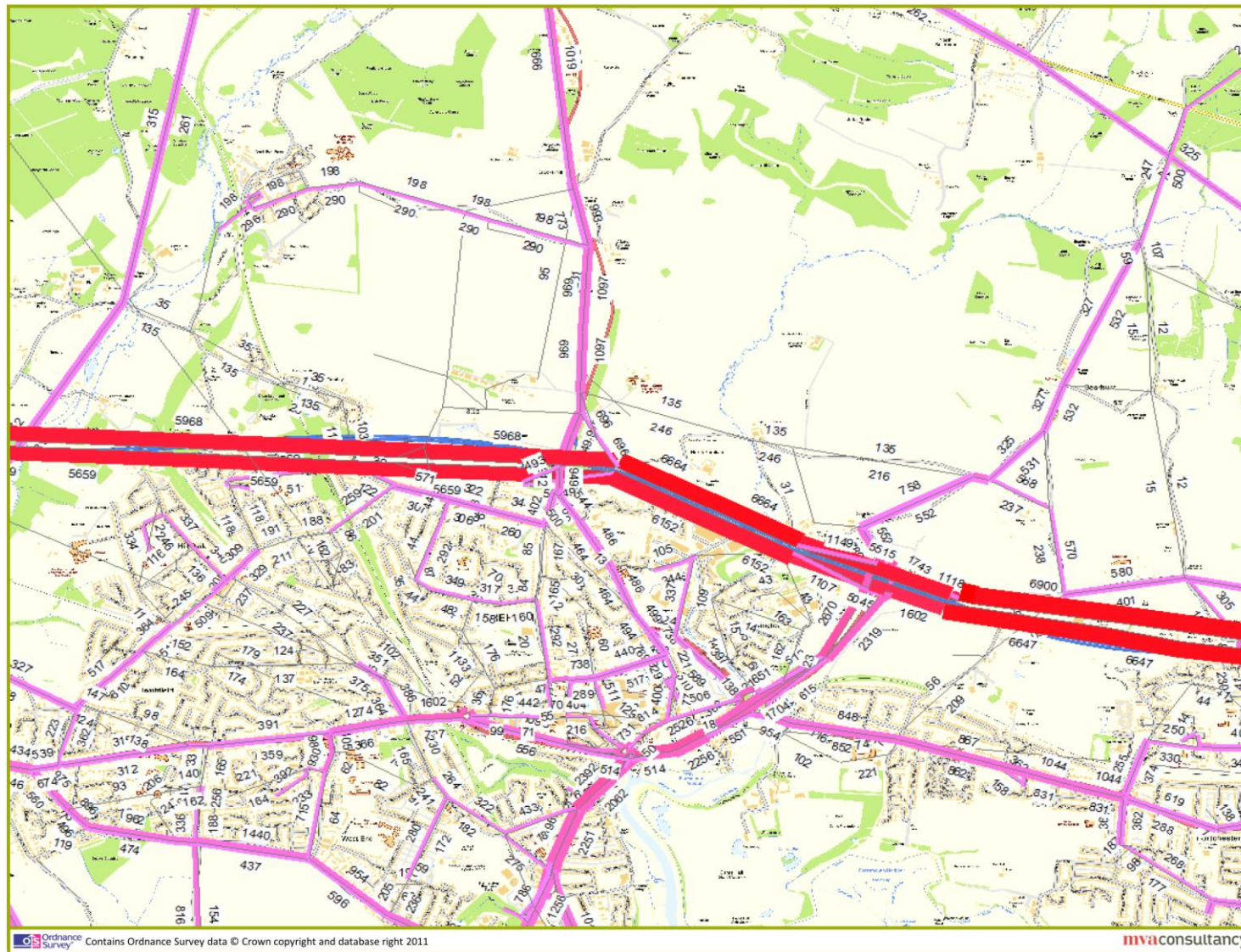


Figure 4.18: Total traffic flow run1 AM peak (Source: MVA, 2013)

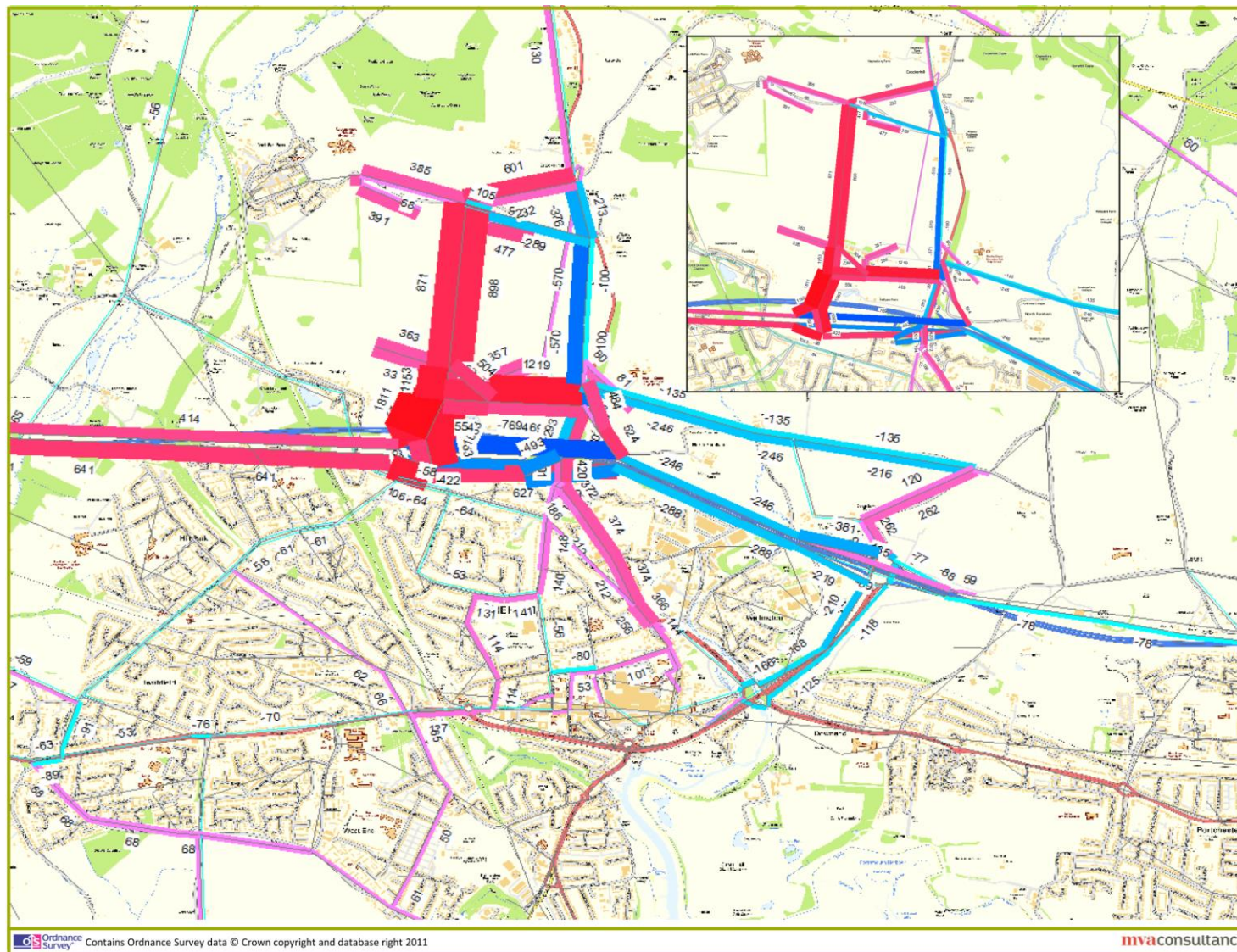


Figure 4.19: Traffic flow change run8b vs run1 (>50pcu only) AM peak (Source: MVA, 2013)

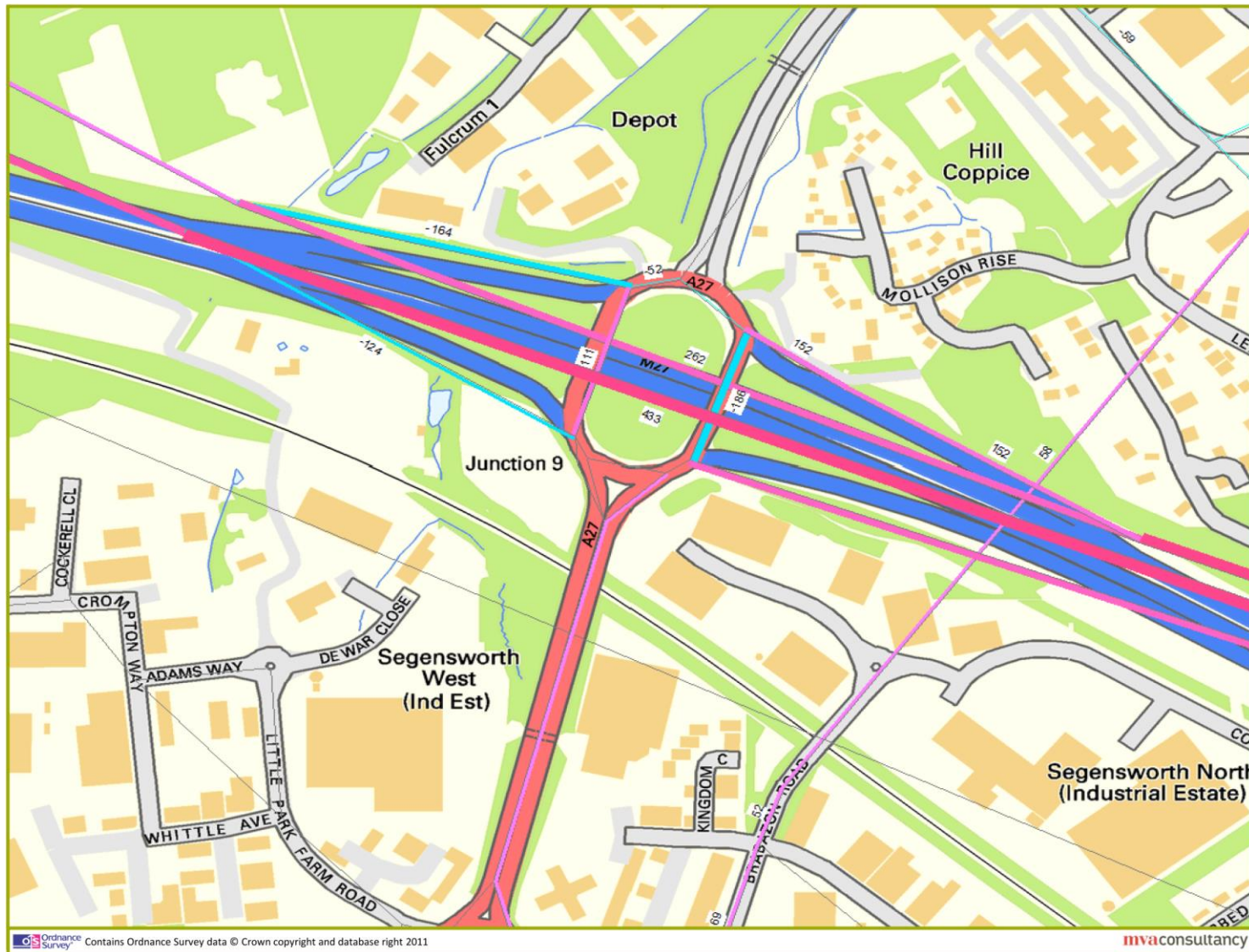


Figure 4.20: Traffic flow change run8b vs run1 (>50pcu only) M27J9 AM peak (Source: MVA, 2013)

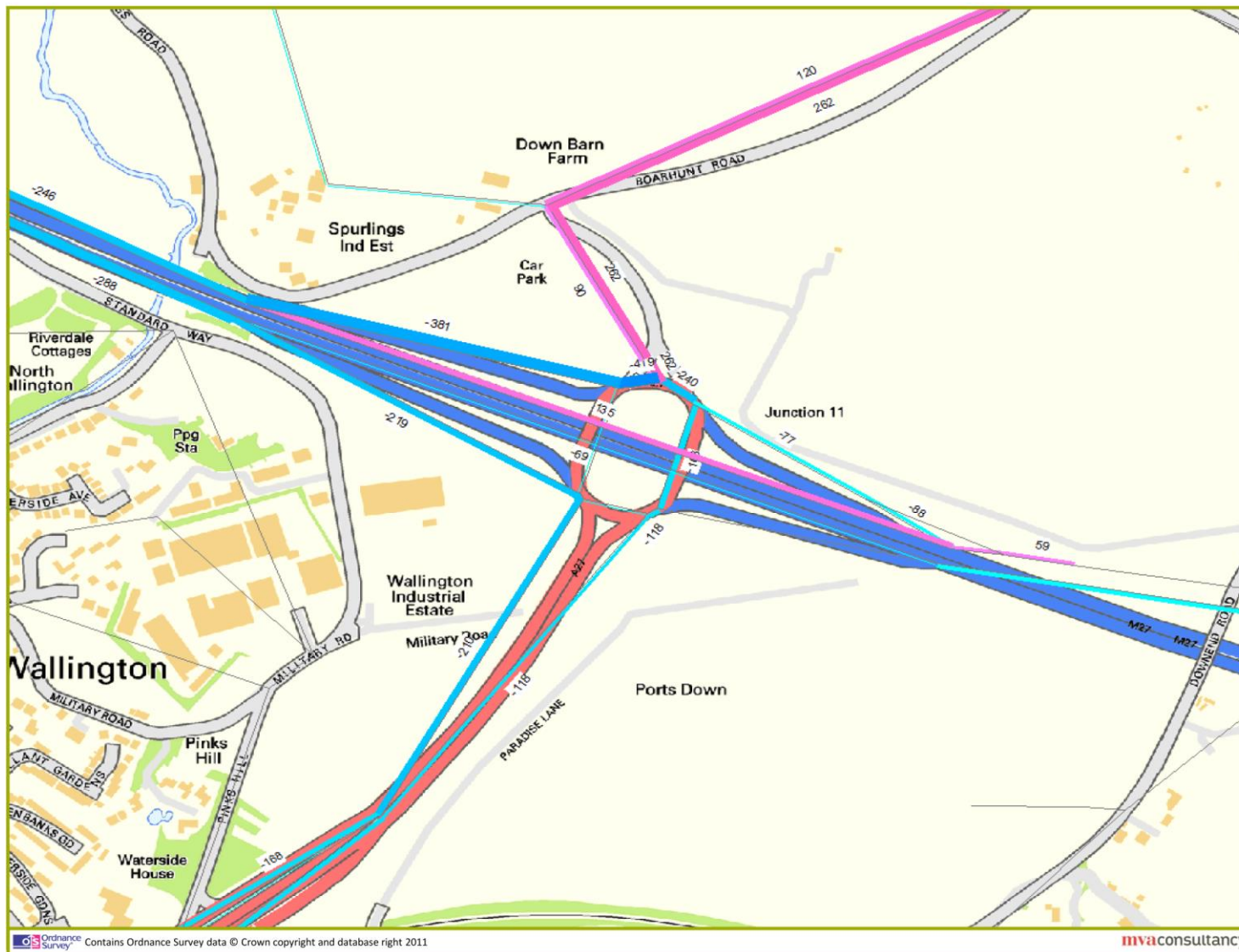


Figure 4.21: Traffic flow change run8b vs run1 (>50pcu only) M27J11 AM peak (Source: MVA, 2013)

5 Air Quality

5.1 Summary of Policy and Plan Review

- 5.1.1 A number of objectives have been established in relation to air quality at both the European and the UK level (emanating from the 1996 EC Air Quality Directive). This includes the setting of targets for reducing emissions of specific pollutants to minimise negative impacts on health and the environment. At the sub-regional and local level emphasis is placed on reducing emissions of nitrogen dioxide (NO₂) from the transport sector.
- 5.1.2 The location and layout of developed should be promoted in a way which supports modal shift, clean technologies and the provision of green infrastructure. Air pollution should be limited by identifying key sectors contributing to national emissions. Public transport, walking and cycling should be promoted as real alternatives to a car in order to limit the growth in pollution.

5.2 Air Pollution Sources

- 5.2.1 There are currently no Defra-funded Automatic Urban and Rural Network air monitoring locations within Fareham borough.
- 5.2.2 Air quality is generally good in the borough, however, there are still some concerns over nitrogen dioxide (NO₂) levels caused by road traffic. The air quality at three Fareham Borough Council monitoring sites in the Fareham Spatial Planning Area was found to marginally exceed the annual mean Air Quality Strategy objective of 40µg/m³ in 2013, and as such the two Air Quality Management Areas (AQMA) remain in place.
- 5.2.3 The Council does not currently monitor for any other pollutant other than NO₂. No other significant local transport sources have been identified since the previous Local Air Quality Management assessments. There have been no new or significantly altered sources of industrial, commercial or domestic emissions since the previous Local Air Quality Management assessments (Fareham Borough Council, 2014a).

5.3 Air Quality Hotspots

- 5.3.1 The Environment Act 1995 requires local authorities to periodically review and assess the local air quality against the air quality objectives contained in the Air Quality (England) Regulations 2000 (SI928, as amended). Objectives have been set for:
- ▶ Benzene;
 - ▶ 1,3-Butadiene;
 - ▶ Carbon monoxide (CO);
 - ▶ Lead (Pb);

- ▶ (NO₂;
 - ▶ Particulates (PM₁₀); and
 - ▶ Sulphur dioxide (SO₂).
- 5.3.2 Where air quality monitoring suggests that there is a risk of exceeding an air quality objective, a Detailed Assessment should be carried to investigate whether the objective will be exceeded. If an objective will not be met, an Air Quality Management Area is designated and action taken at a local level to ensure that air quality in the area improves.
- 5.3.3 The air quality in Fareham borough is generally good, with the main source of air pollution being road transport emissions (especially heavy goods vehicles), in particular from the M27 motorway and the A27. Initial assessments of Fareham's air quality against a range of pollutants made in 1999 suggested that no AQMAs were required.
- 5.3.4 Following an Updating and Screening Assessment in 2003, which indicated that the level of air pollutants were within specified limits, an air quality progress report was submitted to DEFRA in May 2004. This report utilised results from an extended nitrogen dioxide (NO₂) survey in the borough using an increased number of monitoring sites. The report suggested that readings for NO₂ at some locations may exceed the National Air Quality Objective. Subsequently, after further monitoring, an AQMA was declared for NO₂ for a section of Gosport Road in Fareham in July 2006, and in December 2007 for Portland Street in Fareham; see Figure 5.2. Both of these designations are due to emissions from transport. As part of the AQMA designation, continuous automated monitoring is being undertaken at these locations.
- 5.3.5 The latest air quality progress report (2014) for Fareham highlights that air quality objectives for benzene, 1,3-butadiene, carbon monoxide, lead, PM₁₀ and sulphur dioxide will continue to be met in the borough, with no accompanying requirement to undertake a detailed assessment for these pollutants. Following reconfiguration of Quay Street roundabout to a "throughabout" in late 2011, early indications were that nitrogen dioxide pollution may be improving at Portland Street. Indeed, analysis of diffusion tube and continuous analyser data in 2012 showed there to be no exceedences of the NO₂ objectives at relevant locations either outside or inside the existing AQMAs.
- 5.3.6 However, diffusion tube analysis in 2013 revealed that NO₂ levels marginally exceeded the annual mean Air Quality Strategy objective of 40µg/m³ at three monitoring sites (out of 49), though this may be attributed to the effect of regional meteorological conditions as this increased for all sites compared with 2012 data (Fareham Borough Council, 2014a). The AQMAs will therefore remain declared for the time being. One of the sites exceeding the objective was outside of the AQMAs (site G10 which is to the north of the Gosport AQMA). As a detailed assessment for the same site in 2010 showed no exceedances at the facades of the houses, it was not considered necessary to adjust the Gosport AQMA to incorporate this area, however continued monitoring will be undertaken and, if necessary, a further detailed assessment may be undertaken at this site.
- 5.3.7 In addition to diffusion tube analysis, the Council has also undertaken continuous automatic monitoring of NO₂ at the Elms Road site within the Gosport Road AQMA since 2008, and at

Portland Street since 2012. The only recorded exceedance of the annual mean Air Quality Strategy objective of $40\mu\text{g}/\text{m}^3$ was at Elms Road in 2010, with concentrations since then fluctuating around $33\text{--}35\mu\text{g}/\text{m}^3$ (at both sites) (Fareham Borough Council, 2014a).

5.4 Air Quality Management

5.4.1 Any changes in air quality which come about as a result of the Local Plan Review are likely to be closely linked to traffic flow through the borough. The location of allocations and their connections with the existing road network will therefore need to be carefully considered. This is particularly important given that annual mean concentrations of NO_2 have been increasing at many of Fareham’s monitoring sites over the period since 2009, including within the past three reported years (2011-2013), as shown within Figure 5.1.

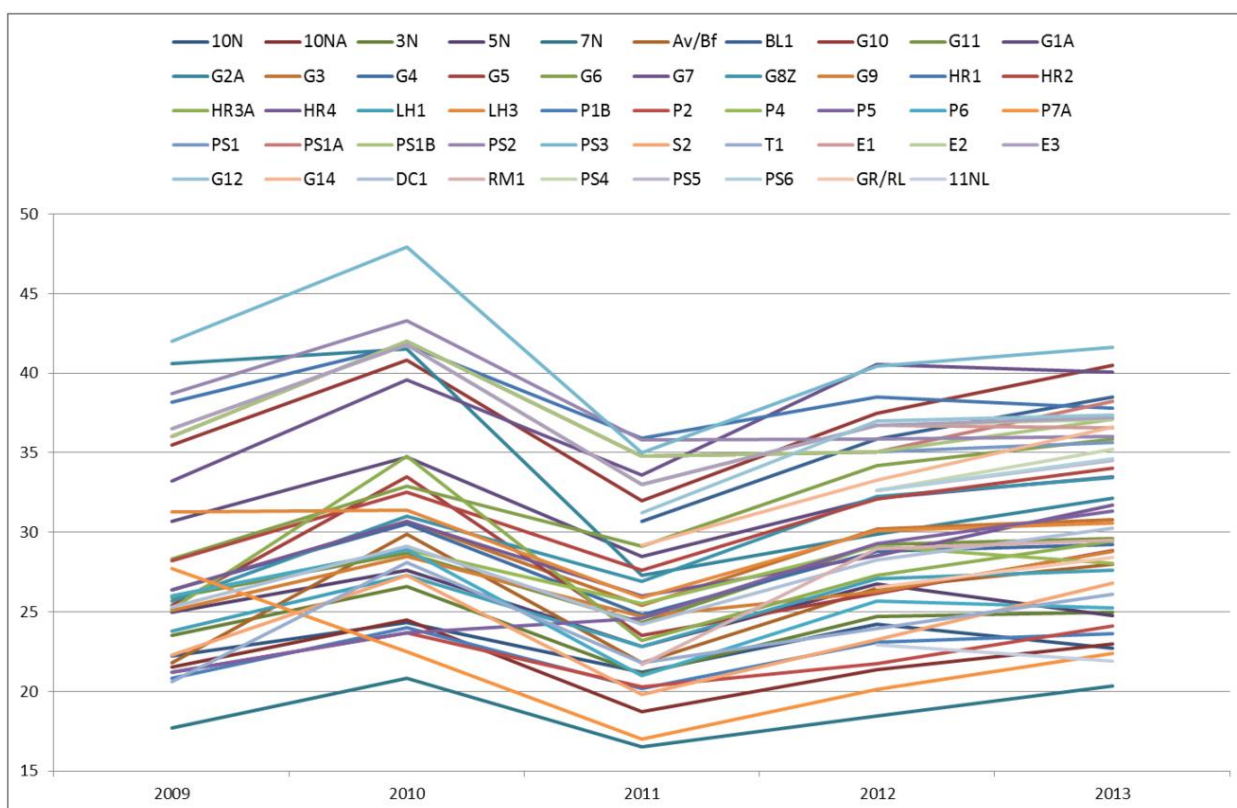


Figure 5.1: Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites (Source: Fareham Borough Council, 2014a)

5.5 Spatial Context

5.5.1 Air quality in Hampshire is generally good, with road transport again being the single largest source of air pollution in the county. Five of the 11 local authorities in Hampshire have declared AQMAs, as well as the unitary authorities of Southampton and Portsmouth. Eastleigh and

Winchester have particularly high NO₂ levels, exceeding 55µg/m³ at Southampton Road in Eastleigh¹¹, and exceeding 50µg/m³ at three sites in Winchester¹².

- 5.5.2 Within Fareham borough, air quality differs significantly across the five Spatial Planning Areas. Both of the borough's AQMAs (and all three automated monitoring sites with recently reported exceedances for NO₂) are located within the Fareham Spatial Planning Area, whilst only Crofton is unaffected by traffic along the M27 or A27.

5.6 Likely Evolution of the Baseline in the absence of the Local Plan Review

- 5.6.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Traffic flow and congestion in and around the borough may increase as the economic climate improves and South Hampshire's population increases. This could lead to worsening air quality due to pollutants associated with transport, particularly within the Fareham Spatial Planning Area and areas adjacent to the M27 and A27, although could be offset to an extent by planned transportation infrastructure improvements (see section 4.6).

- 5.6.2 Fareham Borough Council previously identified the following local developments which may impact on air quality in the local authority area in the future, and which will be taken into consideration in future Local Air Quality Management reports:

- ▶ Industrial and commercial development at the Solent Enterprise Zone at Daedalus airfield; and
- ▶ The planned residential, commercial and industrial development north of Fareham at Welborne.

5.7 Key Issues

- 5.7.1 Key issues for air quality relevant to the Local Plan Review are:
- ▶ Increased traffic flows generated by the site allocations could add to overall emissions and pollutants associated with transport, leading to worsening air quality across the borough, particularly in areas already susceptible to traffic congestion.
 - ▶ Increases in traffic flows may also undermine efforts to improve air quality in the existing AQMAs in the borough, at Gosport Road and Portland Street.

¹¹ Eastleigh Borough Council (2012): Air Quality Updating and Screening Assessment for Eastleigh Borough Council. Accessed online [7/1/16] at: <https://www.eastleigh.gov.uk/media/39201/EastleighUSA2012A.pdf>

¹² Winchester City Council (2014): Air Quality 2014 (Revised). Accessed online [7/1/16] at: <http://www.winchester.gov.uk/assets/files/24758/Air-Quality-2014-Revised-.pdf>

Fareham Local Plan Review

 AQMA



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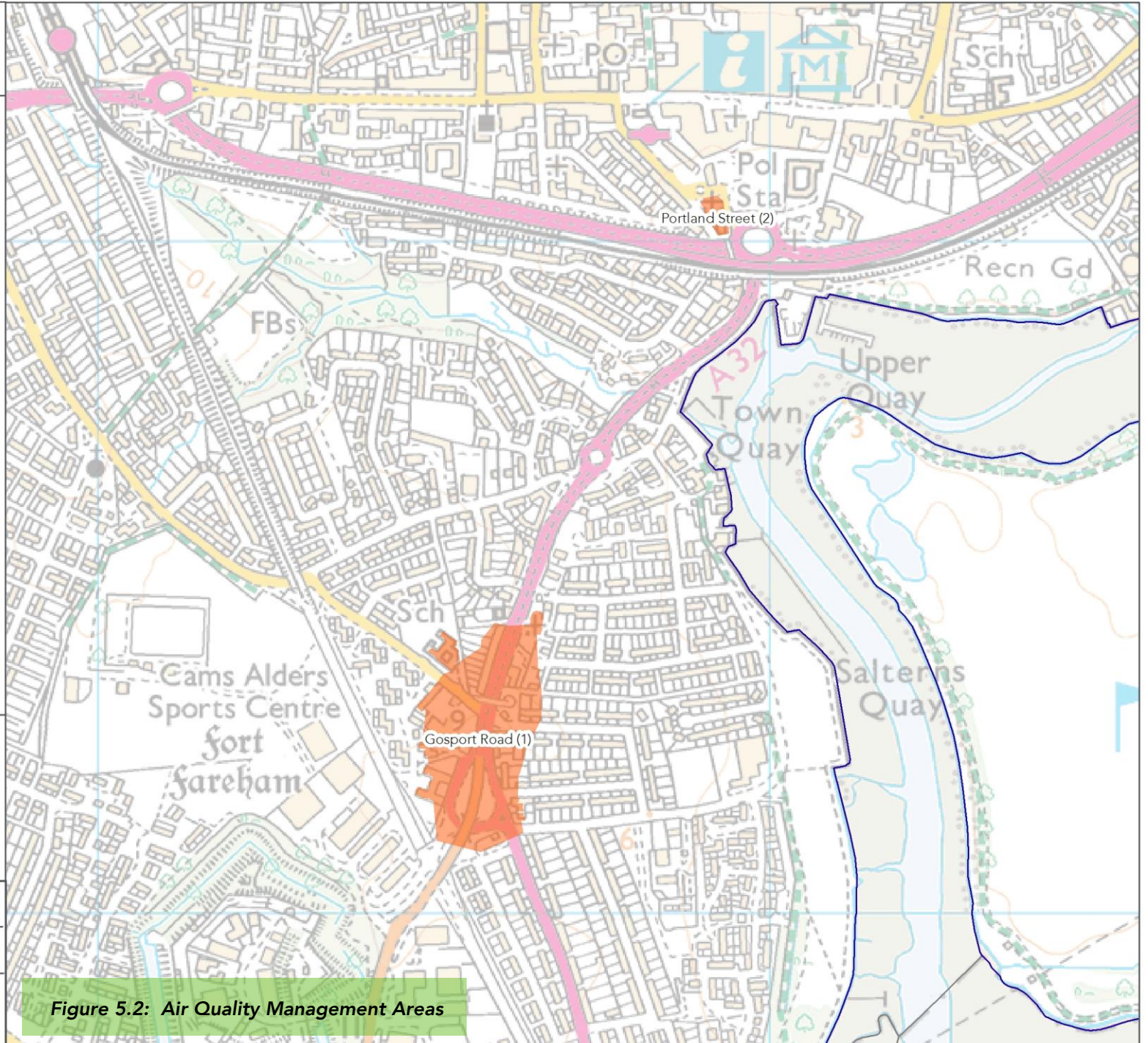


Figure 5.2: Air Quality Management Areas

6 Biodiversity and Geodiversity

6.1 Summary of Policy and Plan Review

- 6.1.1 The objectives of policies and plans at all levels focus on the conservation of biological diversity (including a reduction in the current rate of biodiversity loss), and the protection and monitoring of endangered and vulnerable species and habitats. PPPs also emphasise the ecological importance of geodiversity. The integration of biodiversity considerations into all environmental and socio-economic planning is strongly advocated.
- 6.1.2 The Natural Environment White Paper (Defra, 2011a) has a close focus on promoting high quality natural environments, expanding multifunctional green infrastructure networks and initiating landscape scale action to support ecological networks. The White Paper specifically seeks to: protect core areas of high nature conservation value; promote corridors and 'stepping stones' to enable species to move between key areas; and initiate Nature Improvement Areas, where ecological functions and wildlife can be restored. The White Paper is supported by the Biodiversity Strategy for England (Defra, 2011b). This seeks to halt overall biodiversity loss, support healthy, well-functioning ecosystems and establish coherent ecological networks with more and better places for nature for the benefit of wildlife and people.
- 6.1.3 Development which supports the borough's biodiversity and geodiversity resources should be promoted, especially where it improves the resilience of regional ecological networks. Green infrastructure and biodiverse design and layout should be encouraged. Opportunities to promote species conservation should be explored and promoted. Natural systems should be supported and the role of site allocations should be considered in facilitating people and communities to access and enjoy the natural environment.
- 6.1.4 The importance of the ecosystem service concept and the benefits of improved biodiversity infrastructure for climate change adaptation should be recognised. Sub-regional ecological networks can be promoted through facilitating the provision of green infrastructure, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species. Increasing the biodiversity value of built up areas should be promoted through an expansion of a multifunctional green infrastructure network.

6.2 Habitats

- 6.2.1 The biodiversity of Fareham borough is represented by a diverse range of habitats which in turn support a variety of protected and priority species. Volume 2 of the Biodiversity Action Plan (BAP) for Hampshire (Hampshire Biodiversity Partnership, 2000) sets out action plans for 22 key habitats and 43 priority species, together with three grouped action plans for a further 25 of the 493 priority species within the county. Work to implement the Hampshire BAP is monitored and reported through the State of Hampshire's Biodiversity report and three-yearly corporate actions plans for biodiversity, the latest of which covered the period 2008 to 2011.

6.2.2 Alongside the county-wide BAP, the Fareham Local Biodiversity Action Plan (LBAP; FBC, 2008) sets out which Hampshire BAP priority habitats and species are present in the borough and additionally identifies habitats and species which are important in a Fareham borough context. It includes a five year action plan with targets and indicators of progress. Priority habitats highlighted by the LBAP are listed in Table 6.1 (FBC, 2008).

Table 6.1: Fareham Local Biodiversity Action Plan priority habitats (Source: FBC, 2008)

Fareham LBAP priority habitats	
Ancient semi-natural woodland	Shingle
Plantations on ancient woodland sites	Maritime Cliffs
Secondary woodland	Ponds
Scrub	Grazing Marsh
Hedgerows	Reedbeds
Unimproved neutral grasslands	Rivers & Chalk Streams
Unimproved calcareous grasslands	The Titchfield Canal
Arable land	Estuaries
Heathland	Amenity Grassland
Intertidal Mudflats	Parks, Gardens and Allotments
Saltmarsh	Open Mosaic Habitats on Previously Developed Land

6.2.3 Hampshire Biodiversity Information Centre (HBIC; 2016¹³) provided GIS data for the currently known extent and distribution of priority habitats in and around the borough, as shown in Figure 6.1 and Figure 6.2. Table 6.2 lists these habitats by type and quantity within the borough.

Table 6.2: Priority habitats in Fareham borough (Source: HBIC, 2016)

Type	Ha	Type	Ha
Coastal and Floodplain Grazing Marsh	355.05	Lowland Meadows	23.87
Coastal Saltmarsh	30.85	Lowland Mixed Deciduous Woodland	468.52
Coastal Sand Dunes	0.0015	Maritime Cliff and Slopes	1.45
Coastal Vegetated Shingle	12.93	Purple Moor Grass and Rush Pastures	4.21
Hedgerows	0.098	Reedbeds	48.87
Intertidal mudflats	309.57	Saline Lagoons	1.23
Lowland Calcareous Grassland	17.17	Traditional Orchards	0.15
Lowland Dry Acid Grassland	6.28	Wet Woodland	53.08
Lowland Heathland	2.08	Wood-Pasture and Parkland	11.89

¹³ Hampshire Biodiversity Information Centre (February 2016): Ecological Data Search: Fareham Borough Plus 2km Buffer

6.3 Species

- 6.3.1 Reflecting the habitats present, Fareham borough contains a wide range of priority species. Of the 493 priority species listed in the Hampshire BAP, 50 species which are representative of the various habitat types present are regularly reported on to gain an overall assessment of change in priority species status in a regular and consistent way. Based on reporting between 2000 and 2010, the Hampshire Biodiversity Information Centre has compiled a list of priority species which are present in the various local authority areas in Hampshire. This is accompanied by an assessment of whether their status changed between 1995 and 2011, i.e. whether numbers of each species are increasing, stable, declining, fluctuating or lost. Under the Natural Environment and Rural Communities Act 2006, the Council has a duty promote the conservation of habitats and species of principal importance in England. A 'section 41' list of these habitats and species is maintained by the Secretary of State. The list includes all UK priority habitats and species occurring in England, plus hen harrier (*Circus cyaneus*).
- 6.3.2 Table 6.3 sets out the priority species known to occur in Fareham borough and their trend status between 1999 and 2011.
- 6.3.3 Under the Natural Environment and Rural Communities Act 2006, the Council has a duty promote the conservation of habitats and species of principal importance in England. A 'section 41' list of these habitats and species is maintained by the Secretary of State. The list includes all UK priority habitats and species occurring in England, plus hen harrier (*Circus cyaneus*)¹⁴.

Table 6.3: Monitored priority species' population trends, 1999-2011 (Source: HBIC, 2012)

Scientific name	Common name	1999-2009	2000-2010	2001-2011
<i>Triturus cristatus</i>	Great crested newt	Decline **	Decline **	[Decline **]
<i>Bombus humilis</i>	Brown-banded carder bee	Increase	[Increase]	[Increase]
<i>Lucanus cervus</i>	Stag beetle	Stable	[Stable]	[Stable]
<i>Alauda arvensis</i>	Skylark	Stable	Stable	Stable
<i>Branta bernicla bernicla</i>	Dark-bellied Brent goose	Decline	Decline	Decline
<i>Caprimulgus europaeus</i>	Nightjar	Stable	Stable	Stable
<i>Lullula arborea</i>	Woodlark	Increase	Stable	Increase
<i>Luscinia megarhynchos</i>	Nightingale	Decline	Decline	Decline
<i>Miliaria calandra</i>	Corn bunting	Decline	Decline	Decline
<i>Pyrrhula pyrrhula</i>	Bullfinch	Stable	Stable	Stable
<i>Streptopelia turtur</i>	Turtle dove	Decline	Decline	Decline
<i>Sylvia undata</i>	Dartford warbler	Increase	Decline	Decline
<i>Tringa totanus</i>	Redshank	Decline	Decline	Stable

¹⁴ Natural England: Habitats and species of principal importance in England. Accessed online [8/1/16] at:

<http://webarchive.nationalarchives.gov.uk/20140605090108/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/practiceandmanage/habitatsandspeciesimportance.aspx>

Scientific name	Common name	1999-2009	2000-2010	2001-2011
<i>Vanellus vanellus</i>	Lapwing	Stable	Decline	Decline
<i>Argynnis paphia</i>	Silver-washed fritillary	[Stable]	Increase	[Stable]
<i>Cupido minimus</i>	Small blue	[Decline]	Decline *	Decline *
<i>Lysandra coridon</i>	Chalkhill blue	[Fluctuating]	Fluctuating	Fluctuating
<i>Chamaemelum nobile</i>	Chamomile	Stable	[Stable]	Stable
<i>Orchis morio</i>	Green-winged orchid	Decline	[Decline]	Decline
<i>Thesium humifusum</i>	Bastard toadflax	Stable	[Stable]	Stable
<i>Zostera marina</i>	Eelgrass	Decline	Stable	[Stable]
<i>Arvicola amphibius</i>	Water vole	Stable	Stable	Stable
<i>Eptesicus serotinus</i>	Serotine bat	[Decline]	[Decline]	Stable
<i>Lepus europaeus</i>	Brown hare	Stable	Stable	Stable
<i>Muscardinus avellanarius</i>	Dormouse	Stable	Stable	Stable
<i>Apoda limacodes</i>	Festoon	Stable	[Stable]	Stable
<i>Hypena rostralis</i>	Buttoned snout	Stable	[Stable]	Stable

* Decline slowing; ** Decline continuing and accelerating; [Square brackets] indicate an assessment by HBIC

6.3.4 Other pertinent legislation affording various levels of protection to species includes; The Conservation of Habitats and Species Regulations 2010 (as amended; 'the Habitats Regulations'), Wildlife and Countryside Act 1981 (as amended; WCA), Countryside and Rights of Way Act 2000 (CRoW), Protection of Badgers Act 1992, Convention on the Conservation of European Wildlife and Natural Habitats 1979 (Bern Convention) and Wild Mammals Act 1996. Desk studies and field surveys will be required to ascertain the presence of protected/priority species within an appropriate geographical range of development site allocations.

6.3.5 It should be noted that arable land of relatively low intrinsic ecological value can have the potential to support notable species. An example of this is the dark-bellied Brent goose (*Branta bernicla bernicla*), a qualifying feature on the citation for Portsmouth Harbour SPA/Ramsar (see below) and a priority species in Hampshire and Fareham. During the winter months Brent goose relies on amenity grassland and arable land as a high-tide food resource, with such sites having a role to play in supporting Brent goose numbers particularly during cold winters, or in years when their numbers are especially high. The *Solent Wader and Brent Goose Strategy* (King, 2010) contains information on important sites used by Brent goose and waders, as well as a suggested policy response. Sites within Fareham borough listed within the strategy as "Important" or "Uncertain" are shown on Figure 6.3 and Figure 6.4.

6.4 Nature Improvement Areas and Biodiversity Opportunity Areas

6.4.1 There are no Nature Improvement Areas (NIA) within the borough, the closest being the South Downs Way Ahead NIA approximately 10.5km to the north. However, there are six Biodiversity Opportunity Areas (BOA) partially within the borough; see Figure 6.5. Biodiversity Opportunity Areas are a non-statutory initiative established at the south-east regional level in 2009 and

represent priority areas of great opportunity for the restoration and creation of priority habitats. BOAs do not include all the priority habitats in a region, but contain concentrations of wildlife habitat. Targeting nature conservation action towards BOAs is intended to result in a landscape scale approach to conservation. The statements for Forest of Bere, Portsdown Hill, Portsmouth Harbour, Meon Valley, The Solent, and Hamble Valley BOAs are summarised in Table 6.4¹⁵.

Table 6.4: Biodiversity Opportunity Area Statements

Biodiversity Opportunity Area Statements
Forest of Bere BOA
<p><u>Landscape Character Area</u>: South Hampshire Lowland and Heath, Avon, Test, Itchen and Meon Valleys</p> <p><u>Landscape Type</u>: Settled Lowland Mosaic Ancient Forest / Major River Valleys</p> <p><u>Geology</u>: Predominantly Clay, Silt and Sand and Sand bedrock with Clay, Silt, Sand and Gravel river terrace deposits in the valleys.</p> <p><u>Biodiversity</u>: The core area of the Forest of Bere is centred around the Southwick Estate and includes the present Forest of Bere Site of Importance for Nature Conservation (SINC), West Walk SINC, and Bishops' Inclosure SINC on the western boundary of the BOA, owned by the Bishop of Winchester in medieval times. This area contains high concentrations of ancient woodlands, wooded common, wood pasture, unimproved grassland and relic heath and is of particular importance for its small-leaved lime.</p> <p><u>Targets & Opportunities</u>: Lowland Heath; Lowland Dry Acid Grassland; Lowland Mixed Deciduous Woodland; Wet Woodland; Lowland Meadow</p>
Portsdown Hill
<p><u>Landscape Character Area</u>: South Hampshire Lowland and Heath</p> <p><u>Landscape Type</u>: Open Downland</p> <p><u>Geology</u>: Chalk bedrock with no notable superficial deposits.</p> <p><u>Biodiversity</u>: Portsdown Hill is an isolated east-west chalk anticline with a long south-facing escarpment. Despite only limited grazing and extensive disturbance, these slopes still support a rich chalk grassland flora and a rich and diverse insect fauna. The BOA extends this area to include other relic fragments of species-rich chalk grassland (SINCs) and areas of high suitability for restoration to chalk grassland.</p> <p><u>Targets & Opportunities</u>: Lowland Calcareous Grassland</p>
Portsmouth Harbour
<p><u>Landscape Character Area</u>: South Hampshire Coast</p> <p><u>Landscape Type</u>: Harbours / Settled Coast Plain</p> <p><u>Geology</u>: The bedrock is predominantly chalk in the northern half, with Sand and Clay, Silt and Sand in the southern half. There are deposits of Clay, Silt, Sand and Gravel in northern and central regions, Sand and Gravel to the south-west and north-east, and Sand, Silt and Clay to the north and eastern fringes.</p> <p><u>Biodiversity</u>: This area is centred on Portsmouth Harbour SSSI which is the westernmost of the three extensive and connected tidal basins - Portsmouth, Langstone and Chichester Harbours. The intertidal area of Portsmouth Harbour includes 776ha of mudflats & eelgrass beds and about 173ha of cordgrass</p>

¹⁵ Hampshire Biodiversity Partnership: Biodiversity Opportunity Areas. Accessed online [8/1/16] at:

<http://www3.hants.gov.uk/hampshirebiodiversity/boas.htm>

Biodiversity Opportunity Area Statements

Spartina marshes. The BOA has been extended to include further coastal habitats (many SINCs) along the perimeter of the harbour where opportunities exist to enhance and expand certain habitats.

Targets & Opportunities: Coastal Grazing Marsh; Coastal Salt Marsh; Purple Moor Grass and Rush Pastures

Meon Valley

Landscape Character Area: Avon, Test, Itchen and Meon Valleys / South Hampshire Downs

Landscape Type: Major River Valleys

Geology: Chalk bedrock occurs in the north-western half of the area, the south-eastern half made up of Clay Silt and Sand, Sand Silt and Clay, and Sand bedrock. Deposits of Clay, Silt, Sand and Gravel run through the river valley, with Gravel, Silt and Sand deposits occurring in some central and northern areas.

Biodiversity: The River Meon arises on the chalk and supports a classic chalk stream flora. From its source south of the village of East Meon the River Meon forms a narrow, visually enclosed valley with only one principal water course and few meanders. Whilst much of the upper floodplain has been agriculturally improved there are a few fragmentary areas of ecological value, particularly at the lower end where there are several unimproved wet SINC meadows between Titchfield and Fareham. Titchfield Haven SSSI lies at the southern end of the river and comprises freshwater marsh with reedbeds, unimproved wet meadow and fen.

Targets & Opportunities: Purple Moor Grass and Rush Pastures; Wet Woodland; Lowland Meadow; Reedbed; Lowland Fen

The Solent

Landscape Character Area: South Hampshire Coast

Landscape Type: Major Estuary and Solent / Settled Coastal Plain / Major River Valleys

Geology: A bedrock of Sand, Silt and Clay with just Clay to the north-west of the area. Clay and Silt and Clay, Silt, Sand and Gravel deposits run along the length of the coastal edges with Sand and Gravel river terrace deposits found further inland. Gravel deposits are found at the south-eastern end of the area and Peat occurs in the Alver valley.

Biodiversity: This area extends along the eastern shore of Southampton Water from Lee-on-the-Solent to the mid-Itchen estuary and includes the lower estuary of the River Hamble. The area comprises extensive intertidal muds with a littoral fringe of vegetated shingle, saltmarsh, reedbed, marshy grasslands, soft rock cliffs and deciduous woodland. The site is an integral part of Southampton Water which is of international importance for over-wintering dark-bellied Brent geese, and of national importance for three species of wildfowl (great-crested grebe, teal and wigeon) and five species of wader (black-tailed godwit, dunlin, grey plover, ringed plover, redshank). The area also supports an outstanding assemblage of nationally scarce coastal plants. In addition, the cliffs at Brownwich and the foreshore at Lee-on-The Solent are of national geological importance. SSSIs include the Lee on Solent to Itchen Estuary, which includes Hamble Common, a mosaic of acidic grassland and wet heath, with neighbouring SINCs supporting species-rich grassland, secondary woodland with relic heath, also grazing marsh and a reed-fringed freshwater fleet at Hook Lake and ancient deciduous woodland extending inland along a former tidal re-entrant. Vegetated shingle, a nationally restricted habitat, is found fronting the reed bed at Hook Spit. Other SSSIs include Titchfield Haven which was formerly the estuary of the River Meon, and comprises an extensive freshwater marsh, supporting large reed beds, wet, unimproved meadows, pools and patches of fen. The area is important for surface-feeding ducks and possesses a rich wetland breeding bird community. Browndown Common SSSI, the Wild Grounds SSSI, other SINCs in the Alver Valley floodplain and at Gilkicker Point SINC are included, and include

Biodiversity Opportunity Area Statements

important areas of vegetated shingle/grass heath, acid oak woodland, wet woodland, swamp & reed beds and brackish grassland. Areas of less interesting vegetation are included where they are known to support over wintering Brent geese and other waders or are of high potential for re-creation of semi-natural coastal habitats.

Targets & Opportunities: Coastal Grazing Marsh and Coastal Salt Marsh

Hamble Valley

Landscape Character Area: South Hampshire Lowland and Heath / South Hampshire Coast / Avon, Test, Itchen and Meon Valleys

Landscape Type: Settled Lowland Mosaic Ancient Forest / Major River Valleys / Settled Coastal Plain

Geology: The bedrock for the area consists of Clay Silt and Sand in the south and north with Sand scattered throughout the area. There is Chalk bedrock at the far north-eastern and eastern fringes. Deposits of Silt and Clay, Sand Silt and Gravel and Clay run through the river valley.

Biodiversity: This area comprises the Upper Hamble Estuary and Woods SSSI, the Hamble river valley, its main tributaries and headwaters which extend to the Moors SSSI at Bishop's Waltham to the north and Botley Wood SSSI to the east. The upper section of the Hamble estuary supports a narrow zone of mudflats, saltmarsh, reedswamp and ancient semi-natural woodland. Twelve types of ancient broad-leaved woodland occur within the Upper Hamble SSSI. Of particular interest is the transition between zones of pedunculate oak/birch/hazel through sessile oak/birch/hazel to sessile oak/birch in response to changes from heavy London Clay soils to light, well-drained valley sands and gravels, and the gradation from ancient semi-natural woodland to estuarine saltmarsh. The Hamble woodlands are also notable for their stands of small-leaved lime. A number of small unimproved neutral/wet grassland SINC's occur further along the river valley & its tributaries, including complexes at Calcott Farm and Ford Lake. Unimproved wet meadows, draining into a central pool with associated mature alder can be found in the headwaters of a tributary of the River Hamble at the Moors SSSI which lies near the junction of the Chalk and Reading Beds. The meadows are fed by a series of springs which may yield water of differing base status since the vegetation exhibits both acid and basic elements. Another tributary of the Hamble drains from a dense concentration of ancient semi-natural & replanted woodland SINC's at Biddenfield, arising further along at Shedfield Common, an area of relic heath, valley mire and species rich grassland. A third tributary drains from Botley Wood SSSI though an area of species-rich rushy pasture & wet woodland SINC's at North Whiteley. Botley Wood SSSI itself comprises a large tract of ancient semi-natural and replanted woodland in a poorly-drained low-lying hollow. Despite the coniferisation it is of exceptional importance for its rich insect populations which depend upon the woodland clearings, broad herb-rich rides and relict stands of semi-natural deciduous woodland. k. Where undisturbed, the semi-natural woodland cover consists largely of hazel coppice with oak/alder standards on the drier, acidic soils, grading to damp alder woodland on the poorly-drained clay. The alder is mostly grown from old coppice and supports a lush, species-rich ground flora. The ride vegetation is very varied and supports abundant herbs, sedges and rushes.

Targets & Opportunities: Wet Woodland; Lowland Meadow; Lowland Mixed Deciduous Woodland; Purple Moor Grass and Rush Pastures

6.5 Nature Conservation Designations

- 6.5.1 There are a number of internationally, nationally and locally designated nature conservation sites within and near to Fareham borough. European sites provide ecological infrastructure for the protection of rare, endangered or vulnerable natural habitats and species of exceptional

importance within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under *European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora* ('the Habitats Directive')) and Special Protection Areas (SPAs, designated under *European Council Directive 2009/147/EC on the conservation of wild birds* ('the Birds Directive')). Meanwhile, the National Planning Policy Framework (DCLG, 2012) and Circular 06/05 (ODPM, 2005b) require that Ramsar sites (UNESCO, 1971) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.

6.5.2 The following European and Ramsar sites are within relatively accessible distance from the borough, the locations of which are shown on Figure 6.6 and Figure 6.7, and could potentially be affected as a result of development due to their specific environmental sensitivities. Collectively these sites protect some of Europe's best examples of calcareous grassland, deciduous woodland, heathland, bog, chalk river, estuarine and coastal habitats, supporting a rich assemblage of invertebrate, fish, amphibian, breeding and overwintering bird, and mammal species. A separate Habitats Regulations Assessment for the Local Plan Review will investigate the potential for adverse effects on European and Ramsar sites.

- ▶ Butser Hill (SAC)
- ▶ Emer Bog (SAC)
- ▶ River Itchen (SAC)
- ▶ Solent and Isle of Wight Lagoons (SAC)
- ▶ Solent Maritime (SAC)
- ▶ The New Forest (SAC)
- ▶ Chichester and Langstone Harbours (SPA)
- ▶ Portsmouth Harbour (SPA)
- ▶ Solent and Dorset Coast potential SPA (pSPA)
- ▶ Solent and Southampton Water (SPA)
- ▶ The New Forest (SPA)
- ▶ Chichester and Langstone Harbours (Ramsar)
- ▶ Portsmouth Harbour (Ramsar)
- ▶ Solent and Southampton Water (Ramsar)
- ▶ The New Forest (Ramsar)

6.5.3 Fareham borough contains a number of nationally designated nature conservation sites, and there are six Sites of Special Scientific Interest in the borough, covering over 500ha. Two of these SSSIs have also been designated for the geological interest. Geological SSSIs are discussed in more detail below. The SSSIs in the borough are presented in Table 6.5 and represented in Figure 6.8:

- 6.5.4 Additionally, the Botley Wood and Everett's and Mushes Copses SSSI is located approximately 2km north of Fareham borough, within Winchester district. Within Hampshire as a whole, more than 97% of SSSIs are in favourable or unfavourable-recovering condition¹⁶. The condition of SSSI units in Fareham is shown on Figure 6.9. There is also one recommended (but not yet designated) Marine Conservation Zone at Fareham Creek.
- 6.5.5 Natural England encourages local authorities to formally designate appropriate sites as Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act 1949. A Local Nature Reserve (LNR) designation demonstrates a commitment by the local authority to manage land for biodiversity, protect it from inappropriate development and provide opportunities for local people to study and enjoy wildlife. Within Fareham borough, there is one National Nature Reserve (NNR) at Titchfield Haven, and five Local Nature Reserves; Hook-with-Warsash LNR, Kites Croft LNR, Gull Coppice LNR, Holly Hill Woodland Park LNR, Titchfield Haven LNR, and Warsash Common LNR, as shown on Figure 6.8. There is also the Swanwick Nature Reserve.
- 6.5.6 There are a number of sites that are important for nature conservation but are not covered by statutory national and international designations. As highlighted by Figure 6.10 and Figure 6.11, there are over 100 Sites of Importance for Nature Conservation (SINCs) within the borough, including ancient woodlands, grassland, heathland, coastal and wetland habitats, and sites which support notable species.

Table 6.5: Site of Special Scientific Interest feature summaries

SSSI name	Notified features
Downend Chalk Pit	ED - Cenomanian-Maastrichtian (Geological)
Lee on the Solent to Itchen Estuary	Aggregations of non-breeding birds - Black-tailed Godwit, <i>Limosa limosa islandica</i> ; Dunlin, <i>Calidris alpina alpina</i> ; Great crested Grebe, <i>Podiceps cristatus</i> ; Grey Plover, <i>Pluvialis squatarola</i> ; Redshank, <i>Tringa totanus</i> ; Ringed Plover, <i>Charadrius hiaticula</i> ; Teal, <i>Anas crecca</i> ; Wigeon, <i>Anas penelope</i> Vascular Plant Assemblage EC – Aves (Geological) EC - Mesozoic - Tertiary Fish/Amphibia (Geological) EC - Quaternary Of South Central England (Geological)
Portsdown Hill	CG2 - <i>Festuca ovina</i> - <i>Avenula pratensis</i> lowland calcareous grassland CG3 - <i>Bromus erectus</i> lowland calcareous grassland CG4 - <i>Brachypodium pinnatum</i> lowland calcareous grassland CG5 - <i>Bromus erectus</i> - <i>Brachypodium pinnatum</i> lowland calcareous grassland Invertebrate Assemblage
Portsmouth Harbour	Aggregations of non-breeding birds - Black-tailed Godwit, <i>Limosa limosa islandica</i> ; Brent Goose (Dark-bellied), <i>Branta bernicla bernicla</i> ; Dunlin, <i>Calidris alpina alpina</i> ; Grey Plover, <i>Pluvialis squatarola</i> CG2 - <i>Festuca ovina</i> - <i>Avenula pratensis</i> lowland calcareous grassland

¹⁶ Natural England: Designated Sites View. Accessed online [8/1/16] at:

<https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?countyCode=19&ReportTitle=HAMPSHIRE>

SSSI name	Notified features
	<p>Population of Schedule 5 crustacean - <i>Gammarus insensibilis</i>, Lagoon Sand Shrimp</p> <p>Population of Schedule 5 sea anemone - <i>Nematostella vectensis</i>, Starlet Sea Anemone</p> <p>SM13a - <i>Puccinellia maritima</i> saltmarsh, <i>Puccinellia maritima</i> dominant sub-community</p> <p>SM14 - <i>Atriplex portulacoides</i> saltmarsh</p> <p>SM15 - <i>Juncus maritimus</i> - <i>Triglochin maritima</i> saltmarsh</p> <p>SM16a - <i>Festuca rubra</i> saltmarsh <i>Puccinellia maritima</i> sub-community</p> <p>SM6 - <i>Spartina Anglica</i> Saltmarsh</p> <p>Vascular Plant Assemblage</p>
Titchfield Haven	<p>Aggregations of non-breeding birds - Teal, <i>Anas crecca</i>; Wigeon, <i>Anas penelope</i></p> <p>Assemblages of breeding birds - Lowland open waters and their margins</p> <p>M22 - <i>Juncus subnodulosus</i> - <i>Cirsium palustre</i> fen meadow</p> <p>M23 - <i>Juncus effusus</i> / <i>acutiflorus</i> - <i>Galium palustre</i> rush pasture</p> <p>MG10 - <i>Holcus lanatus</i> - <i>Juncus effusus</i></p> <p>MG11 - <i>Festuca rubra</i> - <i>Agrostis stolonifera</i> - <i>Potentilla anserina</i> grassland</p> <p>MG12 - <i>Festuca Arundinacea</i></p> <p>MG13 - <i>Agrostis stolonifera</i> - <i>Alopecurus geniculatus</i> grassland</p> <p>MG9 - <i>Holcus lanatus</i> - <i>Deschampsia caespitosa</i></p> <p>S10 - <i>Equisetum fluviatile</i> swamp</p> <p>S12 - <i>Typha latifolia</i> swamp</p> <p>S14 - <i>Sparganium erectum</i> swamp</p> <p>S19 - <i>Eleocharis palustris</i> swamp</p> <p>S20 - <i>Scirpus lacustris</i> ssp. <i>tabernaemontani</i> swamp</p> <p>S21 - <i>Scirpus maritimus</i> Swamp</p> <p>S22 - <i>Glyceria fluitans</i> water-margin vegetation</p> <p>S23 - Other water-margin vegetation</p> <p>S25 - <i>Phragmites australis</i> - <i>Eupatorium cannabinum</i> tall-herb fen</p> <p>S26 - <i>Phragmites australis</i> - <i>Urtica dioica</i> tall-herb fen</p> <p>S28 - <i>Phalaris arundinacea</i> tall-herb fen</p> <p>S4 - <i>Phragmites australis</i> swamp and reed-beds</p> <p>S5 - <i>Glyceria maxima</i> swamp</p> <p>S6 - <i>Carex riparia</i> swamp</p> <p>S7 - <i>Carex acutiformis</i> swamp</p>
Upper Hamble Estuary and Woods	<p>MG5 - <i>Cynosurus cristatus</i> - <i>Centaurea nigra</i> grassland</p> <p>S21 - <i>Scirpus maritimus</i> swamp</p> <p>S4 - <i>Phragmites australis</i> swamp and reed-beds</p> <p>S5 - <i>Glyceria maxima</i> swamp</p> <p>Sheltered muddy shores (including estuarine muds)</p> <p>SM14 - <i>Atriplex portulacoides</i> saltmarsh</p>

SSSI name	Notified features
	SM16a - <i>Festuca rubra</i> saltmarsh <i>Puccinellia maritima</i> sub-community
	SM24 - <i>Elytrigia atherica</i> saltmarsh
	SM4-28 - Saltmarsh
	SM6 - <i>Spartina anglica</i> Saltmarsh
	W10 - <i>Quercus robur</i> - <i>Pteridium aquilinum</i> - <i>Rubus fruticosus</i> woodland
	W16 - <i>Quercus</i> spp.- <i>Betula</i> spp.- <i>Deschampsia flexuosa</i> woodland
	W6 - <i>Alnus glutinosa</i> - <i>Urtica dioica</i> woodland
	W7 - <i>Alnus glutinosa</i> - <i>Fraxinus excelsior</i> - <i>Lysimachia nemorum</i> woodland
	W8 - <i>Fraxinus excelsior</i> - <i>Acer campestre</i> - <i>Mercurialis perennis</i> woodland

6.6 Geological Features

- 6.6.1 The geodiversity of the borough is an important asset. Geodiversity is the collective term describing the geological variety of the Earth's rocks, fossils, minerals, soils and landscapes together with the natural process which form and shape them. Geodiversity underpins biodiversity by providing diversity of habitat, with the soil being the link between them. It also embraces the built environment by providing the basis for neighbourhood character and local distinctiveness through building stone and material.
- 6.6.2 Figure 6.12 highlights the geology of Fareham borough and the surrounding areas. The basic underlying geology of the wider area is formed by a bed of chalk, which was laid down in the late Cretaceous Period. This is evident to the east of Fareham where an outlier of the South Downs forms the prominent ridge of Portsdown Hill. Across the remainder of the borough, this chalk is buried beneath younger deposits of clays, silts, sands and gravels from the Paleogene and Quaternary Periods.
- 6.6.3 Whilst there are no Regionally Important Geodiversity Sites in the borough, there are two SSSIs notified for geological features. Downend Chalk Pit SSSI is a large former chalk quarry on the south side of the western end of Portsdown Hill in the east of Fareham borough, and provides an insight into the geology of the Late Cretaceous Period. Lee on the Solent to Itchen Estuary SSSI yielded the first British bird fossils of the mid-Eocene, a rich source of sharks teeth and a range of Palaeolithic artefacts, while the cliffs north of Hillhead provide a cross-section through the 'staircase' of Solent terraces.

6.7 Spatial Context

- 6.7.1 Titchfield and the Western Wards support the greatest abundance of priority habitats, particularly grazing marsh and woodland respectively. The coastal parts of the borough (Portchester, Crofton, Titchfield and Western Wards) tend to have better access to, and be more constrained by, nature conservation designations particularly those of national or international importance. However, sites of local importance and fragments of ancient woodland are dotted throughout the borough, albeit with less frequency within the settlement boundaries.

6.8 Likely Evolution of the Baseline in the absence of the Local Plan Review

6.8.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to biodiversity and geodiversity that may continue under such a scenario include:

- ▶ Biodiversity in the borough is likely to be affected by development proposals, although policies DSP13-15 include requirements for biodiversity gain and avoidance of negative impacts.
- ▶ Improvements in biodiversity are likely to arise due to the increasing integration of biodiversity considerations within forward planning in the borough and the wider sub-region.
- ▶ Increased demand for water coupled with diffuse pollution via run-off may place additional pressures freshwater, wetland and coastal habitats.
- ▶ Although some of Hampshire's priority species continue to decline, studies indicate that the rates of decline are slowing. Many priority species have stable populations, and some are increasing, particularly where focused conservation effort has taken place (e.g. heathlands, chalk grassland SSSIs).
- ▶ Climate change has the potential to affect biodiversity in a range of ways, including through changes in the distribution and abundance of species (including non-native species) and changes to the composition and character of habitats.

6.9 Key Issues

6.9.1 Key issues for biodiversity and geodiversity relevant to the Local Plan Review are:

- ▶ Potential impacts on priority habitats and species from new developments. Protected species are also present within the borough, including badger, bats, breeding birds, dormouse, great crested newt and reptiles.
- ▶ There are significant opportunities for biodiversity enhancement in the area, including at the landscape scale. Six Biodiversity Opportunity Areas, which are regional priority areas of great opportunity for restoration and creation of priority habitats, are present across the borough.
- ▶ Potential effects on designated sites of nature conservation interest, many of which are in coastal locations. All SSSIs in the borough (except Portsdown) have at least one unit in unfavourable condition; all but one unit within Portsmouth Harbour are in unfavourable-recovering condition, while all units within Titchfield Haven are unfavourable with one unit in decline. More than three-quarters of Botley Wood and Everett's and Mushes Copses SSSI is in unfavourable-recovering condition, with one unit destroyed.
- ▶ Hedgerows are important local biodiversity assets some of which may be lost to development.
- ▶ There are significant opportunities for tree planting and improved management of woodland through the development of the site allocations. This will help alleviate threats

to parkland and veteran trees, including from development pressures, poor management and fragmentation.

- ▶ Enhancements to the area's green infrastructure network will support local and sub-regional biodiversity networks by helping to improve connectivity for habitats and species.
- ▶ Improvements in local ecological networks will support biodiversity's adaptation to climate change.
- ▶ Geodiversity is a key contributor to the area's natural (and built) environment.
- ▶ Access to the natural environment should be maintained and supported by the LPR. However, measures will need to be taken to ensure that disturbance impacts within Solent European sites are not exacerbated.

Fareham Local Plan Review

-  Coastal saltmarsh
-  Coastal Sand Dunes
-  Coastal Vegetated Shingle
-  Coastal and Floodplain Grazing Marsh
-  Eutrophic Standing Waters
-  Hedgerows
-  Intertidal Mudflats
-  Lowland Calcareous Grassland
-  Lowland Dry Acid Grassland
-  Lowland Heathland
-  Lowland Meadows
-  Lowland Mixed Deciduous Woodland
-  Maritime Cliff and Slopes
-  Purple Moor Grass and Rush Pastures
-  Reedbeds
-  Saline Lagoons
-  Traditional Orchards
-  Wet Woodland
-  Spatial Planning Areas
-  Borough



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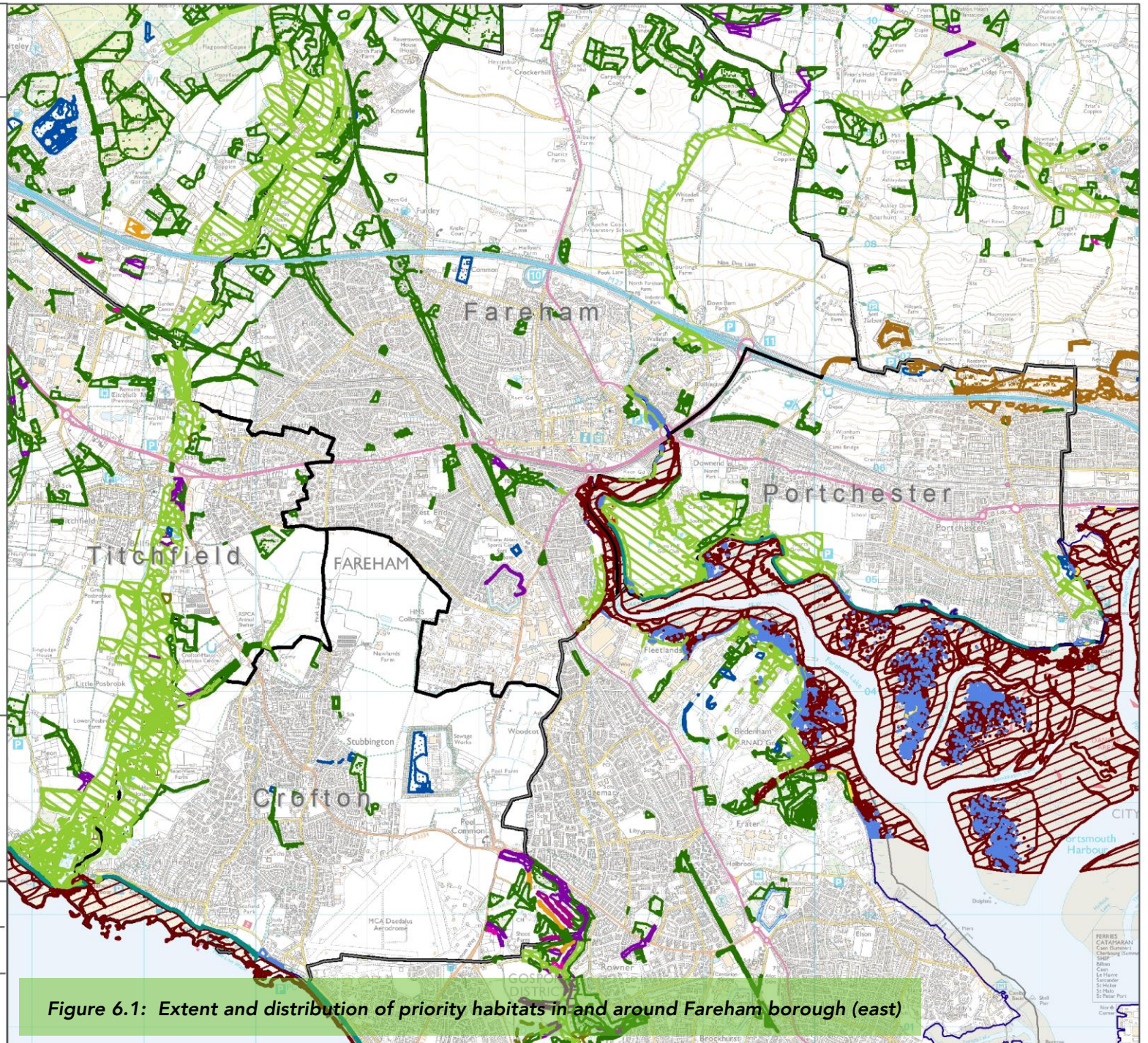


Figure 6.1: Extent and distribution of priority habitats in and around Fareham borough (east)

Fareham Local Plan Review

-  Coastal saltmarsh
-  Coastal Sand Dunes
-  Coastal Vegetated Shingle
-  Coastal and Floodplain Grazing Marsh
-  Hedgerows
-  Intertidal Mudflats
-  Lowland Dry Acid Grassland
-  Lowland Heathland
-  Lowland Meadows
-  Lowland Mixed Deciduous Woodland
-  Maritime Cliff and Slopes
-  Purple Moor Grass and Rush Pastures
-  Reedbeds
-  Saline Lagoons
-  Traditional Orchards
-  Wet Woodland
-  Wood-Pasture and Parkland
-  Spatial Planning Areas
-  Borough



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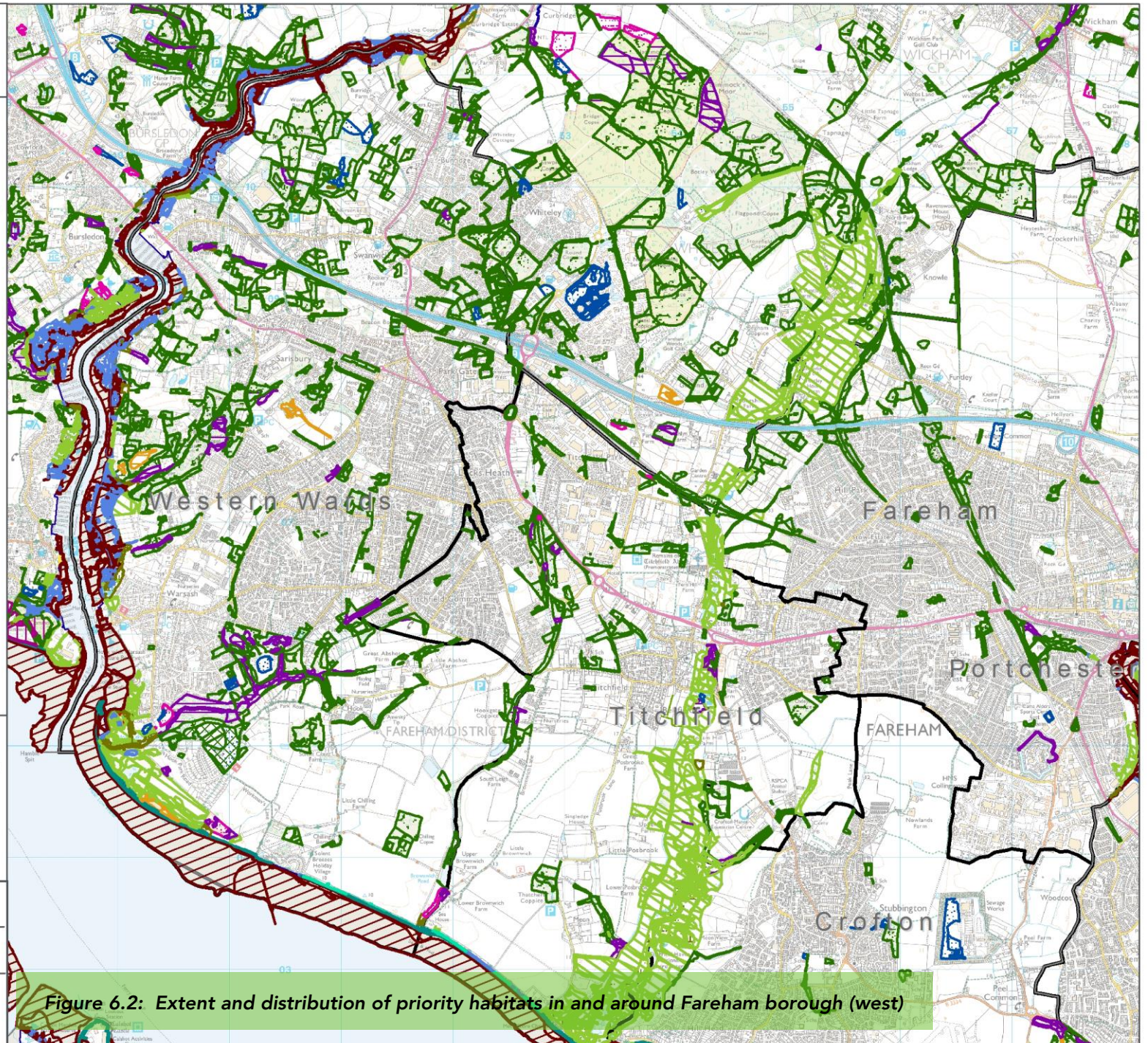
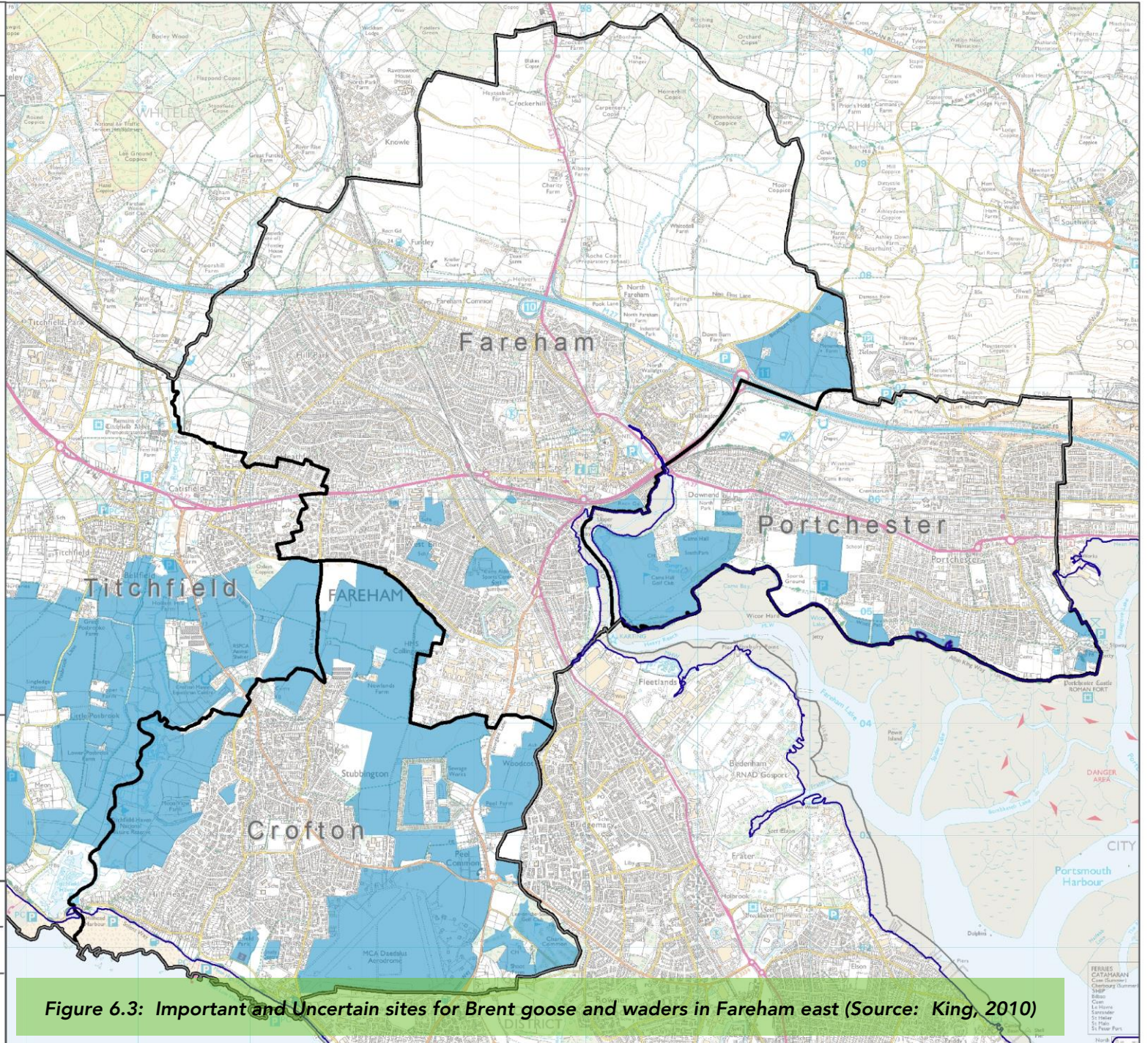


Figure 6.2: Extent and distribution of priority habitats in and around Fareham borough (west)

Fareham Local Plan Review

- Important Brent Goose/Wader Site
- Uncertain Brent Goose/Wader Site
- Spatial Planning Areas
- Borough



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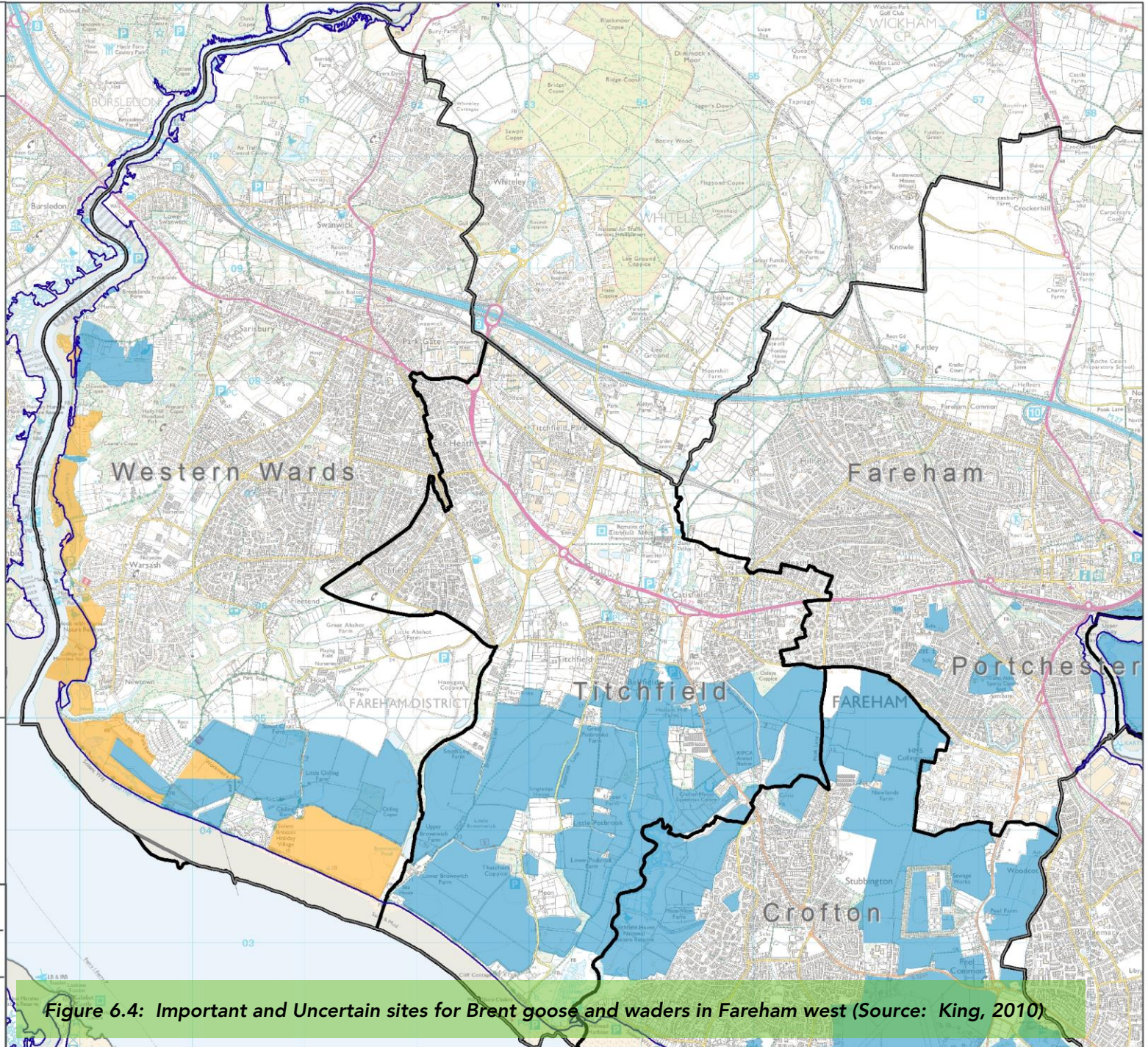
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Figure 6.3: Important and Uncertain sites for Brent geese and waders in Fareham east (Source: King, 2010)

Fareham Local Plan Review

- Important Brent Goose/Wader Site
- Uncertain Brent Goose/Wader Site
- Spatial Planning Areas
- Borough



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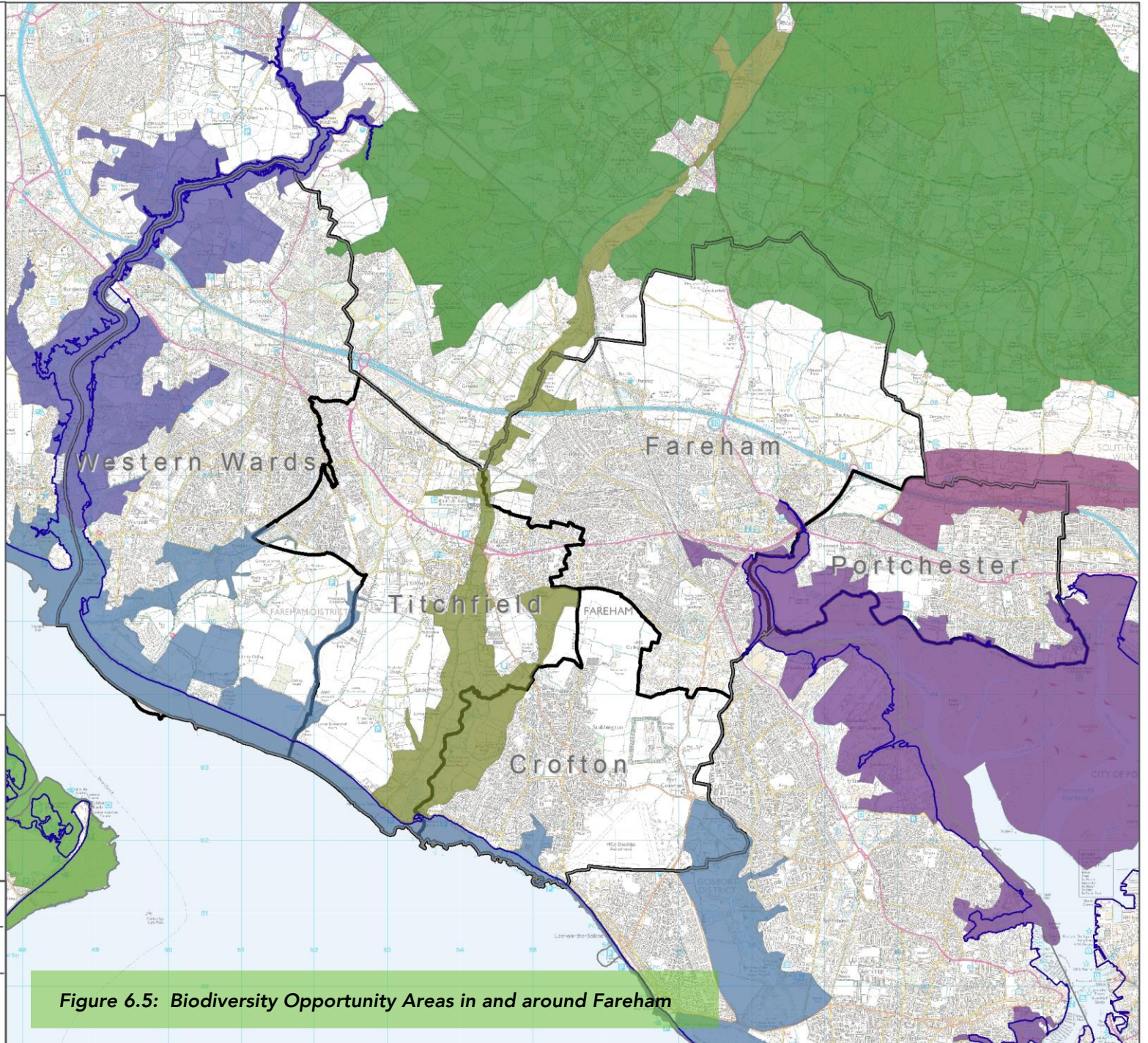
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Figure 6.4: Important and Uncertain sites for Brent geese and waders in Fareham west (Source: King, 2010)

Fareham Local Plan Review

- Hamble Valley
- Meon Valley
- New Forest Coast
- Portsdown Hill
- Portsmouth Harbour
- The Forest of Bere
- The Solent
- Spatial Planning Areas
- Borough



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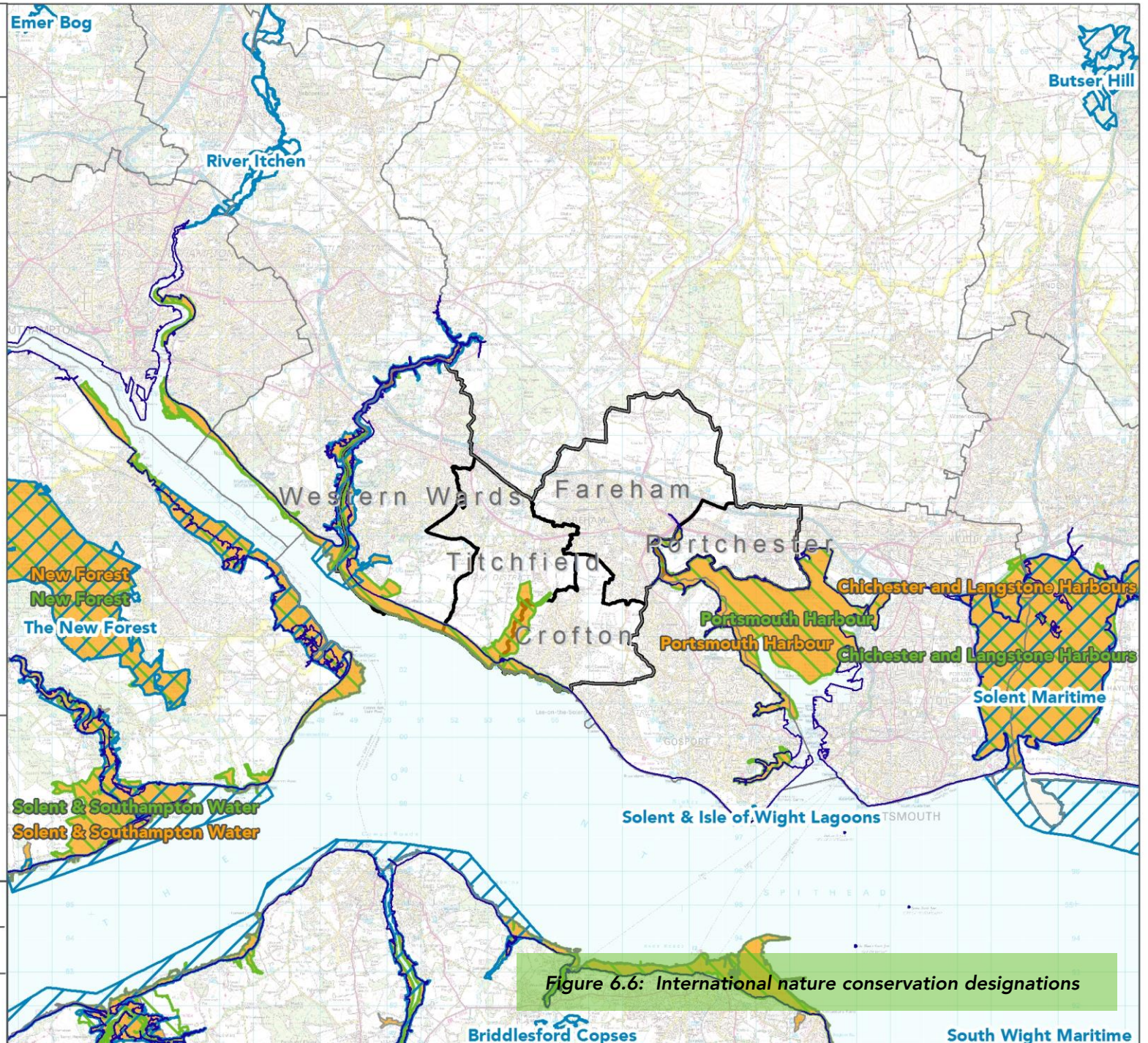
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Figure 6.5: Biodiversity Opportunity Areas in and around Fareham

Fareham Local Plan Review

-  Special Areas of Conservation
-  Special Protection Areas
-  Ramsar Sites
-  Spatial Planning Areas
-  Borough



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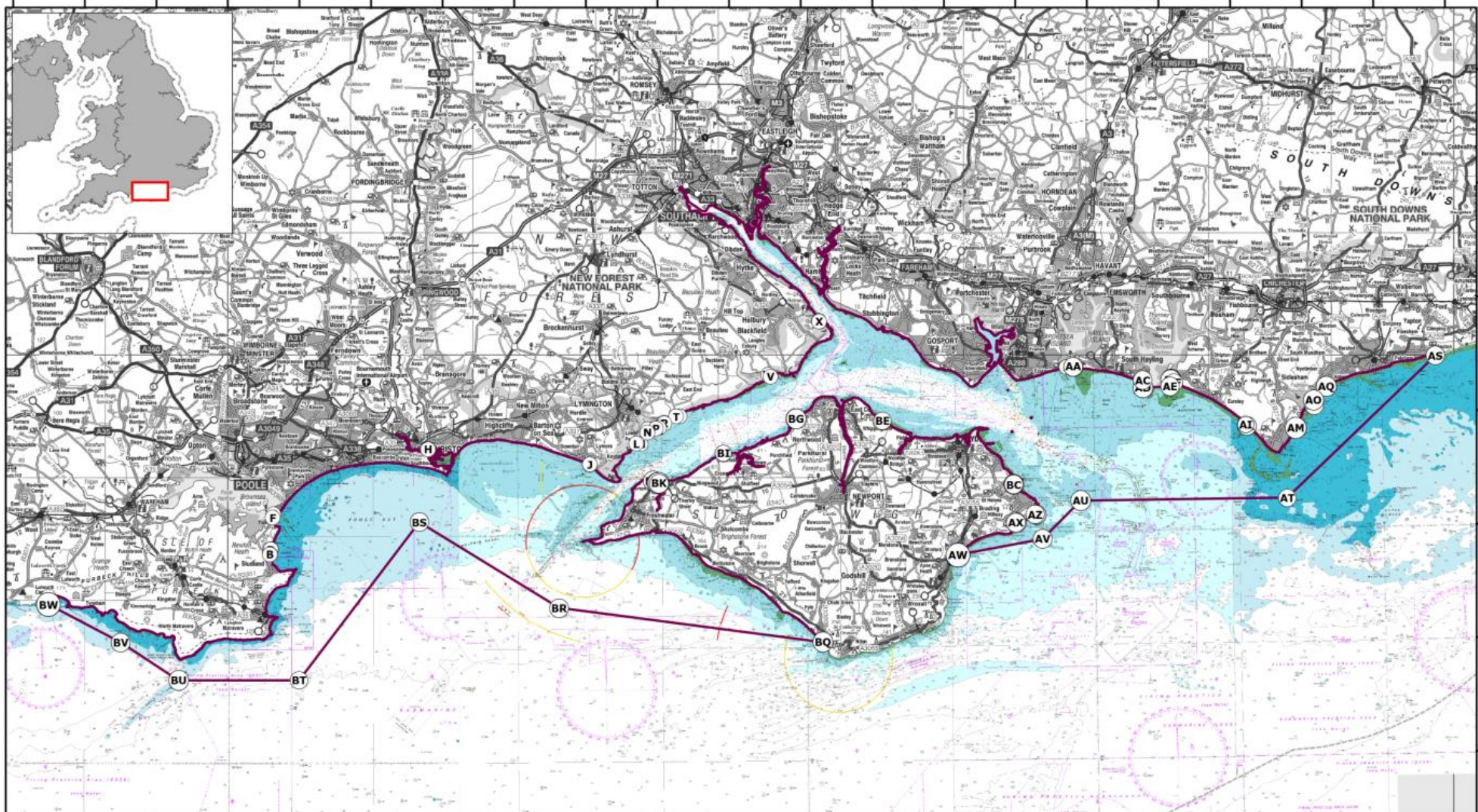
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Figure 6.6: International nature conservation designations

2°15'0"W 2°10'0"W 2°5'0"W 2°0'0"W 1°55'0"W 1°50'0"W 1°45'0"W 1°40'0"W 1°35'0"W 1°30'0"W 1°25'0"W 1°20'0"W 1°15'0"W 1°10'0"W 1°5'0"W 1°0'0"W 0°55'0"W 0°50'0"W 0°45'0"W 0°40'0"W 0°35'0"W



Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long	Point_Letter	Lat	Long			
A	50° 37.329' N	2° 12.500' W	J	50° 43.124' N	1° 34.973' W	S	50° 44.952' N	1° 29.614' W	AB	50° 47.243' N	1° 1.367' W	AK	50° 44.923' N	0° 49.390' W	AT	50° 41.333' N	0° 46.667' W	BC	50° 42.069' N	1° 5.610' W	BL	50° 42.278' N	1° 30.197' W	BU	50° 33.667' N	2° 3.500' W
B	50° 39.206' N	1° 57.181' W	K	50° 43.117' N	1° 34.982' W	T	50° 45.218' N	1° 28.979' W	AC	50° 46.603' N	0° 56.972' W	AL	50° 44.939' N	0° 49.372' W	AU	50° 41.333' N	1° 1.000' W	BD	50° 42.082' N	1° 5.624' W	BM	50° 42.269' N	1° 30.244' W	BV	50° 35.333' N	2° 7.500' W
C	50° 39.205' N	1° 57.158' W	L	50° 44.026' N	1° 31.758' W	U	50° 45.219' N	1° 28.738' W	AD	50° 46.267' N	0° 56.962' W	AM	50° 44.401' N	0° 46.004' W	AV	50° 39.667' N	1° 3.667' W	BE	50° 44.964' N	1° 14.605' W	BN	50° 42.289' N	1° 30.363' W	BW	50° 37.000' N	2° 12.500' W
D	50° 39.424' N	1° 57.110' W	M	50° 44.163' N	1° 31.448' W	V	50° 46.932' N	1° 22.416' W	AE	50° 46.303' N	0° 54.684' W	AN	50° 44.394' N	0° 45.978' W	AW	50° 39.014' N	1° 9.544' W	BF	50° 44.932' N	1° 14.720' W	BO	50° 42.383' N	1° 30.597' W			
E	50° 39.426' N	1° 57.121' W	N	50° 44.526' N	1° 30.981' W	W	50° 47.284' N	1° 22.565' W	AF	50° 46.474' N	0° 54.400' W	AO	50° 45.608' N	0° 44.790' W	AX	50° 40.410' N	1° 5.495' W	BG	50° 45.071' N	1° 20.668' W	BP	50° 42.375' N	1° 30.599' W			
F	50° 40.837' N	1° 56.966' W	O	50° 44.869' N	1° 30.568' W	X	50° 49.343' N	1° 18.995' W	AG	50° 46.596' N	0° 54.627' W	AP	50° 45.059' N	0° 44.896' W	AY	50° 40.408' N	1° 5.411' W	BH	50° 45.080' N	1° 20.660' W	BQ	50° 35.334' N	1° 18.839' W			
G	50° 40.879' N	1° 56.919' W	P	50° 44.702' N	1° 30.391' W	Y	50° 49.387' N	1° 19.029' W	AH	50° 46.909' N	0° 54.612' W	AQ	50° 46.202' N	0° 43.844' W	AZ	50° 40.747' N	1° 4.144' W	BI	50° 43.589' N	1° 25.724' W	BR	50° 36.833' N	1° 37.167' W			
H	50° 43.833' N	1° 46.197' W	Q	50° 44.710' N	1° 30.180' W	Z	50° 47.216' N	1° 1.846' W	AI	50° 44.576' N	0° 49.447' W	AR	50° 46.214' N	0° 43.850' W	BA	50° 40.750' N	1° 4.052' W	BJ	50° 43.568' N	1° 25.710' W	BS	50° 40.617' N	1° 46.828' W			
I	50° 43.832' N	1° 46.160' W	R	50° 44.920' N	1° 29.806' W	AA	50° 47.238' N	1° 1.379' W	AJ	50° 44.562' N	0° 49.468' W	AS	50° 47.463' N	0° 36.229' W	BB	50° 40.748' N	1° 4.040' W	BK	50° 43.567' N	1° 25.167' W	BT	50° 33.667' N	2° 3.500' W			

Draft Marine Special Protection Area
Solent and Dorset Coast
 Boundary Map
 Map 1 of 1

Draft Marine Special Protection Area
 87531.75 Hectares
 SPA Boundary Coordinates
 12NM Territorial Seas Limit

Note:
 The boundary shown is derived from large scale Ordnance Survey MasterMap. The landward extent follows Mean High Water or Mean Low Water except at the points indicated, as liable to change and may not match the background detail on this map. Definitive larger scale maps are available on request.

Figure 6.7: Solent and Dorset Coast potential SPA

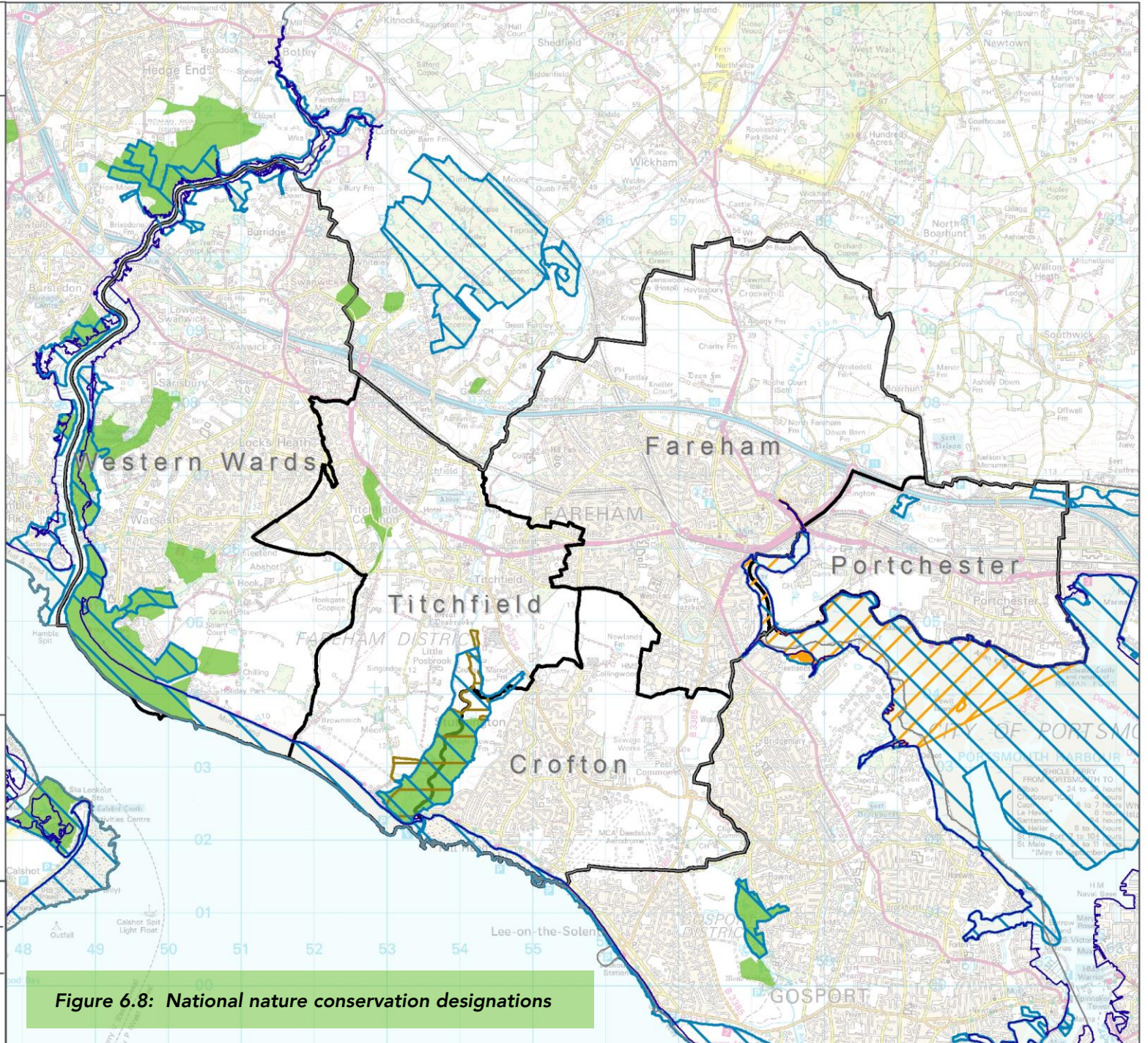
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0 3.25 6.5 13 Km
 0 1.75 3.5 7 NM
 Scale 1:300,000 at A3

EU Site Code: UK969699
 Site Version: 20140730
 Area of Marine SPA: 87531.75 Ha / 875.32 sq km
 Grid Ref: SZ702935
 Theme ID: 99999
 Coordinate System: Map Version: British National Grid 2.0
 Projection: Transverse Mercator
 Datum: 31/07/2014

Fareham Local Plan Review

-  Sites of Special Scientific Interest
-  National Nature Reserves
-  Local Nature Reserves
- Marine Conservation Zones
-  Recommended MCZ
-  Spatial Planning Areas
-  Borough



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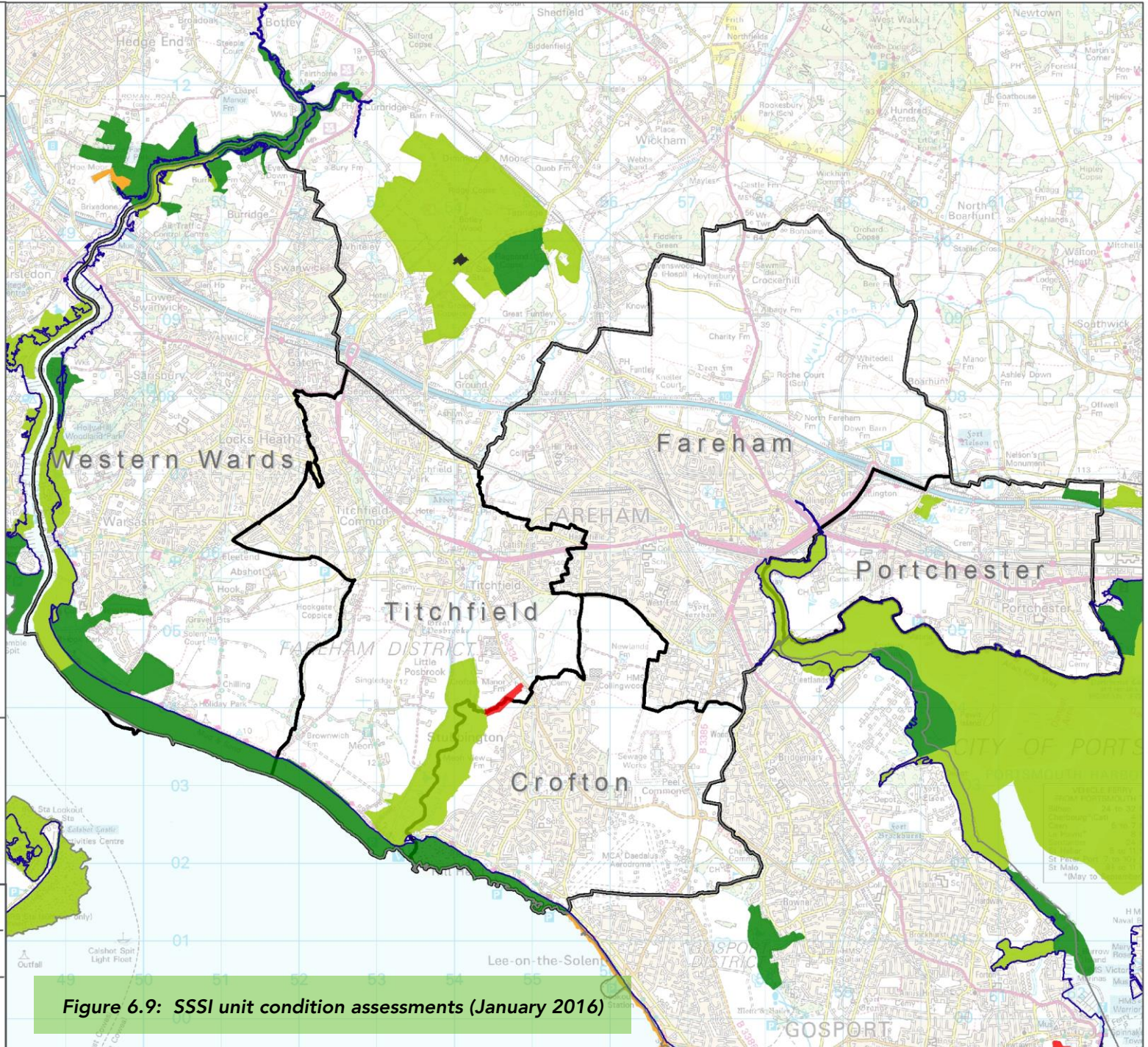
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Figure 6.8: National nature conservation designations

Fareham Local Plan Review

SSSI Units Condition

- FAVOURABLE
- UNFAVOURABLE RECOVERING
- UNFAVOURABLE NO CHANGE
- UNFAVOURABLE DECLINING
- PART DESTROYED
- DESTROYED
- NOT ASSESSED
- Spatial Planning Areas
- Borough



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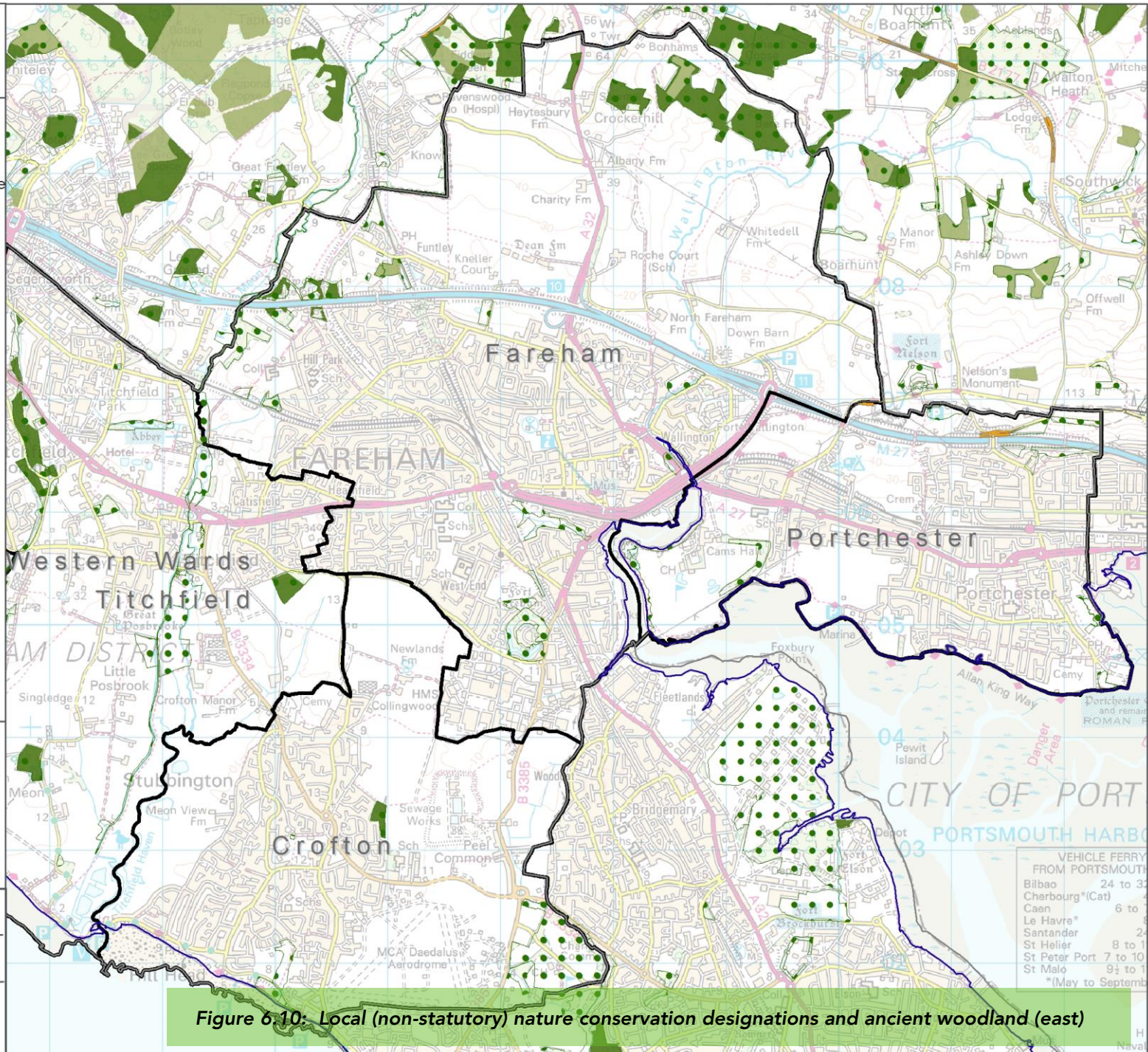
Figure 6.9: SSSI unit condition assessments (January 2016)

Fareham Local Plan Review

- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland
- Road Verges of Ecological Importance
- Sites of Importance for Nature Conservation

Sites of Importance for Nature Conservation

- Spatial Planning Areas
- Borough



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Figure 6.10: Local (non-statutory) nature conservation designations and ancient woodland (east)

VEHICLE FERRY
 FROM PORTSMOUTH

Bilbao	24 to 31
Cherbourg*(Cat)	4
Caen	6 to 7
Le Havre*	8
Santander	24
St Helier	8 to 10
St Peter Port	7 to 10
St Malo	9 to 10

*(May to September)

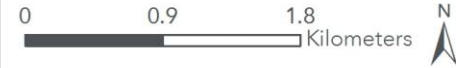
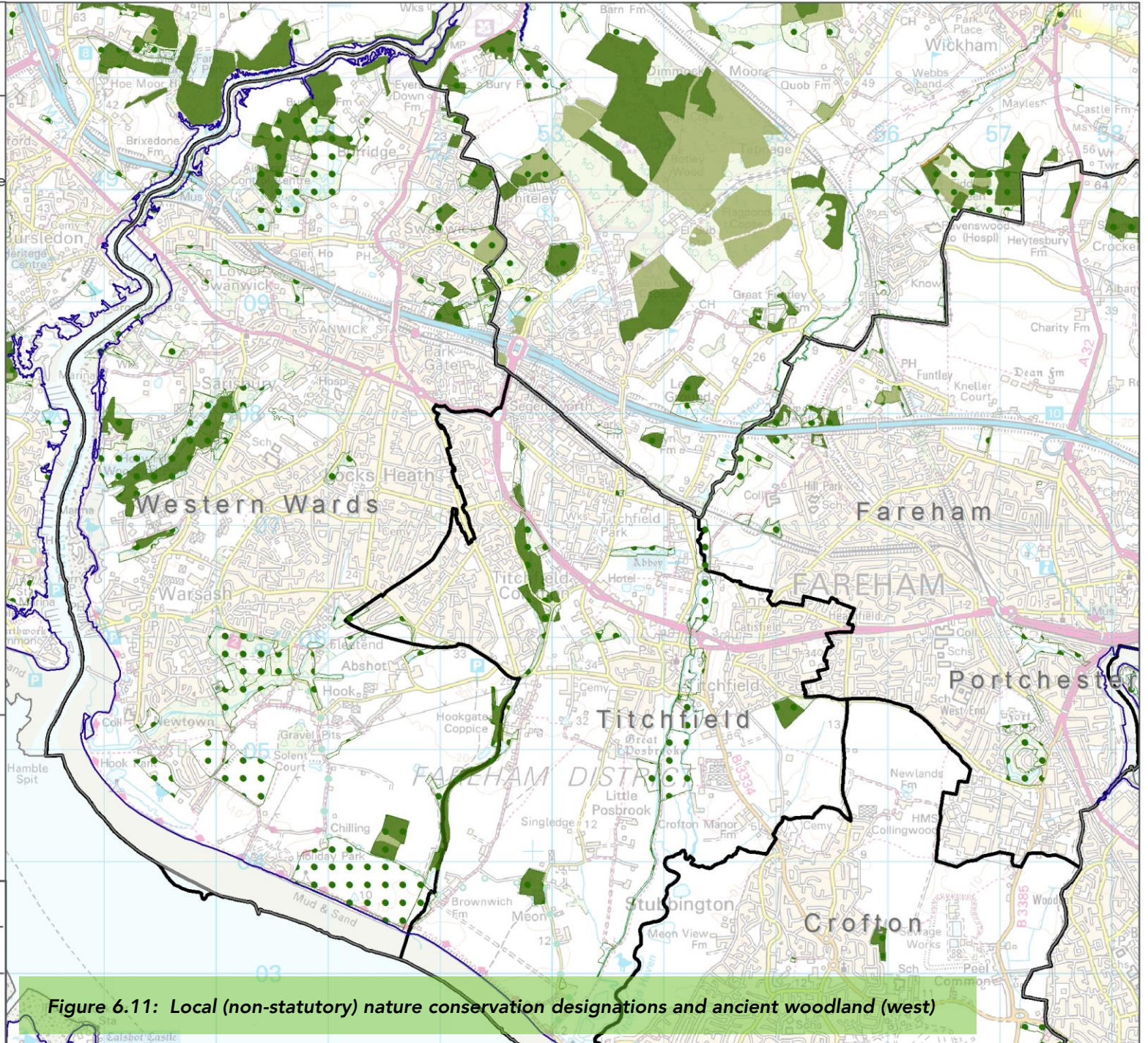
Fareham Local Plan Review

- Ancient & Semi-Natural Woodland
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- Borough

Sites of Importance for Nature Conservation

Spatial Planning Areas

Borough



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Figure 6.11: Local (non-statutory) nature conservation designations and ancient woodland (west)

Fareham Local Plan Review

□ Districts/Boroughs

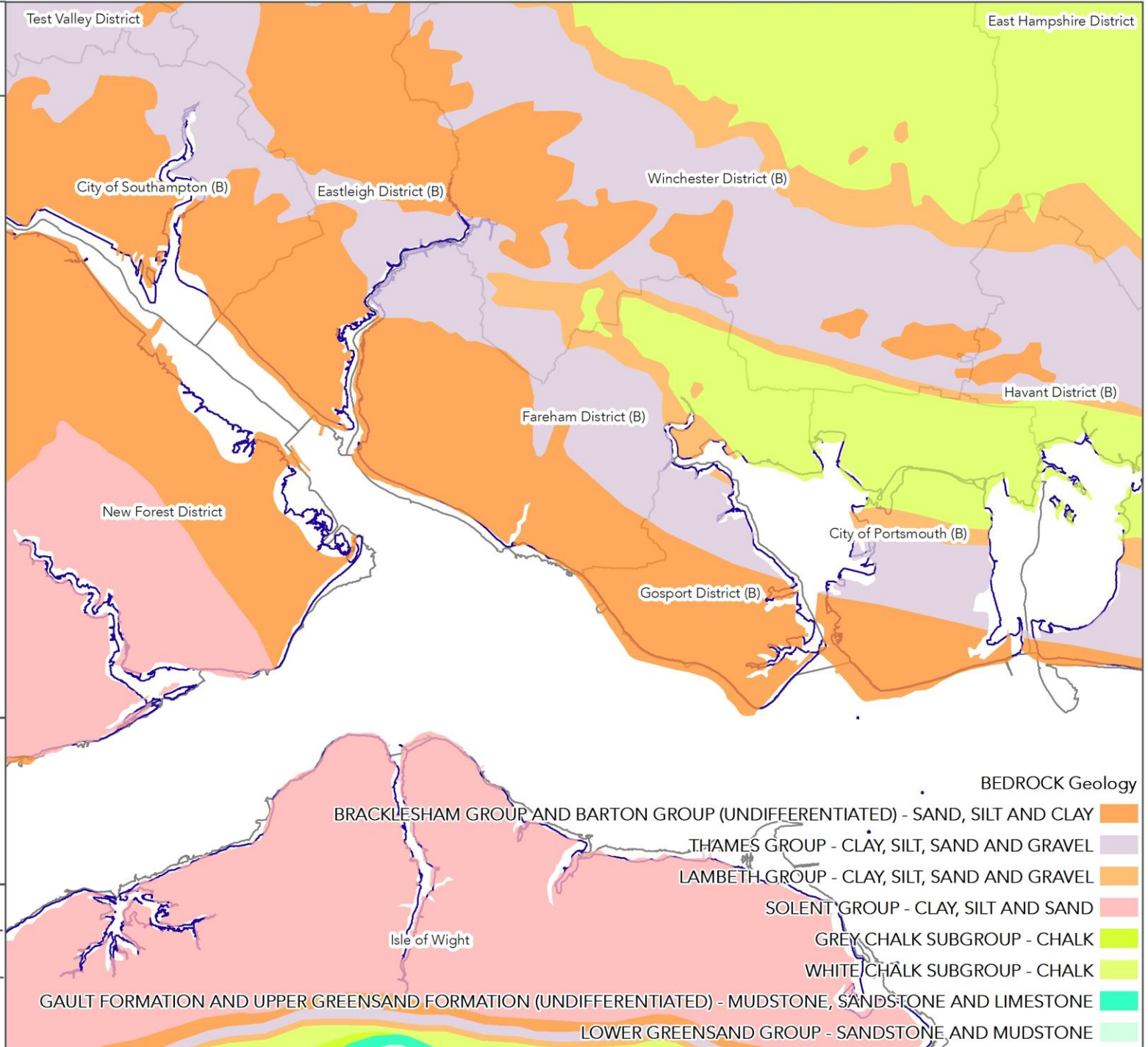


Figure 6.12: Bedrock geology of Fareham and surrounding area (Source: BGS/NERC)



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7 Climate Change

7.1 Summary of Policy and Plan Review

- 7.1.1 Climate-related PPPs focus on both mitigating the causes of climate change and adapting to the effects of climate change. Commitments to reducing greenhouse gas emissions range from the international level to the sub-regional level. The PPPs address policy development across all sectors and at all levels, combining both demand management (reduced energy consumption and increased efficiency of use) and supply side measures (low carbon options including fuel mix and renewables). A number of the PPPs state specific targets to reduce emissions of greenhouse gases, including the 2015 Paris Agreement which will provide a legally binding framework for keeping the increase in global average temperature well below 2°C, and an aim to limit the increase to 1.5°C. This is led at the national level by the Climate Change Act 2008, which sets a legally binding target of at least a 34% cut in greenhouse gas emissions by 2020 and at least an 80% cut by 2050 against a 1990 baseline.
- 7.1.2 Adaptation measures proposed by the PPPs include a presumption against development in flood risk areas, appropriate design of new development, the promotion of new infrastructure such as sustainable urban drainage systems and improved maintenance to help address the changes that are likely to occur as a result of climate change. Through this approach the NPPF seeks to ensure that all types of flood risk are taken into account, over the long term, during the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.
- 7.1.3 Policies and plans on climate change seek to ensure that new development and redevelopment is designed efficiently and in a way that reduces the need to travel and encourages walking, cycling and public transport use, and supports the provision of renewable energy. Green infrastructure and sustainable urban drainage systems should be provided alongside all development where feasible. Reductions in greenhouse gas emissions are required in order to assist with meeting national targets. This can be achieved by encouraging modal shift, good spatial planning for development, encouraging energy and resource efficiency and supporting renewable energy provision.

7.2 Greenhouse Gas Emissions: Sources & Trends

- 7.2.1 In 2013 Fareham borough had significantly lower per capita carbon dioxide emissions (5.3 tonnes CO₂) than county (6.6 tonnes) averages¹⁷ (Figure 7.1). Per capita emissions are also lower than the average for the South East (6.3 tonnes) and England (6.7 tonnes). Per capita CO₂ emissions in the borough fell by approximately 16% from 6.8 tonnes in 2005 to 5.8 tonnes in 2009, which was favourable compared to the Hampshire average where emissions fell by

¹⁷ DECC (June 2015): 2005 to 2013 UK local and regional CO₂ emissions: full dataset. Accessed online [7/1/16] at:

<https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2013>

approximately 13%, and similar to regional and national averages. Since 2009, CO₂ emissions have fluctuated, rising to 6.0 tonnes in 2010 before another fall and then remaining fairly constant thereafter. The figures for 2013 are among the lowest recorded for the period.

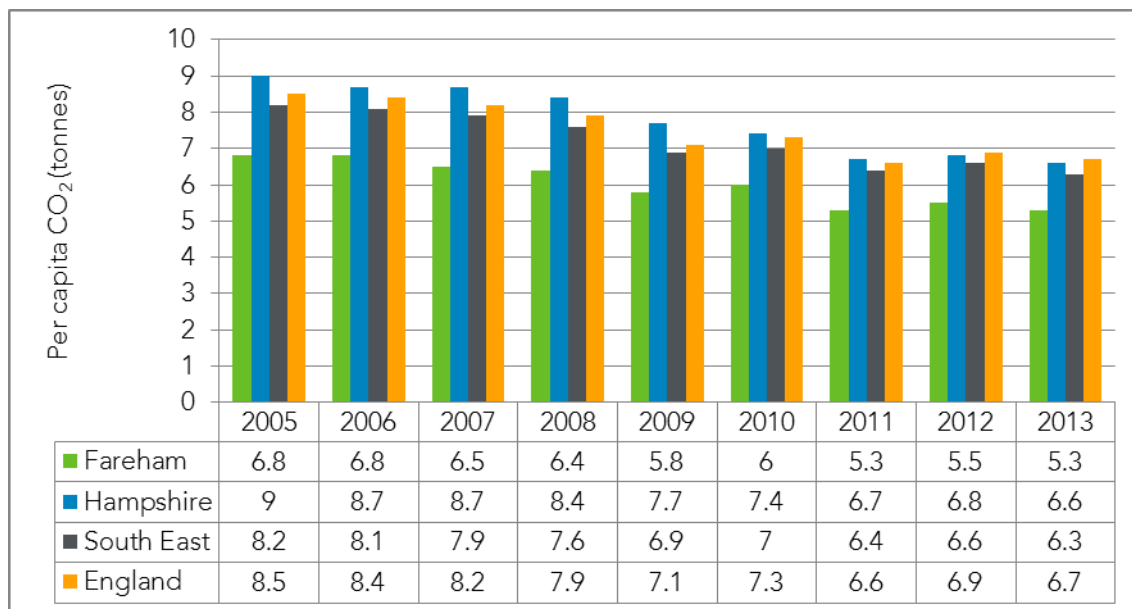


Figure 7.1: Per capita CO₂ emissions in Fareham in comparison to county, regional and England averages 2005-2013 (Source: DECC)

7.2.2 As Figure 7.2 and Figure 7.3 below highlight, in relation to CO₂ emissions by end user, between 2005 and 2013 the proportion of emissions originating from industrial and commercial sources in Fareham fell slightly from 33% to below 30%, with fluctuations in total emissions¹⁸. In the same period the proportion of emissions from domestic sources increased slightly from 35% to 37%. The proportion of emissions originating from road transport remained around 33-34% during the period. Emissions from road transport and household emissions are now the two largest contributors to CO₂ emissions in the borough (which is similar to the rest of the South East, though industry and commercial emissions are highest for all other UK regions). Emissions from land use change and forestry include carbon sequestration; as a result, Fareham’s net emissions from this sector are negative for the period, though the figures are negligible.

7.3 Energy Consumption

7.3.1 According to total sub-national final energy consumption data for 2013, the average domestic consumption per household in Fareham borough is 16.5 tonnes of oil equivalent (megawatt hours; MWh)¹⁹. This is similar to the average for Hampshire (16.7 MWh), and slightly less than the averages for the South East (17.8 MWh) and England (17.3 MWh). Fareham derives less of its fuel from bioenergy than Hampshire, the South East and England, however it also consumes

¹⁸ Ibid.

¹⁹ DECC (2015): *Sub-national total final energy consumption statistics: 2005-2013*. Accessed online [7/1/16] at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/481867/NOVEMBER_2015_-_Sub-national_total_final_energy_consumption_statistics_FINAL.xlsx

less coal and petroleum products. The breakdown of consumption by fuel type for each of these areas is detailed in Figure 7.4.

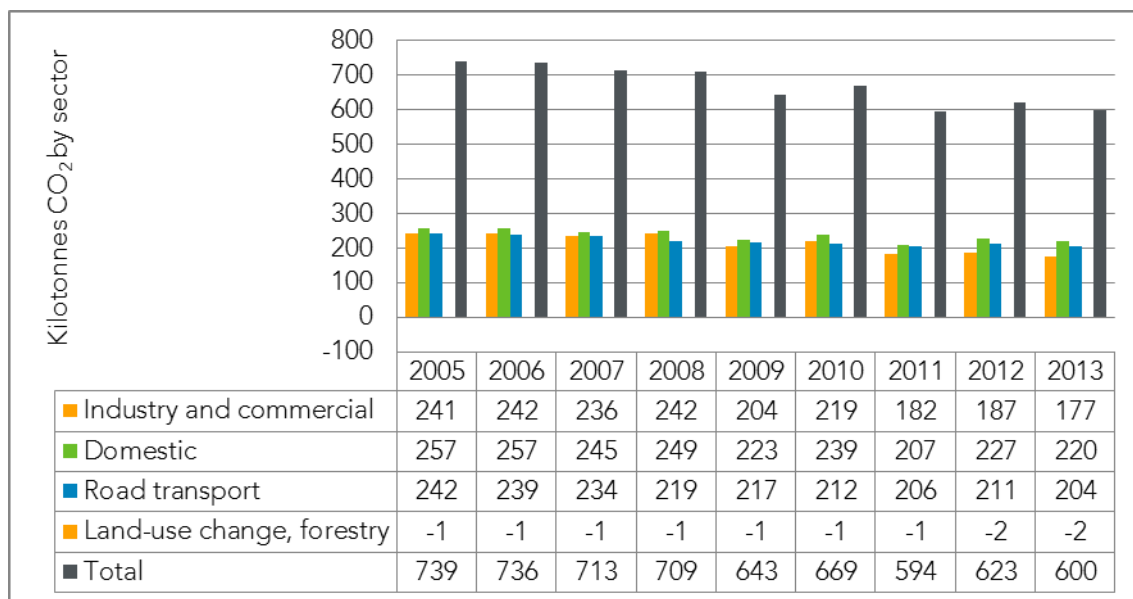


Figure 7.2: Emissions in Fareham by source 2005-2013 (kilotonnes CO₂) (Source: DECC)

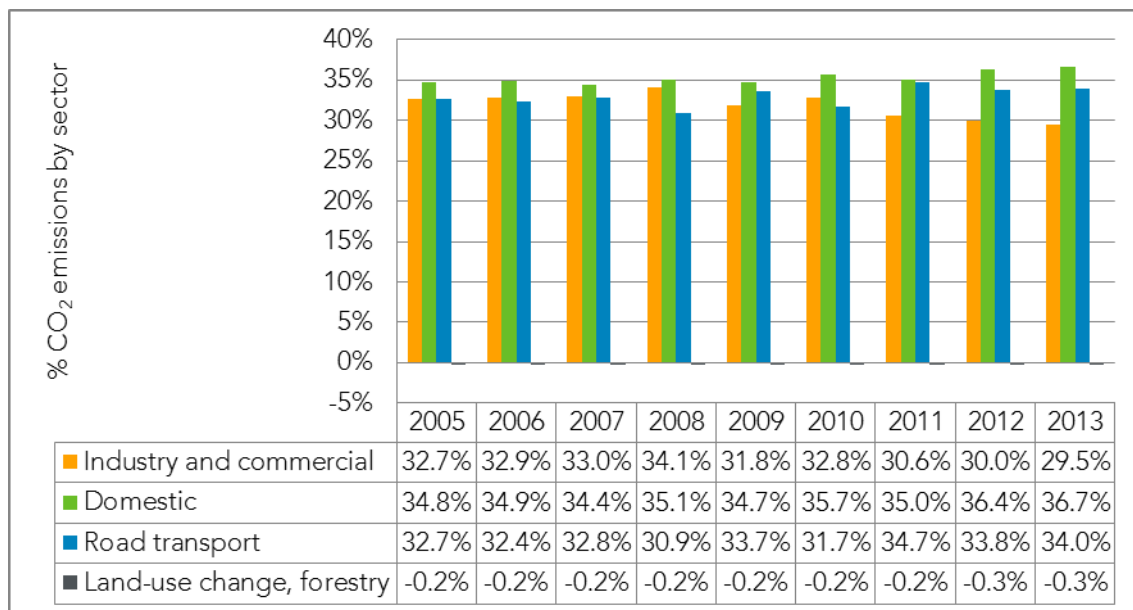


Figure 7.3: Emissions in Fareham by source 2005-2013 (percentage) (Source: DECC)

7.4 Effects of Climate Change

7.4.1 Climate change is likely to result in a range of direct and indirect effects on the natural and built environments, with current projections suggesting that the south east will experience hotter, drier summers and warmer, wetter winters. This could lead to more frequent and severe drought and flood events and may also impact on soil condition and both supply of and demand for water.

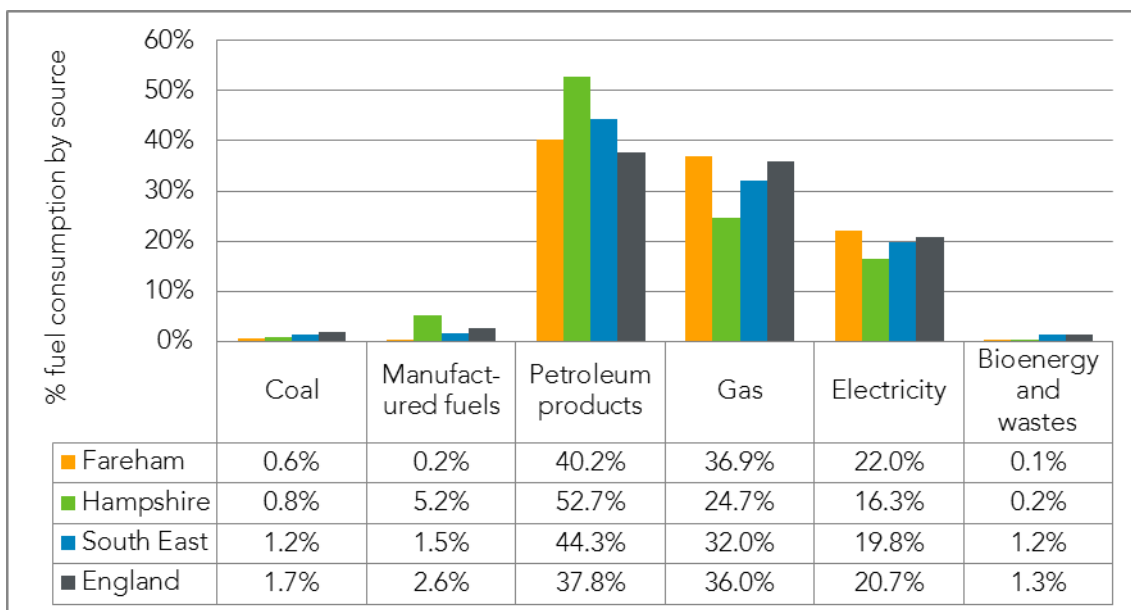


Figure 7.4: Consumption of fuel types in Fareham by proportion, 2013 (Source: DECC)

7.4.2 The outcome of research on the probable effects of climate change in the UK was released by the UK Climate Projections (UKCP09) team in 2009 (Murphy *et al.*, 2009). UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction. Table 7.1 shows central estimates for a medium emissions scenario for the South East River Basin District within which the borough of Fareham lies.

Table 7.1: Central Estimates for Medium Emission Scenarios for the South East River Basin District (Source: DEFRA)

Potential Change	In the 2020s	In the 2050s
Hotter Summers	+1.6°C	+2.3°C
Drier Summers	-8% change in rainfall	-20% change in rainfall
Warmer Winters	+1.4°C	+2.2°C
Wetter Winters	+1% change in rainfall	-2% change in rainfall

7.4.3 As highlighted by the research, the effects of climate change for the South East’s climate by 2050 for a medium emissions scenario are likely to be as follows:

- ▶ Under medium emissions, the central estimate of increase in winter mean temperature is 2.2°C; it is very unlikely to be less than 1.1°C and is very unlikely to be more than 3.4°C. A wider range of uncertainty is from 0.9°C to 3.8°C.
- ▶ Under medium emissions, the central estimate of increase in summer mean temperature is 2.7°C; it is very unlikely to be less than 1.3°C and is very unlikely to be more than 4.6°C. A wider range of uncertainty is from 1.1°C to 5.2°C.

- ▶ Under medium emissions, the central estimate of increase in summer mean daily maximum temperature is 3.7°C; it is very unlikely to be less than 1.4°C and is very unlikely to be more than 6.5°C. A wider range of uncertainty is from 1.2°C to 7.3°C.
- ▶ Under medium emissions, the central estimate of increase in summer mean daily minimum temperature is 2.9°C; it is very unlikely to be less than 1.3°C and is very unlikely to be more than 5.1°C. A wider range of uncertainty is from 1.2°C to 5.7°C.
- ▶ Under medium emissions, the central estimate of change in annual mean precipitation is 0%; it is very unlikely to be less than -4% and is very unlikely to be more than 6%. A wider range of uncertainty is from -5% to 6%.
- ▶ Under medium emissions, the central estimate of change in winter mean precipitation is 16%; it is very unlikely to be less than 2% and is very unlikely to be more than 36%. A wider range of uncertainty is from 1% to 40%.
- ▶ Under medium emissions, the central estimate of change in summer mean precipitation is -18%; it is very unlikely to be less than -40% and is very unlikely to be more than 7%. A wider range of uncertainty is from -42% to 16%.

7.4.4 Figure 7.5 to Figure 7.7 present a series of graphs to illustrate UKCP09 information for the South East region over a wider timescale to the end of the century. This is presented in five (10, 33, 50, 67 and 90%) probability levels for each 30-year time period.

7.4.5 Resulting from these changes, a variety of risks exist for the South East. The risks relevant to Fareham borough resulting from climate change are listed in Table 7.2. The health impacts of climate change are most likely to affect older people. Fareham borough has an ageing population with 28% aged over 60 years compared to the national average of 23%.

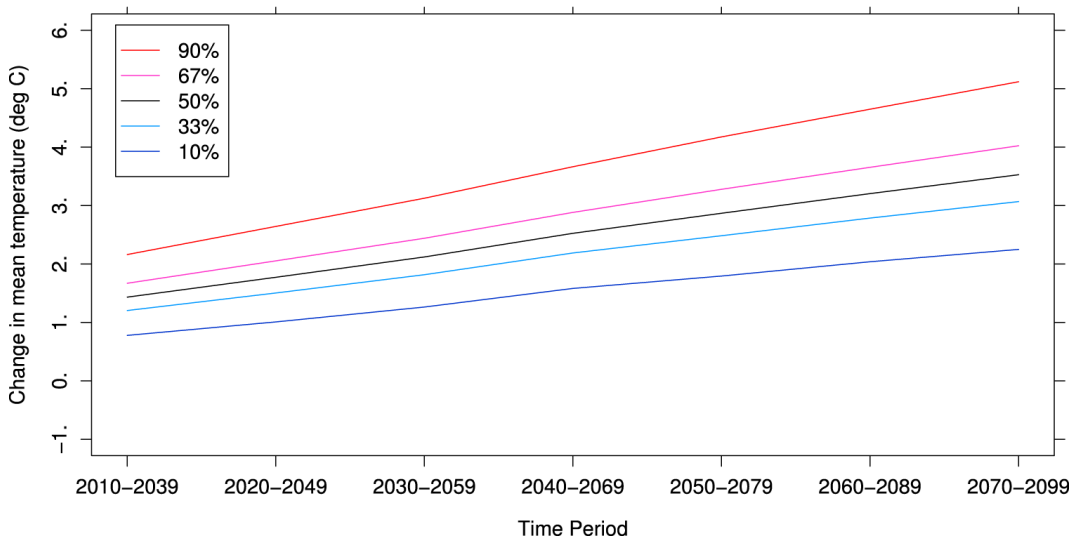


Figure 7.5: Changes in mean temperature in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09)

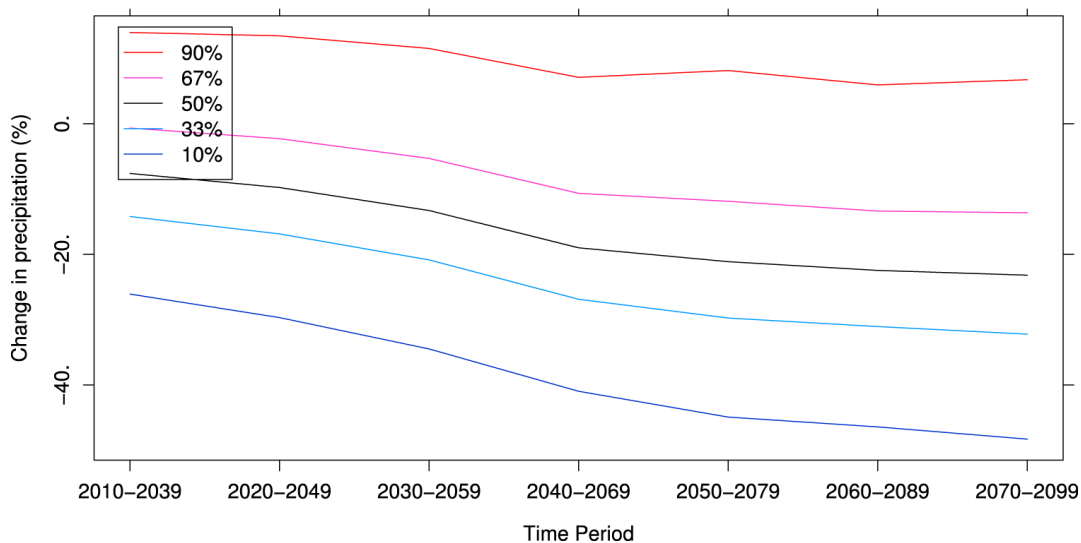


Figure 7.6: Changes in summer mean precipitation in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09)

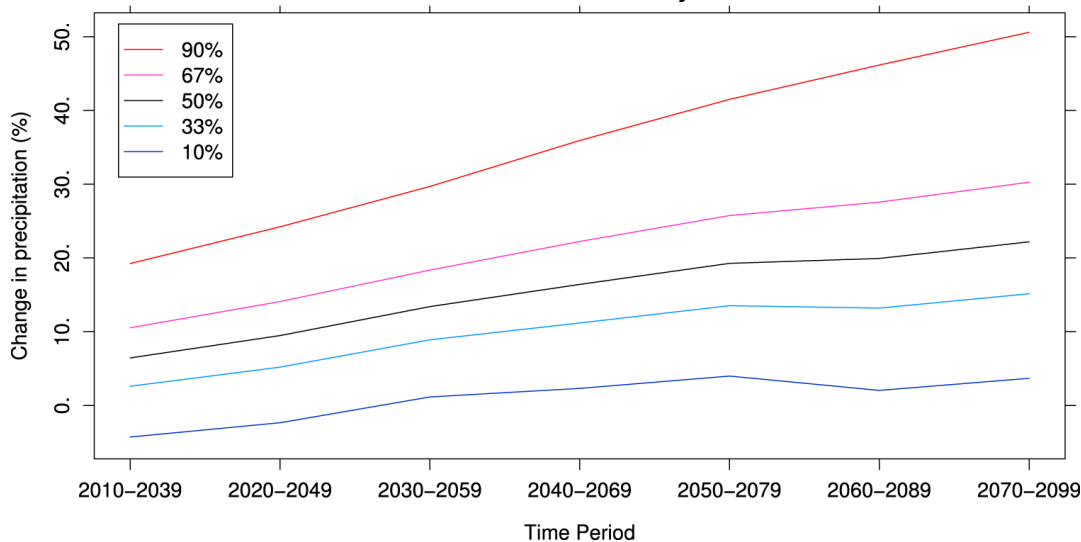


Figure 7.7: Changes in winter mean precipitation in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09)

Table 7.2: Predicted environmental and socio-economic effects of climate change

Environmental effects	Socio-economic effects
<ul style="list-style-type: none"> ▪ Effects on water resources from climate change ▪ Reduction in availability of surface water in reservoirs and rivers for abstraction in summer ▪ Adverse effect on water quality from low river levels and turbulent rivers flow after heavy rain and a reduction of water flow ▪ Increased risk of flooding, including increased vulnerability to 1:100 year floods 	<ul style="list-style-type: none"> ▪ Increased incidence of heat related illnesses and deaths during the summer ▪ Increase incidence of illnesses and deaths related to exposure to sunlight (e.g. skincancer, cataracts) ▪ Increased incidence of pathogen related diseases (e.g. legionella and salmonella) ▪ Increase in health problems related to rise in local ozone levels during summer ▪ Increased risk of injuries and deaths due to increased number of storm events ▪ Deterioration in working conditions due to increased

Environmental effects	Socio-economic effects
<ul style="list-style-type: none"> ▪ Changes in insurance provisions for flood damage ▪ A need to increase the capacity of wastewater treatment plants and sewers ▪ A need to upgrade flood defences ▪ Increased likelihood of summer droughts and soil and water deficits, leading to demand for increased irrigation ▪ Soil erosion due to flash flooding ▪ Loss of species that are at the edge of their southerly distribution ▪ Spread of species at the northern edge of their distribution ▪ Impact on the amount of grassland from a reduction in summer rainfall 	<p>temperatures</p> <ul style="list-style-type: none"> ▪ Changes to global supply chain ▪ Increased difficulty of food preparation, handling and storage due to higher temperatures ▪ An increased move by the insurance industry towards a more risk-based approach to insurance underwriting, leading to higher cost premiums for business ▪ Increased demand for air-conditioning ▪ Increased drought and flood related problems such as soil shrinkages and subsidence ▪ Impacts from an increased number of tourists due to warmer weather ▪ Risk of rail tracks buckling and road surfaces melting more frequently due to increased temperature ▪ Flooding of roads and railways

7.4.6 In November 2006, Hampshire County Council established a Commission of Inquiry on climate change. The Commission revealed that rising sea levels would be a particular problem for Fareham borough, with impacts relating to increased flooding and reduced access to coastal paths (HCC, 2007). At the time of the study, 1,616 dwellings in Fareham borough were located in flood zones 2 and 3, set to rise to 1,963 dwellings by 2060 as a result of predicted sea level rise. Furthermore, the well-used footpath along the east bank of the River Hamble from Swanwick to Warsash (in the Western Wards Spatial Planning Area) lies atop an embankment protected by ad hoc defences. These have been eroded over time and remain in a poor state of repair in some locations, with overtopping of the embankment by the sea already a regular occurrence, and likely to worsen with rising sea levels.

7.5 Climate Changes Adaptation

7.5.1 No formal climate change adaptation plan has been implemented by Fareham Borough Council. However, there are provisions in the NPPF for local authorities to identify Coastal Change Management Areas (CCMA) in their Local Plans for areas likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion; Environment Agency, 2015).

7.5.2 Fareham Borough Council designated two CCMA's in its Local Plan Part 2: Development Sites and Policies, adopted in 2015. The CCMA from Hook Spit to Workman's Lane was proposed as a result of likely permanent inundation due to overtopping of the existing seawall, following the establishment of a policy of no active intervention in the Shoreline Management Plan. The second, from Hook Park to Meon Shore, was proposed as a result of erosion risk along a line of cliffs where again there is a policy of no active intervention. CCMA's facilitate the process of change over time while managing their impacts.

7.6 Spatial Context

- 7.6.1 The climate of Fareham borough is expected to change over the next century, with summers becoming hotter and drier, and winters becoming milder and wetter. This could have implications for human health, business continuity, biodiversity and the environment, with more frequent and severe heat waves and storm water flooding likely to occur. The borough's coastal location means it could also be at risk of flooding and coastal erosion from sea level rise and storm surges, particularly in the Western Wards Spatial Planning Area.
- 7.6.2 The impacts of climate change are likely to be felt most in densely urbanised areas (such as Fareham), where temperature extremes and more frequent and intense storm water flood events are most likely to affect people and businesses. Despite these predicted impacts, Fareham Borough Council does not yet have a formal plan for dealing with climate change. The borough does have significantly lower per capita carbon emissions than the average for Hampshire, the South East and England, however, and these have been decreasing most years since 2005.

7.7 Likely Evolution of the Baseline in the absence of the Local Plan Review

- 7.7.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to climate change that may continue under such a scenario include:
- ▶ Increases in mean winter and summer temperatures.
 - ▶ Increases in mean precipitation during winter and decreases in mean precipitation during summer.
 - ▶ Increased frequency of extreme weather events.
 - ▶ Increase in risks associated with climate change.
 - ▶ Per capita emissions are likely to continue to decrease.
 - ▶ Emissions from road transport and households are likely to continue to be the two largest inputs to greenhouse gas emissions in the borough.
 - ▶ Road traffic use in and around the borough may increase as the economic climate improves and South Hampshire's population increases. This could lead to increases in greenhouse gas emissions.
 - ▶ New developments may not include the incorporation of features which will maximise the resilience of the borough to the effects of climate change, such as sustainable drainage systems and green and blue infrastructure provision, although these are addressed by the Green Infrastructure Strategy for Fareham Borough (2014b).

7.8 Key Issues

- 7.8.1 Key issues for climate change relevant to the Local Plan Review are:

- ▶ Potential increases in greenhouse gas emissions linked to an increase in the built footprint of the borough. This includes increased car use and travel, housing provision and employment.
- ▶ Per capita emissions in the borough are significantly lower than Hampshire averages, and lower than the averages for the South East and England, and per capita emissions have been falling at a faster rate than that seen for Hampshire. The Local Plan Review should therefore seek to support continued and ongoing reductions in per capita emissions in the borough.
- ▶ Road transport and domestic emissions are the two largest contributors to carbon dioxide emissions in the borough. The Local Plan Review should seek to limit emissions from these sources through energy efficiency, renewable energy provision, promotion of sustainable transport, and by reducing the need to travel through planning.
- ▶ The Local Plan Review should seek to support adaptation to risks linked to climate change through appropriate design and layout, and the incorporation of features which will maximise the resilience of the borough to the effects of climate change, such as sustainable drainage systems and green and blue infrastructure provision.

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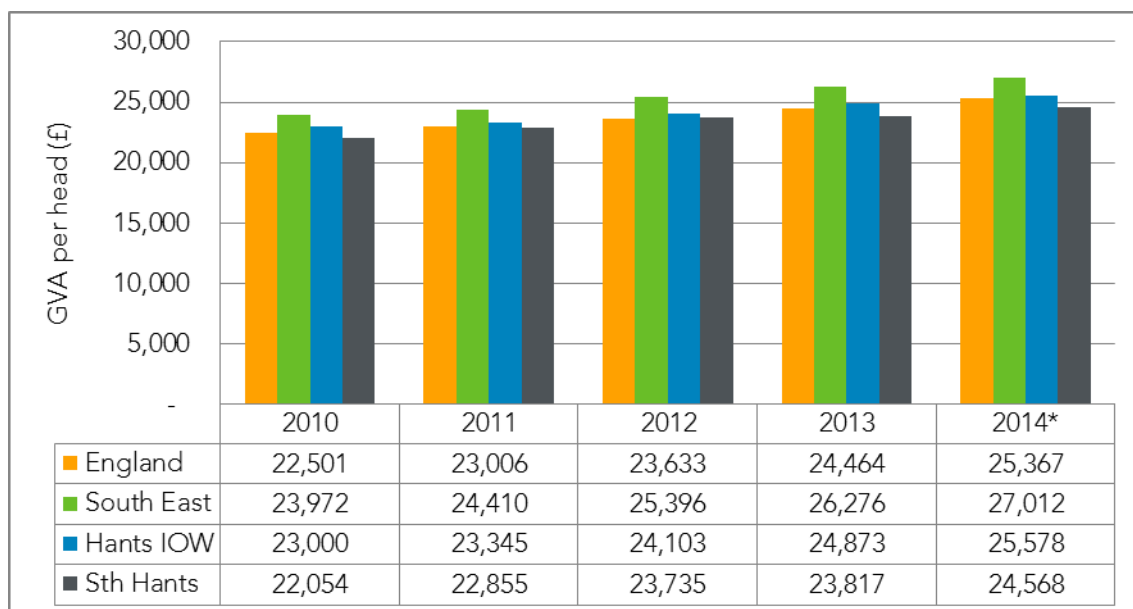
8 Economic Factors

8.1 Summary of Policy and Plan Review

8.1.1 Achieving and maintaining high and stable levels of economic growth and employment are key aims of the strategies at UK and European levels. European strategies aim to make the European Union more dynamic and competitive. Other objectives include improvements to the education system to increase skills levels in both children and adults; and improved productivity and innovation, particularly with regards to technology. At a national level, policies set out to encourage businesses to employ highly-skilled people who have the potential to turn innovation into commercial opportunity. At a regional and local level, emphasis is placed on improvements to the cultural and visitor economy; enterprise and inward investment; and the use of Information and Communications Technology (ICT) to improve efficiency and skills.

8.2 Economic Sectors

8.2.1 Gross Value Added (GVA) per head of population in South Hampshire in 2014 was £24,568, slightly lower than the Hampshire and Isle of Wight and England averages, and further behind the South East England rate²⁰. This pattern has been consistent for at least the last five years, except in 2012 when the South Hampshire figure moved slightly ahead of that for England; see Figure 8.1. Data are not available for Fareham borough.



* Provisional data

Figure 8.1: Gross Value Added (Income Approach) per head of population at current prices (£), 2010-2014 (Source: ONS, 2015)

²⁰ ONS (2015): *Regional Gross Value Added (Income Approach), 1997 to 2014*. Accessed online [19/1/16] at:

<http://www.ons.gov.uk/ons/datasets-and-tables/index.html>

8.2.2 In South Hampshire in 2014, as shown in Table 8.1, the sector of the economy with the highest GVA was distribution, transport, accommodation and food with £2,074million, followed closely by real estate activities (£1,924million) and production (£1,800million)²¹. This trend has been broadly consistent for the last five years. Public administration, education and health, business service activities, and manufacturing are also significant economic sectors in the sub-region. The sector of the economy with the lowest GVA in South Hampshire was agriculture, forestry and fisheries with £23million. Data are not available for Fareham borough.

Table 8.1: Gross Value Added (Income Approach) by industry at current prices (£million) in South Hampshire, 2010-2014 (Source: ONS, 2015)

Sector (South Hampshire)	2010	2011	2012	2013	2014*
Agriculture, forestry and fishing	14	14	16	22	23
Production	1,553	1,585	1,662	1,777	1,800
Manufacturing	1,269	1,371	1,430	1,462	1,472
Construction	661	693	719	721	767
Distribution; transport; accommodation & food	1,872	1,897	2,019	1,964	2,074
Information and communication	498	557	585	661	643
Financial and insurance activities	490	457	481	506	521
Real estate activities	1,535	1,681	1,782	1,832	1,924
Business service activities	1,109	1,284	1,400	1,288	1,450
Public administration; education; health	1,529	1,537	1,499	1,477	1,485
Other services and household activities	399	381	378	383	363
All industries	9,661	10,084	10,541	10,632	11,048

* Provisional data

8.2.3 In Fareham, as can be seen in Table 8.2, the professional, scientific and technical broad industry group had the highest number of business units in 2013 with 710²². This is reflected in Hampshire as well as on a regional level in the South East, and on a national scale in England. Public administration and defence had the lowest number of business units at 20, which is also the same in Hampshire, the South East and England.

Table 8.2: Number of local business units in VAT and/or PAYE based enterprises, by industry in 2013 (Source: ONS, 2013)

Sector	Fareham	Hampshire	South East	England
Agriculture, forestry & fishing	50	1,950	11,740	98,795
Production	310	3,660	20,875	130,935
Construction	655	7,265	44,310	227,875

²¹ Ibid.

²² ONS (2013): *UK Business: Activity, Size and Location, 2013*. Accessed online [19/1/16] at: <http://www.ons.gov.uk/ons/datasets-and-tables/index.html>

Sector	Fareham	Hampshire	South East	England
Motor trades	145	1,890	11,780	66,160
Wholesale	220	2,640	18,135	108,505
Retail	400	5,495	38,460	239,340
Transport & storage (inc. postal)	130	1,720	11,770	72,090
Accommodation & food services	215	3,030	22,950	138,820
Information & communication	340	5,320	36,230	159,470
Finance & insurance	120	1,375	9,185	57,240
Property	165	2,095	13,565	82,595
Professional, scientific & technical	710	10,390	69,185	340,970
Business administration & support services	350	4,290	30,305	156,455
Public administration and defence	20	420	2,740	20,530
Education	140	1,615	10,065	56,140
Health	245	2,945	21,125	126,695
Arts, entertainment, recreation & other services	295	4,005	28,245	151,730
TOTAL	4,510	60,105	400,665	2,234,345

8.3 Business Demography

8.3.1 Table 8.3 highlights a fluctuating trend in the number of new births of enterprises between 2009 and 2014²³. Despite this, the overall number of new enterprises has increased on a national, regional, county and local level. Since 2010 there has been an upward trend in new enterprises on a national and regional scale, however this is not mirrored on a county and local level where fluctuation has occurred throughout the six year period and the number of new businesses created fell back in 2014.

Table 8.3: Number of new births of enterprises 2009-2014 (Source: ONS, 2015)

Year	Fareham	Hampshire	South East	England
2009	390	5,015	36,320	209,035
2010	425	5,300	36,910	207,520
2011	395	5,640	40,775	232,460
2012	450	5,745	41,245	239,975
2013	585	7,220	50,895	308,770
2014	555	7,135	51,280	313,200

²³ ONS (2015): *Business Demography, 2014*. Accessed online [19/1/16] at:
<http://www.ons.gov.uk/ons/datasets-and-tables/index.html>

8.3.2 By contrast Table 8.4 shows that the annual rate of business deaths in Fareham has generally fallen over the last six years from 535 in 2009 to 415 in 2013, before rising slightly to 445 in 2014²⁴. This differs slightly from county and regional rates which fell between 2009 and 2011 before rising again in 2012, falling in 2013 and then remaining constant; national rates mirrored this trend between 2009 and 2013 but rose again in 2014.

Table 8.4: Number of deaths of enterprises 2009-2014 (Source: ONS, 2015)

Year	Fareham	Hampshire	South East	England
2009	535	6,270	42,550	247,150
2010	495	5,705	38,285	219,030
2011	440	5,260	35,855	202,365
2012	425	5,555	39,000	221,780
2013	415	5,230	36,795	209,525
2014	445	5,210	36,765	217,175

8.3.3 The total number of VAT and/or PAYE based local business units decreased in Fareham by 350 units from 2009 to 2013; see Table 8.5²⁵. There was a slight increase from 2011 to 2012, however, it decreased again from 2012 to 2013. This trend is consistent with the South East and the England trend.

Table 8.5: Total number of all VAT and/or PAYE based local units 2009-2013 (Source: ONS, 2013)

Year	Fareham	South East	England
2009	4,860	402,895	2,237,555
2010	4,670	394,505	2,183,845
2011	4,515	390,465	2,161,190
2012	4,540	399,755	2,218,205
2013	4,510	400,690	2,234,320

8.3.4 In 2013, as can be seen in Figure 8.2, 44.1% of enterprises were 10 or more years old, which is 1.2% higher than in the South East and 1.3% higher than in England²⁶. The lowest proportion (11.3%) of businesses were between 2 and 3 years old in Fareham. This trend is broadly mirrored in Hampshire, the South East and in England, although Fareham had proportionately fewer businesses in the 2-3 year age class in 2013.

²⁴ Ibid.

²⁵ ONS (2013): *UK Business: Activity, Size and Location, 2013*. Accessed online [19/1/16] at: <http://www.ons.gov.uk/ons/datasets-and-tables/index.html>

²⁶ Ibid.

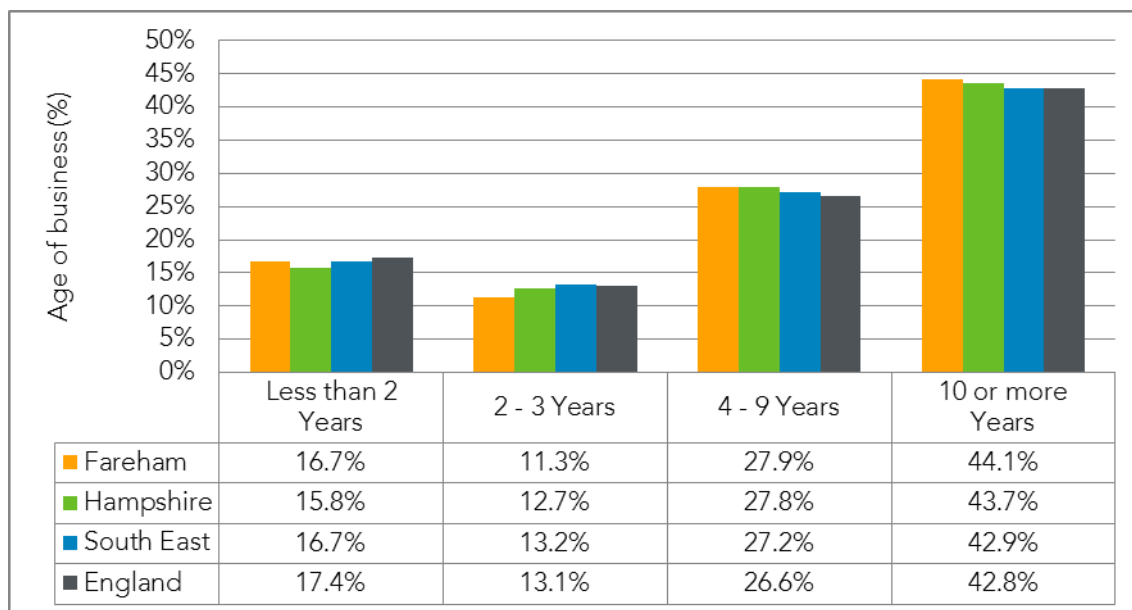


Figure 8.2: Percentage of Businesses by Age in 2013 (Source: ONS, 2013)

8.4 Employment Sectors

8.4.1 In Fareham the broad industrial sector which employed the greatest number of people in 2013 was the retail sector, followed closely by business administration & support services, health, education and manufacturing; see Table 8.6 27. These five sectors were also the top five employers at county and national levels, but on a regional scale professional, scientific and technical jobs edged out manufacturing. The sector with the fewest employees in Fareham was agriculture, forestry & fishing, followed by mining, quarrying & utilities and property.

Table 8.6: Employees by broad industry (100s), June 2015 (Source: ONS, 2016)

Industry	Fareham	Hants	Sth East	GB
Agriculture, forestry & fishing	0	600	27,900	193,800
Mining, quarrying & utilities	400	5,500	42,800	348,500
Manufacturing	4,600	48,700	243,800	2,298,700
Construction	2,600	31,900	179,200	1,184,700
Motor trades	800	10,500	73,700	474,100
Wholesale	2,200	27,200	179,900	1,094,000
Retail	5,300	60,400	404,500	2,717,800
Transport & storage (inc. postal)	3,100	20,600	156,400	1,203,000
Accommodation & food services	3,200	43,400	278,700	1,897,700
Information & communication	1,800	36,800	238,600	1,087,400

²⁷ ONS (2014): *Business Register and Employment Survey*. Accessed online [20/1/16] at:

<http://www3.hants.gov.uk/factsandfigures/figures-economics/business-2.htm>

Industry	Fareham	Hants	Sth East	GB
Financial & insurance	1,600	19,100	124,800	1,010,000
Property / real estate	500	7,800	52,100	456,100
Professional scientific & technical	2,900	44,500	307,200	2,141,000
Business administration & support services	4,900	46,800	305,700	2,276,400
Public administration & defence	3,200	20,100	138,200	1,313,100
Education	4,700	55,100	402,200	2,578,800
Health	4,800	61,500	471,300	3,672,000
Arts, entertainment, recreation & other services	1,600	28,700	196,500	1,229,500

8.4.2 Figure 8.3 shows that in Fareham the greatest proportion of people (18.3%) were working in professional occupations in 2011. In the South East and in England professional occupations were also the most common occupation. The balance of occupations in Fareham is broadly similar to that of England as a whole, but with a greater proportion of managers, directors and senior officials, and fewer process, plant and machine operatives and people in elementary occupations.

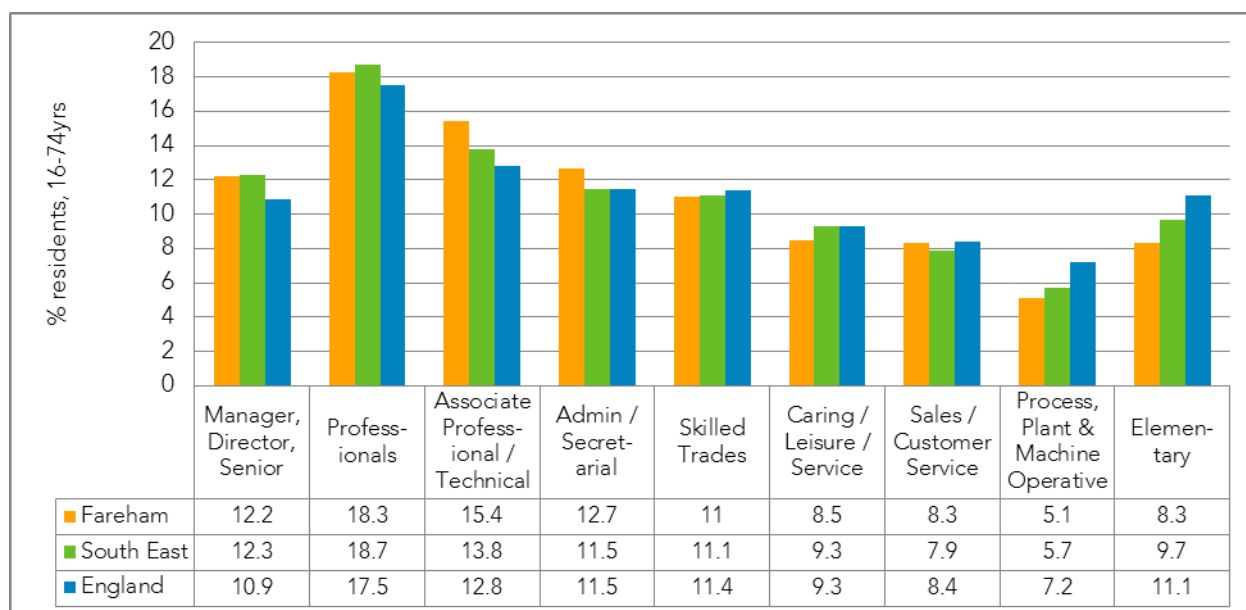


Figure 8.3: Occupation of residents aged 16 to 74yrs (%) (Source: Census, 2011)

8.4.3 Table 8.7 shows that Fareham’s median resident earnings for males, females, all workers and full time workers are all above the UK’s median resident earnings²⁸. In 2014 all workers in Fareham were on average paid £61 more per week than the UK average.

²⁸ Hampshire County Council: *Key Fact and Figures*. Accessed online [20/1/16] at: <http://www3.hants.gov.uk/factsandfigures/keyfactsandfigures/key-facts/kf-fareham.htm#pay>

Table 8.7: Median resident weekly earnings in 2014 (Source: Annual Survey of Hours and Earnings 2014, National Statistics)

Average gross weekly (median resident earnings)	Fareham (£)	UK (£)
Males	589	507
Females	355	330
All workers	479	418
Full time workers	554	518

8.5 Land Supply

8.5.1 In April 2015 the available industrial and office land supply²⁹ with permitted/agreed use classes of A2, B1, B2 and B8 was 84,349m²; see Table 8.8. This is around 5.5% of the total available supply for Portsmouth, Southampton and Hampshire³⁰. In addition there were 9,351m² of permitted retail and leisure floorspace³¹ in the borough in 2015³².

Table 8.8: Industrial and office land & floorspace supply (Source: HCC, 2015)

Area	A: Permitted (m ²)	B: Permitted (ha)	C: Not permitted (ha)	Total B+C (ha)
Fareham	84,349	50.55	5.97	56.52
Cities+Hampshire	1,538,664	593.10	189.13	782.23

Table 8.9: Retail & leisure floorspace supply (Source: HCC, 2015)

Area	A1 Retail (m ²)	A3/4/5 Retail (m ²)	D2 Leisure (m ²)	C1 Bedrooms
Fareham	3,704	883	4,764	27
Cities+Hampshire	207,422	17,984	88,936	2,201

8.6 Education and Skills

8.6.1 Table 8.10 indicates an overall increasing trend in the number of 16-18 year olds entered for Level 3 Qualifications from September 2005 to August 2014³³. On a regional level, in the South

²⁹ Includes sites with planning permission, sites permitted subject to legal agreement, and commitments in local plans, local development frameworks, and policy statements, with a floorspace greater than 200m².

³⁰ Hampshire County Council: *Industrial Land & Office Floorspace Supply*. Accessed online [20/1/16] at: http://www3.hants.gov.uk/factsandfigures/land-supply/industrial_land_office_floorspace_supply.htm

³¹ Includes sites with planning permission, sites permitted subject to legal agreement, and commitments in local plans and adopted policy statements, with a floorspace greater than 200m² or more than 10 hotel bedrooms.

³² Hampshire County Council: *Industrial Land & Office Floorspace Supply*. Accessed online [20/1/16] at: http://www3.hants.gov.uk/factsandfigures/land-supply/retail_and_leisure_floorspace.htm

³³ Neighbourhood Statistics: *Key Figures for Education, Skills and Training, 2011*. Accessed online [20/1/16] at: <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=7&b=6275101&c=fareham&d=13&e=5&g=6429775&i=1001x1003x1004&o=362&m=0&r=1&s=1453987118332&enc=1>

East there is also an upward trend, with fluctuations within the time period. However on a local scale in Fareham there has been significant fluctuations between 2005 and 2014, resulting in an overall decrease in the total number of students entered for a level 3 Qualification.

Table 8.10: 16-18 year old students entered for Level 3 Qualifications (total persons) (Source: Census, 2011)

Period	Fareham	South East	England
Sep 2013 to Aug 2014	827	60,097	362,952
Sep 2012 to Aug 2013	818	57,780	358,474
Sep 2011 to Aug 2012	873	57,934	346,833
Sep 2010 to Aug 2011	852	54,713	335,681
Sep 2009 to Aug 2010	878	55,134	341,563
Sep 2008 to Aug 2009	766	50,739	315,080
Sep 2007 to Aug 2008	792	48,054	294,816
Sep 2006 to Aug 2007	760	47,592	282,120
Sep 2005 to Aug 2006	834	45,548	276,424

8.6.2 In England, Figure 8.4 shows an overall increasing trend in the number of pupils at the end of Key Stage 4 achieving 5+ A*-C grades³⁴. This is reflected at a regional and local scale but Fareham has a higher percentage of pupils achieving 5+ A*-C grades than both regional and national levels. However, between September 2012 and August 2014 there was a significant decrease at all three scales as a result of changes to the way in which papers are graded, although this is less pronounced in Fareham.

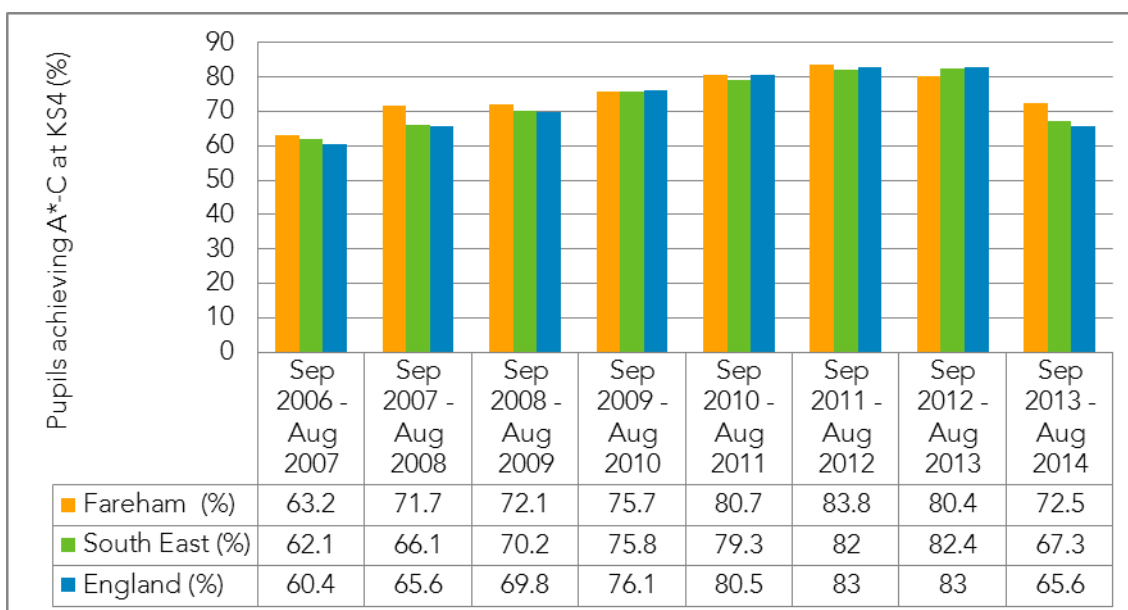


Figure 8.4: All pupils at the end of KS4 achieving 5+ A*-C (%) (Source: Census, 2011)

³⁴ Ibid.

8.6.3 Figure 8.5 shows that most people in Fareham had Level 4 Qualifications and above in 2011³⁵, and this trend can also be seen at the South East and national scales. Fareham has a greater proportion of people in apprenticeships than the regional or national averages, and a smaller proportion of people without any qualifications.

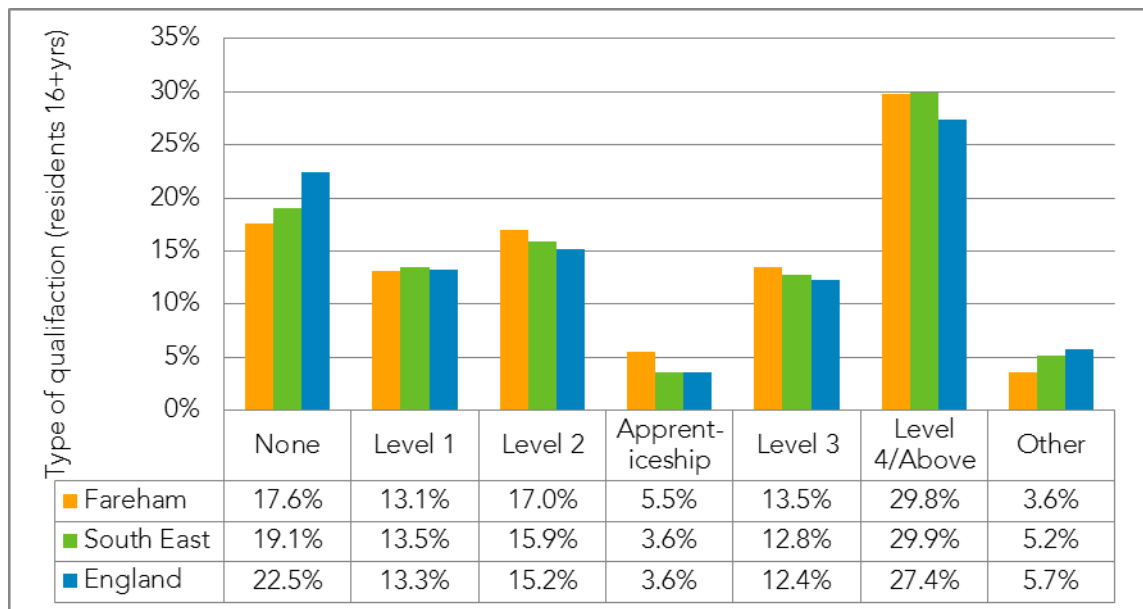


Figure 8.5: Working age population by type of qualification (%) (Source: Census, 2011)

8.7 Schools Capacity

8.7.1 The *Hampshire School Place Planning Framework 2013-2018* (HCC, 2013) presents currently available data on schools capacity and projected shortfalls for Fareham borough. The borough is sub-divided into four primary school planning areas and two secondary school planning areas. Table 8.11 and Table 8.12 set out the current and projected capacity figures for 2013 and 2018 in each of these areas. The data show that, in 2013, there was expected to be sufficient secondary school capacity to meet population growth, but there are significant and widespread capacity constraints in primary school provision which is most acute in Crofton and Portchester. However, much of this shortfall is derived from out-of-borough recruitment from Gosport and Portsmouth.

Table 8.11: Projected primary school capacity in Fareham planning areas (HCC, 2013)

Variable	October 2013	Forecast 2018
Fareham Central / East		
Number of Infant/Primary/Junior Schools:	11	11
Total Planning Area Primary Age Capacity:	2,946	2,946
Total Planning Area Primary Age Number on Roll:	2,745	2,957
% Surplus Capacity	7%	0%

³⁵ Ibid.

Variable	October 2013	Forecast 2018
Crofton		
Number of Infant/Primary/Junior Schools:	4	4
Total Planning Area Primary Age Capacity:	1,043	1,043
Total Planning Area Primary Age Number on Roll:	1,053	1,160
% Surplus Capacity	-1%*	-10%*
Portchester		
Number of Infant/Primary/Junior Schools:	5	5
Total Planning Area Primary Age Capacity:	1,401	1,401
Total Planning Area Primary Age Number on Roll:	1,318	1,593
% Surplus Capacity	6%	-12%*
Fareham West / North / Whiteley		
Number of Infant/Primary/Junior Schools:	11	11
Total Planning Area Primary Age Capacity:	3,821	4,136
Total Planning Area Primary Age Number on Roll:	3,684	3,892
% Surplus Capacity	4%	6%

Table 8.12: Projected secondary school capacity in Fareham planning areas (HCC, 2013)

Variable	October 2013	Forecast 2018
Fareham Central / East		
Number of Secondary Schools:	4	4
Total Planning Area School Capacity:	3,947	3,947
Total Planning Area Number on Roll:	3,524	3,561
% Surplus Capacity	11%	10%
Fareham West / North / Whiteley		
Number of Secondary Schools:	2	2
Total Planning Area School Capacity:	2,807	2,852
Total Planning Area Number on Roll:	2,518	2,502
% Surplus Capacity	10%	12%

8.8 Spatial Context

8.8.1 Indices of Deprivation (DCLG, 2015) for Employment, Income, and Education, skills and training are mapped spatially for Fareham borough on Figure 8.6, Figure 8.7 and Figure 8.8. These figures show that, in general, the Western Wards and Crofton Spatial Planning Areas are among the least deprived communities in the country. The same can be said for north Titchfield but the rural areas are less advantaged. Fareham and Portchester have pockets of more deprived areas, with communities in west and south Fareham most affected by deprivation.

8.9 Likely Evolution of the Baseline in the absence of the Local Plan Review

8.9.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to economic performance that may continue under such a scenario include:

- ▶ Improvements to the economic climate are likely to increase economic opportunities in the wider south Hampshire area.
- ▶ Significant new employment development can be expected to come forward within the plan area, particularly at Welborne.
- ▶ Increases in south Hampshire's population are likely to increase the demand for jobs in the area.
- ▶ A high rate of out-commuting from the borough is likely to continue due in part to a disparity between housing and employment provision.
- ▶ Major development at Welborne of up to 6,000 homes will require three new primary schools and a new secondary school, and provision is made for these through the Welborne Plan.
- ▶ A temporary 1 form of entry (FE) primary school has been established at Whiteley in addition to the permanent primary school at Gull Coppice. In the longer term, additional facilities provided as part of the North Whiteley urban extension will include two 3FE primary schools and a 9FE secondary school.

8.10 Key Issues

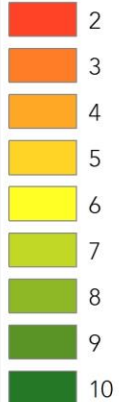
8.10.1 Key economic issues relevant to the Local Plan Review are:

- ▶ The growth of jobs and employment across a range of sectors should be supported, where necessary by identifying sufficient land supply to accommodate growth.
- ▶ New educational and learning facilities should be provided to improve skills and increase opportunities and address any projected shortfalls in schools capacity.
- ▶ Sustainable economic development which supports environmental improvements, improves community cohesion and enhances vitality and vibrancy of urban and rural areas is a central aim.
- ▶ There is potential to attract new companies and higher skilled people by supporting the vitality and vibrancy of the wider area and facilitating a high quality local environment through appropriate land use, design and layout.
- ▶ The borough has higher than average skills levels and a strong employment base in sectors including business services, transport and distribution, retail and manufacturing. These offer scope for economic growth alongside the strengths of the sub-regional economy such as real estate and marine, aviation and defence technologies.
- ▶ Economic development and growth should be encouraged through the expansion of high speed ICT networks.
- ▶ The most common use of floor space in Fareham is for retail purposes.

Fareham Local Plan Review

Indices of Deprivation 2015

Employment (Decile)



Spatial Planning Areas

Borough



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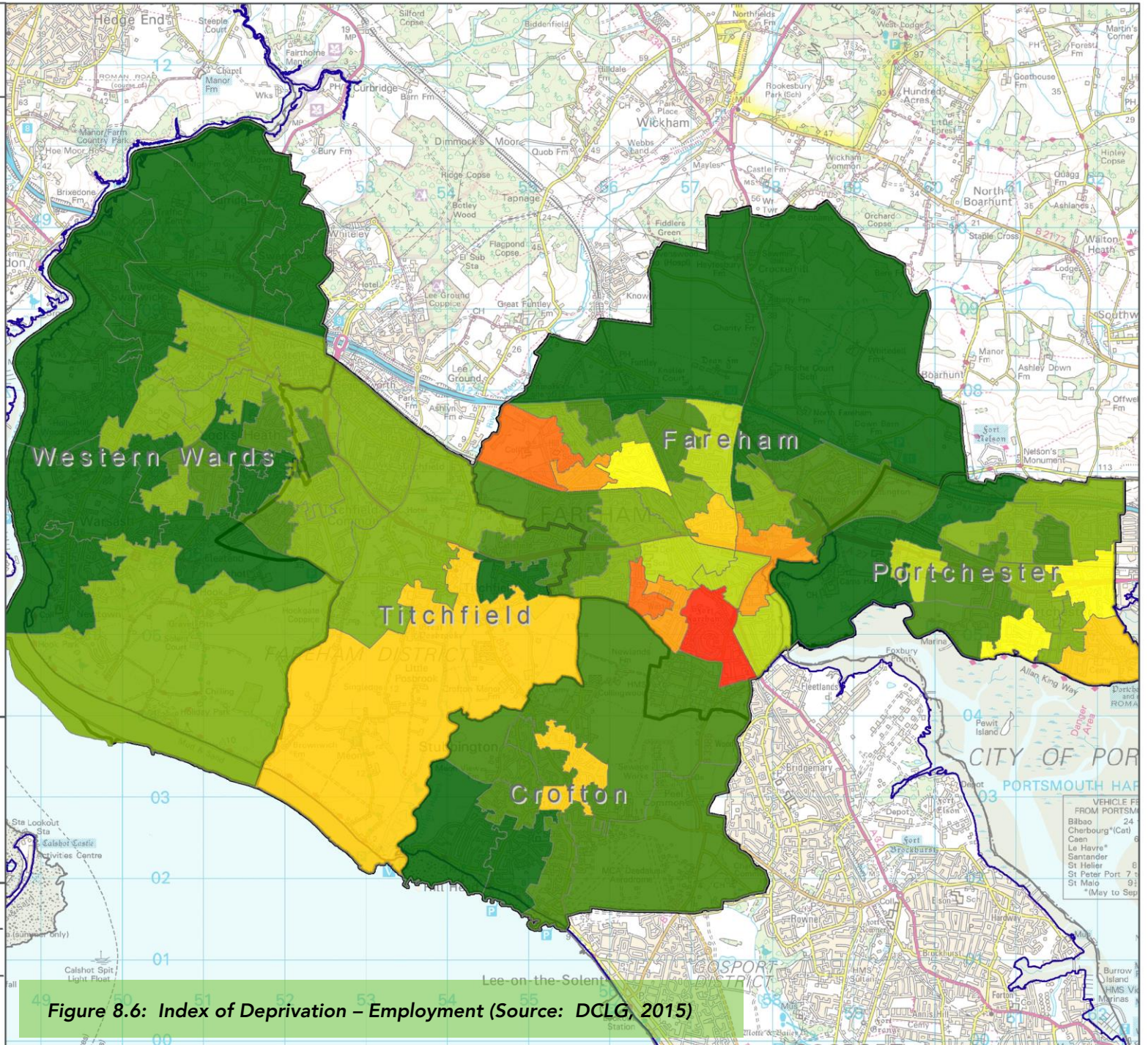
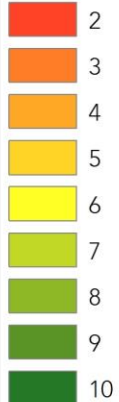


Figure 8.6: Index of Deprivation – Employment (Source: DCLG, 2015)

Fareham Local Plan Review

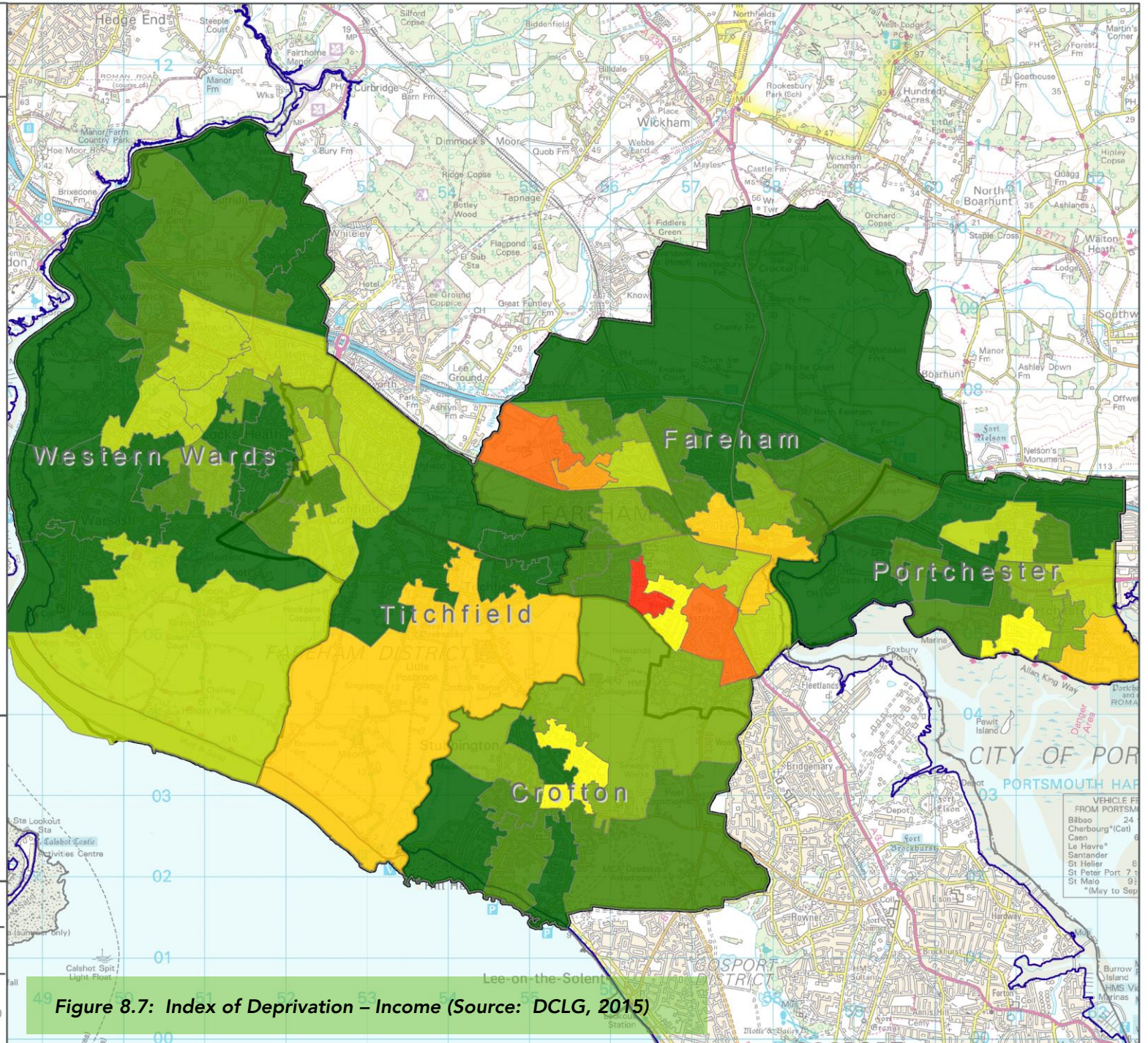
Indices of Deprivation 2015

Income (Decile)



Spatial Planning Areas

Borough



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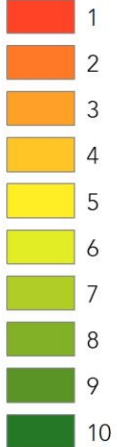
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Figure 8.7: Index of Deprivation – Income (Source: DCLG, 2015)

Fareham Local Plan Review

Indices of Deprivation 2015

Education, Skills, Training (Decile)



Spatial Planning Areas

Borough



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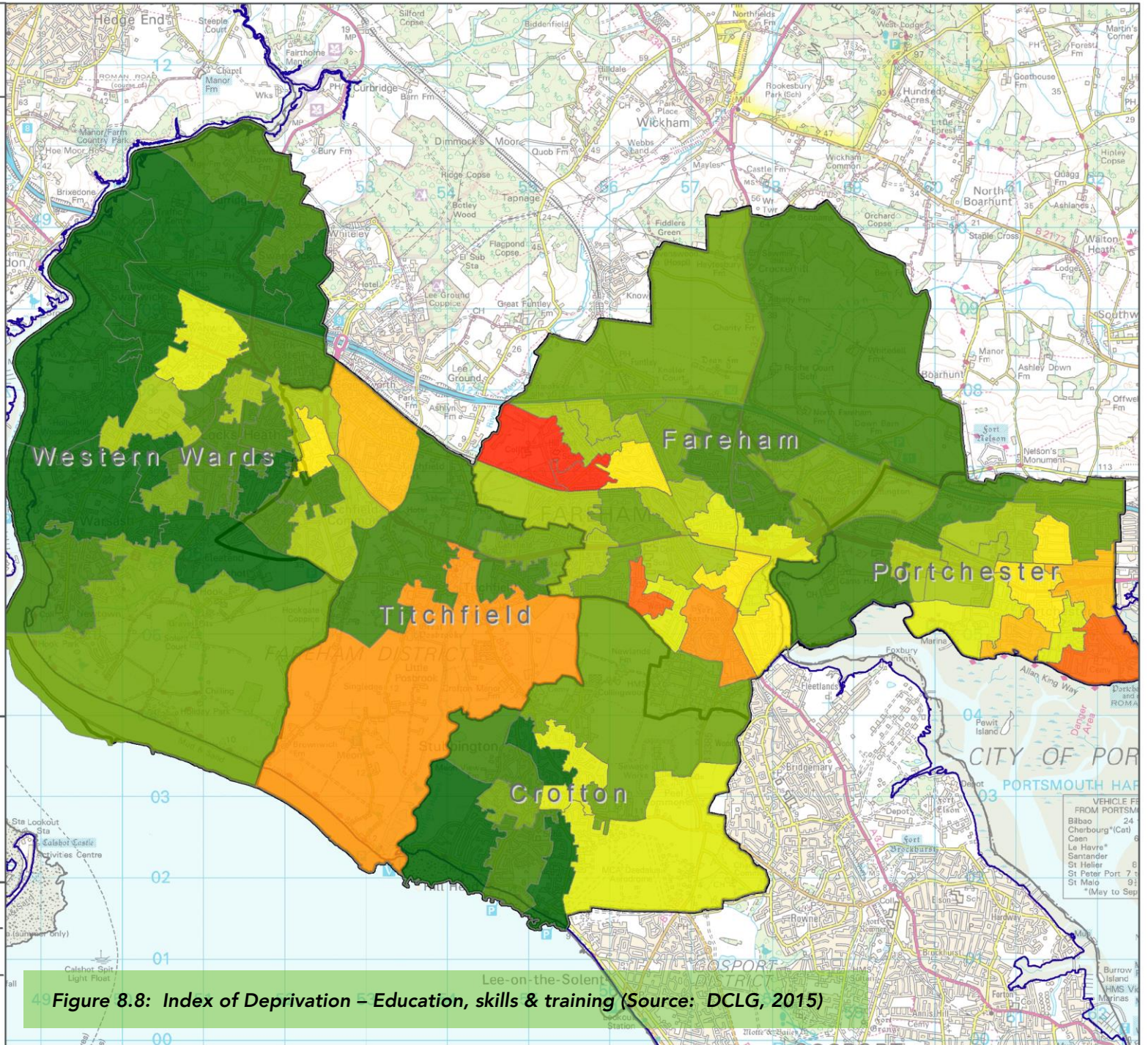


Figure 8.8: Index of Deprivation – Education, skills & training (Source: DCLG, 2015)

9 Green Infrastructure & Ecosystems Services

9.1 Summary of Policy and Plan Review

9.1.1 European, national and local initiatives on green infrastructure and ecosystems services aim to: halt the loss of biodiversity and restore ecosystem health; incorporate valuation of ecosystems services and natural capital into policy making; improve resilience through connectivity; and identify opportunities for addressing multifunctional green infrastructure (GI) needs through local and sub-regional spatial planning.

9.2 Green Infrastructure & Ecosystems Services

9.2.1 This section examines the inter-relationship between all other environmental and socio-economic receptors through the lens of green infrastructure and ecosystem services which are cross-cutting topics of increasing importance (both concepts are defined below). The purpose of this section is to link environmental, social and economic issues in a more integrated way, and emphasise that a good quality environment is essential to continuing social and economic prosperity.

9.2.2 Green infrastructure is a network of multi-functional green spaces, green links and other green areas (for example gardens, allotments, street trees, parks and waterways) which link urban areas with the wider countryside. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple economic, social, and environmental benefits to people if its ecosystems are in a healthy state. These benefits arise through the provision of ecosystem services, which are categorised as follows:

- ▶ Provisioning services – the products obtained from ecosystems, such as food and water;
- ▶ Regulating services – the benefits obtained from the regulation of ecosystem processes, such as flood control and amelioration of extreme heat events;
- ▶ Cultural services – the non-material benefits people obtain from ecosystems, such as spiritual, recreational and aesthetic benefits; and
- ▶ Supporting services – necessary for the production of all other ecosystem services, these intermediate services include nutrient cycling (performed by soils) and habitat provision.

9.2.3 Ecosystem services make economic sense as they provide direct or strategic support of all human activities. The Council's Green Infrastructure Strategy (2014b) sets out a number of baseline characteristics affecting, or affected by, green infrastructure (and thus its provision of ecosystem services). These are detailed and expanded upon below, whilst Figure 9.1 provides a spatial representation of the borough's green infrastructure assets.

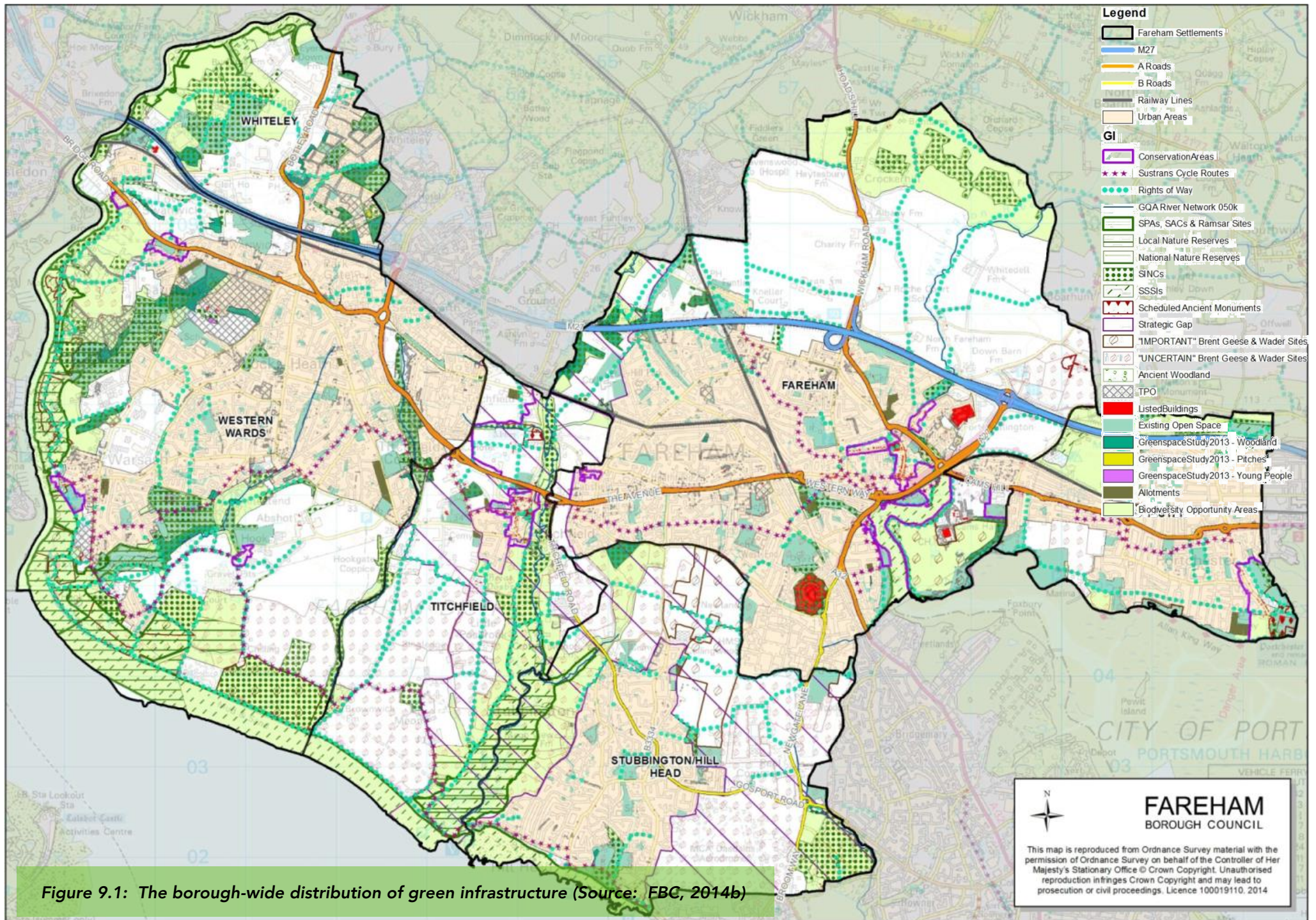


Figure 9.1: The borough-wide distribution of green infrastructure (Source: FBC, 2014b)

9.3 Access and Recreation

- 9.3.1 The borough has a number of long distance walking routes and cycling routes as well as good quality, large open spaces for recreation and leisure. Warsash Common, Holly Hill Country Park and Titchfield Haven are particular assets, containing a wide variety of habitats and opportunities for recreation and associated cultural benefits. However, there are certain areas of the borough which experience qualitative and quantitative deficiencies in accessible green space.
- 9.3.2 The Fareham Borough Greenspace Study (FBC, 2007) reveals that all 17 of the settlement areas assessed fell short of the Quality Standard (a score of 70%) for both natural greenspace, and parks and amenity open space. The average score was 60% for the former, and 56% for the latter. For children's play areas and youth facilities, quality of provision is reported as being much more varied across settlements. The settlements of Hill Head and Stubbington met the quality standards for children's play areas, whereas Warsash and Hill Park (Fareham) both scored below 50%. Similarly, for youth facilities, the settlements of Park Gate and Catisfield & Heathfield (Fareham) met the quality standards, whereas Titchfield Common and Cams Alders (Fareham) both scored below 50%.
- 9.3.3 Table 9.1 shows the quantitative surplus/deficit analysis by ward for both natural greenspace, where there is a requirement for 2.1ha per 1,000 population, and parks and amenity open space for which the requirement is 1.5ha per 1,000 population (FBC, 2014c). Across the borough as a whole, based on Census 2011 population figures, there was a surplus of both natural greenspace and parks and amenity open space of 84.54ha and 22.22ha respectively in 2014.

9.4 Biodiversity

- 9.4.1 Fareham borough is an important area for biodiversity, especially along the Solent coastlines. Green infrastructure not only supports and enhances biodiversity assets by providing connecting corridors across the urban landscape, but it also provides people with access to nature, potentially encouraging an affinity with wildlife. The development proposed in the borough and other parts of South Hampshire could potentially have a significant effect on sites designated for their European nature conservation importance, for example through disturbance, erosion and pollution, so the provision of good quality, accessible green space close to new development is important for minimising such impacts.

9.5 Health and Wellbeing

- 9.5.1 Fareham borough has an ageing population (it is expected that by 2026 over a quarter of residents will be over 65); increasing occurrences of obesity (around 17% of year 6 children were classified as obese in 2011); and pockets of health deprivation in and around Fareham town, and also in Fareham North West. This is putting increasing pressure on health services. However, the health benefits of green infrastructure in encouraging more active lifestyles and improving wellbeing is well documented. Safe, accessible green space and walking/cycling routes provide people with the opportunity and the incentive to take physical exercise (which

also benefits mental health), whilst views of attractive green space is reported to improve recovery from illness, as well as employee productivity.

Table 9.1: Overview of Surplus and Deficit in Provision (Source: FBC, 2014c)

Ward	Natural Greenspace Surplus/Deficit (ha)	Parks & Amenity Surplus/Deficit (ha)	Total Provision (ha)
Fareham East	1.86	3.17	5.03
Fareham North	6.90	-0.87	6.03
Fareham North-West	-0.60	-0.73	-1.33
Fareham South	1.01	5.86	6.87
Fareham West	-12.88	-4.46	-17.34
Hill Head	-10.11	6.14	-3.97
Locks Heath	-7.62	-1.82	-9.44
Park Gate	-6.29	-3.70	-9.99
Portchester East	8.58	5.82	14.40
Portchester West	1.54	0.84	2.38
Sarisbury	86.96	1.09	88.05
Stubbington	-11.32	2.47	-8.85
Titchfield	-12.41	-1.97	-14.38
Titchfield Common	2.79	3.79	6.58
Warsash	36.13	6.59	42.72
TOTAL	84.54	22.22	106.76

9.6 Climate Change Adaptation and Mitigation

9.6.1 Climate change is a significant challenge facing Fareham borough, with hotter summers, wetter winters and increased coastal flooding expected in future. Green infrastructure not only provides wildlife with the opportunity to move and migrate in response to climate change, but, crucially, it can also help society to adapt to the predicted effects of climate change. Green space, particularly trees, reduce warming through provision of shade and associated processes of reflection and evapotranspiration; and reduce flooding through intercepting rainfall, improving infiltration of water into the soil, and binding the soil thus preventing erosion during runoff. Plants also capture carbon from the atmosphere, storing it within their biomass, thus helping to mitigate against climate change. The greatest carbon store is actually the soil, and particularly wetland soil - the degradation of soils from development and unsustainable agriculture releases a substantial amount of carbon into the atmosphere.

9.7 Air and Water Quality

9.7.1 Whilst air quality is generally good in the borough, areas prone to high volumes of traffic are experiencing inflated levels of nitrogen dioxide, for example within Fareham town centre.

Opportunities exist for greater tree planting along roads, where safety is not compromised, to help improve air quality, as certain tree species are known to intercept and/or absorb gaseous pollutants and particulate matter. The borough's key rivers, the Meon, Wallington and Hamble, generally show relatively high levels of nitrates and phosphates. This can lead to eutrophication and excessive growth of algae which affect water quality. The main sources are drainage from farmland (fertilisers and runoff from manure) and sewage effluent (which contains dishwasher detergents, food and drink additives). The use of green infrastructure assets such as trees, green spaces and sustainable urban drainage systems not only help alleviate surface water flooding, but also help to remove pollutants from water systems.

9.8 Economic Success

9.8.1 Green infrastructure has the potential to support economic growth, for example through attracting a skilled workforce and new businesses to the area; by reducing the frequency and severity of flood events that can cause financial setbacks to property and businesses; or indirectly through improving the physical and mental health of the workforce, reducing the number of sick days and boosting productivity. The borough's Tree Strategy (FBC, 2012) states that Fareham's Urban Forest contributes significantly to Fareham's reputation as being an attractive place to live, work in and visit.

9.9 Heritage and Landscape

9.9.1 Green infrastructure plays an important role in enhancing sense of place and identity, recreation and heritage management. Due to its location, the borough has the potential to provide a 'gateway' for tourists and visitors to enter the South Downs National Park and the coastal area; green corridors provide important links between residential areas or transport connections with these key landscape assets. However, residential growth can have significant effects on landscape quality, including through impacts on noise pollution, light pollution and broader effects on people's perceptions of tranquillity (see also section 13.6).

9.10 Spatial Context

9.10.1 The Green Infrastructure Strategy for PUSH (UE Associates, 2010) showed that some urban parts of Havant, Gosport, Fareham (Stubbington), Eastleigh, Southampton and the New Forest (Totton) have no access to natural greenspace sites over 20ha in size within 2km (as recommended by Natural England's Accessible Natural Greenspace Standard). However the south of Winchester District has a number of large natural greenspaces, with Eastleigh and southern parts of Test Valley also having sites over 20ha. In terms of sub-regional scale green corridors, the Pilgrim's Trail and the Monarch's Way are both key routes, the former linking Winchester with Portsmouth, and the latter passing through Hampshire from north-east of Salisbury to Rowlands Castle on the Sussex border. Long distance routes are also present along much of the Hampshire coast.

9.10.2 All five of the Spatial Planning Areas in Fareham borough have good provision of rights of way and cycle routes, both within urban areas, and linking to the countryside or coastal areas.

Titchfield in particular benefits from the accessible riparian corridor along the River Meon, which links the village with Titchfield Haven and beyond to the coastal path. Similarly, the River Hamble provides a recreation and wildlife corridor along the south and west of the Western Wards. The latter Spatial Planning Area also benefits from a good number of small areas of amenity open space dotted across the urban area, improving accessibility and visual amenity for residents and workers, as well as patches of woodland in the more peri-urban areas. Overall the Western Wards has a large surplus of both natural greenspace and amenity open space, though there is under-provision of both in the ward of Park Gate (FBC, 2014b). Crofton, Fareham and Portchester have proportionally fewer yet generally larger areas of amenity open space, however Titchfield has a deficit of both open spaces and natural areas. The adjacent ward of Fareham West has a particular deficit of natural and amenity spaces.

9.11 Likely Evolution of the Baseline in the absence of the Local Plan Review

9.11.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. The Green Infrastructure Strategy for Fareham would help to ensure that the needs and requirements for the borough's green infrastructure network are successfully being met, focussing on protection, enhancement, restoration and creation. However, without the Local Plan Review, housing development could put increased pressure on Fareham's green spaces, with a risk of degradation from increased use if no additional spaces are created, or even the possible loss of some green areas to development.

9.12 Key Issues

9.12.1 Key issues for GI and ecosystems services relevant to the Local Plan Review are:

- ▶ There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.
- ▶ Certain areas of the borough experience qualitative and quantitative deficiencies in accessible green space. The wards of Fareham West, Titchfield and Park Gate in particular lack access to both natural greenspace and amenity open space.
- ▶ Fragmentation of cycle routes in some locations does not help would-be cyclists to move to this mode of transport.
- ▶ The borough has an ageing population, worsening obesity levels, and pockets of health deprivation in and around Fareham town and Fareham North West.
- ▶ Opportunities exist for greater tree planting along roads, where safety is not compromised, to help improve air quality and provide shading.
- ▶ The urban areas of Fareham and Portchester are considered to be the least tranquil parts of the borough due to their highly urbanised nature.

10 Health

10.1 Summary of Policy and Plan Review

10.1.1 National and regional health related PPPs focus on improving rates of infant mortality and life expectancy; reducing work related illness and accidents; significantly improving levels of sport and physical activity, particularly among disadvantaged groups; promoting healthier modes of travel; supporting the public to make healthier and more informed choices in regards to their health; improving accessibility to healthcare and leisure/recreational facilities; and reducing health inequalities, particularly for children and older people. New health, sporting, leisure and recreational facilities should be provided and should encourage walking, cycling and a more active lifestyle. Well located and affordable housing should be provided of high quality for all local residents' needs.

10.2 Health Indicators

As Figure 10.1 shows the percentage of people in very good health in Fareham borough was 48.5% which is slightly lower than the figure for South East (49.0%) and slightly higher than for England (47.2%)³⁶. Additionally the percentage of people in good health in Fareham is quite high (35.2%) which is higher than the South East and England where the percentage of people in good health are 34.6% and 34.2% respectively. There is a low percentage of people in very bad health in Fareham, making up just 0.9% of the population.

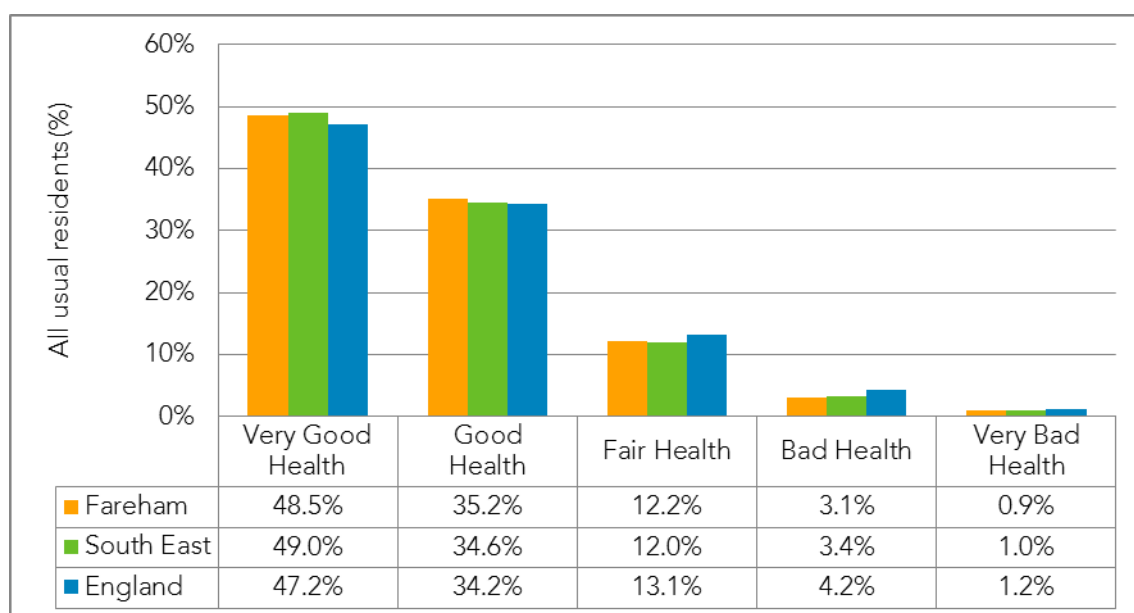


Figure 10.1: General level of health (all residents) (Source: Census, 2011)

³⁶ Neighbourhood Statistics: [General Health, 2011 \(QS302EW\)](#). Accessed online [21/1/16].

10.2.1 Public Health England’s summary for the borough is presented in Figure 10.2 and shows that, for most indicators, Fareham borough residents report average or above average health when compared to regional and national averages³⁷. Notable exceptions are for smoking status at birth, incidence of malignant melanoma, hospital stays for self-harm, numbers killed or seriously injured on roads, adult obesity, and hip fractures in people aged 65 and over.

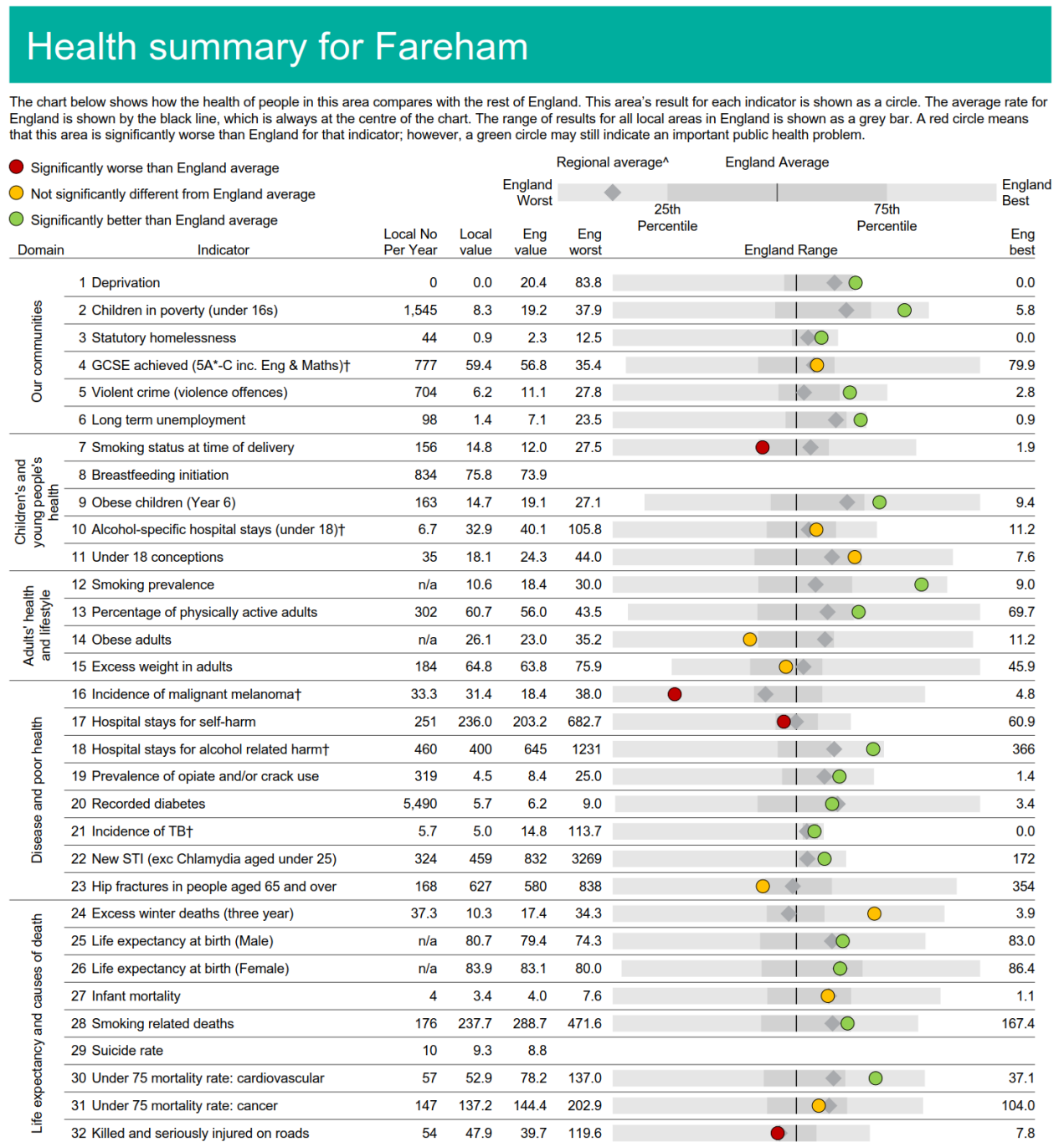


Figure 10.2: Health summary for Fareham borough (Source: Public Health England, 2015)

³⁷ Public Health England (2015): Fareham District Health Profile 2015. Accessed online [21/1/16] at :

<http://www.apho.org.uk/resource/view.aspx?RID=50215&SEARCH=fareham&SPEAR=>

10.2.2 In 2015 the average life expectancy in Fareham for males (at birth) was 80.7, which is higher than the England average of 79.4³⁸. For women (at birth) in Fareham average life expectancy was higher at 83.9 years of age, which is also slightly higher than the average life expectancy in England at 83.1. The infant mortality rate in Fareham in 2015 was 3.4 per 1,000 live births, which is better than the England rate at 4.0³⁹.

10.2.3 Obesity is an increasing national issue, and one that will contribute to significant health impacts in individuals, including increasing the risk of a range of diseases such as heart disease, diabetes and some forms cancer. In Fareham the percentage of Year 6 children classified as obese has decreased from 15.7% in 2011 (Census, 2011) to 14.7% in 2013/14 (Public Health England, 2015). However, the number of obese adults has increased from 24.7% to 26.1% in the same time period. Alongside this, an ageing population has the potential to have implications for services in the borough. This stems from the impact of the growth of the older population on the provision of health and social care services, and an ageing population will increase the dependency ratio in the borough.

10.3 Health Inequalities

10.3.1 Although Fareham residents enjoy relatively good health there are disparities both within the borough and between the borough and national rates. For men, as Figure 10.3 shows, significantly fewer of the least deprived men suffer early death (under 75yrs) than the English rate, however, for the most deprived men the rate has increase from parity with the English rate between 2006 and 2011 before coming back in line with the national rate. This pattern is not apparent for women where the rate has been consistently lower than the England average, although this gap is closing.

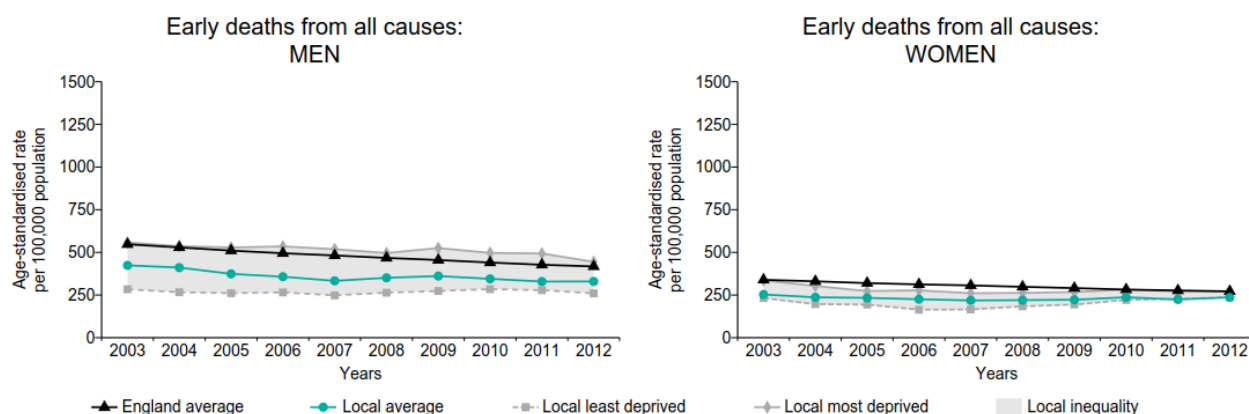


Figure 10.3: Rate of early deaths (men & women, per 100,000 population, 2003-2012)
 (Source: Public Health England, 2015)

10.3.2 Health disparities by ethnicity can be seen in Figure 10.4. This chart shows the percentage of hospital admissions for each ethnic group that were emergencies, rather than planned. A higher percentage of emergency admissions may be caused by higher levels of urgent need for

³⁸ Ibid.

³⁹ Ibid.

hospital services or lower use of services in the community. Emergency admissions in Fareham are generally in line with rates in England, however, a significantly greater proportion of people of Mixed (52.6%) or Chinese (53.1%) origin were admitted as an emergency than is the national average for these groups.

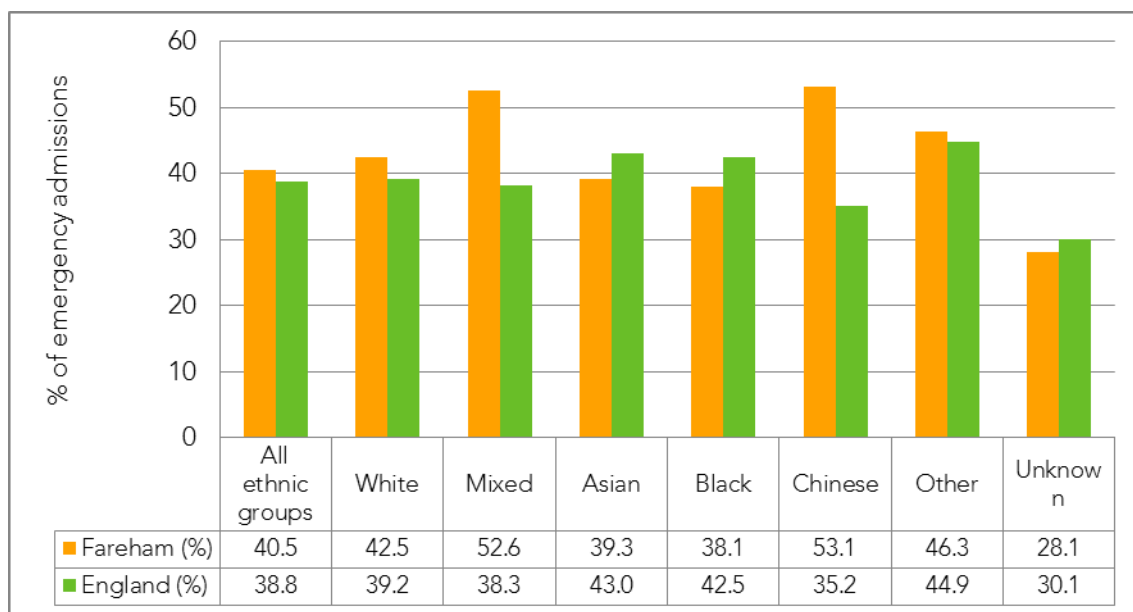


Figure 10.4: Percentage of hospital admissions that were emergencies, by ethnic group, 2013 (Source: Public Health England, 2015)

10.4 Participation in Sports and Fitness Activities

10.4.1.1 In 2014, 60.4% of adults in Fareham were active, which is 1.4% higher than in the South East and 3.4% higher than in England; see Figure 10.5⁴⁰. However, Fareham also has the highest percentage of inactive adults at 28.2%, compared to the South East (25.4%) and England (27.7%).

10.4.1.2 The trend for weekly adult participation in sport in Fareham, as highlighted by Figure 10.6, has fluctuated from 2005 to 2015⁴¹. In 2005/06 Fareham had a higher percentage of participation (40.7%) than the South East (37.1%) and England (34.6%). Participation in sport in Fareham increased annually to 2008/09 where it peaked at 45.9%. In 2014/15, 36.2% of adults participated in sports once a week in Fareham, which is similar to the South East value (36.8%) and England (35.5%).

⁴⁰ Public Health England: Public Health Outcomes Framework – Health Improvement. Accessed online [31/1/16] at: <http://www.phoutcomes.info/public-health-outcomes-framework#page/1/gid/1000042/pat/6/par/E12000008/ati/101/are/E07000087>

⁴¹ Sport England: Active People Survey, 2015. Accessed online [21/1/16] at: <http://activepeople.sportengland.org/Result#ViewStateId=185&OutputType=2>

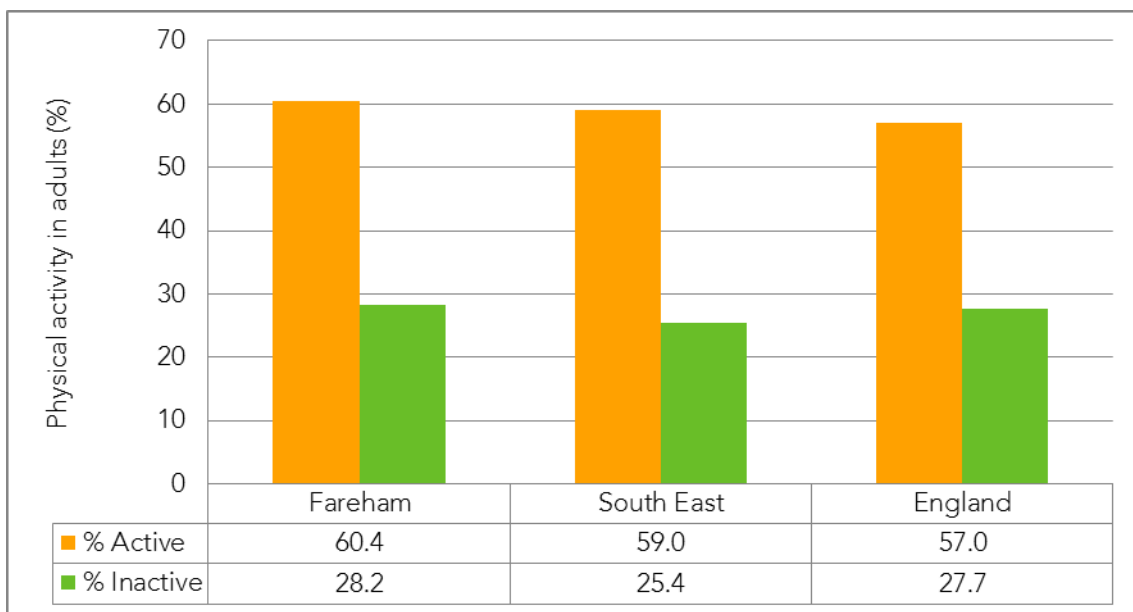


Figure 10.5: Percentage of physically active/inactive adults, 2014 (Source: Public Health England, 2015)

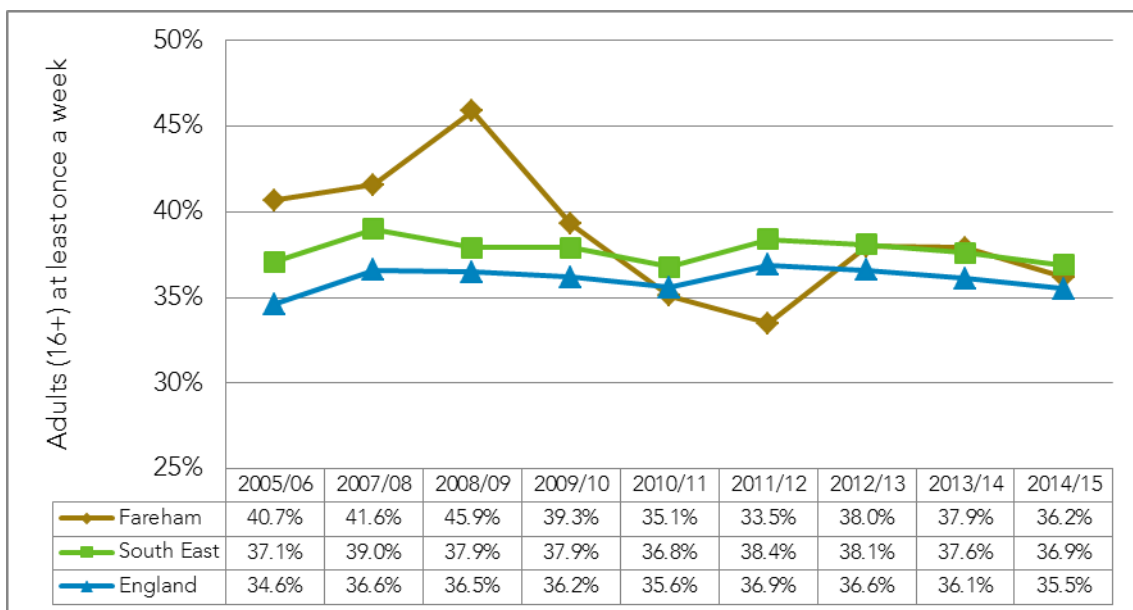


Figure 10.6: Adult (16+) participation in sport at least once a week (Source: Sport England, 2015)

10.5 Spatial Context

10.5.1 Figure 10.7 maps the Index of Health Deprivation (DCLG, 2015) for Fareham borough, and shows that, as with other indices, the Western Wards and Crofton Spatial Planning Areas are among the least deprived communities in the country, together with urban parts of Titchfield and Portchester. Fareham has pockets of more deprived areas, with communities in west and south Fareham most affected by health deprivation.

10.6 Likely Evolution of the Baseline in the absence of the Local Plan Review

10.6.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to health that may continue under such a scenario include:

- ▶ Fareham, in common with many other areas, is experiencing an ageing population. This will have implications for health service provision and accessibility to other services, facilities and amenities.
- ▶ Obesity is seen as an increasing issue by health professionals, and one that will contribute to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer.
- ▶ Medical advances, including linked to improved diagnosis, pharmaceutical innovations and technological enhancements have the potential to lead to improvements in the prediction, prevention and treatment of illnesses.
- ▶ Changes in the extent of noise pollution alongside road traffic growth.
- ▶ Efforts to meet the borough's housing needs over and above the current Local Plan's provision would not benefit from strategic planning to help ensure that new homes are readily accessible to health and fitness resources, or co-located with a range of service to encourage travel by healthy modes (walking and cycling).

10.7 Key Issues

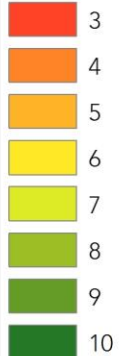
10.7.1 Key health issues relevant to the Local Plan Review are:

- ▶ New health, sporting, leisure and recreational facilities should be provided and should encourage walking, cycling and more active lifestyles.
- ▶ The development of a high quality multifunctional green infrastructure network should be promoted.
- ▶ The development of safe and accessible cycle networks to facilitate cyclist-friendly development, and enable intermodality with other modes of transport.
- ▶ The provision of high quality, well located and affordable housing appropriate for local residents' needs should be provided.
- ▶ Fareham has a good level of health, but disparities are present especially between males in the borough and between ethnicities.
- ▶ Health inequalities exist between the most and least deprived areas of the borough.
- ▶ Difficulties in meeting the needs of an ageing population.
- ▶ Adult participation in sport has decreased in Fareham in recent years.
- ▶ The priorities for action identified for Fareham by Public Health England include alcohol and related disease, cancer, healthy ageing, improving provision and delivery of local mental health services and influencing health systems to improve primary care access and secondary care use.

Fareham Local Plan Review

Indices of Deprivation 2015

Health (Decile)



Spatial Planning Areas

Borough



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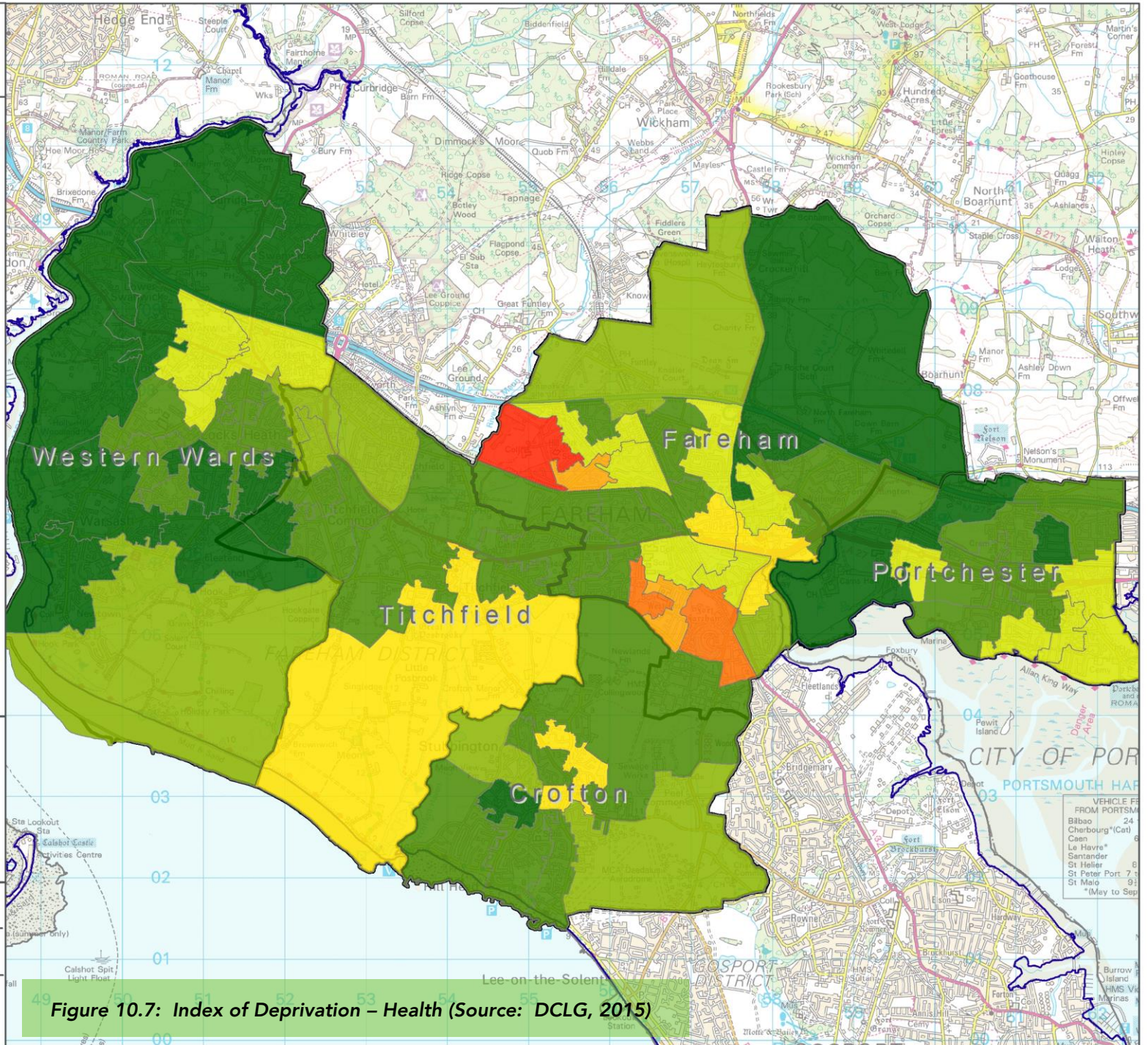


Figure 10.7: Index of Deprivation – Health (Source: DCLG, 2015)

11 Historic Environment

11.1 Summary of Policy and Plan Review

- 11.1.1 Historic environment priorities from international to local level include protecting designated resources and their settings (such as listed buildings, conservation areas, scheduled monuments, and registered parks and gardens); recognising the cultural aspects of landscape and establishing mechanisms for their protection against inappropriate development; recognising the potential value of unknown and undesignated resources; and preserving/enhancing sites and landscapes of archaeological and historic interest so that they may be enjoyed by both present and future generations.
- 11.1.2 The protection and enhancement of cultural heritage assets and their settings should be evaluated and considered throughout the forward planning and development management processes. There is a need to support high quality design and appropriate layout of new development to preserve or enhance features of historical interest, including archaeological assets, both potential and realised. Development which protects, and where possible improves landscape and townscape character should be encouraged.

11.2 Historic Development of the Borough

- 11.2.1 The historic environment of the area, which influences its sense of place and identity, is defined both by its individual heritage assets, designated and non-designated, and the setting of these assets through historic landscapes and townscapes. The historic development of the area has been influenced by a wide variety of factors. These include:
- ▶ The Roman occupation of the area from AD43, culminating in the building of Portchester Castle in the late 3rd century;
 - ▶ Saxon and Norman settlement;
 - ▶ The development of Fareham as a market town from the 12th Century and subsequent expansion of naval and seaport activities;
 - ▶ The development of the shipbuilding industry in the 17th/18th Centuries;
 - ▶ Growth of Fareham in the Georgian and early Victorian era, linked with the proximity of the Royal Navy and naval dockyards;
 - ▶ The arrival of the railway in 1841;
 - ▶ Expansion of small scale industry from Victorian times, including the production of chimney-pots, leather-tanning, brewing, flour, woollen goods, sacking, timber, pottery, and clay-pipes; and
 - ▶ Rapid expansion of the borough's population from the 1950s.

11.2.2 The historic development of the area is reflected by the area's diverse cultural heritage resource, and whilst this resource includes better known assets such as the Fort Nelson, Titchfield Abbey and the Georgian architecture of Fareham, the historic environment in the borough is broad ranging, and incorporates a wide variety of features, sites and areas.

11.3 Designated and Non-designated Sites and Areas

11.3.1 A number of features and areas for the historic environment are recognised through historic environment designations. These include listed buildings and Scheduled Ancient Monuments, which are nationally designated, and conservation areas, which are usually designated at the local level. Historic England is the statutory consultee for certain categories of listed building consent and all applications for scheduled monument consent. The historic environment is protected through the planning system, via conditions imposed on developers and other mechanisms, and information can be found on the Historic Environment Record⁴².

11.3.2 Scheduled monuments are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. There are five scheduled monuments located in the borough:

- ▶ Fort Fareham;
- ▶ Portchester Castle;
- ▶ Titchfield Abbey and fishponds;
- ▶ Stony Bridge, Titchfield; and
- ▶ World War II Heavy Anti-aircraft gunsite at Monument Farm,

11.3.3 In addition, Fort Nelson and Fort Southwick scheduled monuments are located just outside the borough north of Portchester, and St Andrew's Castle (with Iron Age linear earthwork and additional remains) is on the other side of the Hamble at Hamble Common.

11.3.4 Listed buildings are those which have been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. There are 601 nationally listed buildings and structures within Fareham borough, as follows:

- ▶ 4 Grade I listed buildings (Monastic Barn of Titchfield Abbey at Fern Hill Farm, Portchester Castle, Church of St Mary, and Parish Church of St Peter);
- ▶ 570 Grade II listed buildings; and
- ▶ 27 Grade II* listed buildings.

11.3.5 The site of the Grace Dieu in the Upper Hamble estuary is nationally designated under the Protection of Wrecks Act 1973; a Statutory Instrument identifies the location of the site and the extent of the restricted area to ensure it is protected. The site harbours the remains of an English carrack which burnt in the River Hamble in 1439 after being struck by lightning. At 1,400

⁴² Heritage Gateway: Hampshire Archaeology and Historic Building Record. Accessed online [22/1/16] at:

<http://www.heritagegateway.org.uk/Gateway/CHR/herdetail.aspx?crit=&ctid=97&id=4774>

tons, the vessel was the largest of Henry V's 'great ships' and probably one of the largest clinker vessels ever built. Built in 1418, part of her crew mutinied on her one known cruise, and she never went to sea again, being laid up in Southampton Water for several years. She was then towed upstream to her final mud berth on the River Hamble. Following the lightning strike she was then partially broken up for salvage.

11.3.6 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. This is judged by local authorities against local and regional criteria, rather than national importance as is the case with listing. Conservation Area designation increases the local planning authority's control over demolition of buildings and over certain alterations to residential properties which would normally be classed as 'permitted development' and not require planning permission. There are 13 Conservation Areas in the borough of Fareham:

- ▶ Cams Hall, Castle Street (Portchester), Catisfield, Fareham High Street, Hook, Osborn Road, Sarisbury Green, Swanwick Shore, Titchfield, Titchfield Abbey, Town Quay (Fareham), Wallington, and Warsash.

11.3.7 Hampshire County Council maintains the Archaeology and Historic Buildings Record (AHBR) for the county and together with GIS datasets for red, orange, yellow and green archaeological ALERT areas. This represents the most important and sensitive archaeological sites in the county; those sites which most clearly might impact the implementation of policy (both as positive opportunities and as potential constraints). The data is created by reviewing the whole of the raw AHBR data and is periodically updated. It comprises Red areas, which are nationally important and designated archaeological sites (i.e. scheduled monuments); Orange areas which are in HCC's opinion of national importance, are not designated but within planning would have equivalent weight to scheduled monuments; Yellow areas, which are archaeological sites of known complexity, importance and extent; and Green points, which are archaeological sites of known complexity but for which there is not yet a known extent.

11.3.8 The locations of scheduled monuments, listed buildings, conservation areas, protected wrecks and archaeological ALERT areas in Fareham borough are shown on Figure 11.1 and Figure 11.2.

11.4 Archaeological Assets

11.4.1 It should be noted that not all of the area's historic environment resource is subject to statutory designations, and non-designated features comprise a large part of what people have contact with as part of daily life – whether at home, work or leisure. For example, although not listed, many buildings and areas are of historic interest, and which are seen as important by local communities. Examples of these are likely to include parks (although there are no register parks and gardens within the borough) and the wider historic landscape. Undesignated actual or potential archaeological finds in the area are also of significance; for example, sites of archaeological interest exist in the River Wallington area which suggests the likelihood of further archaeological finds of local and potentially regional significance.

11.4.2 The Hampshire Archaeology and Historic Building Record lists 41 monuments identified through cropmark data⁴³. These range from post Roman field systems, and medieval / post medieval enclosures water meadows and quarries, to First and Second World War trenching, armaments and bomb sites, in addition to the Bronze Age Neolithic Long barrow in the centre of the Welborne site.

11.5 Heritage at Risk

11.5.1 Since 2008, Historic England has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights the Grade I and Grade II* listed buildings, and scheduled monuments, conservation areas, wreck sites and registered parks and gardens in England deemed to be 'at risk'. The latest Heritage at Risk Register for Fareham includes four listed buildings deemed to be at risk in Fareham borough⁴⁴:

- ▶ Church of the Holy Trinity, West Street, Fareham (Listed Place of Worship grade II*); The church is at risk due to deterioration of remains of the base of the former spire including the roof covering, the slate louvres, timber structure and the stone and brickwork.
- ▶ Parish Church of St Peter, Church Place, Titchfield (Listed Place of Worship grade I); The church is at risk due to defects to the north aisle and the tiling to the south slope of the chancel.
- ▶ Fort Fareham, Newgate Lane, Fareham (Scheduled Monument); The site is at risk because unoccupied parts, including ramparts, are suffering from decay and vandalism. The exterior of the fort is owned by the Local Authority and the interior is owned by various private companies, functioning as a business/industrial estate.
- ▶ Titchfield Abbey and fishponds - "stables", Mill Street, Titchfield (Scheduled Monument); Part of the monument are overgrown with vegetation and have some structural problems. Geophysical surveys have not revealed more information. Investigations leading to a project for the conservation, explanation and maintenance of the ruins are now required.

11.6 Spatial Context

11.6.1 The Western Wards Spatial Planning Area has the site of the Grace Dieu, four conservation areas and a scattering of listed buildings. Titchfield has two scheduled monuments, three conservation areas and a concentration of listed buildings in Titchfield itself. Portchester has one scheduled monument, three conservation areas and groups of listed buildings at Cams Hall and around Portchester Castle. Fareham has three scheduled monuments, five conservation areas and a concentration of listed buildings around the town centre.

⁴³ *Ibid.*

⁴⁴ Historic England: Heritage at Risk Register. Accessed online [22/1/16] at: <http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/results/?as=1&Lpa=Fareham>

11.7 Likely Evolution of the Baseline in the absence of the Local Plan Review

11.7.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Existing Policy DSP5 provides for protection and enhancement of the historic environment and sets out how development proposals should take heritage features into account. However, the setting of cultural heritage assets within the borough may continue to be affected, both positively and negatively, by development coming forward under the plan.

11.8 Key Issues

11.8.1 Key heritage issues relevant to the Local Plan Review are:

- ▶ Potential direct effects on both designated and undesignated features, and the wider historic environment resulting from inappropriate development or poor design and layout of housing, employment, community and retail provision.
- ▶ Indirect effects through changes to the setting of historic features and historic landscapes as a result of development throughout the borough, including at Welborne.
- ▶ Traffic growth stimulated could lead to effects on the historic environment over a wider area. This includes effects on the historic environment in surrounding settlements such as Wickham.
- ▶ Archaeological remains, both seen and unseen, may be negatively affected by new development areas.
- ▶ Development provides an opportunity for the discovery, recording and preservation of currently unknown archaeological remains and could provide funding for the conservation of the fabric of heritage assets within the plan area.
- ▶ Ideally, there would be opportunities arising from proposed development to enhance or better reveal the significance of heritage assets, to preserve them in situ, and to provide information about them to the public to promote their enjoyment.

Fareham Local Plan Review

- Listed Building
- Scheduled Monument
- Protected Wreck
- Conservation Area
- Archaeology ALERT Green
- ▨ Archaeology ALERT Yellow
- ▨ Archaeology ALERT Orange
- ▨ Archaeology ALERT Red
- Spatial Planning Areas
- Borough



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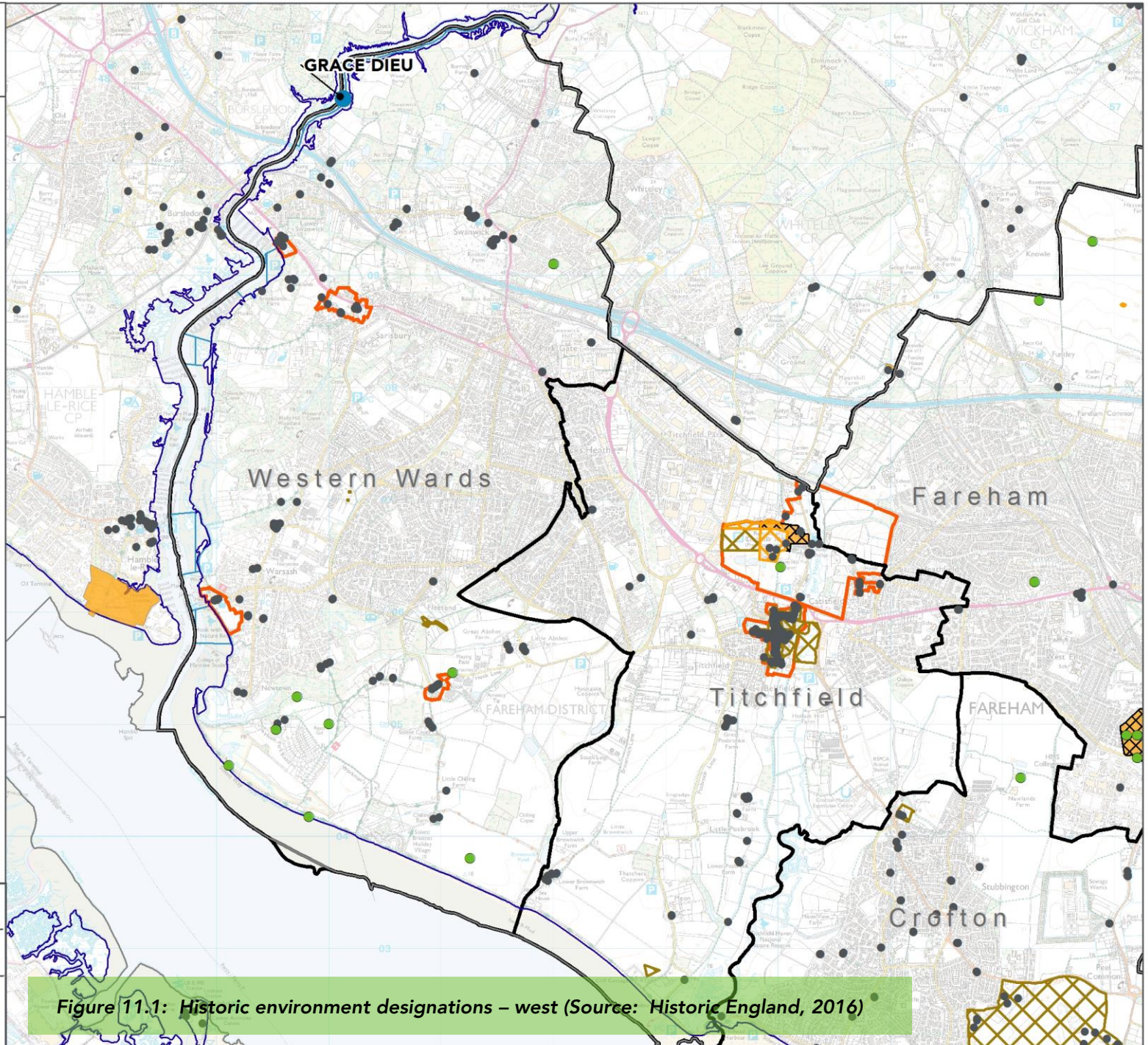


Figure 11.1: Historic environment designations – west (Source: Historic England, 2016)

Fareham Local Plan Review

- Listed Building
- Scheduled Monument
- Conservation Area
- Archaeology ALERT Green
- ▨ Archaeology ALERT Yellow
- ▨ Archaeology ALERT Orange
- ▨ Archaeology ALERT Red
- Spatial Planning Areas
- Borough



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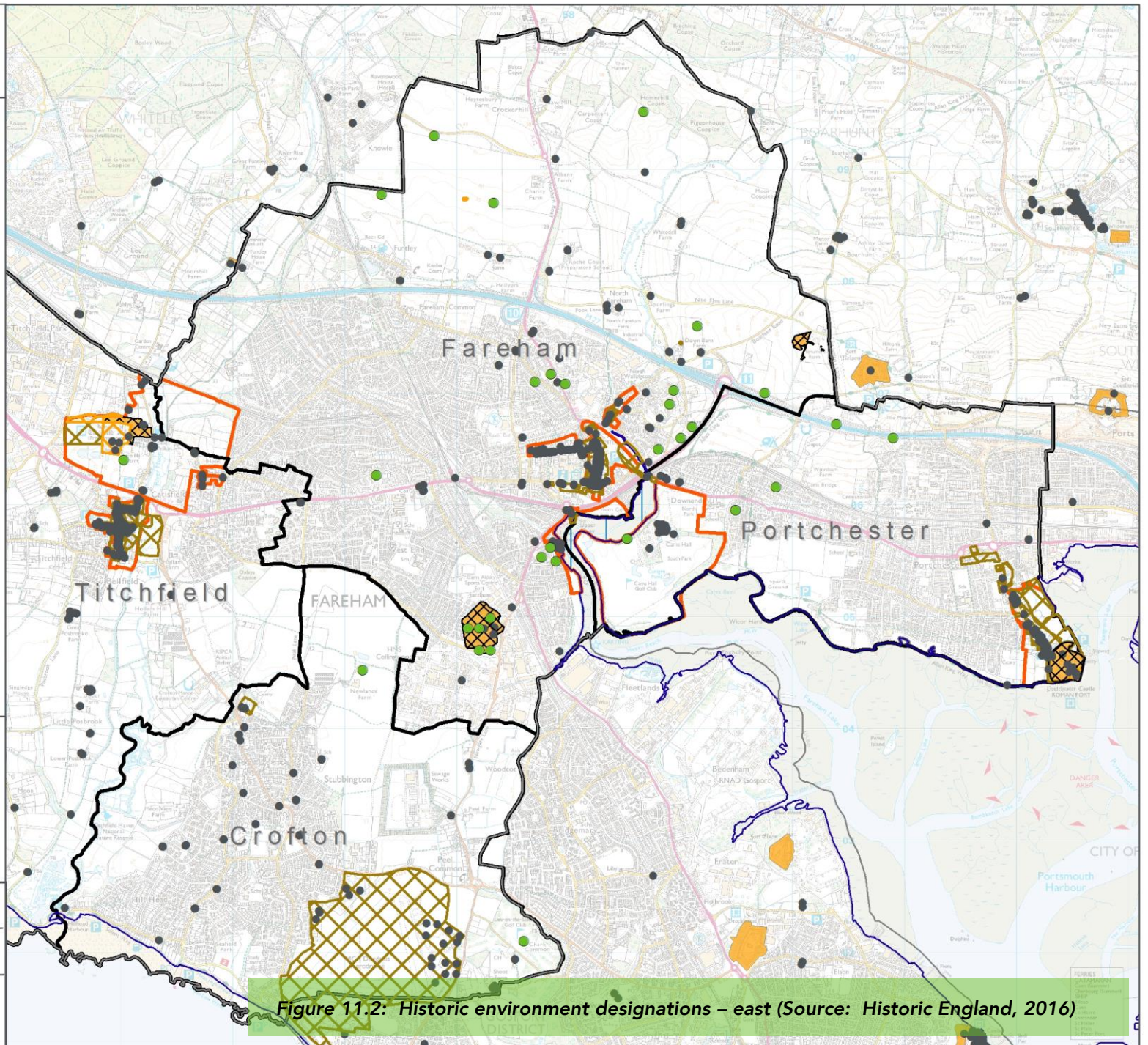


Figure 11.2: Historic environment designations – east (Source: Historic England, 2016)

12 Housing

12.1 Summary of Policy and Plan Review

- 12.1.1 National and sub-regional objectives for housing include improvements in longer term housing affordability through increasing supply; high quality housing design and streetscapes; a more stable housing market; improved choice; location of housing supply which supports accessibility and patterns of economic development; and an adequate supply of publicly-funded housing for those who need it. In addition, new homes should meet the revised Buildings Regulations standards for water and energy efficiency.
- 12.1.2 Local plans and strategies focus on increasing housing supply to improve affordability, rural housing, the quality of housing, access to services, and meeting the housing needs of vulnerable people. The housing needs of elderly people, disabled people, gypsies, homeless people and travellers are also addressed by national, regional and local policies.

12.2 Housing Stock: Type, Tenures and Completions

- 12.2.1 In March 2011 the housing stock in Fareham was 46,579 dwellings⁴⁵. Of this, 87.4% were whole houses or bungalows, 12.3% were flats, apartments or maisonettes, and 0.3% were caravans or temporary structures; see Figure 12.1. Significantly more people in Fareham live in whole houses/bungalows than regional or national averages. As shown in Figure 12.2, 91.9% of dwellings by household were owner occupier or private rented, 4.9% were Local Authority (LA) stock, and 3.1% were Registered Social Landlord (RSL) stock.⁴⁶ The proportion of privately owned stock to social (LA/RSL) housing stock is much greater in Fareham than in the south east or England.
- 12.2.2 Home-ownership is also notably higher in Fareham (80.4%) in comparison to the regional (67.6%) and national (63.3%) averages⁴⁷, with far fewer homes in the (private or social) rented sector (18.1% in Fareham, 30.0% in south-east, 34.5% in England); see Figure 12.3.
- 12.2.3 In terms of house building, Figure 12.4 shows that from 2014 to 2015 there were 287 housing completions in Fareham⁴⁸, almost doubling the previous year's rate of 154. The number of housing completions over the last twelve years peaked in 2006/07 when it reached 581, after which it slumped to 188 in 2009/10 and has fluctuated thereafter.

⁴⁵ Neighbourhood Statistics: [Accommodation Type - Households \(QS402EW\)](#). Accessed online [22/1/16].

⁴⁶ Neighbourhood Statistics: [Dwelling Stock by Tenure and Condition](#). Accessed online [22/1/16].

⁴⁷ Neighbourhood Statistics: [Tenure - Households \(QS405EW\)](#). Accessed online [22/1/16].

⁴⁸ Hampshire County Council (2016): Key Facts & Figures: Fareham. Accessed online [22/1/16]:

<http://www3.hants.gov.uk/factsandfigures/keyfactsandfigures/key-facts/kf-fareham.htm#housingcompletionsfare>

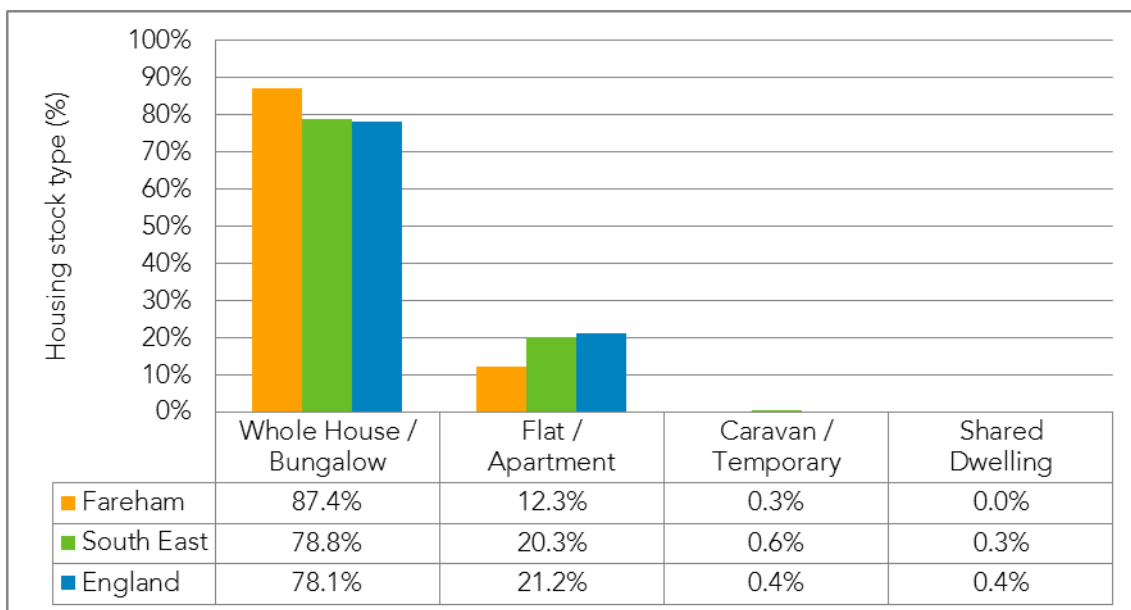


Figure 12.1: Housing stock by type (%) (Source: Census, 2011)

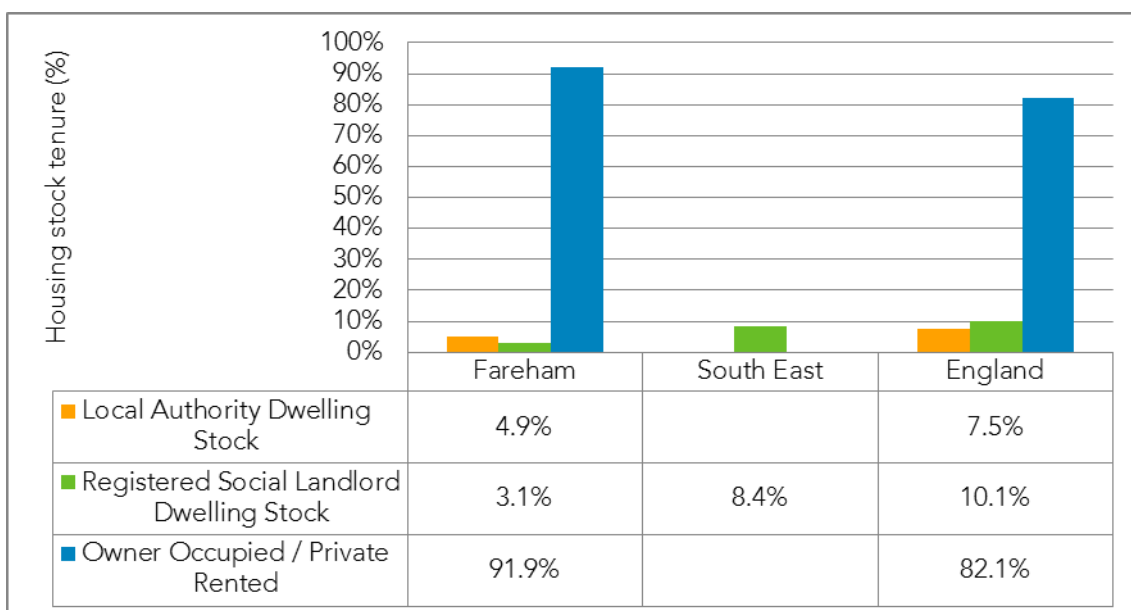


Figure 12.2: Housing stock by tenure (%) (Source: Census, 2011)

12.3 House Prices and Affordability

12.3.1 Figure 12.5 shows that in 2013 the median house price in Fareham was £212,500⁴⁹. From 2007 to the end of 2009 the average house price fell by £15,000. Since 2009 prices have been increasing on the whole, however for 2012 and 2013 the average house price remained constant. Looking to county and regional comparators⁵⁰, in 2013 the median house in Fareham was slightly less than in Hampshire and the south east; see Figure 12.6. However, detached

⁴⁹ Neighbourhood Statistics: [House Price Statistics for Small Areas](#). Accessed online [22/1/16].

⁵⁰ HM Land Registry: [House Price Index](#). Accessed online [22/1/16].

houses were significantly cheaper in Fareham than in Hampshire and the south east, whereas terraced houses were slightly more expensive.

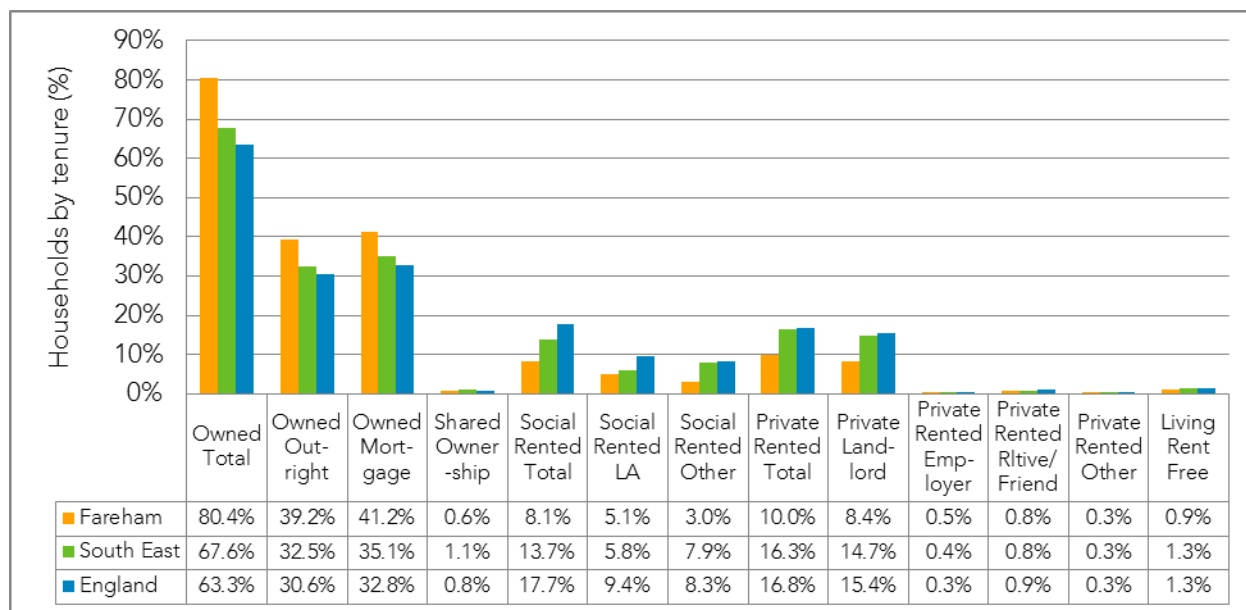


Figure 12.3: Households by tenure (%) (Source: Census, 2011)

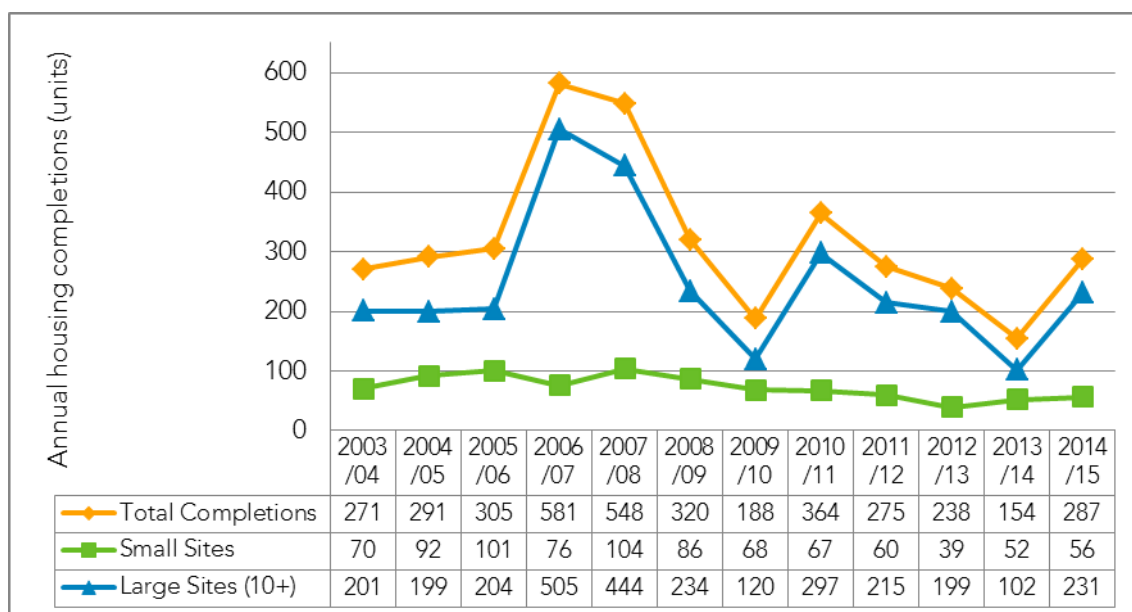


Figure 12.4: Annual housing completions in Fareham (dwellings) (Source: HCC, 2016)

12.3.2 The house prices to earnings ratio is published by HM Land Registry and calculates the ratio of median house prices to median earnings in an area, as well as lower quartile prices to lower quartile earnings. The results are shown in Table 12.1 and indicate that, for median income earners, houses are more affordable than in Hampshire but more expensive when compared to the national figure⁵¹. For lower quartile earners, houses in Fareham are less affordable than for similar income households in both Hampshire and England.

⁵¹ Hampshire County Council (2016): Key Facts & Figures: Fareham. Accessed online [22/1/16]:

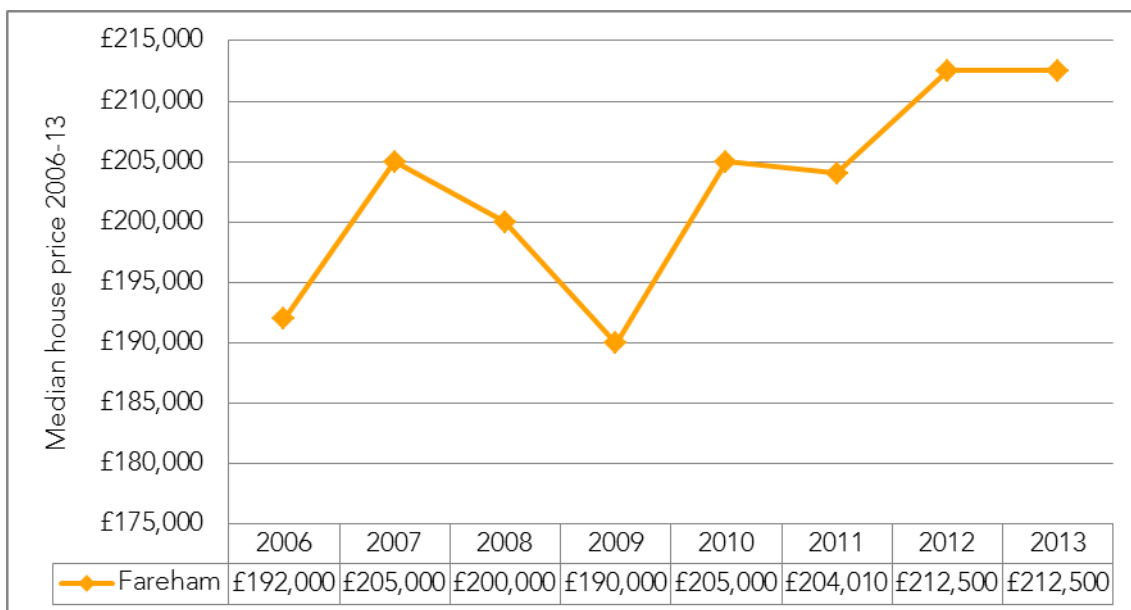


Figure 12.5: Median house prices in Fareham, 2006-13 (Source: Neighbourhood Statistics)

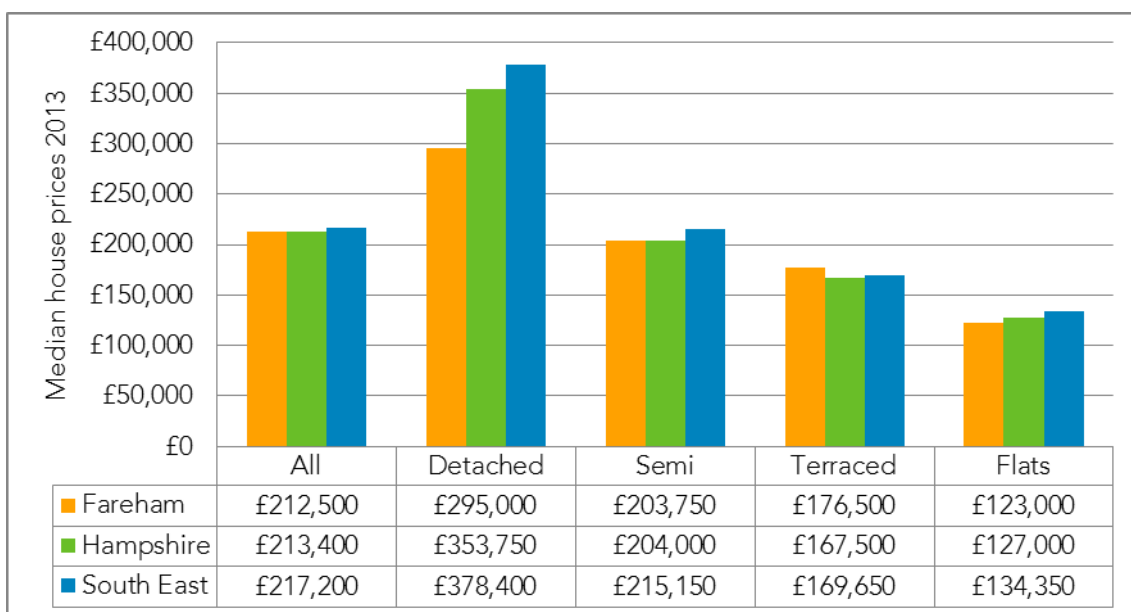


Figure 12.6: Median house price by type, 2013 (Source: Neighbourhood Statistics and HM Land Registry)

Table 12.1: House prices to earnings ratio (Source: HM Land Registry, 2013)

Area	Median prices to earnings	Lower quartile prices to earnings
Fareham	7.58	8.54
Hampshire	8.04	8.50
England	6.72	6.45

12.3.3 The Core Strategy contains a target for affordable housing provision whereby sites yielding between 5 and 14 dwellings should provide 30% affordable units, and sites of 15 or more dwellings should provide 40% affordable units, which translates to 83 units per year between 2011/12 and 2017/18. The Council’s latest monitoring report (FBC, 2016) sets out the latest affordable housing trajectory for the borough (excluding Welborne) as shown in Table 12.2.

Table 12.2: Affordable housing trajectory (excluding Welborne) (Source: FBC, 2016)

Factor	06-15	15/16	16/17	17/18	18/19	19/20	20/26
A Past/projected delivery	954	79	46	21	130	3	67
B Total cumulative delivery	954	1033	1079	1100	1230	1233	1300
C Housing Strategy target	836	84	80	-	-	-	-
D Cumulative target	836	920	1000	-	-	-	-
E No. units above/below year target (A–C)	+118	-5	-34	-	-	-	-
F No. units above/below cumulative target	118	113	79		-	-	-

12.4 Housing Market Areas

12.4.1 The South Hampshire Strategic Housing Market Assessment (GL Hearn, 2014) found that there is a high level of self-containment in the sub-region and considered that there are two clear overlapping housing markets, based on Portsmouth and Southampton. The commuting and migration analysis in particular continues to highlight a distinction between Southampton and Portsmouth focused markets. Based on analysis of household migration, contextual data (e.g. travel to work / commuting) and housing dynamics, it found that Fareham borough straddles these two Housing Market Areas (HMA) as shown in Table 12.3.

Table 12.3: Fareham’s place in the South Hampshire Housing Market Areas

Southampton HMA	Portsmouth HMA
Test Valley (Part)	Portsmouth
Southampton	Gosport
Eastleigh	Havant
New Forest (Part)	East Hampshire (Part)
Winchester (Part) (Western Wards)	Winchester (Part) (Eastern Wards)
Fareham (Western Wards)	Fareham (Eastern Wards)

12.5 Vacancy Rates

12.5.1 From 2004 to 2008 the number of vacant dwellings in the UK increased⁵², as seen in Table 12.4, before decreasing annually from 2008 to 2014, and there was a similar pattern at county level. In Fareham, between 2004 and 2014 the number of vacant dwellings fluctuated

⁵² DCLG (2015): [Housing Statistics](#): 23/4/15. Accessed online [22/1/16].

frequently; the total number of vacant dwellings was 1,075 in Fareham in 2014, 12% higher than in 2004.

Table 12.4: Number of vacant dwellings, 2004-2014 (Source: DCLG, 2015)

Year	Fareham	Hampshire	England
2004	941	10,814	710,935
2005	1,088	12,877	723,509
2006	1,137	13,277	744,931
2007	983	12,727	763,319
2008	1,058	13,402	783,119
2009	990	13,212	770,496
2010	947	13,018	737,147
2011	1,030	13,391	719,352
2012	983	13,191	704,357
2013	974	12,146	635,127
2014	1,075	11,642	610,123

12.6 Homelessness

12.6.1 The number of households on the Local Authority Housing Register (Fareham’s register of applications for social rented housing) in 2014 was 1,225⁵³, which is a significant decrease from 2013 (2,450 households) and counters a nearly ten year upward trend; see Figure 12.7.

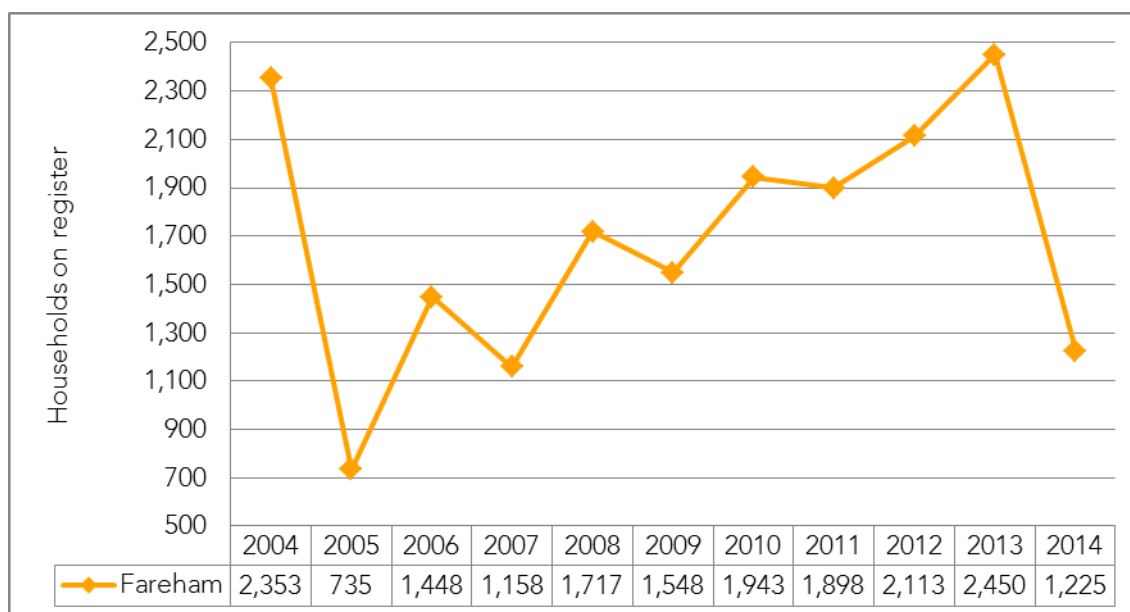


Figure 12.7: Number of households housing register, 2004-14 (Source: Shelter, 2015)

⁵³ Shelter (2015): [Housing Databank](http://www.shelter.org.uk/housing-databank). Accessed online [22/1/16].

12.6.2 The number of households accepted as homeless in the borough was 24 in Quarter 1 2015, an increase of 15 from the previous year and the second highest level (at Q1) since 2005⁵⁴; see Figure 12.8. Of these 24 households in 2015, 16 were families with children. The number of households in 2015 which, although they were homeless, had not had a duty to re-house accepted by the local authority because they did not fall into a 'priority need' category, was 13 which was also a relatively high figure in comparison to the previous ten years.

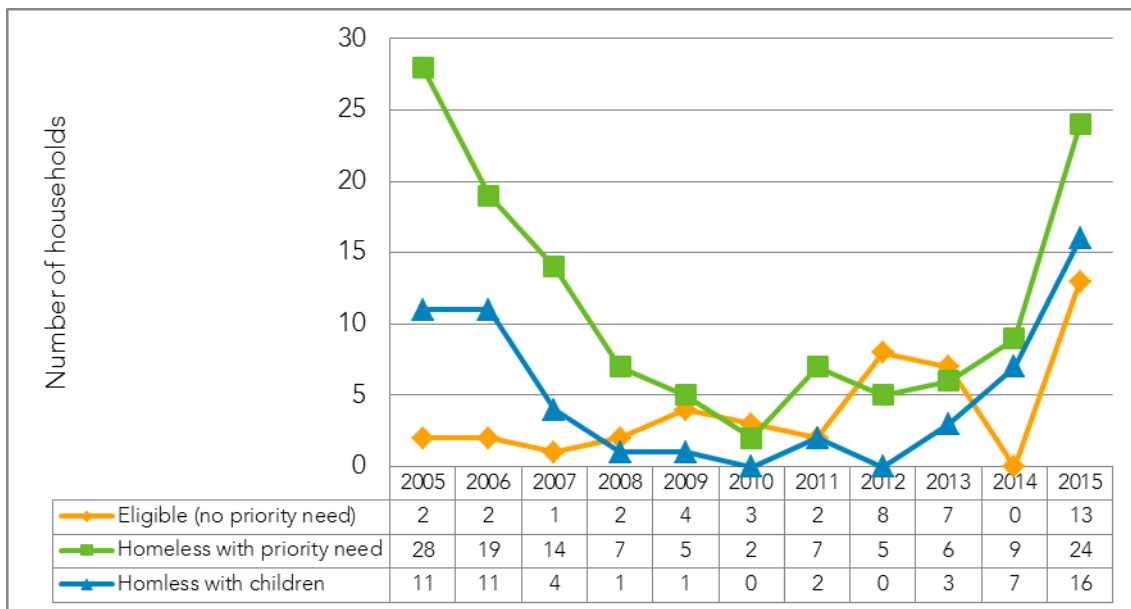


Figure 12.8: Households in Fareham which are homeless, homeless with children or eligible homeless but without priority needs, 2005 – 2015 (Source: Shelter, 2015)

12.7 Spatial Context

12.7.1 Figure 12.9 maps the Index of Housing Deprivation (DCLG, 2015) for Fareham borough, and shows that five of the 73 lower super output areas (LSOA) within the borough are among the 20% most deprived communities in the country in relation to barriers to housing and services, 21 LSOAs are among the 50% most deprived. The barriers to housing and services index measures the physical and financial accessibility of housing and local services, including overcrowding, homelessness and affordability. In contrast to the other deprivation indices it tends to be the more rural areas of the borough which are faces greater barriers to housing, and the urban areas which are faring better. The least affected of the five Spatial Planning Areas are Fareham and Crofton.

12.8 Likely Evolution of the Baseline in the absence of the Local Plan Review

12.8.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to housing that may continue under such a scenario include:

⁵⁴ Ibid.

- ▶ Steady increases in the borough's housing stock (including affordable housing) as developments come forward under the existing Local Plan.
- ▶ Significant increase in the number of new homes being delivered towards the end of the plan period as Welborne is built out.
- ▶ Population increases as new dwellings become occupied.
- ▶ Continued high ratio between earnings and house prices in the borough and demand for affordable housing.
- ▶ A supply of housing not sufficient to meet identified needs.

12.9 Key Issues

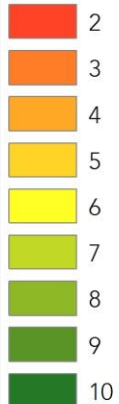
12.9.1 Key housing issues relevant to the Local Plan Review are:

- ▶ House prices in Fareham, whilst lower than Hampshire and South East averages, are higher than other authorities (e.g. Havant and Gosport) in south east Hampshire.
- ▶ Affordability of housing is a key issue for Fareham; the ratio between median earnings and house prices in the borough remains in excess of 7.5 times earnings.
- ▶ Annual housing completions in the borough have fallen since the highs of 2006-07 and 2007-08, but have recovered to more than 250 per year over the last five years.
- ▶ An ageing population in the borough will increase demand for certain types of housing.

Fareham Local Plan Review

Indices of Deprivation 2015

Housing (Decile)



Spatial Planning Areas

Borough



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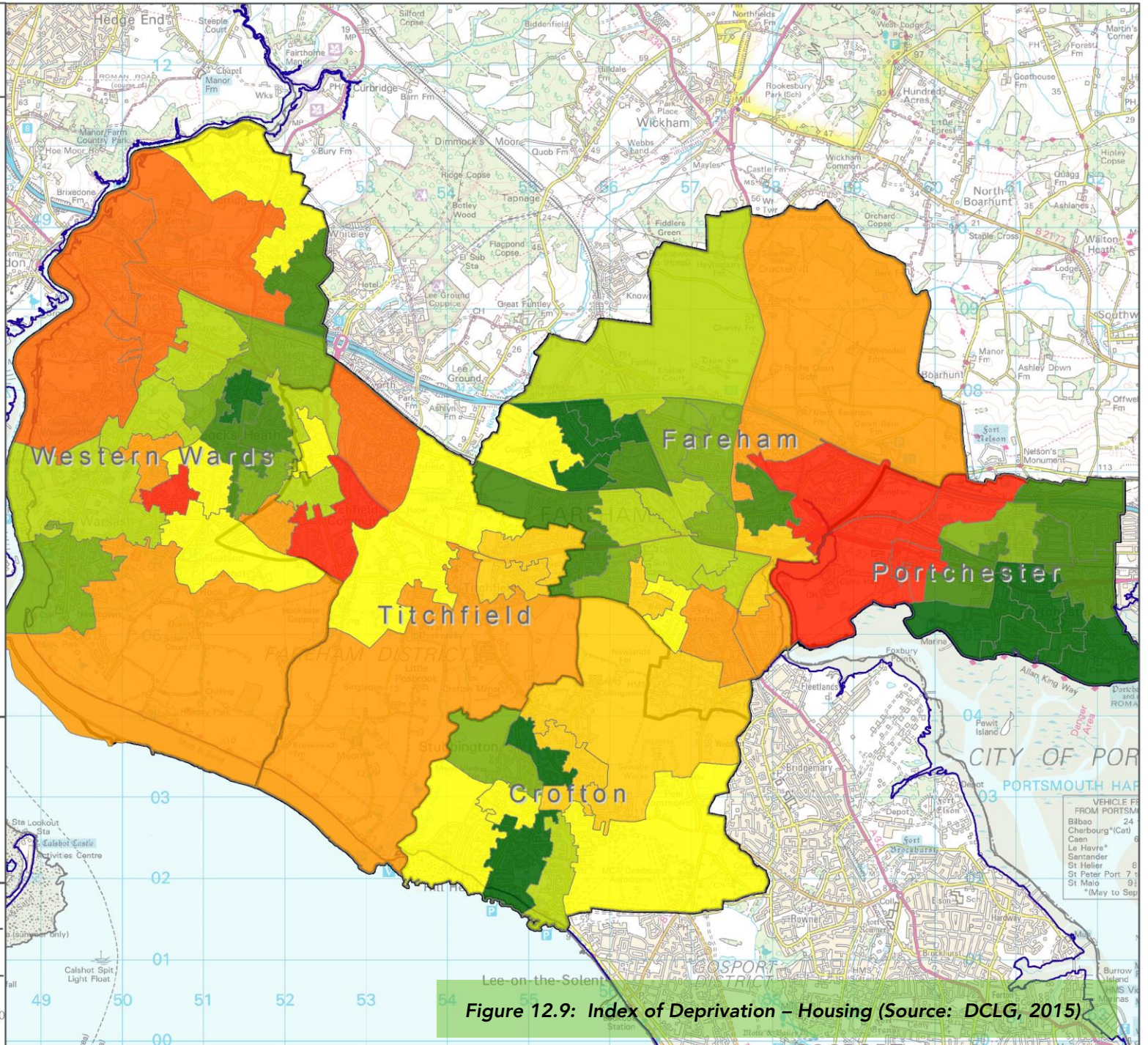


Figure 12.9: Index of Deprivation – Housing (Source: DCLG, 2015)

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13 Landscape

13.1 Summary of Policy and Plan Review

- 13.1.1 At the EU, national, regional and local level, emphasis is placed on the protection of landscape as an essential component of people's surroundings and sense of place. The PPPs seek to increase recognition of the linkages and interplay between the different aspects and roles of landscape, including: local distinctiveness; the historic environment; natural resources; farming, forestry and food; educational, leisure and recreation opportunities; transport and infrastructure; settlements and nature conservation. Changes to the character of the wider landscape, not just designated areas, can compromise the quality of the environment. Development should respond positively to local landscape and townscape character and the effects of change should be measured through the effects on the key characteristics.
- 13.1.2 The link between landscapes and multifunctional green infrastructure is recognised, with policies advocating the provision of open space, green networks and woodland as opportunities for sport and recreation, creating healthier communities, supporting and enhancing biodiversity, reducing temperatures in built up areas during summer, reducing the impact of noise and air pollution, and limiting the risk of flooding.

13.2 Landscape and Townscape Character

- 13.2.1 The existing landscape character of the borough reflects both natural factors, including geology, landform and ecology, and human influences. Due to this interaction between natural and human influences, the historic environment and landscape character are closely linked. Urban growth and landscape change has created a landscape of mixed character consisting essentially of rural areas of unspoilt countryside and, through transitional landscapes, to urban landscapes (townscapes) of the borough's towns and settlements.
- 13.2.2 Fareham borough is 60% rural and 40% urban. The borough contains attractive areas of countryside and coastal areas, some of its boundaries being defined by the river Hamble, the Solent and Portsmouth Harbour. Due to its location it has a rich variety of natural coastal and riparian landscapes including coastal saltmarsh, mudflats and wetlands, though some of these areas are subject to periodic tidal flooding.

13.3 Landscape Character Assessment 1996

- 13.3.1 The Fareham borough Landscape Character Assessment (Scott Wilson, 1996) provides a rigorous audit of the landscape and townscape character of the borough. It is intended for use as background information when assessing the potential impact of planning applications on the character of any particular locality, and when looking at priorities for enhancement.

13.3.2 Fareham borough’s rural landscape types can be divided into two broad groupings; the chalklands and lowland mosaic. However, the more detailed rural landscape characterisation of Fareham is defined by thirteen rural categories with further sub-divisions. Table 13.1 outlines these landscape types and Figure 13.1 defines the locations.

Table 13.1: Rural landscape types in Fareham borough (Source: Scott Wilson, 1996)

Categories	Sub-categories
Chalklands	
Open Arable	Open arable downs Open arable downs: fringe character
Scarps: downland	Scarp face
Lowland Mosaic	
Pasture and woodland: heath associated	Wooded valley: heath associated
Mixed farmland and woodland	Mixed farmland and woodland: large-scale Mixed farmland and woodland: small-scale Mixed farmland and woodland: fringe character
Horticulture and smallholdings	Horticulture and small-holdings: large-scale, open Horticulture and small-holdings: small-scale, enclosed
Open coastal plain	Open coastal plain Open coastal plain farmland: weak structure Open coastal plain farmland: strong structure Open coastal plain farmland: fringe character Open coastal amenity land
Enclosed coastal plain	Enclosed coastal amenity land
Coastline	Open estuary Enclosed tidal river
Cliff coastline	Cliff coastline
River valley	Small-scale enclosed valley Open floodplain farmland Enclosed floodplain farmland Reedswamp and brackish lagoon Enclosed valley side Open valley side
Other	Parkland and grounds
	Airfield/large-scale utilities
	Disturbed landscapes (inc. quarries, landfill etc.) Recolonising landscapes (including vacant land and disused gravel pits, quarries)

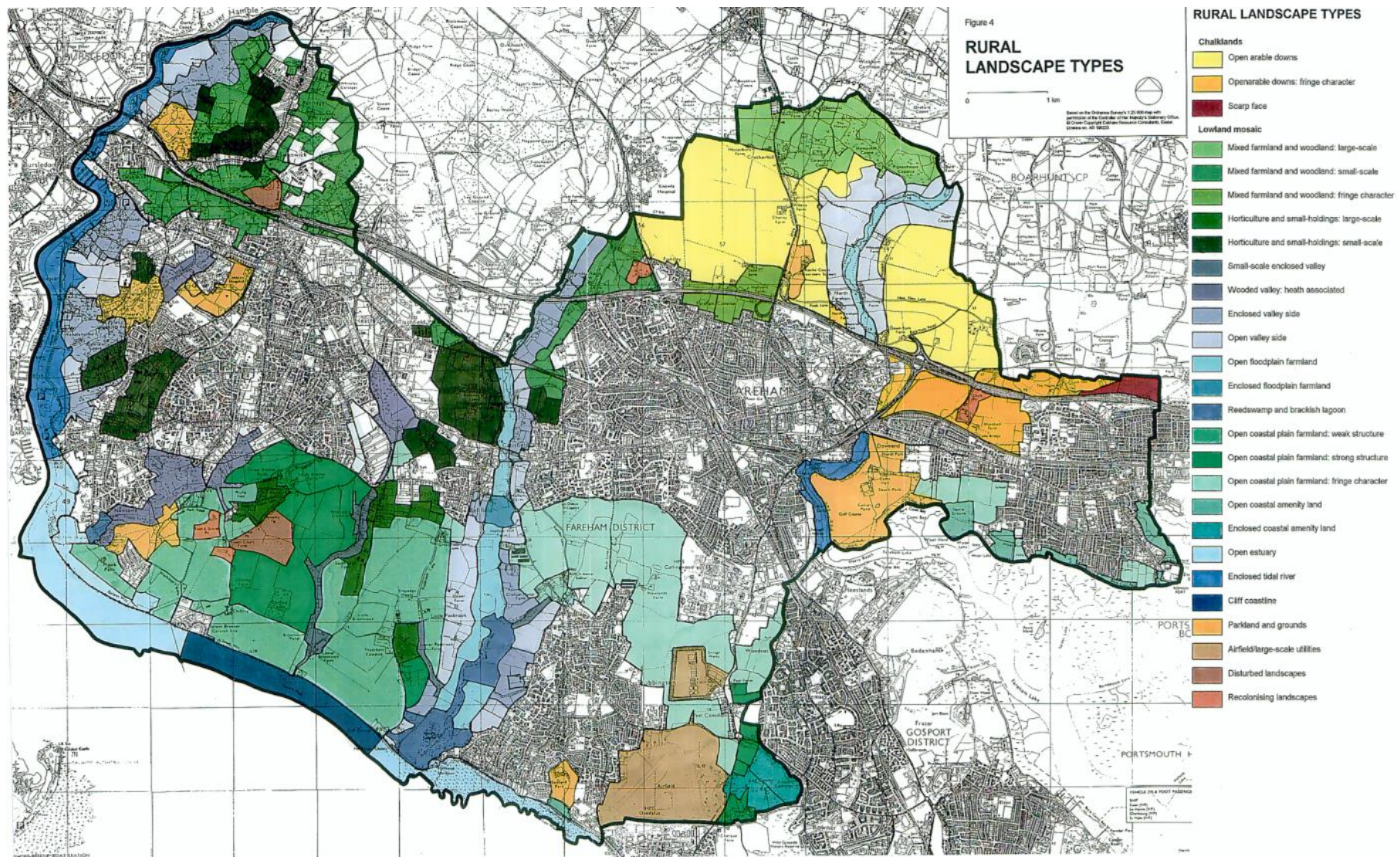


Figure 13.1: Rural landscape types in Fareham borough (Source: Scott Wilson, 1996)

13.3.3 The landscape types illustrate the range and variety of landscapes of different character that occur across the borough as a whole. The distribution of landscape types contributes to the particular character and qualities of different parts of the borough. On this basis, the assessment identified a number of rural and urban areas that display a coherent character or recognisable identity. These Landscape Character Areas are outlined in Table 13.2 below.

Table 13.2: Landscape Character Areas in Fareham borough (Source: Scott Wilson, 1996)

Landscape Character Areas	
Rural	The Upper Hamble Valley, The Lower Hamble Valley, The Hook Valley, Chilling/Brownwich Coastal Plain, Titchfield Corridor, Meon Valley, Fareham/Stubbington Gap, Woodcot/Alver Valley, North Fareham Downs, Forest of Bere, Portsdown Hill, Cams/Wicor Coastal Fringe, Burr ridge/Swanwick/Whiteley, and North Sarisbury Fringe
Urban	Lower Swanwick, Sarisbury, Park Gate, Locks Heath/Titchfield Common, Warsash Village, Segensworth Corridor, Titchfield Village, Stubbington/Hill Head, Hill Head Seafront, Fareham Urban Areas, Hill Park /Stow Estate, Hill Park North, North Fareham, Furzehall/Broadcut, Fareham Town Centre, Wallington Village, Fareham Quayside, Gosport Road Corridor, West End, Heathfield, Heathfield North, Heathfield South, Downend, Portchester North, Portchester South, and Portchester Village

13.4 Hampshire Integrated Character Assessment 2011

13.4.1 The Hampshire Integrated Character Assessment (HCC, 2011) sets out a county-wide landscape typology (see Figure 13.2) and identifies a range of Landscape Character Areas, along with identified forces for change, as outlined in Table 13.3 below.

13.4.2 Situated in Urban South Hampshire, townscape character is also important for Fareham borough. The Hampshire County Integrated Character Assessment included townscape assessments for 23 of the larger settlements in Hampshire. Each Townscape Assessment is made up of Townscape Character Areas and Townscape Types. Townscape Character Areas are geographically unique areas of a town, and Townscape Types are generic and can occur in different parts of the town. Townscape Character Areas are likely to reflect a high degree of consistency of factors such as layout, vegetation and building type, but be unique in terms of their location. It can also be the case that a Townscape Character Area contains a high degree of small-scale variation and diversity and it is that which creates a strong sense of place. Table 13.4 describes the Townscape Character Areas for the four settlements in Fareham borough that underwent Townscape Assessments.

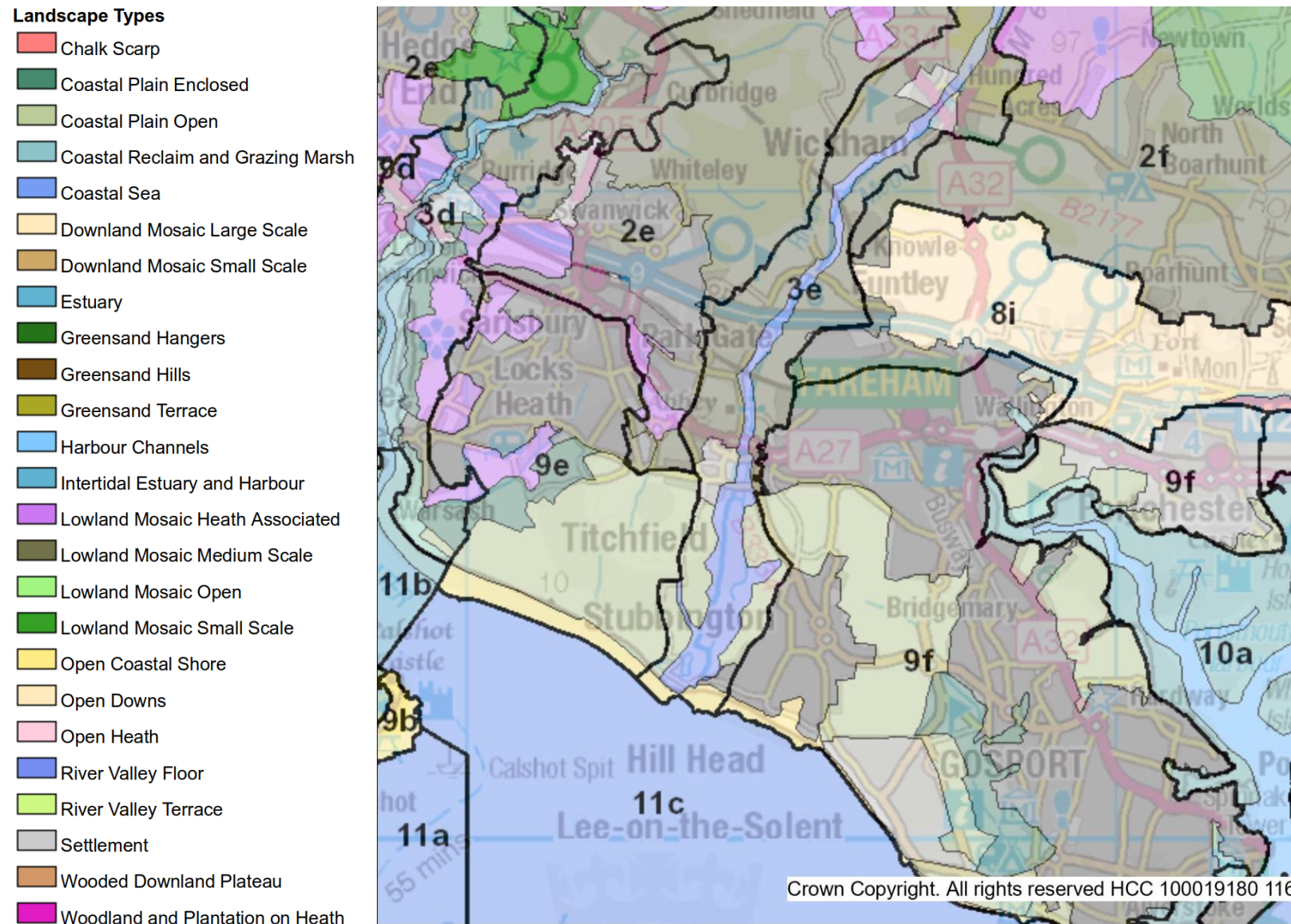


Figure 13.2: Hampshire County Integrated Landscape Character Assessment – landscape types (Source: HCC, 2011)

Table 13.3: Landscape Character Areas in Fareham borough (Source: HCC, 2011)

LCA	Forces for change
Gosport and Fareham Coastal Plain	<p>New development.</p> <p>MOD Land Release.</p> <p>Pressure from urban fringe use related activities.</p> <p>Recreation pressures.</p> <p>Climate change and coastal processes in particular sea level rise and increase in frequency of storms.</p>
Portsdown Hill Open Downs	<p>Development creeping up slope sides, especially pressure for large MDA style developments.</p> <p>Mineral extraction.</p> <p>Climate change; storm frequency and intensity, changes in precipitation and temperature extremes.</p> <p>Crop type and pattern changes and take up of agri-environment schemes.</p> <p>Urban fringe related activities, traffic from new major developments, fly-tipping, tall structure development such as telecommunication masts.</p>
Meon Valley	<p>New housing development mainly small scale and the cumulative impact of small infill sites to settlement morphology.</p> <p>Farmstead conversion to other uses.</p> <p>Pressure from urban fringe use related activities.</p> <p>Recreation pressures and increase visitor draw because of National Park.</p> <p>Climate change in particular sea level rise and increase in frequency of storms.</p>
Chilling Brownwich and Locks Heath Coastal Plain	<p>New development – possibly small scale urban infill and extensions.</p> <p>Mineral Extraction</p> <p>Pressure from urban fringe use related activities.</p> <p>Recreation pressures.</p> <p>Climate change and coastal processes in particular sea level rise and increase in frequency of storms.</p>
Forest of Bere West	<p>New large scale urban extensions.</p> <p>Farm conversion to residential and loss of traditional land management practices.</p> <p>Pressure for urban fringe use related activities.</p> <p>Enabling greater access opportunities for local people.</p> <p>Climate change impacts on semi natural habitats.</p> <p>Forestry and woodland management change.</p>

Table 13.4: Townscape Character Areas by settlement (Source: HCC, 2011)

Settlement	Overview	TCA
Locks Heath, Sarisbury and	<p>The Sarisbury, Locks Heath and Warsash suburban area lies in the wider conurbation of south Hampshire on a relatively flat area of land off the coastal plain between the valleys of the River Hamble to the west and the River Meon to</p>	<ol style="list-style-type: none"> 1. Sarisbury 2. Warsash Waterfront 3. Park Gate District Centre 4. Locks Heath District Centre 5. Coldeast Hospital

Settlement	Overview	TCA
Warsash	the east. In the first half of the twentieth century Park Gate, Locks Heath and Titchfield Common continued to grow, generally along the existing road network. Warsash expanded to the east between the wars and the area of Titchfield Park was first developed at this time.	<ol style="list-style-type: none"> 6. Industrial Estates (Titchfield Park) 7. Residential suburbs
Swanwick and Whiteley	Swanwick lies in south Hampshire between Fareham and Southampton close to the edge of the lowland mosaic of south Hampshire where it meets the coastal plain. Swanwick is a hamlet of medieval origins, which, up to the late twentieth century, remained a small collection of farmsteads loosely clustered along Botley Road near its junction with Swanwick Lane; whilst Whiteley was no more than two isolated farms which bore the name. In the late-twentieth- and early-twenty-first century there was a large-scale programme of development for both housing and business use.	<ol style="list-style-type: none"> 1. Swanwick and Whiteley residential suburbs – west 2. Swanwick and Whiteley residential suburbs – north 3. Whiteley Shopping Village 4. Solent Business Park 5. Whiteley residential suburbs – south 6. Segensworth North Industrial Estate
Fareham	Fareham is a market town which lies on the northern edge of the coastal plain of south Hampshire, and extends northwards into the clay lowlands. The historic core of the town lies on the west bank of the Wallington River which flows through a tidal creek into Portsmouth Harbour. Fareham was recorded in the tenth century when it was granted to the Bishop of Winchester. The town's prosperity increased from the eighteenth century onwards when it became a popular retirement place for naval officers and older buildings were typically re-fronted in local brick. The twentieth century saw a gradual expansion of the town, particularly in the areas of Heathfield, Catisfield and Fort Fareham.	<ol style="list-style-type: none"> 1. High Street – historic and commercial core 2. East Street environs 3. West Street and station environs 4. Town Quay and Lower Quay 5. Victorian suburbs 6. Wallington Village and environs 7. Southern suburbs inter-war and post-war 8. Military establishments, former military defences and industrial areas 9. South-west 1970s urban extensions 10. The Avenue and environs 11. Catisfield and Ranvilles Lane environs 12. Northern suburbs inter-war and post-war
Hill Head and Stubbington	'Hill Head and Stubbington' is a small conurbation lying on the south coast to the west of Gosport and south of Fareham. The built-up area lies on the low-lying, flat coastal plain with the valley of the River Meon to the west. It was not until the later twentieth century that the bulk of the residential development was carried out, with the conurbation becoming a dormitory settlement to the larger urban areas of Fareham and Gosport. The Hill Head seafront is a popular local visitor attraction, with one of the only beaches between Portsmouth and Southampton.	<ol style="list-style-type: none"> 1. Stubbington District Centre 2. Hill Head and Stubbington residential suburbs

13.5 The South Downs National Park

13.5.1 National Parks are designated under the provisions of the National Parks and Access to the Countryside Act 1949 to protect high quality landscapes and to secure their permanent protection against development that would damage their special qualities. The Environment Act 1995 revised the original legislation and set out two statutory purposes for National Parks in England and Wales:

- ▶ Conserve and enhance the natural beauty, wildlife and cultural heritage; and
- ▶ Promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public.

13.5.2 When National Parks carry out these purposes they also have the duty to:

- ▶ Seek to foster the economic and social well being of local communities within the National Parks.

13.5.3 The designation order for the South Downs National Park was given in November 2009; the National Park came into being on the 1st April 2010 and was operational from the 31st March 2011. The South Downs National Park replaces the East Hampshire and Sussex Downs Areas of Outstanding Natural Beauty which were designated in 1962 and 1966 respectively.

13.5.4 Part of National Park is located adjacent to the north east of Wickham, approximately 1.5km from the northern boundary of the plan area. The landscape of the part of the National Park nearest the borough comprises rolling chalk downland characterised by dry valleys and dotted woodland. Any development within visible range of the National Park (including Welborne) will need to consider both views to the South Downs, and views of the development from within the National Park.

13.6 Tranquillity and Wellbeing

13.6.1 Landscape is not just about physical attributes and biological processes, and it does not only represent the countryside; it is also about people and their experience of both urban and rural areas (HCC, 2011). The quality of landscapes and townscapes can affect people's well-being in a number of ways; these are discussed in section 9 on Green Infrastructure / Ecosystem Services.

13.6.2 In 2004 the Campaign to Protect Rural England undertook a study of tranquillity, which examined a range of factors including topography, light pollution, noise pollution, the location of man-made features, people's perceptions of tranquillity and other influences. Based on these factors an appraisal of tranquillity was carried out for the whole of England, which mapped the country in 500m by 500m quadrants⁵⁵. Figure 13.3 presents the findings of the CPRE assessment of tranquillity in Fareham⁵⁶.

⁵⁵ A more detailed description of the methodology used can be found at [accessed 13/1/16]: <http://www.cpre.org.uk/what-we-do/countryside/tranquil-places/in-depth/item/1688-how-we-mapped-tranquillity>

⁵⁶ CPRE Tranquillity Mapping. Accessed online [13/1/16] at: http://maps.cpre.org.uk/tranquillity_map.html?lon=-1.17931&lat=50.85390&zoom=12&gclid=CjwKEAiAw4e1BRDfi7vghaWU9jESJACzo9juRLm14yL5HYjv9Gs3CjqdjylwUwhqWvRCMqa1B1jcbRoCDd_w_wcB

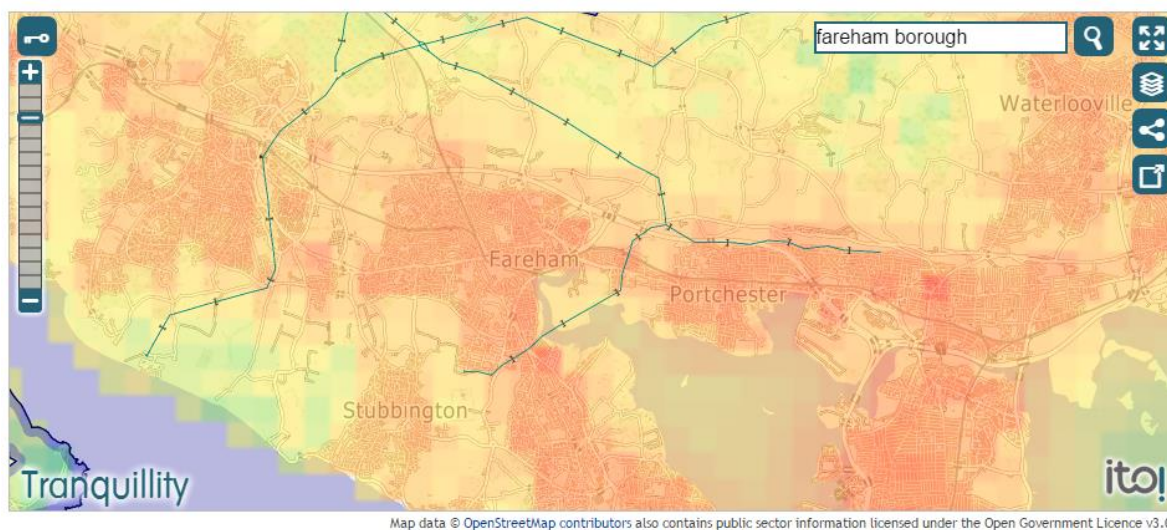


Figure 13.3: Tranquillity in Fareham (source: CPRE)

13.7 Spatial Context

- 13.7.1 Hampshire is a predominantly rural county, comprising arable, grassland and woodland habitats, with just 15% of wards classified as urban (HCC, 2011). Fareham borough lies within the urbanised coastal area known as 'Urban South Hampshire'. To the north of this urbanised area lies a large expanse of downland, encompassing much of the local authority areas of Test Valley, Winchester, Basingstoke & Deane, and East Hampshire. These areas are dominated by arable farming. The county is also characterised by smaller areas of lowland, woodland and heathland, for example in the New Forest, southern parts of Winchester district, eastern parts of East Hampshire, and northern parts of Hart and Basingstoke & Deane boroughs. Where farmland occurs in these areas it is dominated by grasslands for livestock or dairy farming (HCC, 2011).
- 13.7.2 Within Fareham, more rural areas can be found in the Western Wards and Crofton Spatial Planning Areas, as well as in the south of Titchfield and the northern part of Fareham Spatial Planning Areas. It is this northern part of the borough where chalkland landscapes can be found, as well as in the north and west of the Portchester Spatial Planning Area. The western side of the borough has more agricultural and coastal landscape types, as well as wooded valleys.

13.8 Likely Evolution of the Baseline in the absence of the Local Plan Review

- 13.8.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. The Local Plan Part 2: Development Sites and Policies Plan should reduce the risk of coalescence of settlements in areas of high development demand through unmanaged development in the countryside. However, without the Local Plan Review, the higher identified need for housing provision could put increased pressure on Fareham's countryside and special landscapes.

13.9 Key Issues

13.9.1 Key issues for landscape relevant to the Local Plan Review are:

- ▶ Effects on landscape quality from residential growth (and to a lesser extent, employment and retail growth) linked to the Local Plan Review.
- ▶ Further loss of tranquillity from increasing traffic flows and new transport infrastructure, noise and light pollution.
- ▶ Effects on historic landscapes and cultural heritage assets and their settings.
- ▶ Potential effects on landscape quality from poor design and layout of new development areas.
- ▶ Pressures on non-designated sites and landscapes: loss of key landscape features such as woodland or hedgerows.
- ▶ Potential effects on the integrity of parts of the South Downs National Park, including through effects on views from the surrounding area.

14 Material Assets

14.1 Summary of Policy and Plan Review

- 14.1.1 The material assets sustainability theme covers a range of policy areas, including waste management, minerals, energy production and previously developed land. National level PPPs seek to protect minerals resources and promote restoration for when minerals workings cease. PPPs at all levels seek to promote the ‘waste hierarchy’. This seeks to prioritise waste management in the following order: reduction; reuse; recycling and composting; energy recovery; and disposal. National and regional PPPs also support the use of previously developed land. At the county level, the Hampshire Minerals and Waste Plan (2013) sets out the strategic approach to minerals and waste issues.
- 14.1.2 An expansion of renewable energy production is strongly promoted by European and national PPPs. Under the EU Renewable Energy Directives, the UK is required produce sufficient renewable energy to meet 15% of energy consumption by 2020, and there is an EU-wide target 27% of energy consumption to come from renewable sources by 2030.

14.2 Minerals

- 14.2.1 The Hampshire Minerals and Waste Local Plan 2013 includes eight Safeguarded Sites for minerals and waste infrastructure within Fareham borough, as listed in Table 14.1 and shown on Figure 14.1⁵⁷, as well as widely distributed deposits of minerals resources including sand, gravel and clay. The plan requires that Hampshire County Council must be consulted on planning decisions which could affect any of these safeguarded sites and resources.

Table 14.1: Minerals and Waste Safeguarded Sites (HCC, 2015)

Code	Name	Detail
FA032	Rookery Farm Swanwick, Fareham	Aggregates Recycling
FA069	Barnes Wallis Rd Segensworth (HWRC)	Household Waste & Recycling Centre
FA074	Peel Common WTW Newgate Lane, Stubbington	Wastewater Treatment Works
FA048	Fareham Rail Aggregates Depot Fareham	Aggregates Rail Depot
FA054	Upper Quay Aggregates Wharf, Fareham	Aggregates Wharf
FA070	Broadcut	Waste Transfer Station
FA064	Wallington Depot Fareham	Waste Processing, Aggregates Recycling
FA025	Warren Farm & Down End Quarry, Fareham	Aggregates Rec, Landfill (I), Chalk, Waste Transfer & Processing

⁵⁷ HCC (2015): *Hampshire Minerals and Waste Local Plan Policies Map*. Accessed online [25/1/16] at:

<http://localviewmaps.hants.gov.uk/LocalViewmaps/Sites/MCA/>

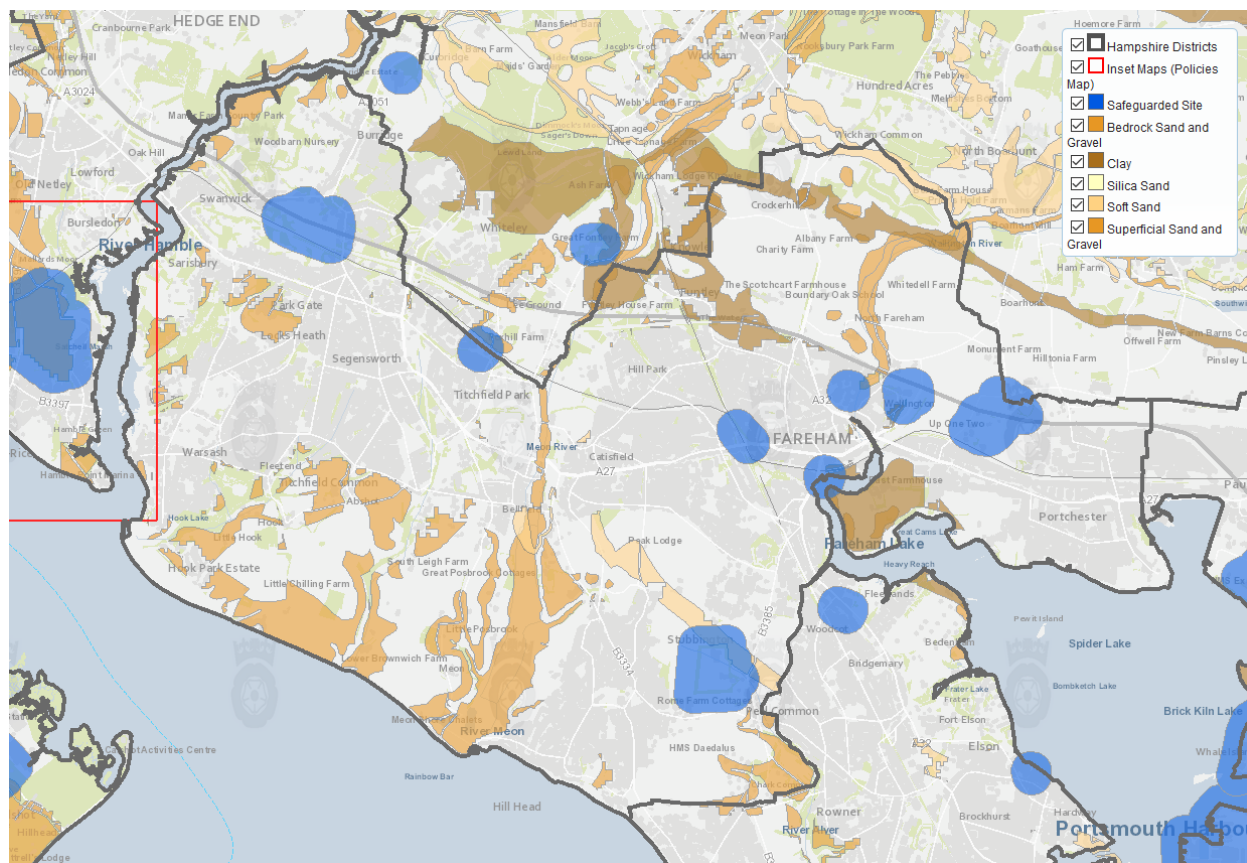


Figure 14.1: Minerals Consultation Area Policies Map for Fareham borough (HCC, 2015)

14.2.2 In addition there are 20 currently permitted minerals and waste sites in the borough:

- ▶ Hook Lane Landfill, Warsash, Fareham (completed and restored landfill);
- ▶ Warren Farm and Down End Quarry, Fareham (active; aggregates recycling, landfill, chalk extraction, waste transfer and processing);
- ▶ Rookery Farm, Swanick, Fareham (active; aggregates recycling);
- ▶ Portchester Chalk Pit, Fareham (closed/dormant; chalk extraction);
- ▶ Fareham Rail Aggregates Depot, Fareham (active);
- ▶ Upper Quay Aggregates Wharf, Fareham (active);
- ▶ Wallington Depot, Fareham (active; aggregates recycling, waste processing);
- ▶ Eastern Distributor Road, Segensworth (completed and restored landfill);
- ▶ Unit 6 Crompton Way, Segensworth (active; waste processing);
- ▶ Barnes Wallis Road, Segensworth (active; household waste and recycling centre);
- ▶ Broadcut (active; waste transfer station);
- ▶ Wood Farm, Funtley (completed and restored landfill);
- ▶ Wallington Hill, Fareham (active; combined sewer overflow);
- ▶ Land within Allotment Gardens, The Gillies (active; waste water treatment works);

- ▶ Peel Common WTW, Newgate Lane, Stubbington (active; waste water treatment works);
- ▶ Wickham Road WTW, Fareham (active; waste water treatment works);
- ▶ Hook Park WTW, Workman’s Lane, Hook, Warsash (active; waste water treatment works);
- ▶ Charity Farm, 127 Wickham Road, Fareham (inactive; waste recycling);
- ▶ Unit 1 Pinks Sawmill, Wickham Road, Fareham (active; waste transfer station); and
- ▶ Down Barn Farm, Boarhunt Road, Fareham (active; waste recycling).

14.3 Waste and Recycling

14.3.1 Over the last eight years, the amount of household waste generated in England and the South East has gradually declined while the proportion that is recycled has increased, although these trends have plateaued somewhat in the last four years⁵⁸; see Figure 14.2. In Fareham the trend appears to be reversed, with recycling rates above the regional and national rate at 42.1% at the beginning of the period before falling back to 34.4% in 2014/15.

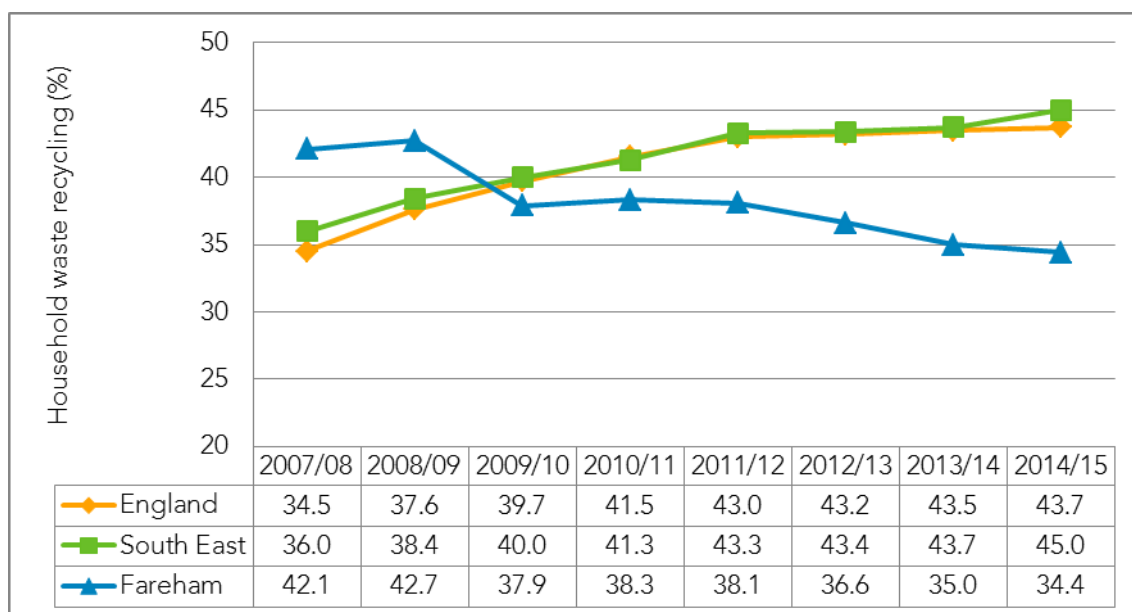


Figure 14.2: Proportion of household waste sent for recycling/composting (Defra, 2015)

14.4 Renewable Energy

14.4.1 The Renewable and Low Carbon Energy Capacity Study for the borough (Parsons Brinckerhoff, 2013) made a conservative estimate that there were approximately 3.8MW_e and 2.3MW_{th} of installed capacity in 2013. However, the available renewable energy resource is better than the average for the UK, with good opportunities available in wind, small-scale hydropower, biomass and particularly solar. The report estimates a maximum theoretical solar PV capacity of 1,664MW (ground-mounted) and 72.3MW of wind capacity (based on 300m property buffer and ecological designations), and presents maps of the least constrained areas of the borough

⁵⁸ Defra (2015): ENV18 - Local authority collected waste: annual results tables. Accessed online [25/1/16] at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

(Figure 14.3 and Figure 14.4). The borough has a renewable energy target of 12MW installed capacity by 2020 but there is currently no system for monitoring new installations (FBC, 2015).

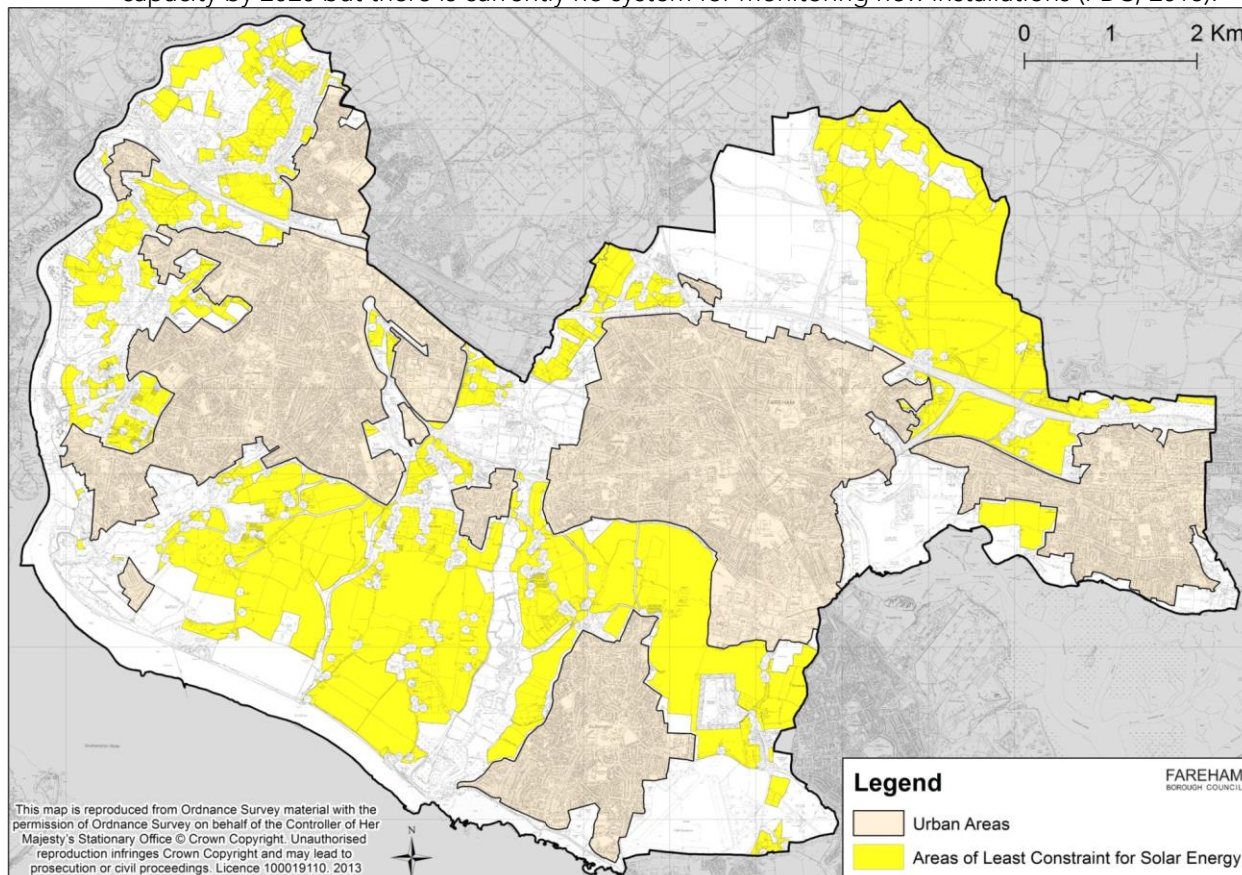


Figure 14.3: Areas of least constraint for solar energy (Source: FBC)

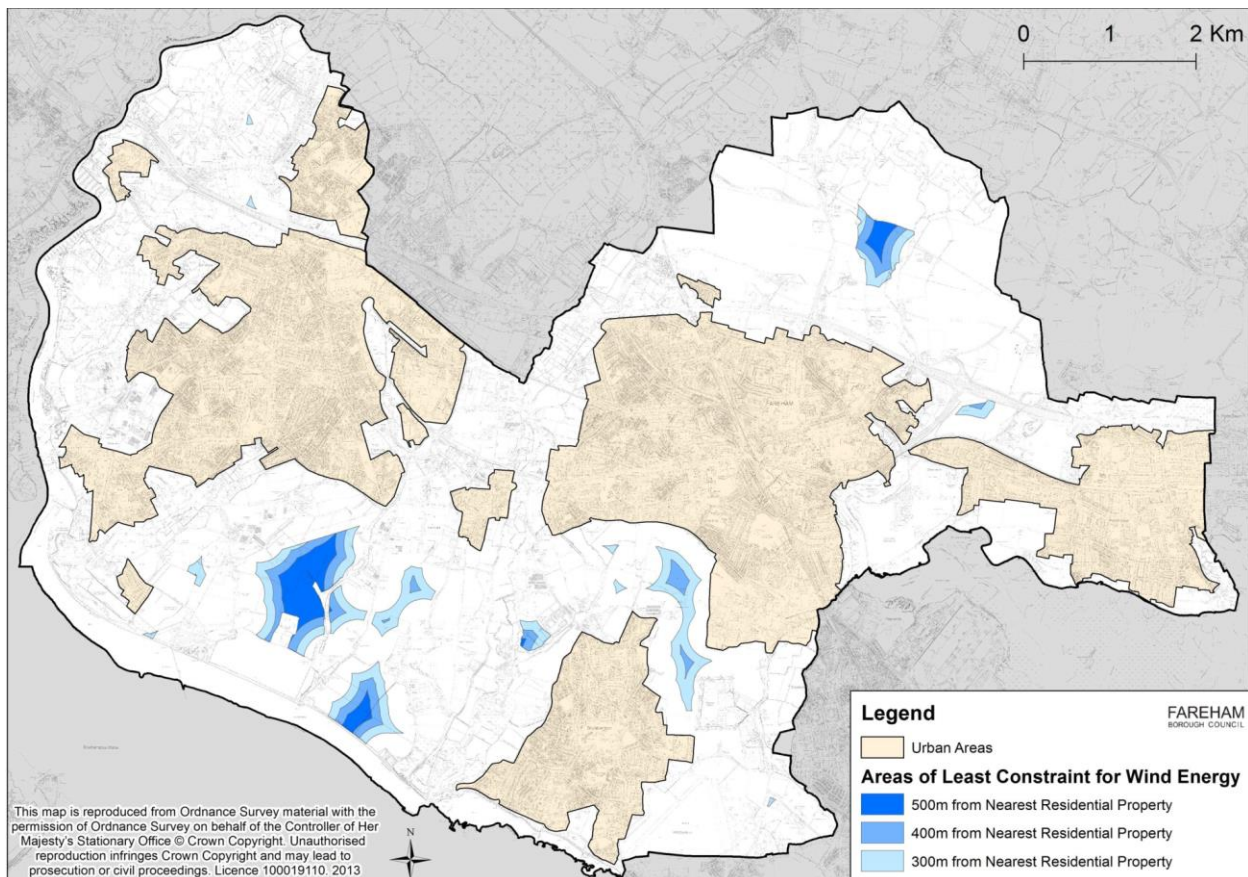


Figure 14.4: Areas of least constraint for wind energy (Source: FBC)

14.5 Infrastructure Delivery

14.5.1 The development of Welborne will require substantial infrastructure investment through a combination of developer funding and public sector support, including (FBC, 2014d):

- ▶ Affordable housing;
- ▶ Transport infrastructure (highways and public transport);
- ▶ Water supply and waste water treatment infrastructure
- ▶ Health and care facilities;
- ▶ Green and environmental infrastructure;
- ▶ Telecoms infrastructure;
- ▶ Public realm investment.
- ▶ Education & pre-school facilities;
- ▶ Energy supply infrastructure including potential renewable heat generation;
- ▶ Workspace and business support facilities;
- ▶ Waste management infrastructure;
- ▶ Sports and leisure facilities;
- ▶ Community facilities; and

14.5.2 The wider infrastructure needs of the borough are identified in the borough Infrastructure Delivery Plan (excluding Welborne; FBC 2014e) and are funded through a combination of Community Infrastructure Levy funds, developer contributions from planning obligations and public sector support.

14.6 Previously Developed Land

14.6.1 The borough has a target for >60% of all new homes to be built on previously developed land, which was being significantly exceeded between 2007/08 and 2009/10 but has not been met for the past four monitoring periods⁵⁹; see Table 14.2. This is because the definition of previously developed land changed to exclude residential garden sites.

Table 14.2: Residential completions on previously developed land (Source: FBC)

Year	Dwellings on previously developed land (%)
2013/14	30.2%
2012/13	26.9%
2011/12	54.7%
2010/11	35.7%
2009/10	93.3%
2008/09	85.9%
2007/08	81.7%

14.6.2 The National Land Use Database of Previously Developed Land, published by the Homes & Communities Agency, is intended to present a record of all previously developed land and buildings in England that may be available for development, whether vacant, derelict, or still in productive use. The latest statistical release (2012⁶⁰) included a low rate of return from local authorities and was collated with no validation. Data for 2013 or later years have not been commissioned.

14.6.3 The data for Fareham included 22 sites and a total area of 79.3ha. However, one site (HMS Daedalus) was 69.8ha, with the remaining 21 sites all measuring under 1ha each. The latest Register of Public Sector Land (December 2015⁶¹), which lists government-owned sites that may yield surplus land for development, did not include any sites in Fareham borough.

14.7 Spatial Context

14.7.1 All five Spatial Planning Areas have at least one safeguarded site from the Minerals and Waste Local Plan. Large parts of rural Titchfield and the Western Wards harbour deposits of gravel, sand and clay, together with smaller sections of Crofton, Fareham and Portchester.

14.7.2 Large parts of rural Titchfield, the Western Wards and Crofton are mapped as least constrained regarding solar energy generation, with smaller areas of potential in Fareham and Portchester.

⁵⁹ Fareham LDF Annual Monitoring Reports 2009 to 2015, the latest of which is available online [25/1/16] at:

<http://www.fareham.gov.uk/PDF/planning/amr2015.pdf>

⁶⁰ Homes & Communities Agency (2014): National Land Use Database of Previously Developed Land 2012. Accessed online [28/1/16] at: <https://www.gov.uk/government/statistics/national-land-use-database-of-previously-developed-land-2012-nlud-pdl>

⁶¹ Cabinet Office (2015): Central Government Property and Land including Welsh Ministers estate: Register of Public Sector Land 22/12/15. Accessed online [28/1/16] at: <https://data.gov.uk/dataset/epims/resource/59eac8c7-7008-45b9-ab7a-a9a6d66cb117>

Least constrained land for wind energy generation is far less prevalent and focused on Chilling (Western Wards), Brownwich (Titchfield) and north of Fareham.

14.8 Likely Evolution of the Baseline in the absence of the Local Plan Review

14.8.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to material assets that may continue under such a scenario include:

- ▶ Increased overall production of waste and, possibly, increasing rates of recycling and composting as newer homes are designed to be more waste efficient and access to recycling facilities is improved.
- ▶ Increased renewable energy generation as progress is made towards the target of 12MW installed capacity by 2020 set out in Core Strategy Policy CS16.
- ▶ High proportion of housing completions on greenfield land (including Welborne) despite the Core Strategy's focus on previously developed land within the most sustainable and accessible settlements.

14.9 Key Issues

14.9.1 Key issues for material assets relevant to the Local Plan Review are:

- ▶ There is a need to protect safeguarded minerals and waste sites and minerals deposits from negative effects of development, including sterilisation.
- ▶ Household recycling rates are unfavourable compared to national and regional averages and require improvement to accommodate growth. New local recycling centres will be required to serve new development allocations.
- ▶ There is significant potential to utilise recycled and reused materials through development in the borough.
- ▶ Meeting targets for the use of previously developed land will be challenging given the past change in definition of residential garden land and quantum of new development planned for Welborne.
- ▶ There are widespread opportunities to increase the capacity of the borough's renewable energy generation, particularly for solar PV, although the national policy context for such development is becoming less favourable.

15 Population and Quality of Life

15.1 Summary of Policy and Plan Review

- 15.1.1 PPPs on population include a range of different objectives, including tackling social exclusion, improving human rights and public participation, improving health, and ensuring every child has the chance to fulfil their potential by reducing levels of education failure, ill health, substance misuse, crime and anti-social behaviour. At the regional and local levels, support for cultural diversity and young people are key aims. The Equality Act 2010 is the law intended to achieve equal opportunities in the workplace and in wider society. The act protects everyone against unfair treatment, on the basis of protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 15.1.2 Community cohesion can be supported through new education, health, leisure and recreational facilities. Deprivation should be limited by: promoting development location which improves accessibility to services, facilities and amenities; enhancing the local environment through appropriate land use, design and layout and incorporation of green infrastructure; facilitating the provision of new educational and learning facilities to help improve skills and increase opportunities; and supporting social inclusion.

15.2 Population Size, Structure, Density and Growth

- 15.2.1 In June 2014 the population of Fareham was 114,300 people, with 49% male and 51% female⁶². In 2011 the population density was high, at 15 persons per hectare in comparison to the South East (4.5) and England where density was 4.1 persons per hectare, and there were an average of 2.39 people per household⁶³.
- 15.2.2 Population growth in Fareham has recently progressed at a slower rate than that experienced regionally and nationally⁶⁴, as shown in Table 15.1. From 2008 to 2014 the population of the borough has grown from 110,200 to 114,300, an overall increase of 3.7%. This is a slightly lower rate of increase than the figures for the South East and England during the same period, which were 5.3% and 4.8% respectively.
- 15.2.3 It is also predicted that the borough's population will grow at a relatively steady pace in the next few decades, as suggested in Figure 15.1, from 115,800 in 2016 (start of the LPR period) to 123,400 in 2026 to 129,800 in 2036 (end of the LPR period), or a 12.1% increase over the plan

⁶² Neighbourhood Statistics: [Key Figures for People and Society: Population and Migration](#). Accessed online [6/1/16].

⁶³ Based on a 2011 population of 111,581 within 46,579 households over 7,423ha in the borough. Neighbourhood Statistics: [Population Density, 2011 \(QS102EW\)](#) and [Accommodation Type - Households, 2011 \(QS402EW\)](#). Accessed online [25/1/16].

⁶⁴ Neighbourhood Statistics: [Resident Population Estimates, All Persons](#). Accessed online [25/1/16].

period⁶⁵. This is lower than the 14.1% expected for the South East and 12.5% expected for England. The age group with the greatest projected percentage change in population is 65+ years at 50.9% over the plan period.

Table 15.1: Mid-Year Population Change 2008-2014 (thousands) (Source: ONS)

Year	Fareham	South East	England
2008	110.2	8,426.4	51,815.9
2009	110.8	8,490.9	52,196.4
2010	111.4	8,577.8	52,642.5
2011	111.9	8,652.8	53,107.2
2012	112.8	8,724.7	53,493.7
2013	113.6	8,792.8	53,865.8
2014	114.3	8,873.8	54,316.6

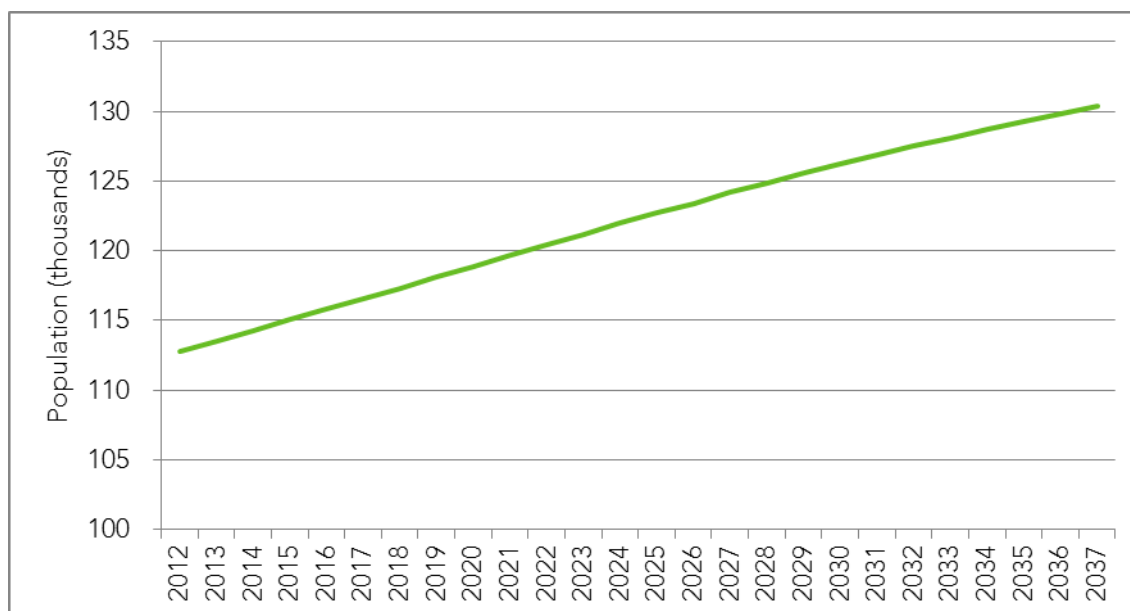


Figure 15.1: Population projection (thousands) (Source: ONS, 2014)

15.3 Age and Ethnicity

15.3.1 Table 15.2 shows that the highest percentage of people living in Fareham were aged 25-49 in 2011⁶⁶. This is also the largest age range in the South East and in England. The lowest proportion of people were aged 16-24 in Fareham where they accounted for 9.8% of the total population. Again this is mirrored on a regional and national level.

⁶⁵ ONS (2014): [Subnational Population Projections, 2012-based projections](#). Accessed online [25/1/16].

⁶⁶ Neighbourhood Statistics: [Key Figures for People and Society: Population and Migration](#). Accessed online [25/1/16].

Table 15.2: Percentage of people by age range (2011) (Source: ONS, 2011)

Age range	Fareham	South East	England
0-15yrs	17.0	19.0	19.0
16-24yrs	9.8	11.0	11.4
25-49yrs	30.6	32.9	34.0
50-64yrs (Males), 50-59yrs (Females)	17.1	15.7	15.3
65yrs+ (Males), 60yrs+ (Females)	25.4	21.4	20.3

15.3.2 Using a decadal approach to age, Figure 15.2 shows that in 2014 the largest group in Fareham and England was those aged 40-49yrs⁶⁷. However, in Fareham the next largest groups go up the scale to 50-59yrs and 60-69yrs, whereas in England the next largest groups go down the scale to 30-39yrs and 20-29yrs, again illustrating the trend towards an ageing population in Fareham.

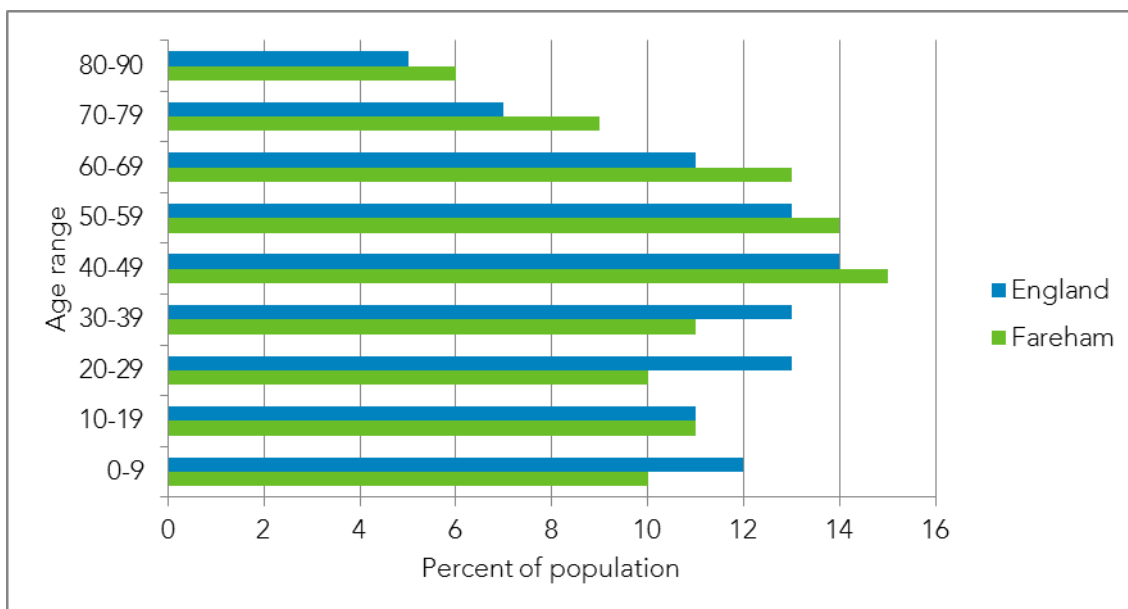


Figure 15.2: Percentage of people by age range (Source: ONS, 2014)

15.3.3 In Fareham in 2011, as can be seen in Figure 15.3, the majority of people identified their ethnicity as being White British, and this proportion was much higher than for the regional and national averages⁶⁸. Similarly, far fewer people in Fareham identified themselves as White Other, Mixed, Asian, Black or Other ethnicity when compared to the figures for the South East and England.

⁶⁷ ONS (2014): [Subnational Population Projections, 2012-based projections](#). Accessed online [25/1/16].

⁶⁸ Neighbourhood Statistics: [Ethnic Group, 2011 \(QS201EW\)](#). Accessed online [25/1/16].

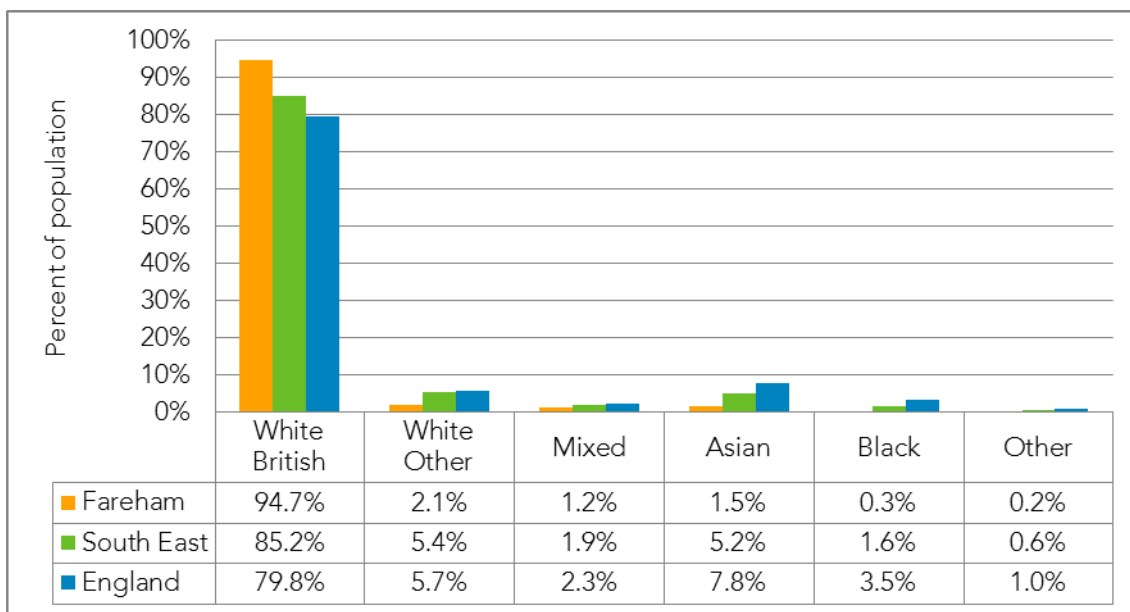
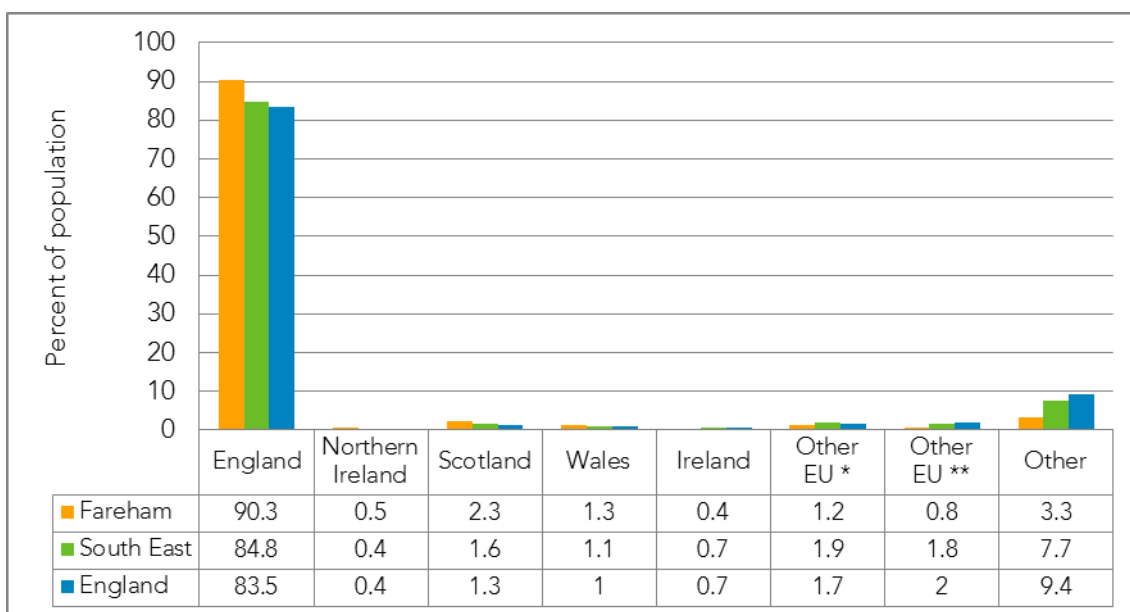


Figure 15.3: Percent of population by ethnicity (2011) (Source: ONS, 2011)

15.4 Migration and Community Patterns

15.4.1 Fareham, as can be seen in Figure 15.4, has a higher percentage of people born in England (90.3%) than the South East and England (84.8% and 83.5% respectively)⁶⁹. The South East and England have a higher percentage of people from outside of the UK and Ireland. In comparison to Fareham, in the South East there are 6.4% more people born outside of the UK and in England there are 8.1% more.



* Member Countries in March 2001; ** Accession Countries April 2001 to March 2011

Figure 15.4: Percent of people by place of birth (2011) (Source: ONS, 2011)

⁶⁹ Neighbourhood Statistics: [Country of Birth, 2011 \(KS204EW\)](#). Accessed online [25/1/16].

15.4.2 Fareham also has a much lower percentage of people who have been resident in the UK for between 0 and 10 years at 1.8% (see Figure 15.5) which compares to 6.0% in the South East and in 6.8% England⁷⁰.

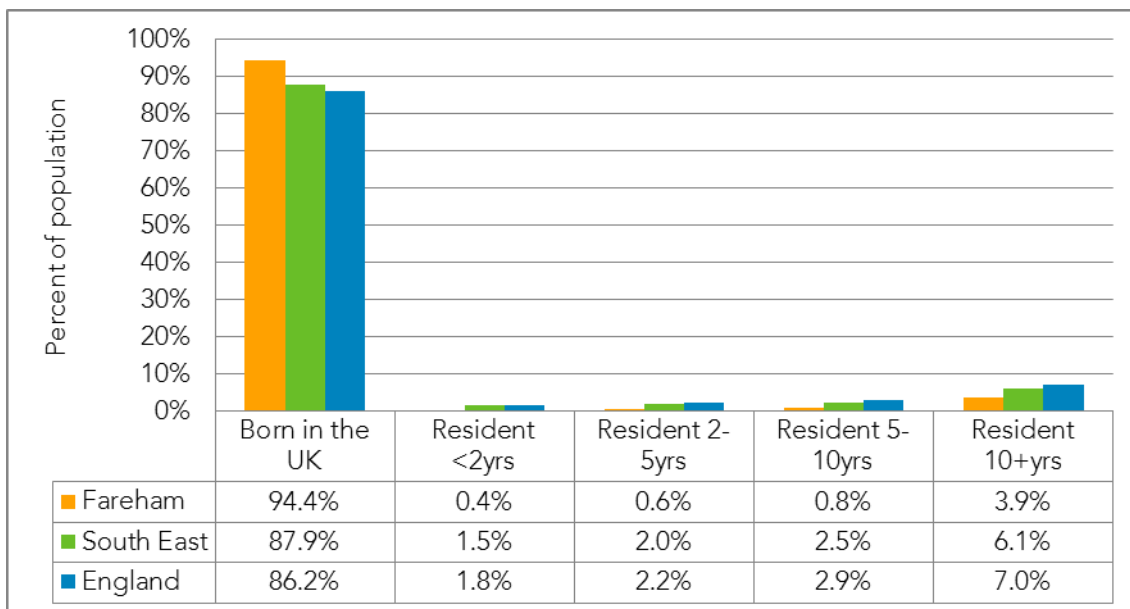


Figure 15.5: Percentage of people by time spent living in the UK (2011) (ONS, 2011)

15.5 Indices of Multiple Deprivation

15.5.1 In general, deprivation in Fareham is low. Based on the Indices of Multiple Deprivation 2015 (DCLG, 2015), the borough is ranked the 14th least deprived in England at 312 out of 326. Hampshire was ranked the 12th least deprived upper tier authority in England. In Fareham there are no lower super output areas (LSOA) in the 10% most deprived communities of England and no LSOAs in the 11%-20% most deprived communities; of the 73 LSOAs in Fareham, just seven are among the 50% most deprived communities of England. As can be seen at Figure 15.7 these tend to be concentrated around central, south and west Fareham, and rural Titchfield.

15.6 Unemployment

15.6.1 Figure 15.6 shows that in Fareham between March 2006 and March 2013 (the latest available data) the unemployment rate has fluctuated but has remained between 3% and 5%⁷¹. Overall it has increased by 1.0% in this time frame, significantly less than in the South East and England unemployment where rates have increased by 2.1% and 2.8% respectively. Fareham's unemployment rate has been consistently lower than that of the regional and national scales.

⁷⁰ Neighbourhood Statistics: [Length of Residence in the UK, 2011 \(QS803EW\)](#). Accessed online [25/1/16].

⁷¹ Neighbourhood Statistics: [Worklessness: Economic Activity](#). Accessed online [25/1/16].

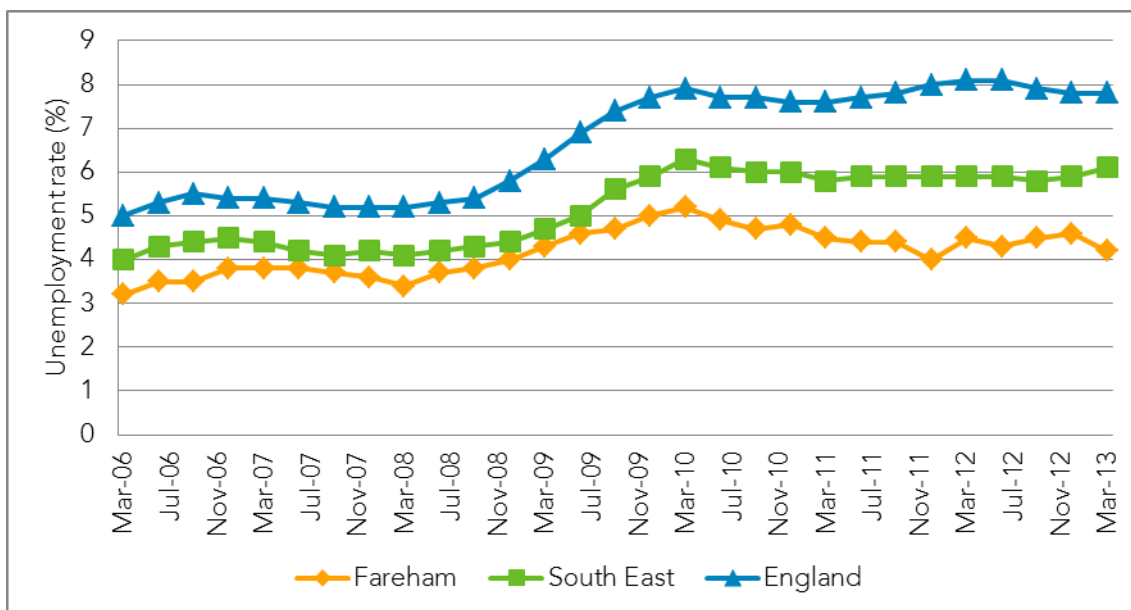


Figure 15.6: Unemployment rate 2006-2013 (Source: ONS, 2013)

15.7 Crime

15.7.1 Fareham has generally low levels of crime. In 2009, the borough had a crime rate of 34 offences per 1,000 population, compared to a crime rate of 49 offences per 1,000 population in the Hampshire force area and 50 offences per 1,000 population in England and Wales⁷². As shown by Table 15.3, crime rates for most types of offences in the borough have fallen over the last two reporting periods⁷³, with the exception of a slight increase in the rates of robbery, drug and sexual offences. Data prior to 2011 are not directly comparable.

Table 15.3:

Variable	2011-12	2012-13
Violence with Injury	447	404
Violence without Injury	391	356
Robbery	11	16
Theft from the Person	65	39
Criminal Damage and Arson	955	765
Domestic Burglary	175	141
Non Domestic Burglary	262	261
Vehicle Offences (Includes Theft of and from Vehicles)	410	325
Drug Offences	244	253
Sexual Offences	80	88

⁷² Home Office (2010): Local Authorities: Recorded crime for seven key offences and BCS comparator 2007/08 to 2008/09. Accessed online [25/1/16] at: <http://data.gov.uk/dataset/local-authority-recorded-crime-key-offences-2007-2009>

⁷³ Neighbourhood Statistics: [Notifiable Offences Recorded by the Police](#). Accessed online [25/1/16].

15.8 Spatial Context

15.8.1 Figure 15.8 maps the Index of Crime Deprivation (DCLG, 2015) for Fareham borough, and shows that, as with other indices, the Western Wards and Crofton Spatial Planning Areas are among the least deprived communities in the country, together with urban parts of Titchfield and Portchester. Fareham has pockets of more deprived areas, with communities in west and south Fareham most affected by crime deprivation.

15.9 Likely Evolution of the Baseline in the absence of the Local Plan Review

15.9.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to population and quality of life that may continue under such a scenario include:

- ▶ Population growth in the borough will increase demand for housing, services and infrastructure, particularly around Fareham and Welborne.
- ▶ The rate of population ageing may slow as new residential development at Welborne is likely to be occupied by a higher proportion of younger families at least in the first instance.
- ▶ Employment and earnings could increase as developments in the plan area become operational and the economic climate improves.

15.10 Key Issues

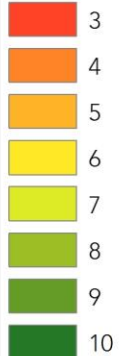
15.10.1 Key issues for population and quality of life relevant to the Local Plan Review are:

- ▶ Population growth in the borough will increase demand for housing, services and infrastructure, particularly around Fareham and Welborne.
- ▶ An ageing population and an increased dependency ratio in the borough have the potential to lead to implications for service provision.
- ▶ Whilst crime rates are low in the borough, perceptions of security and fear of crime are an issue for many residents.
- ▶ Unemployment has increased at a lower rate than regionally and nationally since the economic downturn in 2008.
- ▶ Although in general levels of deprivation in Fareham are low, the IMD sub-domains for outdoors living environment, geographical barriers to housing and services, and adult skills are those which the borough performs least favourably.
- ▶ The development of a high quality and multifunctional green infrastructure network in the area will be a key contributor to quality of life in the plan area.

Fareham Local Plan Review

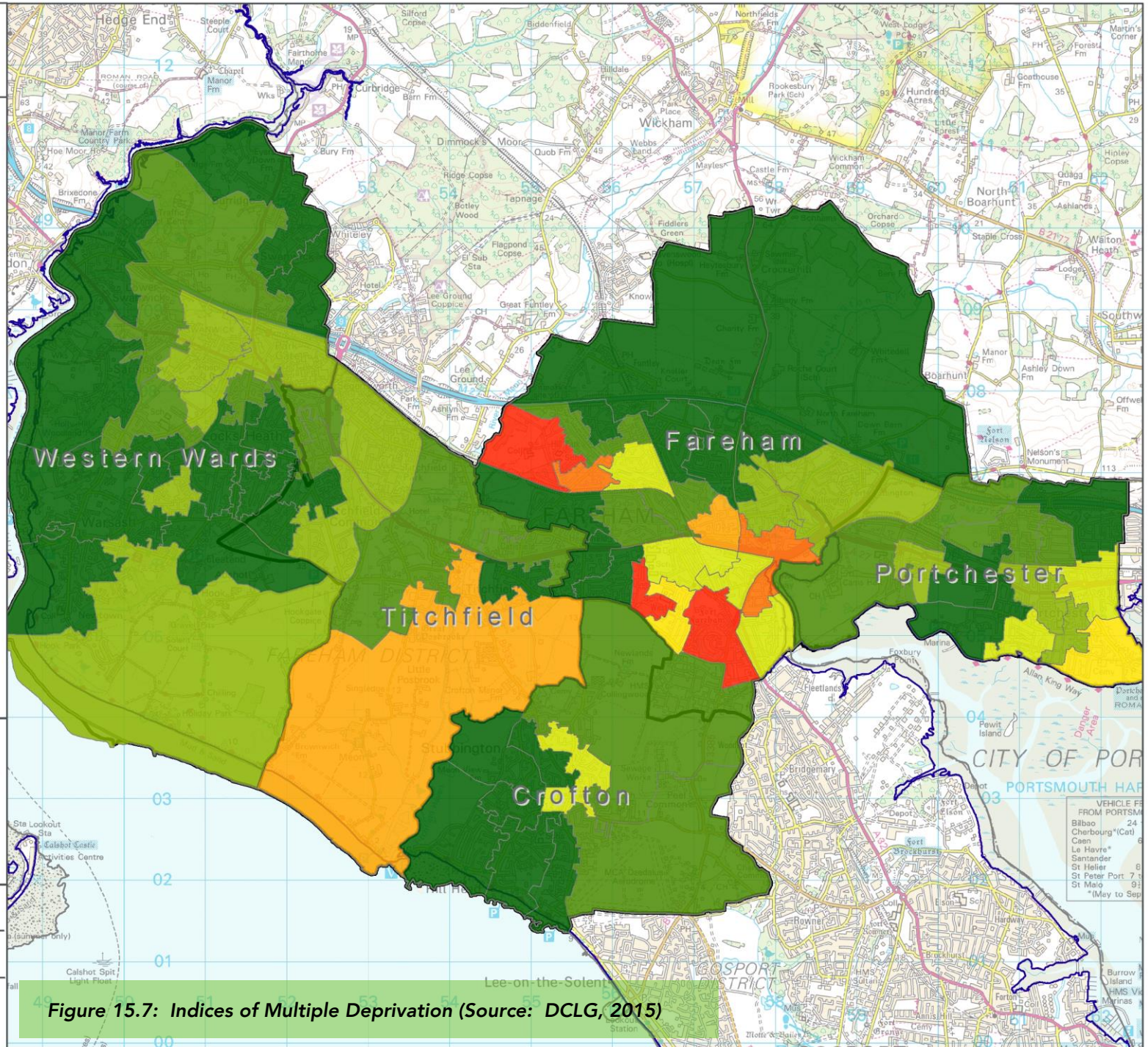
Indices of Deprivation 2015

IMD (Decile)



Spatial Planning Areas

Borough



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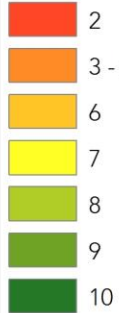
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Figure 15.7: Indices of Multiple Deprivation (Source: DCLG, 2015)

Fareham Local Plan Review

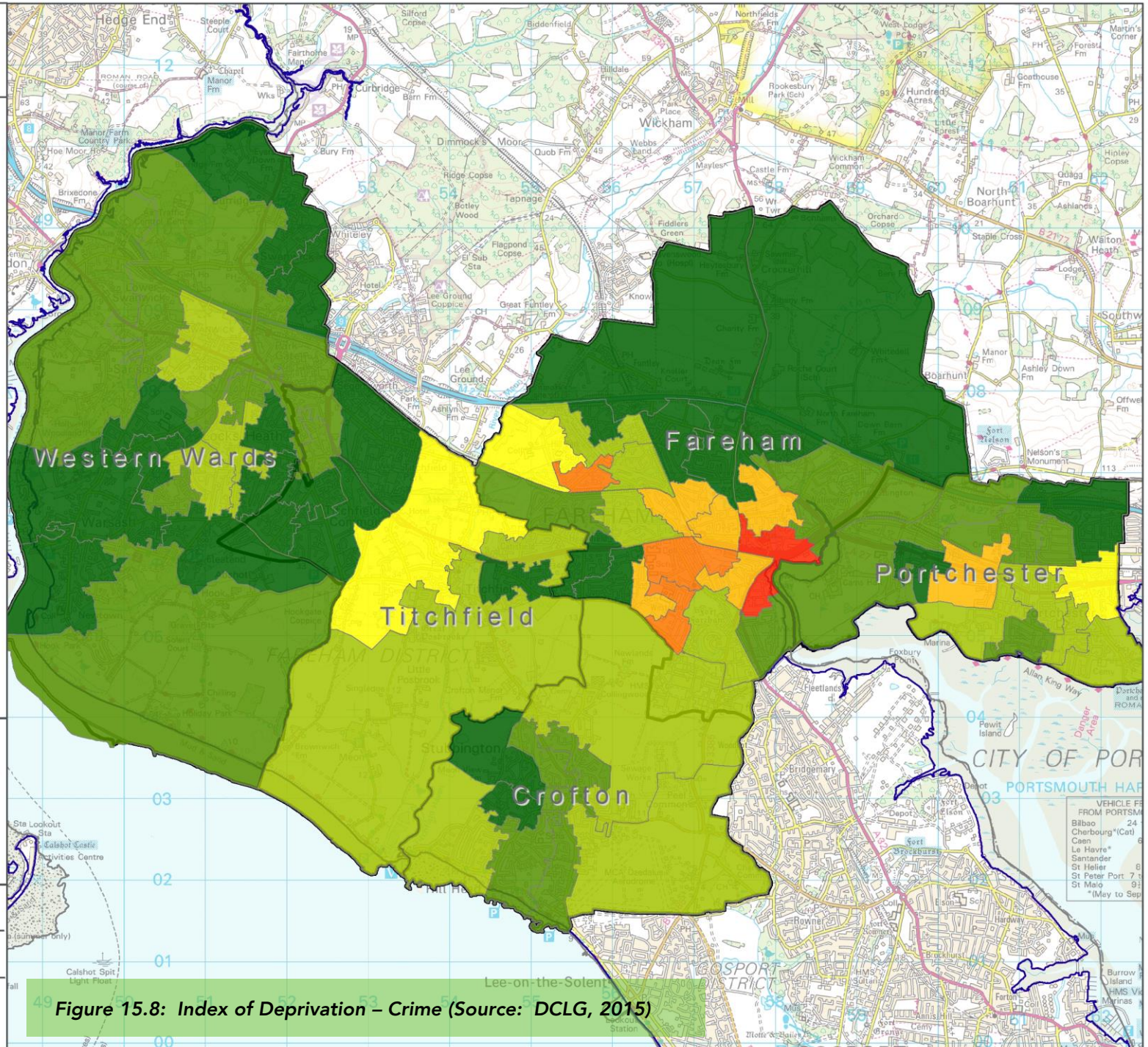
Indices of Deprivation 2015

Crime (Decile)



Spatial Planning Areas

Borough



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Figure 15.8: Index of Deprivation – Crime (Source: DCLG, 2015)

16 Soil

16.1 Summary of Policy and Plan Review

16.1.1 National and regional policies and strategies on soil seek to: prevent soil pollution; reduce soil erosion from wind and water; maintain soil diversity; improve the quality of soil, including through the remediation of contaminated land and through promoting an increase in organic matter in soil; protect and enhance stores of soil carbon and water; recognise soils' role for natural systems; and increase the resilience of soils to a changing climate. The PPPs also have a focus on protecting the quality and availability of agricultural land, especially best and most versatile agricultural land, by reducing soil degradation, maintaining soil productivity, limiting compaction and a range of other approaches.

16.2 Soils and Agricultural Land

16.2.1 Soil is a vital natural resource with a range of key functions including (Defra, 2011c):

- ▶ Nutrient cycling;
- ▶ Water regulation;
- ▶ Carbon storage;
- ▶ Support for biodiversity and wildlife; and
- ▶ Providing a platform for food and fibre production and infrastructure.

16.2.2 Good quality soil hence underpins a number of important ecosystem functions and contributes to the provision of ecosystem services. The plan area has a soil resource which has developed since the last ice age 10,000 years ago. This encompasses a range of soils types which reflect complex interactions between underlying geology, landform, past and existing land use and climate.

16.2.3 Soil quality has a strong influence on the quality of agricultural land. The Agricultural Land Classification system provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. A number of consistent criteria used for assessment include; climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness).

16.2.4 The Agricultural Land Classification (ALC) system classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. The best and most versatile (BMV) land is defined as Grades 1, 2 and 3a, which is deemed to be the land which is most flexible, productive and efficient in response to inputs, and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals.

- 16.2.5 Agricultural Land Classification maps were produced for England and Wales in the 1970s to provide general strategic guidance on land quality to planners, and are supplied by Natural England. They show only five grades because their preparation preceded the subdivision of Grade 3 and the refinement of criteria, which occurred after 1976. Figure 16.1 shows the ALC mapping for the borough and indicates that, while Grade 1 agricultural land is almost entirely absent, a large proportion of the plan area is classified as Grade 2 or 3.
- 16.2.6 Post-1988 data is also available from Natural England but only for selected areas which have been re-surveyed in greater detail and to revised guidelines and criteria. Additional surveys are carried out on an ad hoc basis as part of the development planning process for specific sites. Currently available post-1988 data for the borough are shown on Figure 16.2. This shows that land within the Welborne policy boundary immediately north and south of the M27 is Grade 3b, however, approximately 187ha in the north of the site is assessed as Grade 3a best and most versatile agricultural land. There are other pockets of BMV land around Portchester, Peel Common, Stubbington and Warsash.

16.3 Spatial Context

- 16.3.1 Hampshire as a whole is predominantly identified as Grade 3 agricultural land (56.9%), with only 4.9% identified as Grade 2, and 0.4% at Grade 1⁷⁴. Fareham borough makes a significant contribution to the amount of Grade 2 agricultural land in the county, with other high quality agricultural land occurring in the North Downs near Basingstoke, to the east of Alton, southern parts of Winchester district, and coastal areas of the New Forest. In terms of soil types, much of Hampshire comprises 'freely draining slightly acid loamy soils' and 'shallow lime-rich soils over chalk or limestone', though the urban south of the county (as well as the New Forest) comprises mainly 'slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils'⁷⁵.
- 16.3.2 Within Fareham borough, better quality agricultural land is present in all five Spatial Planning Areas, particularly in the north of Fareham, the west of Portchester, the northeast of Crofton, the south of Titchfield, and the southeast of the Western Wards Spatial Planning Area. The latter area differs from the rest of Fareham borough due to its 'freely draining very acid sandy and loamy soils', whilst there is an area of 'loamy soils with naturally high groundwater' at the confluence of the Crofton and Fareham Spatial Planning Areas⁷⁶.

16.4 Likely Evolution of the Baseline in the absence of the Local Plan Review

- 16.4.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Soils in England continue to be degraded by human actions including urban development, which can make them vulnerable to erosion, compaction and loss of organic matter. The Local Plan Part 2: Development Sites and Policies,

⁷⁴ Winchester District Council (2011): *North of Fareham Strategic Development Area: Summary Landscape Appraisal*. Accessed online [12/1/16] at: <http://www.winchester.gov.uk/assets/files/2882/FarehamSDALandscapeAppraisal-23.06.11.pdf>

⁷⁵ National Soil Resources Institute (2005): *Soilscapes (England)*. Accessed online [12/1/16] at: <http://magic.defra.gov.uk/MagicMap.aspx>

⁷⁶ *Ibid.*

adopted in 2015, should reduce the risk of areas of high quality agricultural land outside of the settlement boundaries (including Welborne) being lost to development. However, without the Local Plan Review, the higher identified need for housing provision could nevertheless put increased pressure on Fareham's soil resource, and result in greater soil compaction.

16.5 Key Issues

16.5.1 Key issues for soil relevant to the Local Plan Review are:

- ▶ The plan area is underlain with areas of the best and most versatile agricultural land.
- ▶ Growth has the potential to lead to a loss of soil resources, an increase in soil erosion, and a loss of productivity and function.
- ▶ Given the expected loss of c.187ha of Grade 3a best and most versatile agricultural land at Welborne, any future changes to defined urban settlement boundaries should seek to avoid further loss of BMV land.

Fareham Local Plan Review

Provisional ALC © ADAS & Defra

- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban
- Spatial Planning Areas
- Borough

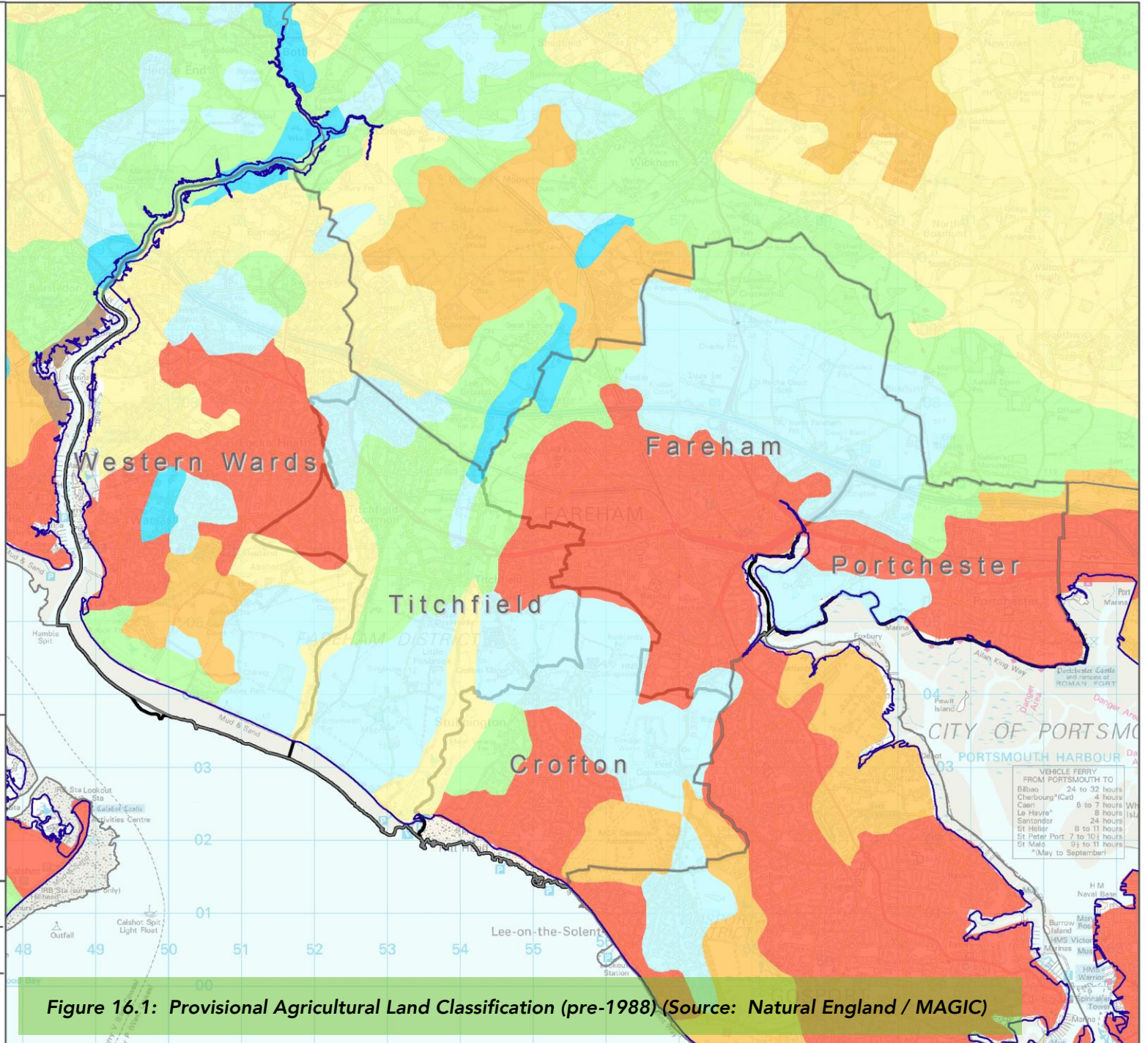


Figure 16.1: Provisional Agricultural Land Classification (pre-1988) (Source: Natural England / MAGIC)

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Fareham Local Plan Review

ALC Grades (Post 1988) © ADAS & Defra

- Grade 1
- Grade 2
- Grade 3a
- Grade 3b
- Grade 4
- Grade 5
- Not Surveyed
- Other
- Spatial Planning Areas
- Borough

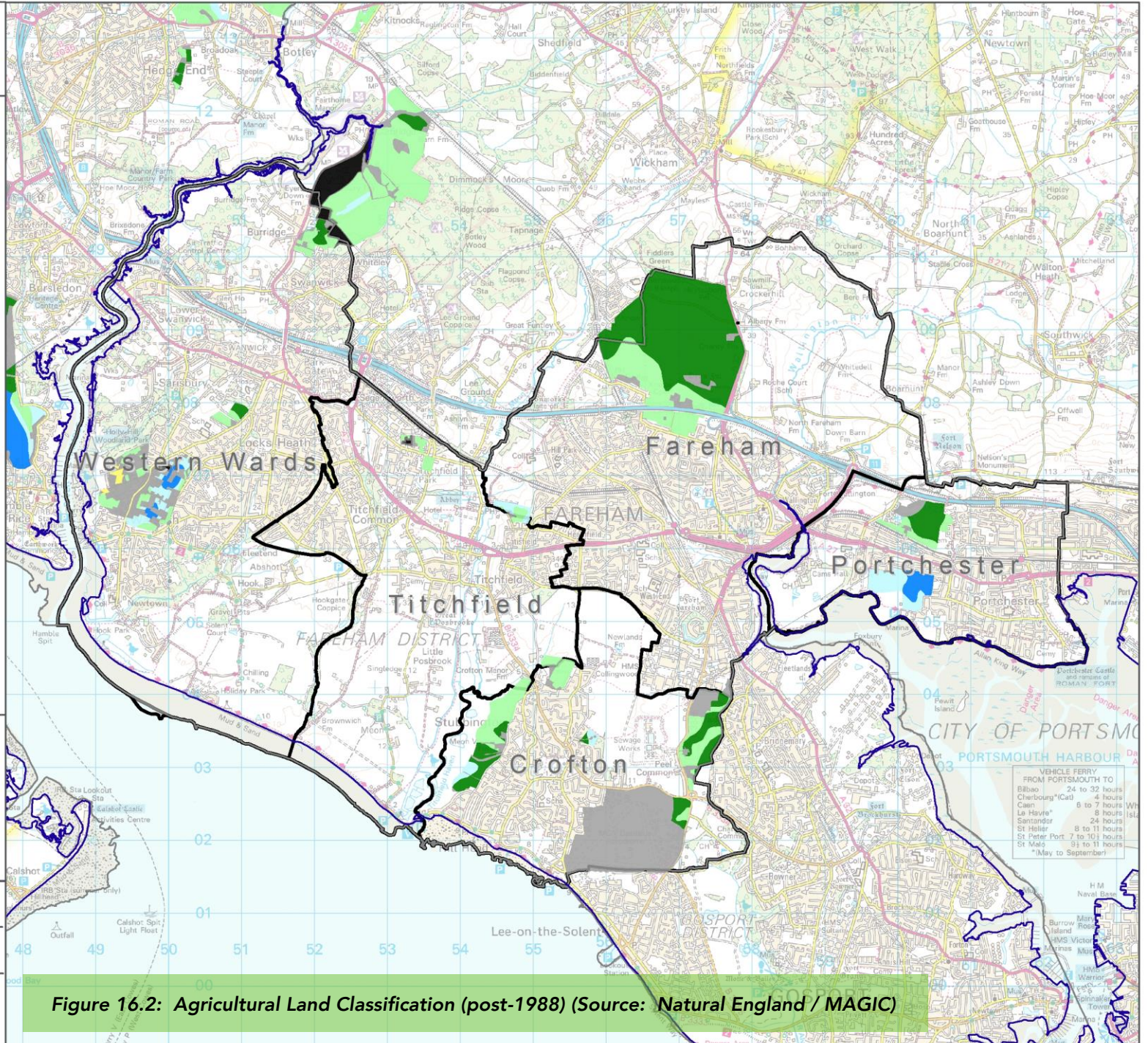


Figure 16.2: Agricultural Land Classification (post-1988) (Source: Natural England / MAGIC)

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17 Water

17.1 Summary of Policy and Plan Review

- 17.1.1 National water policies are primarily driven by the aims of the EU Water Framework Directive 2000/60/EC, as translated into national law by the Water Framework Regulations 2003. Key objectives include improving the quality of rivers and other water bodies to 'good ecological status' by 2015; considering flood risk at all stages of the plan and development process in order to reduce future damage to property and loss of life; and incorporating water efficiency measures into new developments.
- 17.1.2 The NPPF requires the planning system to contribute to and enhance the natural and local environment by: preventing new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. It seeks to ensure that all types of flood risk are taken into account, over the long term, during the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.
- 17.1.3 National and regional strategies also focus on maintaining and protecting the availability of water. Water treatment in Fareham borough is managed by Southern Water, whilst drinking water supply is managed by either Southern Water or Portsmouth Water, depending on the geographic location of the household. Portsmouth and Southern Water's Water Resource Management Plans provide the means of enabling water to be supplied and treated in the area covered by the plan. Water supply and use is guided by Environment Agency's Abstraction Licensing Strategies. The River Basin Management Plan (South East River Basin District) highlights the current state of watercourses in the area, and the opportunities and actions for improvements in order to meet Water Framework Directive objectives.

17.2 Watercourses

- 17.2.1 Fareham borough overlaps with the catchment areas of three main rivers; the River Hamble, the River Meon and the Wallington River. The River Hamble marks the western borough boundary, splitting at Botley, north of the borough, to form two main tributaries. The River Meon, which rises west of Petersfield, flows southwards to the west of Fareham town centre, and enters the Solent downstream of Titchfield. The Wallington River rises close to Waterlooville, and flows through North Fareham, southwards into Portsmouth Harbour to the east of Fareham town centre.

17.3 Water Resources

- 17.3.1 Groundwater provides the majority of water in the wider South Hampshire area. A major intermediate aquifer underlies north Fareham and as such is an important source of water for

the wider sub-region. In this context the most sensitive parts of the borough in terms of drinking water overlie the Portsdown Chalk Formation and Spetisbury Chalk Member. Water for Fareham borough is supplied by both Portsmouth Water, who supply water to homes to the east of the Meon River, and Southern Water, who supply the remainder of the borough.

- 17.3.2 Portsmouth Water sources drinking water from a mix of natural springs, wells and boreholes and river abstraction, but water supplied to Fareham borough is mostly abstracted from the River Itchen. Most Portsmouth Water abstractions are linked to river flows, either directly at the Itchen via Gaters Mill, or indirectly through groundwater abstractions affecting the Hamble, Meon, Wallington, Ems and Lavant which were all (except for the Meon) subject to Water Framework Directive (WFD) investigations during the AMP5 period (2010 – 2015). Southern Water draws its supply from both surface and groundwater sources. Surface water is drawn from abstractions at Testwood on the River Test, and Otterbourne on the Itchen. Groundwater is drawn from the Chalk aquifer.
- 17.3.3 Abstraction Licensing Strategies (ALS) are six year strategies developed by the Environment Agency for managing water resources at the local level. ALS are produced for every river catchment area in England and Wales; Fareham borough is covered by the East Hampshire ALS (Environment Agency, 2013) which contains maps and descriptions of the local Water Management Units, groundwater and surface water, and an assessment of water availability at times of low flow – normally mid to late summer. ALS also classify each Water Management Unit into one of three main categories: ‘water available for licensing’; ‘restricted water available for licensing’; or ‘water not available for licensing’. The East Hampshire ALS suggests that the Wallington River and the River Meon catchments are in the latter category, i.e. their flows are below the indicative flow requirement to help support Good Ecological Status (as required by the WFD), and as such, no further consumptive licences will be granted. The River Hamble catchment has water available for licensing. Groundwater is available for abstraction, though no further consumptive licences will be granted in the north of the borough.
- 17.3.4 The Environment Agency defines groundwater Source Protection Zones (SPZ) to protect sources such as wells, boreholes and springs from contamination risk via pollution protection measures and monitoring of potentially polluting activities. The vulnerability of groundwater to pollution is determined by the physical, chemical and biological properties of the soil and rocks, which control the ease with which an unprotected hazard can affect groundwater. SPZs are subdivided into four zones which show the risk of contamination from any activities that might cause pollution in the area:
- ▶ Zone 1 (Inner Zone): Defined as the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres. Zone 1c applies for subsurface only activity.
 - ▶ Zone 2 (Outer Zone): Defined by a 400 day travel time from a point below the water table. The previous methodology gave an option to define SPZ2 as the minimum recharge area required to support 25 per cent of the protected yield. This option is no longer available in defining new SPZs and instead this zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction. Zone 2c applies for subsurface only activity.

- ▶ Zone 3 (Total Catchment Zone): Defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source. In confined aquifers, the source catchment may be displaced some distance from the source. For heavily exploited aquifers, the final Source Catchment Protection Zone can be defined as the whole aquifer recharge area where the ratio of groundwater abstraction to aquifer recharge (average recharge multiplied by outcrop area) is >0.75 . There is still the need to define individual source protection areas to assist operators in catchment management. Zone 3c applies for subsurface only activity.
- ▶ Zone 4 (Special Interest Zone): A fourth zone SPZ4 or 'Zone of Special Interest' was previously defined for some sources. SPZ4 usually represented a surface water catchment which drains into the aquifer feeding the groundwater supply (i.e. catchment draining to a disappearing stream). In the future this zone will be incorporated into one of the other zones, SPZ 1, 2 or 3, whichever is appropriate in the particular case, or become a safeguard zone.

17.3.5 Part of north Fareham from Wallington to Crockerhill is within a Source Protection Zone, which is the source of the Maindell public water supply abstraction. Zone 1 is centred on an area around Fort Wallington, just west of the M27 Junction 11 (Figure 17.1). Zones 2 and 3 surround this and extend northwards into open countryside, overlapping with the Welborne site.

17.4 Water Quality

17.4.1 In terms of the water quality of the two main watercourses in the area, the 2009 South East River Basin Management Plan (Environment Agency, 2009a) highlighted the status and objectives of the Wallington River and River Meon. In 2009 the overall status of the part of the Wallington River within Fareham borough was "moderate". The river was not assessed as being of "good" overall status due to the presence of phosphates, the quantity and dynamics of the river's flow, and the biological status of the river in relation to the fish and invertebrates present. The River Basin Management Plan's objective was for the river to achieve "good" status by 2027, but its predictions were that the Wallington River would be unlikely to meet WFD targets by 2015, remaining in "moderate" condition. The status of the River Meon was more favourable, with a "good" overall status, suggesting that the river would meet WFD targets by 2015.

17.4.2 In 2014, the Environment Agency prepared a draft update to the South East River Basin Management Plan. Specific data⁷⁷ were provided for the East Hampshire catchment including the ecological, chemical and overall water quality of watercourses and waterbodies in Fareham borough for Cycle 1 (2009) and Cycle 2 (2014); see Table 17.1.

17.4.3 The 2014 draft update to the South East River Basin Management Plan reveals that overall compliance with the WFD in the East Hampshire catchment has not improved since 2009. Some rivers, such as the Meon and the Upper Wallington have actually deteriorated. The issues preventing waters reaching good status are attributed primarily to physical modification of the watercourses (e.g. to allow for urban development and to help manage flood risk), as well as to pollution from urban areas (e.g. from domestic plumbing mistakes) and rural areas (e.g. from poor farming practices or septic tanks).

⁷⁷ Environment Agency: [Catchment Data Explorer](#). Accessed online [23/1/16].

Table 17.1: Water quality status of waterbodies in Fareham (Source: Environment Agency, 2014)

Waterbody	Overall Status			Ecological Status			Chemical Status		
	2009	2014	Objective	2009	2014	Objective	2009	2014	Objective
Alver	Bad	Bad	Moderate	Bad	Bad	Moderate	n/a	Good	Good
Meon	Good	Poor	Good	Good	Poor	Good	Good	Good	Good
Portsmouth Harbour	Mod. (2013)	Moderate	Moderate	Mod. (2013)	Moderate	Moderate	Fail (2013)	Fail	Fail
Solent	Moderate	Moderate	Good	Moderate	Moderate	Good	Fail	Fail	Good
Titchfield Haven	Moderate	Good	Good	Moderate	Good	Good	n/a	Good	Good
Wallington (below Southwick)	Moderate	Moderate	Good	Moderate	Moderate	Good	n/a	Fail	Good

17.4.4 The groundwater catchment of East Hampshire consists of the East Hants Chalk, the East Hants Lambeth Group, the South Hants Lambeth Group and the South East Hants Bracklesham Group. Of the three underlying Fareham borough, South Hants Lambeth Group is at good chemical and quantitative status (in 2014); however the East Hants Chalk has poor quantitative and chemical status due to rising trends of nitrates (primarily from agricultural practices), and the South East Hants Bracklesham Group is at poor groundwater chemical status due to low dissolved oxygen and ammonia in the River Alver (Environment Agency, 2014).

17.5 Flood Risk

17.5.1 In relation to flood risk in the area, the Strategic Flood Risk Assessment (SFRA; Atkins, 2007) carried out for South Hampshire has assessed in detail the causes and potential for flooding. The updated online Planning Practice Guidance provides a Sequential Test to enable Local Planning Authorities to apply a risk-based approach to site allocations within their authority boundary. The test classifies land into one of four flood risk zones⁷⁸ based on the annual probability of flooding. These zones are as follows:

- ▶ Zone 1 (Low Probability): This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%);
- ▶ Zone 2 (Medium Probability): This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year;
- ▶ Zone 3a (High Probability): This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year; and
- ▶ Zone 3b (The Functional Floodplain): This zone comprises land where water has to flow or be stored in times of flood. This is land assessed as having a 1 in 20 (5%) or greater annual probability of river flooding in any year or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the Local Planning Authority and the Environment Agency.

17.5.2 The location of flood risk zones in Fareham borough are presented on Figure 17.2 and Figure 17.3 which show that tidal and fluvial flood risk are largely limited to areas adjoining the River Hamble, Hook Lake, Brownwich Stream, Titchfield Haven/River Meon, Wallington River and Portsmouth Harbour⁷⁹. Flooding from watercourses is not a significant constraint for most of the non-coastal regions of the borough. However, flood risk from surface water run-off has the potential to be an issue in some urban areas, particularly Fareham Town Centre and Heathfield, and some localised areas within Stubbington, Warsash, Sarisbury and Locks Heath (Atkins, 2007).

⁷⁸ DCLG (2014): *Planning Practice Guidance: Flood Risk and Coastal Change Paragraph 065*. Reference ID: [7-065-20140306](#). Accessed online [16/1/16].

⁷⁹ Environment Agency (2016): *Flood Map for Planning (from Rivers and the Sea)*. Accessed online [16/1/16] at: <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>

17.6 Coastal Defence

17.6.1 All coastal authorities' coastal defence works must comply with local Shoreline Management Plans. Fareham borough's geographical coastline is covered by the North Solent Shoreline Management Plan (SMP; NFDC, 2010). The Plan sets out the four generic Defra policy options available to each shoreline unit:

- ▶ Hold The Line (HTL): Maintain or upgrade standard of protection provided by defences. This policy should cover those situations where work or operations are carried out in front of the existing defences (such as beach recharge, rebuilding the toe of a structure, building offshore breakwaters, etc.) to improve or maintain the standard of protection provided by the existing defence line. This policy also involves operations to the back of existing defences (such as building secondary floodwalls) where they form an essential part of maintaining the current coastal defence system.
- ▶ Advance The Line (ATL): Construct new defences seaward of existing defences. Use of this policy should be limited to those policy units where significant land reclamation is considered.
- ▶ Managed Realignment (MR): Allowing the shoreline to move backwards or forwards, with management to control or limit movement (such as reducing erosion or building new defences on the landward side of the original defences).
- ▶ No Active Intervention (NAI): A decision not to invest in providing / maintaining defence.

17.6.2 Table 17.2 outlines the short (0-20 years), medium (20-50 years) and long term (50-100 years) policy choices for coastal defence in each of Fareham borough's shoreline units.

Table 17.2: Coastal defence policies for Fareham Borough (Source: NFDC, 2010)

Shoreline Management Unit			0-20yrs	20-50yrs	50-100yrs
5A21	Farlington Marshes w	Cador Drive	HTL	HTL	HTL
5A22	Cador Drive	A27	HTL	HTL*	HTL*
5A23	A27	Fleetlands (MOD boundary)	HTL	HTL	HTL
5B02	Gilkicker Point	Meon Road, Titchfield Haven	HTL	HTL	HTL
5B03	Meon Road, Titchfield	Hook Park	NAI**	NAI**	NAI**
5C01	Hook Park	Warsash North	NAI	MR	HTL
5C02	Warsash North	Swanwick Shore Road	NAI	NAI	NAI
5C03	Swanwick Shore Road	Burlesdon Bridge	HTL	HTL	NAI
5C04	Bursledon Bridge to Botley & Curbridge to Satchell Marshes		NAI	NAI	NAI

* Requirement for more detailed study for management of site to be determined following contaminated land investigations.

** Localised HTL for cross-Solent infrastructure.

17.6.3 There are two Coastal Flood and Erosion Risk Management Strategies that cover the Fareham coastline, the River Hamble to Portchester Strategy (currently being developed by the Eastern Solent Coastal Partnership) and the Portchester Castle to Emsworth Strategy (Environment Agency, 2009b). These Strategies aim to build detail on the work of the North Solent SMP in

order to “reduce the risk of coastal flooding and erosion to people, the developed and natural environment by encouraging the provision of technically, environmentally and economically sustainable coastal defence and protection measures.”⁸⁰

17.6.4 The recommendations in the Portchester Castle to Emsworth Strategy are expected to have a lifetime cost of £113 million (excluding inflation), and the following benefits⁸¹:

- ▶ Reduced flood risk to 901 residential & 178 commercial properties for 2020, increasing to 4,257 residential and 433 commercial properties by 2110 across the whole Strategy area;
- ▶ Reduced flood risk from typically a 5% annual exceedance probability (aep) (1 in 20yr event) to a 1.33% aep (1 in 75yr event), sustained for 100 years;
- ▶ Improved flood risk and erosion protection to the M27, A3(M), and the South Coast Rail Link;
- ▶ Improved flood risk protection for numerous heritage and recreation sites and features such as Portchester Castle; and
- ▶ Maintenance of existing defences at Farlington Marshes, South Moor, Warblington and Conigar Point for the next 20 years, allowing time to develop the long-term management options for the sites and establish compensatory habitat as required.

17.6.5 The Coastal Flood and Erosion Risk Management Strategies also aim to identify Coastal Change Management Areas (CCMA) to inform Local Authority planning. Fareham Borough Council designated two CCMA in its Local Plan Part 2: Development Sites and Policies, adopted in 2015; see Figure 17.4. The CCMA from Hook Spit to Workman’s Lane was proposed as a result of likely permanent inundation due to overtopping of the existing seawall, following the establishment of a policy of no active intervention in the Shoreline Management Plan. The second, from Hook Park to Meon Shore (including Solent Breezes and Chilling Cliffs), was proposed as a result of erosion risk along a line of cliffs where again there is a policy of no active intervention. Policy DSP16 of the Local Plan Part 2 states that any proposals for new dwellings or conversions of buildings to residential use in the CCMA will not be permitted, whilst proposals for any other form of development must demonstrate that they would not increase the risk to life or property.

17.7 Spatial Context

17.7.1 All parts of Fareham borough are affected by water. The River Hamble marks the western boundary of the Western Wards; the River Meon passes through the Titchfield Spatial Planning Area, also marking part of the boundaries of both Crofton and Fareham; whilst the Wallington River lies within the Fareham Spatial Planning Area, also marking the western boundary of Portchester. The latter river was classed as being of only “moderate” ecological status and unlikely to meet 2015 Water Framework Directive targets, whilst the River Meon deteriorated in

⁸⁰ Eastern Solent Coastal Partnership (undated): *River Hamble to Portchester Strategy: Aims and Objectives of the Strategy*. Accessed online [24/1/16] at: <http://www.escp.org.uk/rhps/aims-and-objectives>

⁸¹ Eastern Solent Coastal Partnership (undated): *Portchester Castle to Emsworth Strategy*. Accessed online [24/1/16] at: <http://www.escp.org.uk/portchester-castle-ems-worth-strategy>

quality between 2009 and 2014 from “good” to “poor”. Only the Western Wards still has water available for new consumptive licences for abstraction, whilst the borough’s single groundwater Source Protection Zone is located in the Fareham Spatial Planning Area.

- 17.7.2 Tidal and fluvial flood risk is largely limited to areas immediately adjoining the watercourses and the coast. However, flood risk from surface water run-off is more of an issue in Fareham town centre and Heathfield, and some localised areas within Stubbington, Warsash, Sarisbury and Locks Heath. Unlike the coastline around Fareham, Portchester and Crofton, the coastal defence policies for much of the Titchfield and Western Wards Spatial Planning Areas from Meon Road, Titchfield Haven to Curbridge is No Active Intervention, resulting in two CCMA’s.

17.8 Likely Evolution of the Baseline in the absence of the Local Plan Review

- 17.8.1 If the Local Plan Review is not adopted, it is assumed that relevant policies in the current Local Plan and National Planning Policy would apply. Baseline trends relevant to water that may continue under such a scenario include:

- ▶ Population growth in the plan area and wider South Hampshire sub-region will increase demand for water placing increased pressure on water resources in Fareham and the wider area.
- ▶ Housing demand could result in an increase in the amount of land being developed in areas at risk of flooding.
- ▶ New development in the borough has the potential to increase diffuse water pollution through surface water run-off and via the release of contaminants into water courses/bodies from the re-use of previously developed land.
- ▶ Water quality in the Meon River is unlikely to meet Water Framework Directive targets in the short term.

17.9 Key Issues

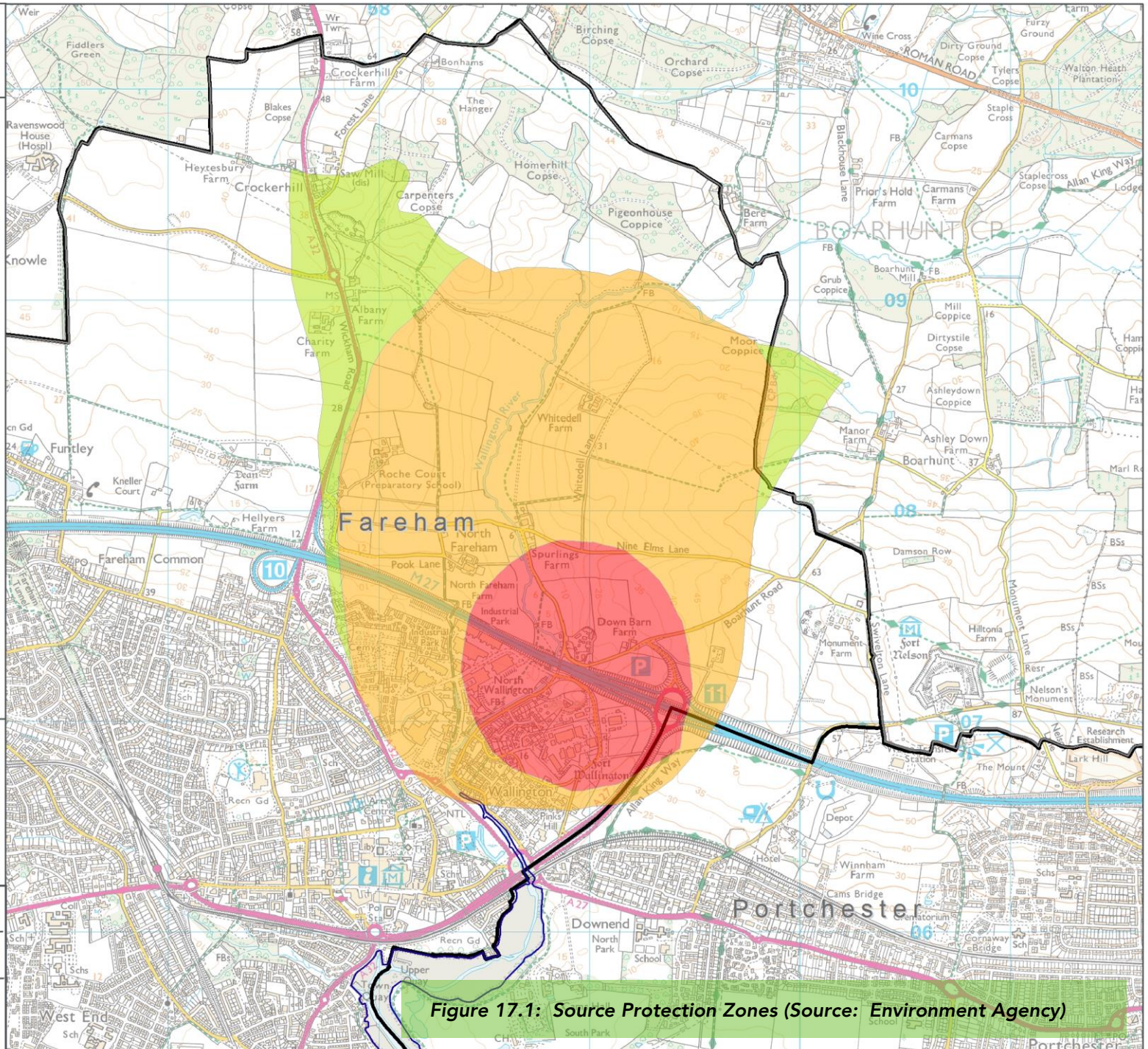
- 17.9.1 Key issues for water relevant to the Local Plan Review are:

- ▶ Rates of water abstraction are currently over and above the capacity of water bodies in the area as illustrated by the East Hampshire ALS. New site allocations will require development to be delivered without requiring substantial new amounts of abstraction in the area.
- ▶ Groundwater quality is a significant issue, especially as parts of the sub-region are dependent on groundwater for drinking water. The presence of the Source Protection Zones north of Fareham will require the close management of surface water runoff.
- ▶ Whilst most of the borough is not within areas at significant risk of flooding, downstream flood risk (including in settlements such as North Wallington and Titchfield), and issues related to surface water run-off and sewerage flooding will need to be considered and managed through site allocations.

- ▶ Ecological water quality in two of the borough's waterbodies (Alver and Meon) was "bad" or "poor" in 2014, while chemical water quality objectives were being failed in the Wallington River, Portsmouth Harbour and the Solent.
- ▶ Waste water will need to be effectively managed through the development of the borough. Current capacity and infrastructure is insufficient for additional site allocations.
- ▶ Unlike the coastline around Fareham, Portchester and Crofton, the coastal defence policies for much of the Titchfield and Western Wards Spatial Planning Areas from Meon Road, Titchfield Haven to Curbridge is No Active Intervention, resulting in two CCMA's.
- ▶ Waste water will need to be effectively managed through development and infrastructure planning. Current sewerage conveyance capacity and treatment infrastructure are insufficient to meet the needs of planned development at Welborne.

Fareham Local Plan Review

- SPZ1
- SPZ2
- SPZ3
- SPZ4
- Spatial Planning Areas
- Borough



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Figure 17.1: Source Protection Zones (Source: Environment Agency)

Fareham Local Plan Review

- Floodzone2
- Floodzone3
- Spatial Planning Areas
- Borough

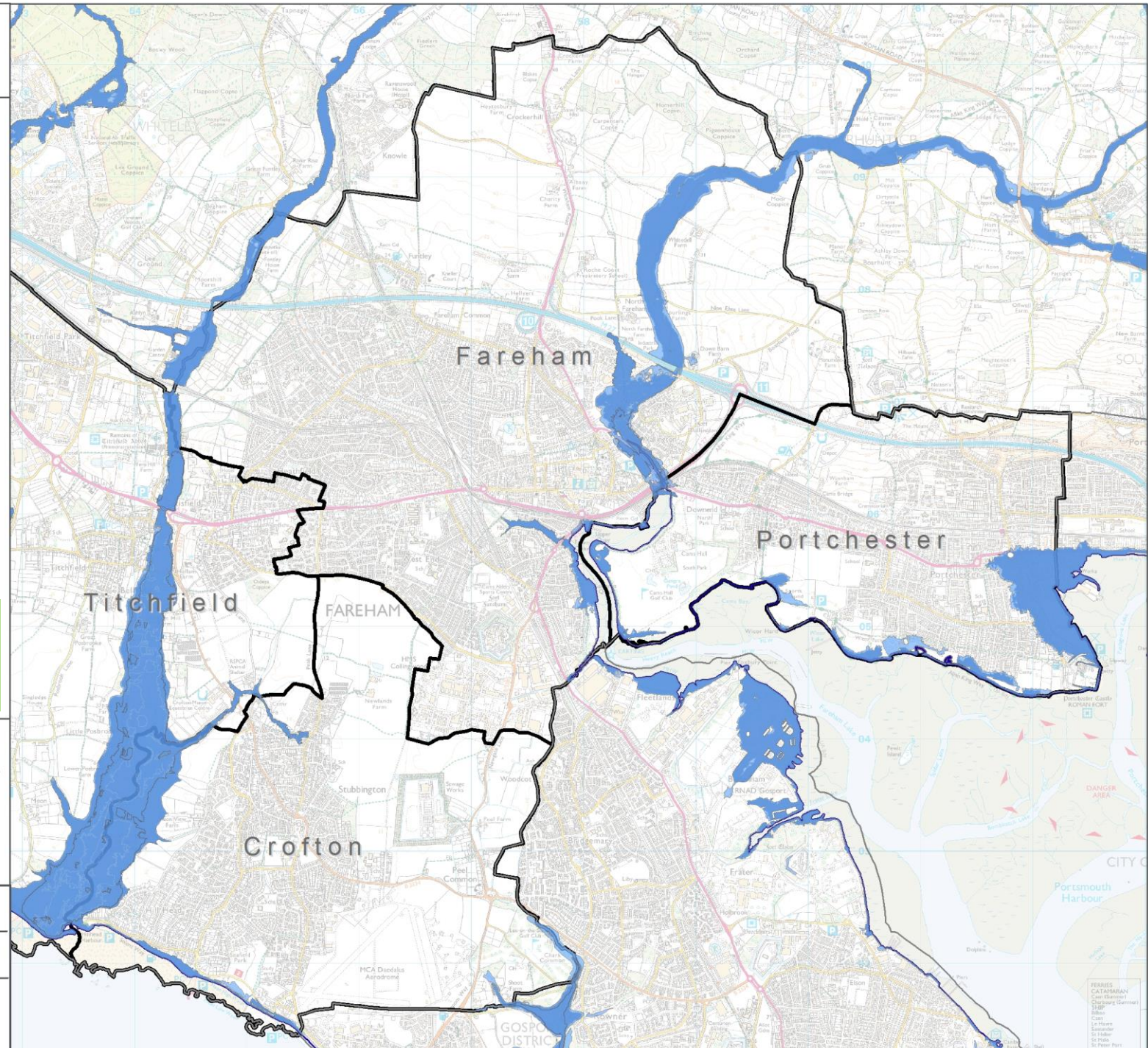
Figure 17.2: Flood Risk Zones – east (Source: Environment Agency)



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Fareham Local Plan Review

- Floodzone2
- Floodzone3
- Spatial Planning Areas
- Borough

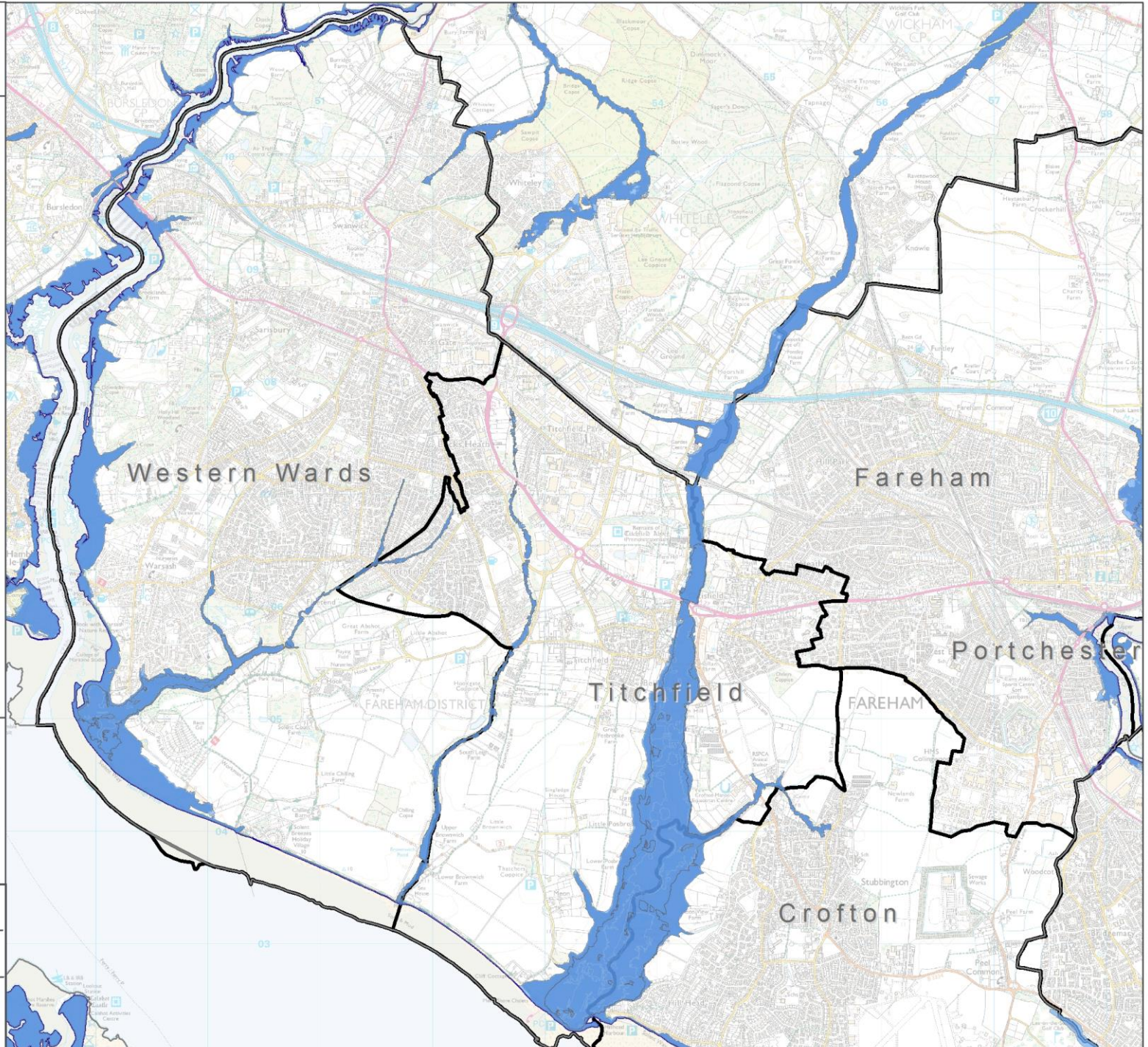








Figure 17.3: Flood Risk Zones – west (Source: Environment Agency)



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Fareham Local Plan Review

-  Coastal Change Management Areas
-  Floodzone2
-  Floodzone3
-  Spatial Planning Areas
-  Borough

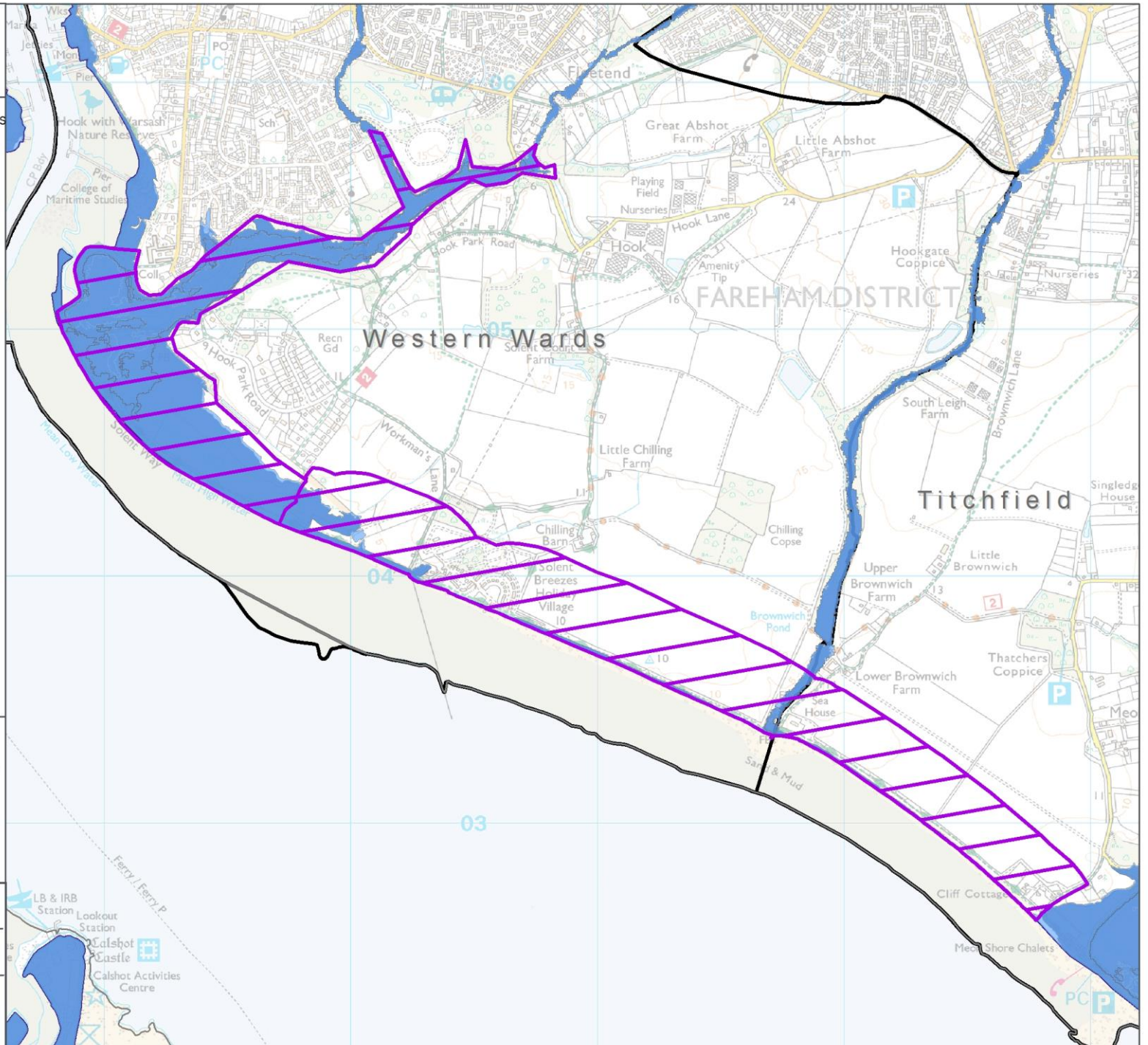


Figure 17.4: Coastal Change Management Areas (Source: FBC Policies Map, 2015)



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18 The SA Framework

18.1 Purpose of the SA Framework

- 18.1.1 The purpose of the SA Framework is to provide a means of ensuring that the Local Plan Review considers the sustainability needs of the area in terms of its social, environmental and economic effects. It enables the sustainability effects of the plan to be described, analysed and compared.
- 18.1.2 The SA Framework consists of sustainability objectives which, where practicable, can be expressed in the form of targets, the achievement of which is measurable using indicators. There is no statutory basis for setting objectives but they are a recognised way of considering the sustainability effects of a plan and comparing alternatives, and as such provide the basis from which effects of the plan can be tested consistently.

18.2 SA Objectives

- 18.2.1 The SA Objectives are derived through consideration of the PPP review, the baseline data collection, and the key sustainability issues identified for the plan area. Alongside these, the SEA environmental receptors identified in Annex I (f) of the SEA Directive (Appendix I) are a key determinant when considering which SA Objectives should be used for appraisal purposes. The objectives in particular address the social and economic requirements of Sustainability Appraisal, while also retaining a high degree of relevance to SEA. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust, balanced and comprehensive.
- 18.2.2 Table 18.1 lists the SA Objectives, while the full SA Framework of objectives and decision-making criteria is given at Appendix IV.

Table 18.1: SA Objectives

#	Objective
1	To provide good quality and sustainable housing for all
2	To conserve and enhance built and cultural heritage
3	To conserve and enhance the character of the landscape
4	To promote accessibility and encourage travel by sustainable means
5	To minimise carbon emissions and promote adaptation to climate change

#	Objective
6	To minimise air, water, light and noise pollution
7	To conserve and enhance biodiversity
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials)
9	To strengthen the local economy and provide accessible jobs available to residents of the borough
10	To enhance the vitality and viability of centres and respect the settlement hierarchy
11	To create a healthy and safe community

19 Consultation on the Scoping Report

19.1 Purpose of Consultation

19.1.1 The SEA Regulations state that a Scoping Report shall be prepared which will be the subject of consultation with statutory consultation bodies for a minimum period of five weeks.

19.1.2 Public involvement through consultation is a key element of the SA process. The SEA Regulations require consultation with statutory consultation bodies but not full consultation with the public at the scoping stage. Regulation 12 (5) of the Environmental Assessment of Plans and Programmes Regulations 2004 states that:

“When deciding on the scope and level of detail of the information that must be included in the report the responsible authority shall consult the consultation bodies.”

19.1.3 The statutory consultation bodies are the Environment Agency Historic England and Natural England. However, the Council has decided to expand the scoping consultation procedure to also include neighbouring local authorities, South Downs National Park Authority, New Forest National Park Authority, Hampshire County Council, Transport for South Hampshire, Solent Local Enterprise Partnership, Hampshire and Isle of Wight Wildlife Trust, the RSPB and the public.

19.2 Consultation Arrangements

19.2.1 This Scoping Report is being published for consultation with the bodies listed above and the public for a period of five weeks from **22 February to 29 March 2016**.

19.2.2 The document can be inspected online, at Fareham Borough Council’s Planning Reception and local libraries. Consultation responses can be emailed or posted using the Council’s addresses given overleaf.

View the Scoping Report at:

http://www.fareham.gov.uk/planning/local_plan/localplanreviewcallforsites.aspx

Planning Reception

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Reply to:

planningpolicy@fareham.gov.uk

Planning Strategy & Regeneration

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Appendix I: Annex 1 of the SEA Directive

Directive 2001/42/EC of the European Parliament and of the Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment

Annex 1: Information for Environmental Reports (referred to in Article 5(1))

Requirement	Location in this report
1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Sections 1.2, 1.4, 1.5, 3.2 and Appendix III
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Chapters 4 to 17
3. The environmental characteristics of areas likely to be significantly affected.	Chapters 4 to 17
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Council Directive 92/43/EEC on the conservation of habitats and species.	Chapters 4 to 17
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapters 4 to 17 and Appendix III
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the inter-relationship between these factors.	Not required at scoping stage
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Not required at scoping stage
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Not required at scoping stage
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Not required at scoping stage
10. A non-technical summary of the information provided under paragraphs 1 to 9.	Not required at scoping stage

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Appendix II: Example Detailed Assessment Matrix

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DETAILED ASSESSMENT MATRIX

Policy/site ref and brief description

	No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Scale of significance	Positive or negative	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SEA Objectives	1														
	2														
	3														
	4														
	5														
	6														
	7														
	8														
	9														
	10														

Key						
The 'Duration' column is noted as:	Major negative effect	--	Scale of significance is illustrated as:	Severe	Negative	Optimal
	Negative effect	-		Major		Major
	Positive effect	+		Moderate		Moderate
	Major positive effect	++		Minor		Minor
	Mixed effects	+/-		Negligible		Negligible
	Neutral effect					

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Appendix III: Review of Policies, Plans and Programmes

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Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
Accessibility and Transport		
Department for Transport : Creating Growth, Cutting Carbon; Making Sustainable Local Transport Happen (January 2011)	The recent White Paper seeks to develop a “transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities”. The White Paper’s stated priority for local transport is as follows: “Encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.”	The DPD should seek to support the White Paper through maximising accessibility to services and facilities by supporting an integrated approach to planning and transport infrastructure. Provision should be made for high quality public transport connections, and walking and cycling networks. Services and facilities should be located in good proximity to residential areas and sustainable transport links. Likewise employment areas should be located in areas with good accessibility to public transport and walking cycling networks.
2010 to 2015 government policy: local transport (May 2015)	This paper targets the fact that 55% of car journeys are under 5 miles and how other means of transport could be used instead, e.g. Walking, public transport or bike. It highlights that if these ways of travel were made more attractive it could encourage people to leave their car at home. In turn this reduces their carbon footprint and helps the UK to reach its climate change goals.	The DPD should use the Highways Efficiency Maintenance Programme which has been set up to aid and manage local road network. Local subsidies will help local bus networks along with investment in low carbon buses through the Green us Fund. Cycling needs to be encouraged, one way this can happen is through local business’s signing up to business cycle. Cycling networks also need to be made safer and more accessible
Department for Transport: Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (November 2008)	Outlines five national goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. It outlines the key components of national infrastructure, discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments we are making to tackle congestion and crowding on transport networks. The National Goals for Transport are as follows: Goal 1: To reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change. Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks. Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society. Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health. Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.	The DPD should seek to support the National Transport Goals through maximising accessibility to services and facilities by supporting an integrated approach to planning and transport infrastructure in the DPD area. Provision should be made for high quality public transport connections, and walking and cycling networks. Services and facilities should be located in good proximity to residential areas and sustainable transport links. Likewise employment areas should be located in areas with good accessibility to public transport and walking cycling networks.
National Planning Policy Framework (2012)	Replacing PPG13 (Transport), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Promoting sustainable transport. <ul style="list-style-type: none">- Support sustainable transport development including; infrastructure, large scale facilities, rail freight, roadside facilities, ports and airports.	The DPD should maximise accessibility to services and facilities by supporting an integrated approach to planning and transport infrastructure in the DPD area. Provision should be made for high quality public transport connections, and walking and cycling networks. Services and facilities should be located in good proximity to residential areas and sustainable transport links. Likewise employment areas should be located in areas with good accessibility to public transport and walking cycling networks.

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<ul style="list-style-type: none"> - Protect and exploit opportunities for sustainable transport modes, including designing and locating developments to maximise sustainable modes and minimise day to day journey lengths. 	
Department for Transport: Transport White Paper: The Future of Transport – A Network for 2030 (2004)	Sets out factors that will shape transport in the UK over the next thirty years. Also sets out how the Government will respond to the increasing demand for travel, while minimising the negative impact on people and the environment.	New housing and employment provision, and new services, facilities and amenities will lead to increased demand for travel to the north of Fareham. The DPD should therefore take into account the objectives of the White Paper in order to minimise transport's effect on the environment.
Department for Transport: The Future of Rail White Paper (2004)	Sets out a blueprint for a new streamlined structure for Britain's Railway. The proposals aim to provide a single point of accountability for the network's performance, allow closer working between track and train and provide for greater devolution of decision making.	The development of the borough is likely to stimulate increased usage of the railway network.
Department for Transport: An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The DPD should be designed to effectively influence public behaviour in terms of promoting modal shift from the private car.
Public attitudes towards train services: 2015 (February 2015)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards train services. It concluded that 55% of adults in Great Britain used the train once in the past 12 months.	The DPD should promote increased use of railway services for both long and short distance travel.
Department for Transport: National Cycling Strategy and Review (1996, reviewed 2005)	The National Cycling Strategy aims to increase cycle use for all types of journey. The Review focuses on the mechanisms established for the delivery of cycling and the effect these have had on increasing cycling rates.	The DPD should take into account the objectives of the National Cycling Strategy by promoting cycle friendly development, supporting the provision of new cycling routes within and to and from development areas and improve the public realm.
Cycling Delivery Plan (October 2014)	This is a 10 year plan with the vision that cycling become the natural choice for shorter distance travel.	The DPD should take into account the goals of this plan and they should be promoted through strong leadership. Safe walking and cycling needs to be delivered through cycling proofing and pedestrian proofing travel infrastructure.
Hampshire County Council: Hampshire Local Transport Plan 2011-31 (2011)	<p>Hampshire County Council's third Local Transport Plan (LTP3) came into effect on 1st April 2011. The Plan covers the period 2011-2031 and replaces the second Local Transport Plan (2006-11).</p> <p>It comprises two parts, including a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and three-year Implementation Plan setting out planned expenditure on transport over the period April 2011 to March 2014.</p> <p>The LTP3 sets out three 'Main Priorities', as follows:</p> <ul style="list-style-type: none"> • To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire; and • Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all 	The DPD should seek to support the aims and objectives of the LTP3 through maximising accessibility to services and facilities by supporting an integrated approach to planning and transport infrastructure in the DPD area. Provision should be made for high quality public transport connections, and walking and cycling networks. Services and facilities should be located in good proximity to residential areas and sustainable transport links. Likewise employment areas should be located in areas with good accessibility to public transport and walking cycling networks. It should also ensure close working between at County and Borough level with regards to the transport needs.

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<p>forms of transport directly or indirectly depend, and the key to continued casualty reduction and</p> <ul style="list-style-type: none"> • Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods. <p>Under these Main Priorities, the LTP3 presents 14 objectives. Of particular relevance to the DPD, is <i>Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas</i>. This highlights that:</p> <p>“An effective and reliable transport network is essential to accommodating natural demographic growth and promoting economic success in Hampshire. Whilst acknowledging that most people will wish to own and use cars, it is important that new development is planned to avoid increasing traffic pressure by ensuring that attractive sustainable transport alternatives are available. These alternatives then need to be promoted to ensure that those working and living within new developments are aware of the travel choices open to them. In some cases, areas of planned development will require transport access improvements to enable the development to commence, or to cater for travel movements generated by the new development. Where appropriate, the County Council will work closely with Local Planning Authorities to identify and safeguard land that would be required for the delivery of transport improvements over the longer term. Such safeguarding will help to ensure that land that will be needed for transport improvements is protected from development.”</p>	
<p>Hampshire County Council: Hampshire Local Transport Plan 2011-31 (Reviewed 2013)</p>	<p>Hampshire’s transport strategy as set out in the Local Transport Plan (LTP) will help the County Council make progress on its corporate policies which are as follows;</p> <ol style="list-style-type: none"> 1. Developing and supporting stronger safer communities. 2. Maximising well-being and enhancing a sense of place. 3. Aiding its Sustainable Community Strategy <p>The focus of short-term local investment is on the soundness, efficiency and maintenance of the transport network. If there is an increase in national transport investment in the medium-term, the County Council will be able to fund local improvements to the transport system. Looking to 2031 and beyond there is tremendous potential for technological development which could shape places and choices. The City Council needs to monitor and adapt policies to these developments.</p>	<p>The DPD needs to organise and make the best use of its own resources and powers to make sure people can reliably get to places they need to. They also need to work with others where they can to contribute towards the health and prosperity of the places where people live and work, so that transport:</p> <ul style="list-style-type: none"> • respects and protects the physical quality of places; serves places’ economic needs; • minimises carbon emissions and the impact of climate change; • is fully integrated with other areas of policy affecting places (for example, economic development, energy and land-use planning); • helps places be sustainable and socially connected. .
<p>Fareham Borough Council: Fareham Cycle Strategy (2005)</p>	<p>The Fareham Cycle Strategy seeks to encourage bicycle use in order to relieve traffic congestion and pollution in Fareham and encourage the use of bicycles for leisure to improve health and fitness. Taking account of the Sustrans proposals for safer routes to schools, Hampshire County Council’s Headstart programme, proposed and existing cycling facilities in neighbouring districts and the wider objectives of the South East Hampshire Transportation Strategy, the strategy</p>	<p>The DPD should encourage the development of a comprehensive, safe and accessible cycle network to facilitate cyclist-friendly development, and enable intermodality with other modes of transport.</p>

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	covers: <ul style="list-style-type: none"> • Development of cycle tracks and lanes • Provision of special facilities for cyclists • Use measures such as Toucan crossings, advanced stop lines and road closure exemptions to provide special facilities and minimise danger to cyclists • Provide more secure cycle parking • Promotion of safe cycling • Monitoring cycle accident data 	
National Policy Statements (NPS): Ports NPS (Jan 2012)	It is a National Policy Statement (NPS) (England and Wales) and provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation, established in the Marine and Coastal Access Act 2009, which decides other port development proposals, and for local planning authorities where they have a role to play. This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.	Any DPDs which include port development within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the NPS and any other NPSs that are relevant to the application.
National Policy Statement. (NPS) for National Networks (2014)	The NPS sets out the need and provides a framework for nationally significant infrastructure on the national road and rail networks. The NPS has been subject to an Appraisal of Sustainability. The nature of sustainability effects is dependent upon the exact locations of development. The NPS also takes into account habitat considerations.	Any DPDs which include nationally significant road or rail infrastructure should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the NPS and any other NPSs that are relevant to the application.
Air Quality		
EC Air Quality Directive (1996)	Aims to improve air quality throughout Europe by controlling the level of certain pollutants and monitoring their concentrations. In particular the Directive aims to establish levels for different air pollutants; draw up common methods for assessing air quality; methods to improve air quality; and make sure that information on air quality is easily accessible to Member States and the public.	The DPD may have impacts on air quality in the area surrounding the site allocations, as a result of increased housing and employment provision and the provision of new services, facilities and amenities. In this context the DPD should seek to support a limitation of air pollution and good air quality in the area by promoting the location and layout of development which supports modal shift, clean technologies and the provision of green infrastructure networks.
The Clean Air Policy Package (2013)	Aims to reduce certain pollutants throughout Europe. The objectives focus on innovation that will help support green growth and maintain the competitiveness of the European economy.	The DPD needs to identify key sectors contributing to national emissions in order to then reduce them.
DEFRA Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)	The strategy sets out a way forward for work and planning on air quality issues, sets out the air quality standards and objectives to be achieved, introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the strategy's objectives.	The DPD should seek to support a limitation of air pollution and good air quality in the area by promoting the location and layout of development which supports modal shift, clean technologies and the provision of green infrastructure networks.
National Planning Policy Framework (2012)	Replacing PPS23 (Planning and Pollution Control), the policy sets out the Government's planning policies for England and is a framework for local policies	The DPD should seek to support a limitation of air pollution and maximise good air quality in the area by promoting the location and

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	<p>and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment;</p> <p>Planning should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability</p>	<p>layout of development which supports modal shift, clean technologies and the provision of green infrastructure networks.</p>
<p>Hampshire County Council: Hampshire Local Transport Plan 2011-31 (2011)</p>	<p>Air quality is a key consideration of the LTP3. Policy Objective 10 of the LTP3 seeks to "Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable". It suggests that measures to reduce the need to travel, widen travel choice and reduce dependence on the private car, alongside investment in low-carbon vehicle technologies, are an important part of helping to meet local and national targets for carbon and air quality.</p>	<p>The DPD should support modal shift and aim to limit the growth in congestion in the surrounding area through promoting modal shift and public transport, walking and cycling as real alternatives to the car.</p>
<p>Hampshire County Council: Hampshire Local Transport Plan 2011-31 (Review 2013)</p>	<p>Policy Objective 10 seeks to "Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable". Priorities include helping to de-arsonist transport and address 'hotspots' of poor air quality that are traffic-related. The need to carry out air quality reviews and assessment of air quality management areas is highlighted in the action plan.</p>	<p>The DPD should support a reduction on the dependence on the private car to help meet local and national targets for air quality. Measures such as quiet surfacing can be considered in noise hotspots.</p>
<p>Biodiversity and Geodiversity</p>		
<p>EC Sixth Environmental Action Programme 2002-2012 (2002)</p>	<p>Nature and biodiversity (including soil communities) has been identified as one of four priority areas for Europe. The EAP requires specific action to counteract pressures arising notably from pollution, the introduction of non-native species, and potential risks from releasing genetically modified organisms.</p>	<p>The DPD should aim to promote development which supports the area's biodiversity and geodiversity resource by maximising environmental, avoiding the location of high-polluting land uses near important biodiversity sites and facilitating the right conditions for native species. The DPD should also aim to promote development which supports the resilience of and improves sub regional ecological networks.</p>
<p>EC Seventh Environmental Action Programme (2015)</p>	<p>It identifies three key objectives;</p> <ol style="list-style-type: none"> 1. To protect, conserve and enhance the Union's natural capital 2. To turn the Union into a resource-efficient, green and competitive low-carbon economy 3. To safeguard the union's citizens from environment-related pressures and risks to health and well-being. 	<p>The DPD will be better able to undertake these goals if they become better informed through improving the knowledge base and allow for wise investment for environment and climate policy.</p>
<p>EC Biodiversity Strategy (1998)</p>	<p>Member states are required to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity, and integrate as far as possible and as appropriate, the conservation and sustainable use of biological diversity into relevant sectoral or cross-sectoral plans, programmes and policies.</p>	<p>The DPD should have due regard to national, regional and local biodiversity strategies. The DPD should aim to promote development which supports the area's biodiversity and geodiversity resource by maximising environmental quality, avoiding the location of high-polluting land uses near important biodiversity sites and facilitating the right conditions for native species. The DPD should also aim to promote development which supports the resilience of and improves</p>

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Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)	Contains 20 actions for the six targets: <ul style="list-style-type: none"> • Full implementation of the birds and habitats directives • Maintenance and restoration of ecosystem services • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss 	sub regional ecological networks. The DPD should promote development which supports the area's biodiversity. They should be aiming to halt the loss of biodiversity and the degradation of ecosystem services where feasible.
The Pan-European Biological and Landscape Diversity Strategy (1995)	The strategy aims to stop and reverse the degradation of biological and landscape diversity values in Europe.	The DPD should support the provision of green infrastructure and biodiversity-friendly design and layout to enhance biological and landscape diversity in the borough.
Pan-European 2020 Strategy for Biodiversity (2011)	This strategy is in line with expectations EU Biodiversity Strategy to 2020. It refocuses efforts to prevent further loss of Biodiversity in the pan-European region.	The DPD should support the provision of green infrastructure and biodiversity-friendly design and layout to enhance biological and landscape diversity in the borough.
UN Convention on Biological Diversity (1992)	The aims of the Convention include the conservation of biological diversity (including a commitment to significantly reduce the current rate of biodiversity loss), the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources.	The DPD should include provision which enhances biological diversity (e.g. provision of woodland and greenspace) where possible in order to meet the requirements of the UN Convention, whilst at the same time avoiding biodiversity loss through careful choice of development sites.
The Convention on Biological Diversity, Pyeongchang, Republic of Korea (2014)	Governments are committed to achieving by the end of the decade, the Aichi Biodiversity Targets, which were agreed four years ago. Aichi Biodiversity Targets strategic goals: <ul style="list-style-type: none"> • Address underlying causes of biodiversity loss by mainstreaming biodiversity • Reduce direct pressures on biodiversity and promote sustainable use • Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity • Enhance the benefits from biodiversity and ecosystem services • Enhance implementation through participatory planning, knowledge management and capacity building " 	The DPD should include provision which enhances biological diversity (e.g. provision of woodland and greenspace) where possible in order to meet the requirements of the UN Convention, whilst at the same time avoiding biodiversity loss through careful choice of development sites.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The Convention seeks to conserve wild flora and fauna and their natural habitats, and to monitor and control endangered and vulnerable species.	Protected species are present throughout the borough, so the DPD should ensure that where development is necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.
DEFRA Wildlife and Countryside Act (1981, as amended)	The principle mechanism for the legislative protection of wildlife in Great Britain.	Protected species are present throughout the borough, so the DPD should ensure that where development is necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.

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Natural Environment and Rural Communities Act 2006	A wide ranging act, parts of which re-organised the Government's arms-length bodies for countryside management. The most important part of the Act in relation to biodiversity is the section 40 duty on all public bodies to have regard to the conservation of biodiversity in England, when carrying out their normal functions.	Section 41 of the Act lists habitats and species of principal importance in England. The list includes all UK BAP habitats and species occurring in England (see above), plus hen harrier.
Conserving Biodiversity: The UK Approach (2007) (The UK Biodiversity Action Plan)	<p>The UK Biodiversity Action Plan (UK BAP) was published in 1994, and is the UK Government's response to the Convention on Biological Diversity (CBD), which the UK signed up to in 1992 in Rio de Janeiro. The CBD called for the development and enforcement of national strategies and associated action plans to identify, conserve and protect existing biological diversity, and to enhance it wherever possible.</p> <p>Priority species and habitats are those that have been identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP).</p>	<p>The most-recent list of UK BAP priority species and habitats was published in August 2007 following a 2-year review of the BAP process and priorities, representing the most comprehensive analysis of such information ever undertaken in the UK.</p> <p>Following this review, the UK BAP priority list now contains 1150 species, and 65 habitats. All of the original priority habitats, identified in the original 1994 UK BAP, were re-selected, and the majority of priority species were also re-selected.</p> <p>Many of these habitats and species will be present in and around the borough, or pass through it, and the DPDs should explore opportunities to promote their conservation.</p>
Conservation of Habitats and Species Regulations 2010	<p>The UK transposition of EC Directive 92/43/EC on the conservation of natural habitats and of wild fauna and flora.</p> <p>The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p> <p>The Regulations make it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in Schedule 2, or pick, collect, cut, uproot, destroy, or trade in the plants listed in Schedule 4.</p>	There are several European sites in and around the borough, and a strong likelihood that European protected species could be affected directly or indirectly by development within the borough. The DPDs should explore opportunities to promote their conservation.
Making Space for Nature: a review of England's wildlife sites and ecological network (2010)	<p>The Making Space for Nature report, which investigated the resilience of England's ecological network to multiple pressures, concluded that England's wildlife sites do not comprise of a coherent and resilient ecological network. The report advocates the need for a step change in conservation of England's wildlife sites to ensure they are able to adapt and become part of a strong and resilient network. The report summarises what needs to be done to improve England's wildlife sites to enhance the resilience and coherence of England's ecological network in four words; more, bigger, better, and joined. There are five key approaches which encompass these, which also take into account of the land around the ecological network:</p> <ul style="list-style-type: none"> (i) Improve the quality of current sites by better habitat management. (ii) Increase the size of current wildlife sites. (iii) Enhance connections between, or join up, sites, either through physical corridors, or through 'stepping stones'. (iv) Create new sites. (v) Reduce the pressures on wildlife by improving the wider environment, including through buffering wildlife sites. <p>To establish a coherent ecological network 24 wide ranging recommendations</p>	The DPD should aim to promote development which supports the resilience of and improves sub regional ecological networks. This includes through facilitating the provision of a high quality green infrastructure network, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species.

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	<p>have been made which are united under five key themes:</p> <p>(i) There is a need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change.</p> <p>(ii) There is a need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing benefits for wildlife and people, will be very high. These large areas should be formally recognised as Ecological Restoration Zones.</p> <p>(iii) There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. 'Protection' will usually be best achieved through incentive-based mechanisms, but at times may require designation.</p> <p>(iv) There is a need to become better at deriving multiple benefits from the ways we use and interact with our environment.</p> <p>(v) It will not be possible to achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable.</p>	
<p>The Natural Choice: Securing the Value of Nature. The Natural Environment White Paper. HM Government 2011.</p>	<p>Published in June 2011, the Natural Environment White paper sets out the Government's plans to ensure the natural environment is protected and fully integrated into society and economic growth. The White Paper sets out four key aims:</p> <p>(i) <u>Protecting and improving our natural environment</u></p> <p>There is a need to improve the quality of our natural environment across England, moving to a net gain in the value of nature. It aims to arrest the decline in habitats and species and the degradation of landscapes. It will protect priority habitats and safeguard vulnerable non-renewable resources for future generations. It will support natural systems to function more effectively in town, in the country and at sea. It will achieve this through joined-up action at local and national levels to create an ecological network which is resilient to changing pressures.</p> <p>(ii) <u>Growing a green economy</u></p> <p>The ambition is for a green and growing economy which not only uses natural capital in a responsible and fair way but contributes to improving it. It will properly value the stocks and flows of natural capital. Growth will be green because it is intrinsically linked to the health of the country's natural resources. The economy will capture the value of nature. It will encourage businesses to use natural capital sustainably, protecting and improving it through their day-to-day operations and the management of their supply chains.</p> <p>(iii) <u>Reconnecting people and nature</u></p> <p>The ambition is to strengthen the connections between people and nature. It wants more people to enjoy the benefits of nature by giving them freedom to connect with it. Everyone should have fair access to a good-quality natural</p>	<p>The DPD should seek to help deliver the aspirations of the White Paper. The DPD should seek to support natural systems in the DPD area and consider the role of the site allocations in allowing and facilitating people and communities to access and enjoy the natural environment.</p>

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	<p>environment. It wants to see every child in England given the opportunity to experience and learn about the natural environment. It wants to help people take more responsibility for their environment, putting local communities in control and making it easier for people to take positive action.</p> <p>(iv) <u>International and EU leadership</u></p> <p>The global ambitions are:</p> <ul style="list-style-type: none"> internationally, to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security; and to put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens. 	
<p>Natural Environment White Paper; implementation update report (October 2014)</p>	<p>The white paper 'The Natural Choice: Securing the Value of Nature' (2011) highlighted that a healthy natural environment is built upon sustained economic growth, prospering communities and personal wellbeing. It recognises that the value of nature can be mainstreamed across society by facilitating local action. The 92 commitments that were outlined are now either completed or in process of being completed.</p>	<p>The DPD should recognise and facilitate the connections between people and nature.</p>
<p>UK National Ecosystem Assessment (2011)</p>	<p>The UK National Ecosystem Assessment is the first analysis of the UK's natural environment and the benefits it provides to society and economic prosperity. The assessment leads on from the Millennium Ecosystem Assessment (2005) and analyses services provided by ecosystem set against eight broad habitat types. The ecosystem services provided by these habitat types have been assessed to find their overall condition. The assessment sought to answer ten key questions:</p> <ol style="list-style-type: none"> 1) What are the status and trends of the UK's ecosystems and the services they provide to society? 2) What are the drivers causing changes in the UK's ecosystems and their services? 3) How do ecosystem services affect human well-being, who and where are the beneficiaries, and how does this affect how they are valued and managed? 4) Which vital UK provisioning services are not provided by UK ecosystems? 5) What is the current public understanding of ecosystem services and the benefits they provide? 6) Why should we incorporate the economic values of ecosystem services into decision making? 7) How might ecosystems and their services change in the UK under plausible future scenarios? 8) What are the economic implications of different plausible futures? 9) How can we secure and improve the continued delivery of ecosystem services? 10) How have we advanced our understanding of the influence of ecosystem 	<p>The DPD should seek to reflect the emerging importance of the ecosystem service concept. It should be aware of the impacts that spatial planning can have on these services and recognise the services that have the potential to be performed by the natural environment in the DPD area.</p>

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	services on human well-being and what are the knowledge constraints on more informed decision making?	
UK National Ecosystem Assessment Follow-On (June, 2014)	<p>The main aims for national government departments are:</p> <ul style="list-style-type: none"> • Incorporating the benefits that our ecosystem provide into policy development • Ensuring impact assessments include implications for ecosystems • Considering spatial consequences of policies on ecosystems 	<p>The DPD should conduct impact assessments of planning and policies on local ecosystems.</p> <p>The DPD should support local staff with the training on the benefits of the Ecosystem Approach.</p> <p>The DPD should work with the relevant partners to manage natural assets and support business development</p>
Biodiversity 2020: a Strategy for England's Wildlife and Ecosystem Services (2011)	<p>A new England Biodiversity Strategy, which introduces a package of measures to halt the decline of our wildlife and its habitats. The Strategy includes the following priorities:</p> <ul style="list-style-type: none"> - Creating 200,000 hectares of new wildlife habitats by 2020 – this is equivalent to an area the size of Warwickshire - Securing 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition - Trialling new approaches to setting fishing quotas to reduce discards - Encouraging more people to get involved in conservation by supporting wildlife gardening and outdoor learning programmes - Introducing a new designation for local green spaces to enable communities to protect places that are important to them <p>The Strategy will help to deliver the Natural Environment White Paper.</p>	<p>The DPD should seek to address the objectives of the biodiversity strategy by fully addressing biodiversity considerations through the DPD's development process.</p> <p>In particular the DPD should support new development which avoids sensitive areas and seeks to support sub regional biodiversity networks.</p>
Guide to Biodiversity 2020 and progress update (2013)	<p>The strategy outlines what is needed to halt overall biodiversity loss by 2020 and sets ambitious goals including:</p> <ul style="list-style-type: none"> • Better wildlife habitats for priority habitat and Sites of Specific Scientific Interest (SSSIs) • More, bigger and less fragmented areas for wildlife, increase in priority habitats by at least 200,000ha • The restoration of 15% of degraded ecosystems • Establishing a Marine Protected Area network • Managing and harvesting fish sustainably • Marine plans in place by 2022 • An overall improvement in the status of wildlife and prevention of further human induced extinctions of known threatened species • Significantly more people engaged in biodiversity issues" 	<p>There are resources to help local projects contribute to the 2020 Biodiversity goal</p>
TCPA Biodiversity by Design: A Guide for Sustainable Communities (2004)	<p>The development process should consider ecological potential of all areas including brownfield sites. Local authorities and developers have a responsibility to mitigate impacts of development on designated sites and priority habitats and species and avoid damage to ecosystems.</p>	<p>The DPD should aim to promote development which supports the resilience of and improves sub regional ecological networks. This includes through facilitating the provision of a high quality green infrastructure network, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species.</p>
National Planning Policy Framework	Replacing PPS9 (Biodiversity and Geological Conservation), the policy sets out the	The DPD should aim to promote development which protects and

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(2012))	<p>Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment;</p> <p>The planning system should contribute and enhance the natural and local environment by;</p> <ul style="list-style-type: none"> • Protecting and enhancing valued landscapes, geological conservation interests and soils; • Recognising the wider benefits of ecosystem services; • Minimising impacts on biodiversity and providing net gains in biodiversity where possible, including by establishing coherent ecological networks that are more resilient to current and future pressures; • Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. <p>Plans and decisions should encourage effective use of brownfield sites and take into account the economic benefits of agricultural land when assessing development, seeking to utilise areas of poorer quality land.</p> <p>Local planning strategic approach should plan positively for creation, protection, enhancement and management of networks of biodiversity and green infrastructure.</p> <p>Maintain character and scenic beauty of undeveloped coast and landscapes, especially; Heritage coast, National Parks, the Broads and Areas of Outstanding Natural Beauty.</p> <p>Planning and decision making should occur at a landscape scale across local authority boundaries and assess noise, air and light pollution, considering cumulative impacts.</p> <p>The framework offers guidance to protect and enhance biodiversity specifically regarding priority species/habitats, protected sites and potential/proposed/possible protected sites.</p>	<p>supports the resilience of and improves sub regional ecological networks. This includes through facilitating the provision of a high quality green infrastructure network, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species. Local geodiversity assets should also be recognised by the DPD.</p>
English Nature: Climate Change - Space for Nature? (2006)	Scene setting information for the next 80 years in terms of climate change's likely effects on biodiversity. Prescribes suggested actions to be taken in preparation for change.	The DPD should support flora and fauna's ability to adapt to the effects of climate change by promoting coherent and resilient ecological network in the borough. This should include new and enhanced green space and green corridors and the restoration of species and habitats appropriate to the borough's physical and geographical context, to levels that are sustainable in a changing climate.
Climate Change Adaptation (2013)	Main action plans:	The DPD should include measure which support or facilitate

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	<ul style="list-style-type: none"> Understanding the risks of climate change by undertaking a UK Climate Change Risk Assessment which will be updated every five years Preparing for climate change through a national adaptation programme Adapting essential services and infrastructure to cope with potential changes 	implementation of the action plan.
DEFRA England's Trees, Woods and Forests - a Consultation Document (2006)	Government objectives include: to safeguard England's resource of trees, woods and forests for future generations; to protect the environmental resources of water, soil and air, and to protect and enhance biodiversity and landscapes, and cultural values; to ensure that woodlands and trees enhance the quality of life for those living in, working in, or visiting England; to encourage the development of new or improved market for sustainable woodland products and services where this will deliver identifiable public benefits, nationally or locally.	The DPD should aim to protect trees and woods and recognise their value to landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm. Planting of trees within new development sites should be encouraged.
Government Forestry and Woodlands Policy Statement (January 2013)	<p>This policy sets out to protect, improve and expand the public and private woodland assets.</p> <p>The main aims of the policy are:</p> <ul style="list-style-type: none"> Protecting trees, woods and forests which will be done by using £8.5 million of funding to do in-depth research into tree diseases Improving and sustaining valuable woodland assets so that they can contribute to economic growth Expanding woodland resources with the aim to deliver 12% woodland cover by 2060 Realising more of our woodlands' value Deliver strong arrangements that achieve better quality outcomes for the economy, people and nature" 	The DPD should promote community involvement in the protection of woodlands. Local authorities, businesses and communities are the best to decide their local priorities.
DEFRA Guidance for Local Authorities on Implementing Biodiversity Duty (2007)	The Duty is set out in Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006, and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". Particular areas of focus include: Policy, Strategy and Procurement; Management of Public Land and Buildings; Planning, Infrastructure and Development; and Education, Advice and Awareness.	Biodiversity considerations should be fully considered by the DPD. In particular development should avoid sensitive areas and seek to increase provision of wildlife friendly areas such as green space within the DPD area. Local geodiversity assets should also be recognised by the DPD.
Biodiversity duty: public authority duty to have regard to conserving biodiversity (October 2014)	Every public authority in England has a duty to conserve biodiversity as part of their policy or decision making. Conserving biodiversity includes restoring or enhancing a population or habitat	<p>Biodiversity considerations should be acknowledged by the DPD especially when:</p> <ul style="list-style-type: none"> Developing policies and strategies Managing the planning system Managing land, buildings, woodlands, parks, community amenities, waste, pollution, energy and water Developing infrastructure Making decisions about procurement Implementing economic, environmental and social programmes
CABE Making Contracts Work for	Advises on how to make the most of the potential for biodiversity in urban parks	The DPD should seek to increase the biodiversity value of built up

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Wildlife: How to Encourage Biodiversity in Urban Parks (2006)	and it shows how the commitment of individuals and employers can make the difference between failure and inspiring success.	areas through promoting an expansion of a multifunctional green infrastructure network.
South East England Biodiversity Forum: South East Biodiversity Strategy (2008)	The South East Biodiversity Strategy seeks to provide a strategic framework for the delivery of biodiversity targets in the region; embed a landscape scale approach to restoring whole ecosystems; create the space needed for wildlife to respond to climate change; and be a core element within the strategies and delivery plans of organisations across the South East region.	The DPD should support the framework through seeking to encourage an approach to development which supports a holistic approach to biodiversity requirements, incorporating green infrastructure, landscape protection and habitat provision.
Seeing the Wood for the Trees: A forestry and Woodland Framework for South East of England: 2004	<p>The Framework seeks the following outcomes for the region: Trees and woodlands supporting the development of sustainable communities;</p> <ul style="list-style-type: none"> • More people’s health and well-being improved through visiting woodlands; • Greater use being made of trees and woodlands for community projects and activities; • Woodlands enhancing and protecting the region’s environment, together with safeguards for the heritage features within them; • Woodland habitats and species being brought into good ecological condition; • The economic value of woodland products to the region being increased; • Woodlands playing a greater role in attracting tourism, inward investment and other economic activity; • Woodlands and trees, especially ancient woodlands and veteran trees, protected from loss; • Integrated, strategic planning of woodland management. • The skills base needed to manage our woodlands; • Increasing public awareness about woodlands and their management; and • The financial viability of woodland management secured. 	The DPD should aim to protect trees and woods and recognise their value to landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm. Planting of trees within the development sites should be encouraged.
Hampshire Biodiversity Partnership: Biodiversity Action Plan for Hampshire Volume 1 and 2	<p>The Hampshire Biodiversity Plan provides a local response to the UK Government’s National Action Plans for threatened habitats and species. Volume one (strategic plan) of the BAP sets out the objectives of the Partnership, describes Hampshire’s biodiversity, and identifies habitats and species of priority concern. It also presents a strategy for information, data and raising awareness of biodiversity. Volume two contains individual action plans for priority habitats and species and topics that have a considerable influence on the conservation of biodiversity</p> <p>Its objectives are as follows:</p> <ul style="list-style-type: none"> • to audit the nature conservation resource of Hampshire • to identify from the audit habitats and species of priority nature conservation concern, including those which are locally distinct • to prepare action plans for habitats and species of priority concern and follow through with programmes of implementation and monitoring 	The DPD should aim to promote development which supports the resilience of and improves sub regional ecological networks. This includes through facilitating the provision of a high quality green infrastructure network, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species. The DPD also should recognise the benefits of improved biodiversity infrastructure for climate change adaptation.

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	<ul style="list-style-type: none"> to ensure that data on habitats and species is sufficient to enable effective implementation and monitoring of biodiversity objectives to review general issues affecting biodiversity, such as agriculture and development, and chart a course of appropriate action 	
(contd...)	<ul style="list-style-type: none"> to raise awareness and involvement in biodiversity conservation across all sectors to encourage individuals and organisations to review their role in biodiversity conservation and the resources required, and develop their own action in response to the Biodiversity Action Plan for Hampshire to maintain an ongoing partnership which will co-ordinate, develop and support action for biodiversity to monitor and review progress towards meeting the above objectives and the targets set out in the habitat and species action plans to periodically update the Biodiversity Action Plan for Hampshire and its component habitat and species action plans to take account of changing circumstances <p>The plan contains 28 Species Action Plans and 13 Habitat Action Plans.</p>	
Fareham Local Biodiversity Action Plan Review (2008)	The Local Biodiversity Action Plan identifies priority habitats and species in the borough, setting targets for their conservation and outlining mechanisms for achieving these.	The DPD should support the objectives of the Local Biodiversity Action Plan through protecting and enhancing regional and sub-regional biodiversity networks and seeking to support priority habitats and species
Winchester Biodiversity Action Plan (2005)	This Local Biodiversity Action Plan for Winchester presents a review of the biodiversity within Winchester district and identifies how biodiversity can be protected, enhanced and maintained in the future. It identifies priority habitats and species in the district, sets targets for their conservation, and outlines mechanisms for achieving these. The LBAP is currently being reviewed.	The DPD should support the objectives of the Local Biodiversity Action Plan through protecting and enhancing regional and sub-regional biodiversity networks and seeking to support priority habitats and species.
The Solent Waders and Brent Goose Strategy 2010	<p>The Strategy is a non-statutory document presenting evidence, analysis and recommendations to inform decisions relating to strategic planning as well as individual development proposals.</p> <p>The Strategy relates to internationally important Brent Goose and wading bird populations within and around the Special Protection Areas and Ramsar wetlands of the Solent Coast (Hampshire, Isle of Wight and West Sussex). The underlying principle of the Strategy is to wherever possible conserve extant sites, and to create new sites, enhancing the quality and extent of the feeding and roosting resource outside of designated site boundaries.</p>	<p>The Strategy is based on three years worth of survey data, the majority of which was collected by volunteer surveyors. The survey focussed on Brent Goose feeding sites and wader roosting sites outside of the currently designated coastal areas. Over one thousand sites across the Solent were assessed for current use and for future potential use by birds. These sites have been mapped and identified in the Strategy as forming part of the ecological network of sites, essential for the long-term survival of our coastal bird populations. T</p> <p>DPDs in the borough should seek to protect both currently important sites, and sites which may become important in future years due to factors such as climate change, to ensure the overall availability of roosting and foraging sites does not decrease.</p>
Solent Disturbance and Mitigation Project (various reports)	The Solent disturbance and mitigation project was initiated in response to concerns over the impact of disturbance on coastal birds and their habitats. The focus of the project is on the likely effect of increased visitor pressure and	The DPD should support delivery of SDMP avoidance and mitigation measures in a local context, while contributing the strategic avoidance of disturbance impacts through its spatial distribution of development.

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	<p>recreational use arising from planned strategic development in the Solent area, in relation to disturbance impacts on overwintering birds within the SPAs and Ramsars.</p> <p>The first phase involved a review of literature on disturbance to birds and data availability for use in future assessment. Phase 2 of the project ran from 2009 to 2012, and gathered data on bird numbers and their responses to various forms of recreational disturbance, while visitor surveys established visiting patterns at specific sites. Household surveys explored which locations are most popular and why. Phase 2 culminated in a modelling exercise to predict the disturbance response effects on birds at hotspots of recreational visiting activity. Phase 3 combined the findings of earlier phases in order to determine how development planning can influence these responses, and explore ways in which impacts might be mitigated.</p> <p>All three phases are now complete and LPAs in the sub-region are cooperatively progressing their implementation plans.</p>	
<p>South Hampshire Green Infrastructure Strategy 2010</p>	<p>The purpose of this Strategy is to identify existing green infrastructure (GI), consider what enhancements or introductions should be made, and to recommend how the Strategy might be delivered. The guiding principles for green infrastructure use connectivity and multifunctionality to create a robust network of green spaces to address identified deficits and needs.</p> <p>The vision for the Strategy is: To provide a long term framework (to 2026) to shape and enhance an integrated and multifunctional green network of south Hampshire's distinctive local environments to ensure they can adapt to climate change and are managed and valued as part of sustainable, prosperous and healthy lifestyles.</p> <p>The aims of the strategy are to:</p> <ul style="list-style-type: none"> - Identify sub-regional strategic initiatives and project proposals to provide a high quality of life for the people who live and work in the sub-region. - Seek to maximise multifunctional use of open space and natural spaces for a range of benefits including biodiversity, climate change, the production of food, fibre and fuel, economic investment and activity, health, landscape, recreation and well-being. - Promote connectivity of all types of greenspace at a range of scales. - Provide a key element of the sub-region's mitigation strategy in relation to the Habitats Regulations. 	<p>The DPD should support delivery of multifunctional green infrastructure in a local context.</p>
<p>South Hampshire Strategy (2012)</p>	<p>The strategy is a guide to sustainable development and change to 2026. Their aims are for South Hampshire to enhance its status as:</p> <ul style="list-style-type: none"> • An area offering prosperity and a high quality of life for residents • A location of choice for growing business • A major centre of excellence in creativity, innovation and more sustainable growth • A place where the benefits of growth are harmed by all sectors • An internationally known area with distinct identity 	<p>The DPD should support the strategy aims on a local scale especially through enhancing leisure and cultural offers, enhanced green space and enriching the environment.</p>

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	<ul style="list-style-type: none"> An area which is economically, socially and environmentally resilient to climate change <p>The brighter future will be based on a strengthened economy, skilled workforce, a broader range of housing and better infrastructure. Quality places will be created which increase quality of life and decrease health and well-being inequalities..</p>	
Climate Change		
UN Framework Convention on Climate Change (1992)	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.	The DPD should encourage efficient design of new development and redevelopment; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support the provision of renewable energy provision in the DPD area. The DPD should also facilitate climate change adaptation, such as a presumption against development in flood risk areas, supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems.
IPCC Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)	Commits member nations to reduce their emissions of carbon dioxide and other greenhouse gases, or engage in emissions trading if they maintain or increase emissions of these gases.	The DPD should encourage efficient design of new development and redevelopment; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support renewable energy provision in the DPD area.
United Nations Climate Change Convention Paris (2015)	<p>At the convention Governments agreed to key goals under five main headings:</p> <ul style="list-style-type: none"> Mitigation: reducing emissions Transparency and global stocktake Adaptation Loss and damage Support <p>Within these categories some of the key goals include:</p> <ul style="list-style-type: none"> A long-term goal of keeping the increase in global average temperature well below 2°C, and an aim to limit the increase to 1.5°C The need for global emissions to peak as soon as possible Come together every 5 years to set more ambitious targets Provide continued support for adaptation in developing countries Recognising the importance of averting, minimising and addressing loss associated with adverse effects of climate change. 	The DPD should seek to strengthen their ability to cope with the impacts of climate change. They should promote efficient sustainable design and the use of renewable energy.
EC Sixth Environmental Action Programme 2002-2012 (2002)	Climate change has been identified as one of four priority areas for Europe. The EAP's main objective is a reduction in emissions of greenhouse gases without a reduction in levels of growth and prosperity, as well as adaptation and preparation for the effects of climate change.	The DPD should encourage efficient design of new development and redevelopment; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support the provision of renewable energy provision in the DPD area. The DPD should also facilitate climate change adaptation, such as a presumption against development in flood risk areas, supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems.

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EC Seventh Environmental Action Programme	After the sixth EAP climate change was highlighted as still having an unsustainable trend. This EAP aims to achieve the environmental and climate change targets set out by the EU and to identify policy gaps where additional targets may be required. Additionally climate change partnerships should be intensified and more action should be taken to mainstream environmental and climate-related development policies.	The DPD should allow for increased climate change mitigation to help to meet international and national agreed goals and targets for climate change. They should continue to support growth in green infrastructure and the development of sustainable urban drainage system.
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010, including climate change and clean energy, and sustainable transport.	The DPD should encourage efficient design of new development and redevelopment; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support the growth renewable energy provision in the DPD area. The DPD should also facilitate climate change adaptation, such as a presumption against development in flood risk areas, supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems.
Rio+20 UN Conference on Sustainable Development	The conference took place to mark 10th anniversary of the World Summit and Sustainable Development. The objectives were to secure renewed political commitment for sustainable development, assess progress to date of the major previous summits and address new and emerging challenges. It is an institutional framework for sustainable development. It promotes a green economy in the context of sustainable development and poverty eradication.	The DPD should adhere to the aims set out at the conference, most notably promoting green infrastructure and renew a commitment to sustainable development.
UK Climate Change Act 2008 (2008)	<p>The 2008 Climate Change Act seeks to manage and respond to climate change in the UK, by:</p> <ul style="list-style-type: none"> • Setting ambitious, legally binding targets; • Taking powers to help meet those targets; • Strengthening the institutional framework; • Enhancing the UK's ability to adapt to the impact of climate change; and • Establishing clear and regular accountability to the UK Parliament and to the devolved legislatures. <p>Significantly, the Act sets a legally binding target of at least an 80 percent cut in greenhouse gas emissions by 2050 and at least a 34 percent cut by 2020. These targets are against a 1990 baseline.</p>	The DPD should seek to encourage a reduction in greenhouse gas emissions, to reflect national targets for climate change mitigation through encouraging modal shift, supporting appropriate locational policies for development, encouraging energy and resource efficiency and supporting renewable energy provision. It should also seek to increase the resilience of the borough to the effects of climate change.
Climate Change Adaptation (2013)	<p>This policy outlines the adaptations needed for the challenges that climate change pose. The main action plans are:</p> <ul style="list-style-type: none"> • Understanding the risks of climate change by undertaking a UK Climate Change Risk Assessment which will be updated every five years • Preparing for climate change through a national adaptation programme • Adapting essential services and infrastructure to cope with potential changes" 	The DPD should include measure which support or facilitate implementation of the action plan.
UK Renewable Energy Strategy (2009)	The UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewables from about 2.25% in 2008. The Renewable Energy Strategy sets out how the Government will achieve this target	The DPD should encourage renewable energy provision, through helping to realise opportunities for new renewable energy facilities in the area and supporting an increase in microgeneration.

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	through utilising a variety of mechanisms to encourage Renewable Energy provision in the UK. This includes through streamlining the planning system, increasing investment in technologies and improving funding for advice and awareness raising.	
UK Renewable Energy roadmap: 2013 Update	This is the second Update to the 2011 Renewable Energy Roadmap. Renewable energy is continuing to support economic growth through investment. The U.K. has made good progress against the 15% target set out in the 2009 EU Renewable Energy Directive. Building on this ambitious targets have been set out for 2020. The Government has set out a Delivery Plan for the creation of renewable technologies. Their modelling indicates 16 GW of offshore wind by 2020, and 39 GW by 2030. New markets need to be created for renewable heat. This is seen as a long-term task as decarbonisation is expected to steadily increase during the second part of the decade.	The DPD should put in place the market framework which enables strong continued investment. Alternative renewable energy resources need to be promoted.
The UK Low Carbon Transition Plan (2009)	<p>The UK Low Carbon Transition Plan sets out how the UK will meet the Climate Change Act's legally binding target of 34 percent cut in emissions on 1990 levels by 2020. It also seeks to deliver emissions cuts of 18% on 2008 levels.</p> <p>The main aims of the Transition Plan include the following:</p> <ul style="list-style-type: none"> • Producing 30% of energy from renewables by 2020; • Improving the energy efficiency of existing housing; • Increasing the number of people in 'green jobs'; and • Supporting the use and development of clean technologies. 	The DPD should seek to support the aims of the UK Low Transition Plan by promoting renewable energy provision in the DPD area; maximising the energy efficiency of new housing, employment and services; helping facilitate the growth of green jobs and supporting the development of environmental technologies locally.
National Planning Policy Framework (2012)	<p>Replacing 'Planning and Climate Change: Supplement to PPS1', the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Meeting the challenge of climate change, flooding and coastal change;</p> <p>Adoption of proactive strategies to mitigate and adapt to climate change in line with the objectives and provisions of the Climate Change Act 2008, taking full consideration of flood risk, coastal change and water supply and demand.</p> <p>Support low carbon future by helping to increase the use of renewable and low carbon sources in line with the National Policy Statement for Renewable Energy Infrastructure.</p> <p>Seeks to ensure that all types of flood risk is taken into account ,over the long term, at the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk</p> <p>Under the principle of 'promoting healthy communities' local and neighbourhood plans should identify community green spaces of particular importance to them, ensuring any development of these areas is ruled out in a majority of circumstances.</p>	<p>The DPD should encourage efficient design of new developments in line with the Governments zero carbon buildings policy and support renewable energy use and provision within the borough. The DPD should also facilitate climate change adaptation, such as a presumption against development in flood risk areas or increasing flood risk elsewhere, considerations regarding coastal change (in line with Integrated Coastal Zone Management), supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems and other measures.</p> <p>The DPD should seek to ensure development does not take place in flood risk areas, and does not increases flood risk in existing or potential (due to climate change) flood risk areas. It should also seek to ensure that new development proposals utilise the SFRA which has been carried out sub regionally, and apply the sequential/exception test where appropriate.</p>

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DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The DPD has a role to play in influencing public behaviour in terms of facilitating the energy efficient design and construction of new buildings, changing travel patterns and reducing car use and improving green infrastructure.
DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The DPD has a key role for influencing public behaviour in terms of changing travel patterns, reducing car use, and improving green infrastructure.
Public Attitudes Towards Climate Change and the Impact of Transport (2011)	This report summarises attitudes towards climate change in relation to transport. It shows that the levels of belief in and concern about climate change have been decreasing. The proportion of adults 'fairly concerned' about climate change has fallen from 81% in 2006 to 70% in 2010.	The DPD has a key role for influencing public behaviour in terms of changing travel patterns, reducing car use, and improving green infrastructure.
Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)	This report summarises the nature of the climate change issue. It explains the fundamental science and the accumulating evidence that climate change is real and needs to be addressed. It also explains the future potential impacts, including the outstanding uncertainties.	The DPD should promote development which contributes to a limitation of greenhouse gas emissions. It should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, promoting design and layout which increases the resilience of the DPD area to climate change, facilitating a growth in green infrastructure and promoting the use of sustainable urban drainage systems.
Energy Saving Trust: Renewable Energy Sources for Homes in Urban Environments (2005)	Provides information about the integration of renewable energy sources into new and existing dwellings in urban environments. It covers the basic principles, benefits, limitations, costs and suitability of various technologies.	The DPD should encourage the incorporation of renewable energy provision into the design of new housing.
Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)	The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.	The DPD should encourage efficient design of new development; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support renewable energy provision.
Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)	This report summarises the nature of the climate change issue. It explains the fundamental science and the accumulating evidence that climate change is real and needs to be addressed. It also explains the future potential impacts, including the outstanding uncertainties.	The DPD should encourage efficient design of new development; support layout of development which reduces the need to travel and which encourages walking, cycling and public transport use; and support renewable energy provision. The DPD should also facilitate climate change adaptation, such as a presumption against development in flood risk areas, supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems.
South East Climate Change Partnership: Adapting to climate change: a checklist for development (2005)	The document, primarily aimed at developers, their partners, design teams, architects, surveyors and engineers, sets out a checklist and guidance for new developments to adapt to climate change. The aim is to future-proof developments and to build-in resilience to climate change impacts now and in the future.	The DPD should seek to facilitate effective climate change adaptation, including through a presumption against development in flood risk areas, promoting high quality green infrastructure networks and encouraging the incorporation of sustainable drainage systems.
Fareham Borough Council: Environmental Sustainability	The main purpose of the strategy is to set out the priority actions which the Borough Council, its partners in the statutory and business sectors and local	The DPD should seek to facilitate a limitation in greenhouse gas emissions to reflect national targets for climate change mitigation



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Strategy, Towards a Greener Fareham (2010)	<p>residents need to take in the near future to ensure the future sustainability of the Borough. Sustainability, in this context, could be defined as enabling the current residents of the Borough to enjoy a better quality of life without compromising the quality of life for future generations</p> <p>The strategy contains three main strands:</p> <ul style="list-style-type: none"> • Reducing the carbon footprint of the Borough • Managing natural resources more effectively • Adapting to climate change 	<p>through encouraging modal shift, supporting appropriate locational policies for development, encouraging energy and resource efficiency and supporting renewable energy provision.</p> <p>The DPD should also facilitate climate change adaptation, including through a presumption against development in flood risk areas, promoting high quality green infrastructure networks and encouraging the incorporation of sustainable drainage systems.</p>
National Policy Statements (NPS): Renewable Energy Infrastructure NPS (July 2011)	<p>It sets out the Government's policy (England and Wales) for delivery of major energy infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance on generic impacts and mitigation may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	<p>Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS (see Material Assets theme), this technology specific NPS and any other NPSs (see Material Assets theme) that are relevant to the application in question.</p>
<p>National Policy Statements : Water Supply NPS*</p> <p>* This NPS has not yet been published in draft (2012).</p>	<p>It sets out the Government's policy for delivery of major infrastructure, relating to the mitigation of, and adaptation to, climate change.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
Economic Factors		
EU European Employment Strategy (1997, revised 2005)	<p>The EES is designed as the main tool to give direction to and ensure co-ordination of the employment policy priorities to which Member States should subscribe at EU level.</p>	<p>The DPD should support the growth of jobs and employment across a range of sectors and should support existing jobs. The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the site allocations area and the surrounding area.</p>
Europe 2020	<p>Europe 2020 is the EU's ten-year growth strategy. Five ambitious goals have been highlighting addressing five main issues:</p> <ol style="list-style-type: none"> 1. Employment 2. Innovation 3. Education 4. Social inclusion 5. Climate/energy <p>For the issue of employment a target has been set for 75% of 20-64 year-olds to be employed.</p>	<p>The DPD should support the growth of jobs and employment across a range of sectors and should support existing jobs. The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the site allocations area and the surrounding area.</p>
EU The Lisbon Strategy (2000, revised 2005)	<p>The Lisbon Strategy was adopted in March 2000 and aims to make the EU the most dynamic and competitive economy by 2010. This strategy involves a range of policy areas, from research and education to environment and employment.</p>	<p>The DPD should support the growth of jobs and employment across a range of sectors and should support existing jobs. The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the site allocations area and the surrounding area.</p>
National Planning Policy Framework	Replacing PPS1(Delivering Sustainable Development), the policy sets out the	Sustainable economic development which supports environmental



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(2012)	<p>Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Building a strong competitive economy; NPPF highlights the Government's commitment to securing economic growth to create jobs and prosperity, ensuring the planning system does everything it can to support sustainable economic growth.</p> <p>Local planning authorities should proactively meet development needs recognising potential barriers to invest (including infrastructure, housing and services) and regularly review land allocations.</p> <p>Economic growth in rural areas should be supported to create jobs and sustainable new developments, including expansion of all types of businesses, diversification of agriculture, supporting tourism and retention of local services.</p> <p>In drawing up local plans, local authorities should;</p> <ul style="list-style-type: none"> • Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth; • Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; • Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances; • Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; • Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and • Facilitate flexible working practices such as the integration of residential and commercial uses within the same unit. 	<p>improvements, improves community cohesion and enhances the vitality and vibrancy of urban and rural areas should be a central aim of the DPD.</p>
DfES Education and Skills: Delivering Results, A Strategy to 2006 (2002)	<p>Objectives are to: give children an excellent start in education so that they have a better foundation for future learning; enable all young people to develop and to equip themselves with the skills, knowledge and personal qualities needed for life and work; and encourage and enable adults to learn, improve their skills and enrich their lives.</p>	<p>The DPD should encourage the provision of new educational and learning facilities to help improve skills and increase opportunities.</p>
HM Treasury: Science & innovation investment framework 2004-2014 (2004)	<p>Describes how the UK should attract the highest-skilled people and companies which have the potential to innovate turn innovation into a commercial opportunity.</p>	<p>The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities. The DPD also has the potential to attract new companies and higher skilled people through supporting the vitality and vibrancy of the wider area and facilitating a high quality local environment through appropriate land use, design and layout.</p>
DEFRA Securing the Future - UK	<p>Sets a broad-ranging policy agenda for achieving sustainable development in the</p>	<p>The DPD, in addition to securing the provision of high quality</p>



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Government sustainable development strategy (2005)	UK. This includes topics related to helping people make better choices; sustainable consumption and production; climate change and energy; protecting natural resources and enhancing the environment; and creating sustainable communities.	employment, should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities.
DfES 14-19 Education and Skills White Paper (2005)	Sets out proposals, which build on the strengths of the existing education system, designed to ensure that every young person masters functional English and maths before they leave education.	The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the area.
DfES Five Year Strategy for Children and Learners (2005)	Sets out the DfES skills and education strategy, seeking to address historic weaknesses and put a clear focus on children, learners, parents and employers, promoting personalisation and choice.	The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the area.
DfES Further Education: Raising Skills, Improving Life Chances (2005)	Sets out a commitment to develop a new approach to funding for 14-19 year-olds and to move to a position where more funding is driven directly by employer and learner choice.	The DPD should facilitate the provision of new educational and learning facilities to help improve skills and increase opportunities in the area.
DTI Technology Strategy - Developing UK Capability (2006)	Key goals are to: help leading sectors and businesses maintain their position in the face of global competition; stimulate those sectors and businesses with the capacity to be among the best in the world to fulfil their potential; ensure that the emerging technologies of today become the growth sectors of tomorrow; and combine all these elements in such a way that the UK becomes a centre for investment by world-leading companies.	The DPD should support the growth of Information & Communications Technology by encouraging and facilitating the expansion of high speed ICT networks across site allocations.
Partnership for Urban South Hampshire: Economic Development Strategy (2006)	The Economic Development Strategy has been prepared by PUSH to explain its commitment, approach and the activities it intends to undertake or encourage to enable the sub region to realise its economic potential and to encourage prosperity over the period 2006-2026. The Strategy focuses on four factors: 1. The skills and labour market 2. Enterprise, innovation and business support 3. Inward investment and business retention 4. Sites and premises	The DPD should facilitate development which will support sustainable economic growth through appropriate provision of development, supporting accessibility, supporting the growth of skills and education and protecting and utilising the borough's high quality environment.
Green Infrastructure and Ecosystems Services		
Green Infrastructure – Enhancing Europe's Natural Capital (2013)	Green Infrastructure (GI) is identified as an investment priority. It is recognised as contributing to regional policy and sustainable growth in Europe. GI is seen as particularly important in urban environments. For the full potential of GI to be realised within the next budgetary timeframe (2014 to 2020) the modalities for using it must be established as soon as possible. The strategy's main elements are: <ul style="list-style-type: none"> • Promoting Green Infrastructure in the main EU policy areas • Supporting EU-level GI projects • Improving access to finance for GI projects • Improving information and promoting innovation 	The DPD should seek to integrate GI in urban areas to create a sense of community and help combat social isolation. In order to revive industry, job markets and competitiveness the DPD should seek more innovative and sustainable ways of promoting economic activities
Biodiversity and Ecosystem Services for the EU (2010)	Halting the loss of nature and biodiversity requires a broad commitment by nations, businesses and individual stakeholders. The plan identifies 20 targets to	The DPD should recognise that the link between ecosystems and employment, income and livelihoods.

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	be achieved by 2020. The targets address the underlying causes of biodiversity loss, to reduce pressures on biodiversity, to safeguard biodiversity, to enhance the benefits provided by biodiversity to improve capacity.	
Biodiversity 2020: A strategy for England's wildlife and ecosystems services (2011)	<p>Provides a range of priorities and key actions including:</p> <ul style="list-style-type: none"> • A more integrated large-scale approach to conservation on land and sea • Putting people at the heart of biodiversity policy • A strategic approach to planning for nature within and across local areas • Alignment of measures to protect the water environment with action for biodiversity • Approaches to flood and erosion management that conserve the natural environment and improve biodiversity • Reduce air pollution impacts on biodiversity targeted at the sectors that are the source of relevant pollutants 	The DPD should include measure which support or facilitate implementation of the strategy.
UK National Ecosystem Assessment Follow-on, June 2014	<p>Main aims for national government departments:</p> <ul style="list-style-type: none"> • Incorporating the benefits that our ecosystem provide into policy development • Ensuring impact assessments include implications for ecosystems • Considering spatial consequences of policies on ecosystems 	The DPD can conduct impact assessments of planning decisions and policies on ecosystems. Support local staff training on the benefits of the Ecosystem Approach. Working with relevant partners to manage natural assets and support business development.
Green Infrastructure Guidance; Natural England	<p>The planning for green Infrastructure should occur at the evidence gathering stage of the planning process, so that green infrastructure response to character and place. The multi-functional nature of green infrastructure means that a number of development plan policies can support its implementation (e.g. Landscape policy, flood risk policy, open space policy). However an overarching policy should ensure green Infrastructure is priorities in planning decisions. The delivery of green infrastructure can come in the following forms:</p> <ul style="list-style-type: none"> • The protection, restoration and enhancement of existing green infrastructure, increasing functionality • The creation of new green infrastructure • The linking of green infrastructure assets. 	The DPD should promote the development of Green Infrastructure. A green infrastructure network should be outlined and then refined through stakeholder consolidation.
Biodiversity 2020: A progress report (2014) (gov.co.uk)	<p>This is a national strategy for England's wildlife and ecosystem services. It sets out ambitious targets to halt over all loss of biodiversity, support healthy and well functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people. Some of the goals outlined include:</p> <ul style="list-style-type: none"> • Better wildlife habitats • More, bigger and less fragmented areas for wildlife an increase in priority habitats by at least 200,000ha • Managing and harvesting fish sustainably 	The DPD should support healthy well functioning ecosystems making the area a better place for nature for the benefit of wildlife and people.
Green Infrastructure Strategy for the Partnership for Urban South Hampshire (2010)	<p>The aims of the strategy are to:</p> <ul style="list-style-type: none"> • Identify sub-regional strategic initiative and project proposals to provide a high quality of life for the people who live and work in the sub-region • Seek to maximise multifunctional use of open space and natural spaces for a range of benefits including biodiversity, climate change, the production of food, economic invest, recreation and well-being 	The DPD should identify areas for green infrastructure that provide the highest quality of life to the residents in the area.

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	<ul style="list-style-type: none"> Promote connectivity of all types of green space at a range of scales Provide a key element of the sub-region's mitigation strategy in relation to the Habitats regulations 	
Local Plan Part 3: The Draft Welborne Plan (2013)	The Vision Statement for Welborne seeks to ensure its 'spirit, character and form are inspired by its landscape setting'. Therefore one key aim is to create a new garden community to try and bring everyone closer to the natural environment. The GI strategy provides the opportunity to ensure that every household is within 200m of an open space. The new green corridor network will pass through open down land with significant long distance views.	The DPD should seek to promote open space and green space to be in residents' everyday lives By creating a green corridor network residents and visitors can have a choice off spaces to reach their homes, jobs and sustainable transport points.
Health		
EC Together for Health: A Strategic Approach for the EU 2008-2013 (2007)	Building on current work, this Strategy aims to provide an overarching strategic framework spanning core issues in health as well as health in all policies and global health issues.	The DPD should support the provision of new health, sporting, leisure and recreational facilities within site allocations and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.
National Planning Policy Framework (2012)	Replacing PPG17 (Planning for Open Space, Sport and Recreation), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Promoting healthy communities; The framework sets out open space, sport and recreation considerations for neighbourhood planning bodies These include an assessment of needs and opportunities; setting local standards; maintaining an adequate supply of open space and sports and recreational facilities; planning for new open space and sports and recreational facilities; and planning obligations. Local and neighbourhood plans should identify community green spaces of particular importance (including recreational and tranquillity) to them, ensuring any development of these areas is ruled out in a majority of circumstances.	The DPD should support the provision and protection of new sporting, leisure, recreational facilities, public rights of way and National trails in the borough and help facilitate enhancements to sub regional multifunctional green infrastructure networks (Local Green Spaces).
DCMS & Strategy Unit: Game Plan: A Strategy for delivering Government's sport and physical activity objectives (2002)	The Government's long term vision for sport and physical activity by 2020 is to increase significantly levels of sport and physical activity, particularly among disadvantaged groups; and to achieve sustained levels of success in international competition.	The DPD should support the provision of new sporting, leisure and recreational facilities in the borough and promote the development of a high quality multifunctional green infrastructure network
A New Strategy for Sport: Consultation Paper (August 2014)	This paper highlights the fact that since 2012 the existing method for increasing sport participation has exhausted its potential for further growth. A new approach is needed which reflects current social, financial, attitudinal and technologies. Once a strategy is developed based on these realities it is more likely that the number of people playing sport and being physically active will increase.	The DPD should promote sport and physical activity as the power of sport extends across almost every area of government activity.
DoH Tackling Health Inequalities: A Programme for Action (2003)	Lays the foundation for meeting the government's targets to reduce the health gap on infant mortality and life expectancy by 2010. The Programme emphasises the need to improve health and the factors that contribute to health faster in	The DPD should support the provision of new health, sporting, leisure and recreational facilities within the borough and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and

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	disadvantaged areas than elsewhere.	affordable housing appropriate for local residents' needs.
DoH Choosing Health: Making Healthy Choices Easier, White Paper (2004)	Sets out the key principles for supporting the public to make healthier and more informed choices in regards to their health. There is a particular focus on children and young people, and people from poorer communities.	The DPD should support the provision of new health, sporting, leisure and recreational facilities within the borough and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.
DoH & Department for Work and Pensions Health and Safety Executive: Health, work and well-being - Caring for our future (2005)	Lays out a 'blueprint for change', so that work related illness and accidents can be avoided, but if not ensures people get fast treatment and that they can access occupational health when it is needed. It also puts the emphasis on creating healthy working environments.	The DPD should support the provision of new health, sporting, leisure and recreational facilities within the borough and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.
DoH Our health, our care, our say: a new direction for community services (2005)	Puts emphasis on moving healthcare into the community and will therefore have an impact on sustainable development considerations, including supporting local economies and how people travel to healthcare facilities.	The DPD should support the provision of new health, sporting, leisure and recreational facilities within the borough and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.
Forestry Commission: Trees and Woodlands - Nature's Health Service (2005)	Provides detailed examples of how the Woodland Sector (trees, woodlands and green spaces) can significantly contribute to people's health, well-being (physical, psychological and social) and quality of life. Increasing levels of physical activity is a particular priority.	The DPD should seek to support the development of a high quality multifunctional green infrastructure network, whilst recognising the benefits of woodland and new tree planting for health and wellbeing.
Sport England: Mission Possible: The South East Plan for Sport (2004)	<p>Setting out the regional action plan for sport, the plan aims to:</p> <ul style="list-style-type: none"> • Make the South East an active and successful sporting region • Drive up participation levels in the South East by at least 1% year on year. • Reduce the 'equity gap' • Increase club membership • Increase the number of people receiving coaching and tuition • Increase the number and quality of leaders for sport • Increase the number of people taking part in competition • Contribute to England becoming the best sporting nation in the world by 2020 • Establish a network of multi sport community clubs • Disseminate best practice across the region • Support innovation • Encourage economic and environmental sustainability • Put sport and active recreation at the heart of the planning process in the region • Link whole sport plans to local delivery • Maximise the positive impact of education in all its forms • Use the natural resources of the region to increase participation • Encourage informal active recreation • All organisations involved in sport and active recreation to work in genuine partnership 	The DPD should support the provision of new sporting, leisure and recreational facilities in the borough and encourage increased activity levels through appropriate design and layout of development.

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South East Regional Public Health Group: The South East England Health Strategy (2008)	<p>The strategy aims to improve the health of the South East's residents through six themes:</p> <ul style="list-style-type: none"> • Reducing health inequalities • Promoting a sustainable region • Promoting safer communities • Increasing the positive relationship between employment and health • Improving outcomes for children and young people • Improving outcomes in later life <p>For each of these strategic themes, a single aim, five objectives and a number of associated actions by which progress can be monitored have been identified.</p>	<p>The DPD should support the provision of new health, sporting, leisure and recreational facilities in the borough and support layouts which encourage walking, cycling and more active lifestyles. The DPD should also ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.</p>
Fareham Borough Council: Fareham Cycle Strategy (2005)	<p>The Fareham Cycle Strategy seeks to encourage bicycle use in order to relieve traffic congestion and pollution in Fareham and encourage the use of bicycles for leisure to improve health and fitness. Taking account of the Sustrans proposals for safer routes to schools, Hampshire County Council's Headstart programme, proposed and existing cycling facilities in neighbouring districts and the wider objectives of the South East Hampshire Transportation Strategy, the strategy covers:</p> <ul style="list-style-type: none"> • Development of cycle tracks and lanes • Provision of special facilities for cyclists • Use measures such as Toucan crossings, advanced stop lines and road closure exemptions to provide special facilities and minimise danger to cyclists • Provide more secure cycle parking • Promotion of safe cycling • Monitoring cycle accident data 	<p>The DPD should encourage the development of a comprehensive, safe and accessible cycle network to facilitate cyclist-friendly development, and enable intermodality with other modes of transport.</p>
Historic Environment		
UNESCO World Heritage Convention (1972)	<p>Aims of the Convention are: defining cultural and natural heritage; recognising the protection and conservation; understanding the value; and establishing 'the World Heritage fund'.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the DPD.</p>
Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)	<p>Aims for signatories to protect their architectural heritage by means of identifying monuments, buildings and sites to be protected; preventing the disfigurement, dilapidation or demolition of protected properties; providing financial support by the public authorities for maintaining and restoring the architectural heritage on its territory; and supporting scientific research for identifying and analysing the harmful effects of pollution and for defining ways and means to reduce or eradicate these effects.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the DPD. The DPD should support high quality design and appropriate layout of new development.</p>
Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)	<p>The convention defines archaeological heritage and identifies measures for its protection. Aims include integrated conservation of the archaeological heritage, and financing of archaeological research and conservation.</p>	<p>Archaeological assets, both potential and realised should be provided with full consideration through the development of the DPD.</p>
Council of Europe: European	<p>Aims to promote the protection, management and planning (including active</p>	<p>The DPD should support development which protects, and where</p>

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Landscape Convention (2006)	design and creation of Europe's landscapes, both rural and urban, and to foster European co-operation on landscape issues.	possible improves the landscape character of the DPD area. This should include augmenting historic landscapes.
DCMS Ancient Monuments and Archaeological Areas Act (1979)	An act to consolidate and amend the law retain to ancient monuments, to make provision of matters of archaeological or historic interest, and to provide grants by secretary of state to the Architectural Heritage fund.	Development affecting areas of archaeological resource will need to have due regard to this Act.
National Planning Policy Framework (2012)	<p>Replacing PPS (Planning for the Historic Environment), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Conserving and enhancing the historic environment;</p> <p>Local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.</p> <p>If any heritage asset is affected by a proposed development, planning applicants must supply relevant historical records and consult using appropriate expertise. The significance of any impact to heritage asset should be taken into account by the local authority. Deliberate neglect or damage to the asset should not be taken into account when assessing the impact of the development to the asset.</p> <p>Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</p> <p>Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p> <p>Where a proposed development will lead to substantial harm to a designated heritage asset, local authorities should refuse consent unless the development meets one of the exception criteria outlined in the framework.</p> <p>To enhance or better reveal their significance, Local planning authorities should look for opportunities within Conservation Areas, World Heritage Sites and within the setting of heritage assets. Proposals that preserve the setting, reveal the significance of the asset or make a positive contribution should be treated favourably.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the DPD. The DPD should support high quality design and appropriate layout of new development and protect and enhance landscape quality and the local distinctiveness.</p> <p>Archaeological assets, both potential and realised should be provided with consideration by the DPD, proportionate to their significance.</p>
Planning (Listed Buildings and Conservation Areas) Act (1990)	An act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest with amendments to give effect to recommendations to give effect to recommendations of the Law Commissions.	Development affecting listed buildings and conservation areas will need to have due regard to this Act.
Heritage Protection for the 21 st Century: White Paper (2007) and	Sets out a vision of a unified and simpler heritage protection system, which is easier to understand and use, and is more efficient, accountable and transparent. Also aims to increase the opportunities for public involvement and community	The DPD should aim to increase awareness and understanding of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and

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Heritage Protection Bill (2008)	engagement within the heritage protection system.	improvements to the public realm. The DPD should also aim to facilitate greater public engagement with the heritage protection system.
The Historic Environment in Local Plans: Good Practice Advice Note (Historic England, 2015)	<p>Provides guidance on incorporating heritage considerations into Local Plan making and sustainability appraisal, including:</p> <ul style="list-style-type: none"> • Gathering evidence • Application of evidence • Strategic policies for the conservation of the historic environment • Identifying inappropriate development • Development Management Policies for the historic environment • Site Allocations • Planning across boundaries • Cumulative impact • Section 106 agreements • Infrastructure Delivery Plans • Supplementary Planning Documents (SPDs) • Strategic Environmental Assessments (SEA)/ • Sustainability Appraisals (SA) • Neighborhood Plans 	The DPD should aim to increase awareness and understanding of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The DPD should also aim to facilitate greater public engagement with the heritage protection system.
DCMS The Historic Environment: A Force for Our Future (2001)	Sets out how the historic environment holds the key to: an inspiring education resource; more attractive towns and cities; a prosperous and sustainable countryside; world class tourist attractions; and new jobs.	The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the DPD.
English Heritage and CABE: Buildings in Context: New Development in Historic Areas (2002)	Aims to stimulate a high standard of design when development takes place in historically sensitive contexts by showing 15 case studies in which achievement is far above the ordinary and trying to draw some lessons both about design and about the development and planning process, particularly regarding building in sensitive locations.	Development in areas of sensitivity for their historic environment value should have due regard to this document.
English Heritage and CABE: Guidance on Tall Buildings (2003)	Provides advice and guidance on good practice in relation to tall buildings in the planning process and to highlight other related issues which need to be taken into account, i.e. where tall buildings would and would not be appropriate.	Provision for tall buildings (if they are proposed) should have regard to this guidance document.
ODPM Secure and Sustainable Buildings Act (2004)	Amends the Building act, and others, with regard to sustainable construction practices and conservation of historic buildings. Also states the general nature of security provisions which should be in place at the construction stage and beyond.	The protection and enhancement of cultural heritage assets and settings should be a key consideration for the DPD.
English Heritage: Conservation Principles for the Sustainable Management of the Historic Environment	<p>This English Heritage document sets out the framework for the sustainable management of the historic environment. This is presented under the following six headline 'principles':</p> <p>Principle 1: The historic environment is a shared resource</p> <p>Principle 2: Everyone should be able to participate in sustaining the historic environment</p> <p>Principle 3: Understanding the significance of places is vital</p> <p>Principle 4: Significant places should be managed to sustain their values</p>	The DPD should seek to ensure that the principles set out in the document are reflected by new development.

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	Principle 5: Decisions about change must be reasonable, transparent and consistent Principle 6: Documenting and learning from decisions is essential.	
Housing		
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes climate change and clean energy, sustainable transport, sustainable protection and consumption, health, better use of natural resources, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.	The DPD should support the development of energy efficient, environmentally sustainable housing which both limits short term impacts during construction and limits longer term impacts on a range of environmental receptors. New residential development should also support community cohesion and residents' wellbeing.
Review of the EU Sustainable Development Strategy (EU SDS) – Renewed Strategy	The strategy considers 7 key priority challenges, the majority of which are based around actions for the commission and Member States: <ol style="list-style-type: none"> 1. Climate change and clean energy 2. Sustainable transport 3. Sustainable consumption & production 4. Conservation and management of natural resources 5. Public Health 6. Social inclusion, demography and migration 7. Global poverty and sustainable development challenges Actions for sustainable transport require local authorities to develop and implement urban transport plans and systems considering closer co-operation between cities and surrounding regions.	The DPD should implement urban transport plans and systems which consider cooperation between local towns and cities.
DTI Draft Strategy for Sustainable Construction (2006)	"Themes for Action" include: re-use existing built assets; design for minimum waste; aim for lean construction; minimise energy in construction; minimise energy in building use; avoid polluting the environment; preserve and enhance bio-diversity; conserve water resources; respect people and their local environment; and set targets (benchmarks & performance indicators).	The DPD should support the development of energy efficient, environmentally sustainable housing which both limits short term impacts during construction and limits longer term impacts on a range of environmental receptors. New residential development should also support community cohesion and residents' wellbeing.
HM Treasury: Barker Review of Housing Supply, Delivering Stability: Securing our Future Housing Needs (2004)	Government objectives include: to achieve improvements in housing affordability in the market sector; a more stable housing market; location of housing supply which supports patterns of economic development; and an adequate supply of publicly-funded housing for those who need it.	The DPD should ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs.
DCLG Code for Sustainable Homes: A Step Change in Sustainable Home Building Practice (2006)	Aims to measure sustainability of new homes according to a set of criteria which have been developed from the Building Research Establishment (BRE) EcoHomes Standard; the Code has six levels set by a scoring system, whereby points are given for achieving certain levels of sustainability. Compliance requires meeting minimum standards for water efficiency, with additional points awarded for meeting standards relating to surface water run-off and pollution.	The DPD should support as high Code for Sustainable Homes ratings as possible for new housing development.
National Planning Policy Framework (2012)	Replacing PPS3 (Housing), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system,	The DPD should ensure the provision of high quality, well located and affordable housing appropriate for the market's needs and in line with a housing strategy based on a housing trajectory.

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	<p>outlining 12 core planning principles for plan and decision making, including – Delivering a wide choice of high quality homes; and Requiring good design; Local planning authorities must significantly boost the supply of housing through;</p> <ul style="list-style-type: none"> • Affordable and meeting needs of the market, identifying accessible sites for 5, 6-10 and 11-15 years worth of housing/growth. • Illustrating the expected rate of housing delivery through a housing trajectory and set out a strategy. • Deliver high quality housing, widen opportunities for home ownership and create sustainable inclusive and mixed communities. • Making allowance for windfall sites on the basis that such sites are consistently available. • Resisting inappropriate development of residential gardens. • Avoid isolated country homes unless they were truly outstanding or innovative in design or enhance the surroundings. <p>Sustainable development in rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p> <p>The Government attaches great importance to the design of the built environment and it is a key aspect of sustainable development. Planning policies and decisions should aim to ensure that developments:</p> <ul style="list-style-type: none"> • Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; • Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; • Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; • Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; • Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and • Are visually attractive as a result of good architecture and appropriate landscaping. 	
DCLG Homes for the future: more affordable, more sustainable (2007)	The Housing Green Paper outlines plans for delivering homes; new ways of identifying and using land for development; more social housing- ensuring that a decent home at an affordable price is for the many; building homes more quickly; more affordable homes; and greener homes - with high environmental standards and flagship developments leading the way.	The DPD should ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs, whilst promoting high environmental standards.
DCLG Building a Greener Future: Policy Statement (2007)	This policy statement confirms the Government's intention for all new homes to be zero carbon by 2016 with a major progressive tightening of the energy efficiency building regulations - by 25% in 2010 and by 44% in 2013 - up to the zero carbon target in 2016.	The DPD should support as high Code for Sustainable Homes ratings as possible for new housing development.



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<p>South East Regional Housing Board: Regional Housing Strategy 2008-2011 (2008)</p>	<p>The Regional Housing Strategy (RHS) is an updated version of that developed in 2005. It sets out the framework for how housing will be provided and funded across the South East from 2008 to 2011.</p> <p>The three main priorities of the strategy are as follows:</p> <ul style="list-style-type: none"> • Build more affordable homes; • Bring decent housing within reach of people on lower incomes; and • Improve the quality of new housing and of existing stock. <p>Under these three priorities, the strategy seeks to the framework for addressing a number of issues. This includes related to tenure; type and size of housing; distribution; rural housing; decent housing; funding; accommodation for gypsies and travellers; delivery mechanisms; sustainable development; health and supporting vulnerable people.</p>	<p>The DPD should seek to provide a range of housing types and tenures in the development area, including affordable housing. It should also seek to ensure that new housing is high quality, energy efficient, and of is of high standard.</p> <p>The DPD should also support improvements to (and access to) green infrastructure, and support high quality, and energy efficient design. The location of new development should support accessibility by sustainable modes of transport.</p>
<p>Fareham Borough Council: Homelessness Strategy (2007)</p>	<p>The strategy, which covers the period 2007-10, sets out a strategy and action plan for people who are homeless or at risk of homelessness within Fareham. Its priorities are as follows:</p> <ul style="list-style-type: none"> • Maintaining and, if possible, further reducing, the current number of households in temporary accommodation. • Further developing preventative measure to achieve a further reduction in homelessness applications by 20% and in homelessness acceptances by 10% by 2010. • To reduce the use of Bed and Breakfast accommodation to nil by 2010. • To reduce the number of evictions in Council and Housing Association properties by 50% by 2010 from a baseline of 2006/07. • Further developing the private rented sector as a means of housing people threatened with homelessness. • As part of the overall housing strategy, enabling the provision of 100 new units of affordable housing accommodation every year. • Developing an inter agency awareness raising programme to improve understanding of housing and homelessness issues. • Enabling the provision of a "clean and dry" facility for people recovering from the effects of substance misuse. • Consider the need for emergency accommodation and advice centre for young people. • Developing a supported lodgings scheme for young people and undertaking research to establish the scale of youth homelessness in the borough • Reviewing and adapting procedures to improve information sharing between different parts of the housing service and external agencies. • Establishing an annual Homelessness Forum 	<p>The DPD should ensure the provision of a wide range of high quality, well located and affordable housing appropriate for local residents' needs.</p>
<p>Fareham Borough Council: Housing Strategy 2009-2012 (2009)</p>	<p>The overall aim of the Borough's Housing Strategy is to ensure that all of the residents of Fareham have access to a decent home which is affordable within their means. Under this aim, the key objectives of the strategy are:</p> <ul style="list-style-type: none"> • To facilitate the provision of additional affordable housing across all tenures within the borough thus working towards achieving a Balanced Housing 	<p>The DPD should reflect the priorities of the housing strategy by supporting the development of high quality, well located and affordable housing appropriate for local residents' needs.</p>

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	Market; <ul style="list-style-type: none"> To reduce the level of homelessness and adopt measures which prevent it occurring; To support vulnerable people to access and maintain housing appropriate to their needs; To improve the standard of housing across all sectors; and To ensure that the development and management of housing contributes to the maintenance of a good quality environment and the development of sustainable communities. 	
Localism Act (2011)	The Localism Bill shifts power from central government back into the hands of individuals, communities and councils. It includes five key measures that underpin the Government's approach to decentralisation: <ul style="list-style-type: none"> Community rights - Using new community rights, local community and voluntary bodies, and parish councils can nominate land and buildings for inclusion on a list of assets maintained by the local authority Neighbourhood planning - Parish and town councils or, where they exist, neighbourhood forums will lead the creation of neighbourhood plans, supported by the local planning authority. Housing - The Localism Act will let councils decide: how best to help homeless people, how to manage their housing waiting lists, the length of tenancy that best fits a household's needs and control of the revenue from council tenants. General power of competence - Councils will be able to work creatively to meet local needs, without having to wait for agreement from central government. Empowering cities and other local areas - The Localism Act empowers major cities and other local authorities to: develop their areas, improve local services and increase their competitiveness. We expect the powers to commence by April 2012 	The DPD should reflect the greater local power, both within the community and in the councils, that the act provides.
Landscape		
Council of Europe: European Landscape Convention (2006)	Aims to promote the protection, management and planning (including active design and creation of Europe's landscapes, both rural and urban, and to foster European co-operation on landscape issues.	The DPD should seek to protect, and where possible improves the landscape character of the area. This should include augmenting historic landscapes. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.
Hampshire Integrated Character Assessment 2011	Updates and builds upon the Hampshire Landscape: A Strategy for the Future (2000), and address landscapes, townscapes and seascapes at a local and strategic scale.	The DPD should seek to protect, and where possible improves the landscape character of the area. This should include augmenting historic landscapes and promoting landscape scale environmental protection. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.
Hampshire Integrated Character Assessment (2011)	This assessment complements local assessments by providing a strategic overview. It takes into consideration: <ul style="list-style-type: none"> Landscape character 	The DPD should seek to protect, and where possible improves the landscape character of the area. This should include augmenting historic landscapes and promoting landscape scale environmental

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South Downs Joint Committee: The South Downs Management Plan 2008-13 (2008)	<ul style="list-style-type: none"> • Landscape types • Townscape assessments <p>The plan is the statutory Management Plan for the nationally designated and protected landscape of the South Downs. The plan sets out ten ambitions for the South Downs, including,</p> <ol style="list-style-type: none"> 1. An unspoilt landscape of the highest quality and diversity; 2. An historic and cultural heritage valued by local people and visitors and benefiting future generations; 3. A tranquil landscape with extensive dark night skies; 4. A landscape rich in wildlife, with extensive swathes of interlinking habitat managed to maximise benefits for nature; 5. Unpolluted air, soil and water to allow the landscape and wildlife of the South Downs to be sustained, and reduced CO₂ emissions that exceed government targets; 6. Sustainable management of the land supported by the necessary skills and expertise; 7. A buoyant local economy supported by, and directly contributing to the management of natural beauty and its enjoyment; 8. Wide ranging opportunities for countryside recreation and access respecting the natural beauty of the South Downs; 9. Sustainable communities strongly linked to the locality, with the housing to support local needs and essential workers; and 10. Widespread awareness and understanding of the South Downs. 	<p>protection. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.</p> <p>The DPD should seek to reflect the ambitions of the Management Plan and support the integrity of the South Downs National Park. Particular areas where the DPD can have an influence include the protection of landscape quality including landscape features; tranquillity; noise, air and light pollution; and improvement of sustainable access to the South Downs.</p>
Partnership Management Plan: Shaping the future of your South Downs National Park (2014-2019)	<p>There are four main outcomes of the plan:</p> <ol style="list-style-type: none"> 1. Conserving and enhancing the land by effectively managing the negative impact of development and cumulative change 2. Increase the capacity within the landscape for its natural resources, habitats and species to adapt to the impacts of climate change and other pressures 3. A better connected network of habitats and increased population and distribution of priority species 4. Enhanced condition and status of cultural heritage assets and their settings so they can contribute positively to local distinctiveness and sense of place 	<p>The DPD should seek to reflect the ambitions of the Management Plan and support the integrity of the South Downs National Park. Particular areas where the DPD can have an influence include the protection of landscape quality including landscape features; tranquillity; noise, air and light pollution; and improvement of sustainable access to the South Downs.</p>
Material Assets (including energy and waste)		
EC Sixth Environmental Action Programme 2002-2012 (2002)	<p>Natural resources and waste (in particular recycling) has been identified as one of four priority areas for Europe. The EAP requires member states to achieve 22% of electricity production from renewable energies by 2010; to significantly reduce the volumes of waste generated and the quantity going to disposal; and to give</p>	<p>European renewables targets should be considered by the DPD. The DPD should also seek to reduce the volume and quantity of waste generated, and promote reuse and recycling.</p>

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	preference to waste recovery and recycling.	
EC Seventh Environmental Action Programme (2013)	In the final assessment of the 6 th EAP it was concluded that . There was an unsustainable trend still persisting for natural resources and wastes. This EAP highlights the clear objective of protecting, conserving and enhancing the Unions natural capital. Natural resources need to be managed sustainably to meet the 2020 goal. By 2020 at least 15% of degraded ecosystems should be restored.	The DPD should adhere to the European targets. The DPD should protect, enhance and conserve natural capital through reducing quantity of waste generated and promoting reuse and recycling.
EC Directive on Electricity Production from Renewable Energy Sources (2001)	Seeking to promote renewable energy use in electricity production, the directive, which took effect in October 2001, sets national indicative targets for renewable energy production from individual member states. Whilst the overall target for the 15 original member states is for 22% of electricity to be produced from renewable sources, the target for the UK is 10%.	The DPD should encourage renewable energy provision in borough through helping to realise opportunities for new renewable energy facilities in the area and supporting an increase in microgeneration.
EC Renewable energy progress report (2015)	In the EU 25 countries are expected to meet their 2013/14 interim renewable energy targets. The renewables target has resulted in around 326 Mt of avoided CO2 emissions in 2012, rising to 388 Mt in 2013. This has led to a reduction in the EU's demand for fossil fuels. The EU is making good progress towards its 2020 goals, however the target will still be challenging.	The DPD should seek to reduce their CO2 emissions and promote the use of renewable energy.
EC Waste Framework Directive (1975, updated 2006)	Objective is the protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste. Particular focus is placed on the re-use of recovered materials as raw materials; restricting the production of waste; promoting clean technologies; and the drawing up of waste management plans.	Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.
EC Waste Framework Directive (2008)	The directive requires that waste be managed without endangering human health and harming the environment and most important without risk to water, air, soil, plants or animals. It introduces the 'polluter pays principle' and the 'extended producer responsibility'. Two recycling and recovery targets for 2020 are: <ul style="list-style-type: none"> • 50% preparing for re-use and recycling of certain waste materials from households • 70% preparing for re-use, recycling and other recovery of construction and demolition waste. 	The DPD should promote local recycling and reuse facilities. A waste prevention programme should also be considered.
EC Landfill Directive (1999)	Aims to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, and on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole lifecycle of the landfill.	Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.
EC Landfill Waste (2015)	Land filling is the least preferable waste management option and should be limited. The objective of the Directive 1999 is to prevent or reduce as far as possible negative effects on the environment, especially on surface water groundwater, soil, air and on human health.	The DPD should discourage the use of landfills and promote sustainable waste management.
National Planning Policy Framework (2012)	Replacing MPS1 (Planning and Minerals), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in	The DPD should, if relevant recognise the potential of former minerals sites for landscape and biodiversity/geodiversity-led restoration. It should also, where appropriate, aim to safeguard against the

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	<p>the planning system, outlining 12 core planning principles for plan and decision making, including – Facilitating the sustainable use of minerals;</p> <p>The framework sets out guidance for local mineral plans including: Identifying policies for existing and new sites of national importance, definition of Mineral Safeguarding Areas so that locations of mineral sources are not sterilised by other developments, safeguarding of existing and planned mineral infrastructure (rail links, wharfage, storage, processing etc), environmental criteria to ensure there is not an unacceptable environmental impact and policies for reclaiming land and site aftercare.</p> <p>The framework sets out the principles and the key planning policy objectives against which plans for minerals and decisions on individual applications should be made. These cover the areas of exploration, survey, safeguarding, protection of heritage and countryside, supply, bulk transportation, environmental protection, efficient use, and restoration.</p> <p>Mineral planning authorities should plan for steady and adequate supply of aggregates by; preparing a Local Aggregate Assessment, participating in an Aggregate Working Party, making provision for land-won in mineral plans, take account of National and sub national guidelines, using landbanks as an indicator of supply, maintaining separate landbanks for specific qualities and making adequate provisions.</p> <p>Mineral planning authorities should also: clearly distinguish between the three phases of development when planning on-shore oil and gas development, encourage underground gas and carbon storage, indicate areas of acceptable coal extraction and spoil sites and encourage capture and use of methane from coal mines.</p>	sterilisation of certain minerals resources and related infrastructure.
Cabinet Office: Waste Not, Want Not, A Strategy for tackling the waste problem (2002)	A study into how England’s current waste management practices could be improved to reduce the current, and growing, waste problem.	Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.
DEFRA Waste and Emissions Trading Act (2003)	Sets out legislative provisions for waste (including waste sent to landfill, waste management in England and Wales, and recycling plans), and about penalties for non-compliance with schemes for the trading of emissions quotas.	Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.
DTI Energy White Paper: Our Energy Future – Creating a Low Carbon Economy (2003)	Sets out Government’s long term energy policy, including requirements for cleaner, smarter energy; improved energy efficiency; reduced carbon emissions; and reliable, competitive and affordable supplies.	The DPD should support energy efficient layout and design in development and help facilitate the provision of localised renewable energy facilities.
DTI Sustainable Energy Act (2003)	Aims include increasing the use of renewable energy; cutting the UK’s carbon emissions; maintaining the reliability of the UK’s energy supplies; promoting competitive energy markets in the UK; and reducing the number of people living in fuel poverty.	The DPD should support energy efficient layout and design in development and help facilitate the provision of localised renewable energy facilities.
National Planning Policy Framework (2012)	Replacing PPS22 (Renewable Energy), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision	The DPD should have due regard to the NPPF principle (Meeting the challenge of climate change, flooding and coastal change) for renewable energy applications.

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	<p>making, including - Meeting the challenge of climate change, flooding and coastal change;</p> <p>Support low carbon future by helping to increase the use of renewable and low carbon sources in line with the National Policy Statement for Renewable Energy Infrastructure.</p>	
UK Renewable Energy Strategy (2009)	<p>The UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewables from about 2.25% in 2008. The Renewable Energy Strategy sets out how the Government will achieve this target through utilising a variety of mechanisms to encourage Renewable Energy provision in the UK. This includes through streamlining the planning system, increasing investment in technologies and improving funding for advice and awareness raising.</p>	<p>The DPD should encourage renewable energy provision in the borough through helping to realise opportunities for new renewable energy facilities and supporting an increase in microgeneration.</p>
Updated National Waste Planning Policy: Planning for Sustainable Waste Management, 2013	<p>Sustainable waste management is achieved through:</p> <ul style="list-style-type: none"> • Providing a framework for communities which makes them more responsible for their own waste • Helping to secure the disposal of waste without endangering human health or damaging the environment • Ensuring the design of new development supports sustainable waste management 	<p>The DPD should take into account other local authorities and work together across neighbour waste planning authorities.</p>
DEFRA Waste Strategy for England (2007)	<p>Aims are to reduce waste by making products with fewer natural resources; break the link between economic growth and waste growth; re-use products or recycle their materials; and recover energy from other wastes where possible. Notes that for a small amount of residual material, landfill will be necessary.</p>	<p>Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.</p>
Waste Management Plan for England (2013)	<p>The plan supersedes the Waste Strategy for England (2007). It is a non-site specific high level document which sets out to promote high quality recycling, the re-use of products and preparing for re-use activities.</p> <p>Measures to be taken to ensure that by 2020:</p> <ul style="list-style-type: none"> • At least 50% by weight of waste from households is prepared for re-use or recycled • At least 70% by weight of construction and demolition waste is subjected to material recovery 	<p>The DPD should promote recycling and re-use waste management options. A waste management plan should also be created.</p>
DTI Micro Generation Strategy (2006)	<p>Acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through “sensible use of planning policies”.</p>	<p>The DPD should help facilitate the provision of localised renewable energy facilities.</p>
Microgeneration Strategy (2011)	<p>As the micro generation sector develops the Government is creating new financial incentives to up port the growth of small-scale renewable energy generation. However financial incentives alone will not guarantee growth in the renewable and low carbon energy sector because there are many financial barriers facing the sector. The Government, the industry and consumers need to continue to work together to identify and overcome these barriers.</p>	<p>The DPD should help facilitate the provision of localised renewable energy facilities. The DPD should take advantage of the financial incentives offered by the government.</p>
Government Office for the South	<p>The strategy seeks to encourage greater energy efficiency and the development</p>	<p>The DPD should encourage efficient design of new development; and</p>

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East: Strategy for Energy Efficiency and Renewable Energy (2004)	of renewable energy sources over the short, medium and longer term.	help facilitate the provision of localised renewable energy provision.
Fareham Borough Council: Environmental Sustainability Strategy, Towards a Greener Fareham (2010)	<p>The main purpose of the strategy is to set out the priority actions which the Borough Council, its partners in the statutory and business sectors and local residents need to take in the near future to ensure the future sustainability of the Borough. Sustainability, in this context, could be defined as enabling the current residents of the Borough to enjoy a better quality of life without compromising the quality of life for future generations</p> <p>The strategy contains three main strands:</p> <ul style="list-style-type: none"> • Reducing the carbon footprint of the Borough • Managing natural resources more effectively • Adapting to climate change 	The DPD should encourage efficient design of new development; and help facilitate the provision of localised renewable energy provision. Sustainable waste management, including the provision of sites for localised recycling and reuse facilities, should be a key consideration for the DPD.
National Policy Statements : Overarching National Policy Statement (NPS) for Energy (July 2011)	<p>This Overarching National (England and Wales) Policy Statement for Energy (EN-1) is part of a suite of NPSs issued by the Secretary of State for Energy and Climate Change. It sets out the Government’s policy for delivery of major energy infrastructure, enabling the planning system to be rapid, predicable and accountable. A further five technology-specific NPSs for the energy sector cover different types of energy infrastructure (see below NPSs). These are used in conjunction with this NPS where relevant to an application.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	This NPS is likely to be a material consideration in decision making on Energy infrastructure planning applications (that fall under the Town and Country Planning Act 1990 - as amended). NPS is a clear statement of Government objectives, crucial to meeting key goals on carbon emission reductions, energy security and affordability. All the energy NPSs have been subject to Appraisal of Sustainability (AoS) and Habitats Regulations Assessments (HRAs).
National Policy Statements : Fossil Fuel Electricity Generating Infrastructure NPS (July 2011)	<p>It sets out the Government’s (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predicable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.
National Policy Statements : Renewable Energy Infrastructure NPS (July 2011)	<p>It sets out the Government’s (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predicable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.
National Policy Statements : Gas Supply Infrastructure & Gas and Oil Pipelines NPS (July 2011)	<p>It sets out the Government’s (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predicable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.

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National Policy Statements : Electricity Networks Infrastructure NPS (July 2011)	It sets out the Government’s (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predicable and accountable. This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.	Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.
National Policy Statements : Nuclear Power Generation NPS (July 2011)	It sets out the Government’s (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predicable and accountable. This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.	Any DPDs which include energy infrastructure within their scope should ensure that their applications, and any accompanying supporting documents, are consistent with the instructions and guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.
National Policy Statements : Hazardous Waste	This NPS (England only), and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports. The NPS covers; <ul style="list-style-type: none"> • Construction of facilities in England where the main purpose of the facility is expected to be the final disposal or recovery of hazardous waste and the capacity is expected to be: <ul style="list-style-type: none"> ○ in the case of the disposal of hazardous waste by landfill or in a deep storage facility1, more than 100,000 tonnes per year; ○ in any other case, more than 30,000 tonnes per year. • The alteration of a hazardous waste facility in England where the main purpose of the facility is the final disposal or recovery of hazardous waste and the alteration is expected to have the following effect: <ul style="list-style-type: none"> ○ in the case of the disposal of hazardous waste by landfill or in a deep storage facility, to increase by more than 100,000 tonnes per year the capacity of the facility; ○ in any other case, to increase by more than 30,000 tonnes per year the capacity of the facility. 	N/A
Population and Quality of Life		
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.	The DPD should support community cohesion through the provision of new educational, health, leisure and recreational facilities and by facilitating development which improves the public realm, promotes social inclusion and accessibility.
Review of the EU Sustainable Development Strategy (EU SDS) – Renewed Strategy	The strategy considers 7 key priority challenges, the majority of which are based around actions for the commission and Member States: <ol style="list-style-type: none"> 1. Climate change and clean energy 2. Sustainable transport 3. Sustainable consumption & production 4. Conservation and management of natural resources 	The DPD should implement urban transport plans and systems considering closer co-operation between cities and surrounding regions



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	5. Public Health 6. Social inclusion, demography and migration 7. Global poverty and sustainable development challenges Actions for sustainable transport require local authorities to develop and implement urban transport plans and systems considering closer co-operation between cities and surrounding regions.	
UN The Aarhus Convention (1998)	Links environmental rights and human rights. It establishes that sustainable development can be achieved only through the involvement of all stakeholders and links government accountability and environmental protection.	The DPD has the potential to promote development which improves community cohesion, enhances environmental quality and facilitates stakeholder involvement.
Social Exclusion Unit: Preventing Social Exclusion (2001)	The primary aims are to prevent social exclusion, and reintegrate people who have become excluded. Improvement is required in the areas of truancy, rough sleeping, teenage pregnancy, youth at risk and deprived neighbourhoods.	The DPD should support community cohesion through the provision of new educational, health, leisure and recreational facilities and by facilitating development which improves the public realm, promotes social inclusion and accessibility.
National Planning Policy Framework (2012)	<p>Replacing PPS12 (Local Spatial Planning) and PPG17 (Planning for Open Space, Sport and Recreation), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Promoting healthy communities, and Supporting high quality communications infrastructure;</p> <p>The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. Local policies and decisions should therefore promote:</p> <ul style="list-style-type: none"> • Safe and accessible environments and developments. • Opportunities for members of the community to mix and meet. • Plan for development and use of high quality shared public space. • Guard against loss of facilities. • Ensure established shops can develop in a sustainable way • Ensure integrated approach to housing and community facilities and services. <p>Local and neighbourhood plans should identify community green spaces of particular importance (including recreational and tranquillity) to them, ensuring any development of these areas is ruled out in a majority of circumstances.</p> <p>The framework sets out open space, sport and recreation considerations for neighbourhood planning bodies These include an assessment of needs and opportunities; setting local standards; maintaining an adequate supply of open space and sports and recreational facilities; planning for new open space and sports and recreational facilities; and planning obligations.</p> <p>Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and</p>	The DPD should have due regard to the NPPF ‘promoting healthy community’ and ‘Supporting high quality communications infrastructure’ principles.

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	<p>other communications networks also plays a vital role in enhancing the provision of local community facilities and services.</p> <p>The NPPF states on page 17 that ‘to deliver the social, recreational and cultural facilities and services that the community needs, planning policies and decisions should plan for the use of shared space and guard against unnecessary loss of valued facilities. Also to ensure that established facilities and services are retained and able to develop for the benefit of the community.’</p>	<p>The DPD should support and diversify current and future social, recreational and cultural facilities and services.</p>
<p>Cabinet Office: Reaching Out: An Action Plan on Social Exclusion (2006)</p>	<p>Sets out an action plan to improve the life chances of those who suffer, or may suffer in the future, from disadvantage. Guiding principles for action include: better identification and earlier intervention; systematically identifying ‘what works’; promoting multi-agency working; personalisation, rights and responsibilities; and supporting achievement and managing underperformance.</p>	<p>The DPD should support community cohesion through the provision of new educational, leisure and recreational facilities and by facilitating development which improves the public realm, promotes social inclusion and accessibility.</p>
<p>Chief Secretary to the Treasury: Every Child Matters - Change for Children - Green Paper (2003)</p>	<p>Aims to ensure that every child has the chance to fulfil their potential by reducing levels of education failure, ill health, substance misuse, crime and anti-social behaviour.</p>	<p>The provision of new educational, leisure and recreational facilities should be a key consideration for DPD. The DPD should also support development which improves the public realm, reduces crime and the fear of crime and supports community cohesion.</p>
<p>EU Sustainable Development Strategy (2006)</p>	<p>This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010, including social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.</p>	<p>Sustainable development should be the central consideration of the DPD. The DPD should support a limitation of deprivation in the area by: promoting development location and layout which improves accessibility to services, facilities and amenities; enhancing the local environment through appropriate land use, design and layout and incorporation of green infrastructure; facilitating the provision of new educational and learning facilities to help improve skills and increase opportunities; and supporting social inclusion.</p>
<p>ODPM Warm Homes and Energy Conservation Act (2000)</p>	<p>Requires the Government to develop and instigate a strategy to eradicate fuel poverty in England by 2016 and Wales by 2018.</p>	<p>The DPD should help facilitate the provision of affordable, high quality and energy efficient housing.</p>
<p>The green deal: guide to the Domestic Renewable Heat Incentive (2014)</p>	<p>The Domestic Renewable Heat Incentive is a long-term Government financial support scheme for homeowners, social and private landlords to install renewable heating systems in their homes</p>	<p>The DPD should help facilitate the provision of affordable, high quality and energy efficient housing. The DPD should promote renewable energy resources.</p>
<p>ODPM Sustainable Communities: Building for the Future (2003)</p>	<p>Sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East of England, low demand in other parts of the country, and the quality of our public spaces.</p>	<p>The DPD should support a limitation of deprivation in the area by: promoting development location and layout which improves accessibility to services, facilities and amenities; enhancing the local environment through appropriate land use, design and layout and incorporation of green infrastructure; facilitating the provision of new educational and learning facilities to help improve skills and increase opportunities; and supporting social inclusion.</p>
<p>Sustainable Communities Act 2007</p>	<p>The act was passed to ‘promote the sustainability of local communities’. Power was given to the people to shape the future of their communities. Local communities submit proposals which they believe will improve the social, economic or environmental well-being of their local area.</p>	<p>The DPD have increased control of their areas and they should take advantage of this.</p>
<p>ODPM & Home Office: Safer Places:</p>	<p>Practical guide to designs and layouts that may help with crime prevention and</p>	<p>The DPD should draw on this guide by promoting design and layout</p>

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The Planning System and Crime Prevention (2004)	community safety, including well-defined routes, places structured so that different uses do not cause conflict, places designed to include natural surveillance and places designed with management and maintenance in mind.	which improves perceptions of security and reduces crime and the fear of crime.
Home Office: Youth Justice - The next steps - companion document to Every Child Matters (2000)	The key proposals are to: strengthen parenting interventions; improve understanding of trials and trial preparation; manage remandees better in the community; establish a simpler sentencing structure with more flexible interventions; run community intensive supervision and surveillance as the main response to repeat and serious offending while still having custody available; introduce a more graduated progression between secure, open and community facilities; and improve youth justice skills and organisation.	The provision of new educational, leisure and recreational facilities should be a key consideration for the DPD. The DPD should also support development which improves the public realm, reduces the fear of crime and supports community cohesion.
DEFRA England's Trees, Woods and Forests - a Consultation Document (2006)	Government objectives include: to safeguard England's resource of trees, woods and forests for future generations; to protect the environmental resources of water, soil and air, and to protect and enhance biodiversity and landscapes, and cultural values; to ensure that woodlands and trees enhance the quality of life for those living in, working in, or visiting England; to encourage the development of new or improved market for sustainable woodland products and services where this will deliver identifiable public benefits, nationally or locally.	Appropriate planting and management of trees as part of a wider and improved green infrastructure network should be supported by the DPD.
Government Forestry and Woodlands Policy Statement (January, 2013)	<p>Main aims of the policy:</p> <ul style="list-style-type: none"> • Protecting trees, woods and forests which will be done by using £8.5 million of funding to do in-depth research into tree diseases • Improving and sustaining valuable woodland assets so that they can contribute to economic growth • Expanding woodland resources with the aim to deliver 12% woodland cover by 2060 • Realising more of our woodlands' value • Deliver strong arrangements that achieve better quality outcomes for the economy, people and nature 	The DPD should increase promotion of community involvement in the management of their local woodlands. Local authorities, businesses and communities are the best to decide their local priorities.
Countryside Agency: The Countryside in and Around Towns – A vision for connecting town and country in the pursuit of sustainable development (2005)	A vision for the landscape of urban/rural fringe environments and how to better manage these areas and make improvements. Key functions for the environment include: a bridge to the country; a gateway to the town; a health centre; a classroom; a recycling and renewable energy centre; a productive landscape; a cultural legacy; a place for sustainable living; an engine for regeneration; and a nature reserve.	The provision of a high quality multifunctional green infrastructure network should be a key aim for the DPD. This should support work already being carried out.
English Nature: Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003)	Aims to help Local Authorities develop policies which acknowledge, protect and enhance the contribution natural spaces make to local sustainability. Three aspects of natural space in cities and towns are discussed: their biodiversity; their ability to cope with urban pollution; ensuring natural spaces are accessible to everyone. The report aims to show how size and distance criteria can be used to identify the natural spaces which contribute most to local sustainability.	The DPD should seek to support the expansion of Accessible Natural Green Space and improve the quality of existing areas.
English Nature: Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for	Aims to help Local Authorities develop policies which acknowledge, protect and enhance the contribution natural spaces make to local sustainability. Three aspects of natural space in cities and towns are discussed: their biodiversity; their ability to	The DPD should seek to support the expansion of Accessible Natural Green Space and improve the quality of existing areas.

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their Implementation (2003)	cope with urban pollution; ensuring natural spaces are accessible to everyone. The report aims to show how size and distance criteria can be used to identify the natural spaces which contribute most to local sustainability.	
The Cultural Agenda South East England Cultural Consortium (2002)	<p>The regional Cultural Strategy seeks to</p> <ul style="list-style-type: none"> • Encompass the Region’s shared memory, experience and identity; • Include minority as well as majority interests; • Support the excellent as well as encouraging the wider and more inclusive participation; • Value the traditional as well as the experimental; • Emphasise lifelong learning and release individual creativity; and • See cultural activity as fundamental to people’s health, well-being and the quality of life in the Region. 	The DPD should support cultural activities in the borough through the appropriate provision of new and improved facilities, and improved accessibility to existing and new facilities elsewhere in the borough.
Hampshire County Council: Hampshire Cultural Strategy (2003)	<p>Currently under review, the strategy aims to strengthen culture in the county through the following key objectives:</p> <ul style="list-style-type: none"> • Enable forward looking, innovative and creative cultures to flourish in the county; • Encourage affordable and easy access to high quality cultural activities and facilities for all; • Facilitate a recognition and understanding of the history of Hampshire and its people, in the context of the United Kingdom, European and world history; • Ensure that the learning opportunities offered by cultural facilities and activities of Hampshire are fully utilised; • Promote and encourage the sharing of the cultures of minority groups within the county; and • Ensure that cultural activity plays an increasing role in the economy of the country in a sustainable way. 	The DPD should support cultural activities through the appropriate provision of new and improved facilities, and improved accessibility to existing and new facilities elsewhere in the borough.
Hampshire Strategic Partnership: Shaping our future together- the Hampshire Sustainable Community Strategy 2008-2018 (2008)	<p>The Sustainable Community Strategy sets out a vision for Hampshire over its ten year time period. The main themes and aims of the strategy are as follows:</p> <p>Safe and strong communities:</p> <ul style="list-style-type: none"> • a strong community spirit where people can get involved in what is going on and makes a positive contribution • low levels of crime and antisocial behaviour, enabling people to go about their lives without fear • safe roads <p>Health and well-being:</p> <ul style="list-style-type: none"> • children have the best possible start in life • people can expect a long and healthy life • facilities for recreation and enjoyment and celebration of local culture • vulnerable people are supported and protected • older people are able to retain their independence <p>Economic prosperity and lifelong learning:</p>	With the borough-wide SCS (see below), the countywide SCS should be a key consideration for the development of the DPD. The DPD should seek to achieve a large degree of integration with the SCS.

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	<ul style="list-style-type: none"> • a good education • a diverse range of training opportunities sufficient to develop skills • opportunities for further learning • attractive employment opportunities near to where people live • an environment which supports business opportunity • a range of housing that is affordable for local people <p>Environment, infrastructure and transport:</p> <ul style="list-style-type: none"> • cities, towns and villages where people enjoy living and are happy to bring up their children • clean rivers and air • protection from flooding • accessibility to an outstanding countryside and coastline • a comprehensive and well maintained infrastructure of roads and public transport across the county • access to international gateways, London and the rest of the UK • high quality, accessible and local public services providing value for money and responsive to communities needs 	
Network Fareham: A Sustainable Community Strategy for Fareham 2010-2020 (2009)	<p>Fareham’s Sustainable Community Strategy (SCS) has been developed by the Local Strategic Partnership, Network Fareham. It sets out the overarching vision for the borough and act as a framework for key agencies such as the Borough Council, County Council, Police, health services and the voluntary and community sector to work within in order to promote the social, environmental and economic wellbeing of the people of Fareham.</p> <p>The overall vision of the SCS is: “To improve the quality of life for all current and future residents by preserving all that is good about Fareham, whilst increasing prosperity and making it an even more inclusive, safe and attractive place to be.”</p> <p>The SCS focuses on seven themes: Children and Young People; Community Engagement; Community Safety; Economic Development; Environment and Transport; Health and Well-being; and Housing.</p>	The Fareham SCS should be central to the development of the DPD: The DPD should seek to achieve a large degree of integration with the SCS.
Fareham Borough Council: Independence, Access and Choice A Strategy For Older People In Fareham 2008 – 2013 (2008)	<p>The strategy seeks to improve the quality of life for older people in Fareham. The strategy has five main aims, as follows:</p> <p>Promote the independence of older people to enable them to lead active lives</p> <ul style="list-style-type: none"> • Help older people to maintain a healthy lifestyle • Help older people to access services • Ensure that agencies work in partnership to provide services which cut across narrow organisational priorities. • Ensure that older people have a voice so that their views are taken into account. 	The DPD should seek to ensure the provision of services and facilities which meets the needs of older people and promote easy access to amenities both within borough.
Equality Act 2010*	<p>The Equality Act 2010 is the law which bans unfair treatment and helps achieve equal opportunities in the workplace and in wider society. The act replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies.</p>	The DPD should seek to ensure provision of goods, services, facilities, public functions, the disposal and management of premises, education and associations, all meets the act’s requirements.

*Most of the provisions came into



Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
force in October 2010. Further provisions came into force in April 2011. Some provisions are outstanding (2012).	The act protects everyone against unfair treatment, on the basis of protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.	
Soil		
DEFRA: Safeguarding our Soils: A Strategy for England (2009)	<p>The Soil Strategy for England outlines the Government's approach to safeguarding soils for the long term. It provides a vision to guide future policy development across a range of areas and sets out the practical steps that are needed to take to prevent further degradation of our soils, enhance, restore and ensure their resilience, and improve understanding of the threats to soil and best practice in responding to them.</p> <p>Key objectives of the strategy include:</p> <ul style="list-style-type: none"> • Better protection for agricultural soils; • Protecting and enhancing stores of soil carbon; • Building the resilience of soils to a changing climate; • Preventing soil pollution; • Effective soil protection during construction and development; and • Dealing with the legacy of contaminated land 	The DPD should seek to limit the loss of the highest quality agricultural land, support a reduction of soil loss and erosion, promote an improvement of soil quality, including a reduction of land contamination, and promote soil protection during the construction activities linked with new areas of development.
National Planning Policy Framework (2012)	<p>Replacing PPS7 (Sustainable development in rural areas), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including conserving and enhancing the natural environment;</p> <p>The planning system should contribute and enhance the natural and local environment by;</p> <ul style="list-style-type: none"> • Protecting and enhancing valued landscapes, geological conservation interests and soils; • Recognising the wider benefits of ecosystem services; • Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. <p>Planning policies and decisions should also ensure that:</p> <ul style="list-style-type: none"> • The site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising 	The DPD should seek to limit the loss of higher quality agricultural land and valued geology.

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<p>from that remediation;</p> <ul style="list-style-type: none"> • after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and • adequate site investigation information, prepared by a competent person, is presented. <p>Plans and decisions should encourage effective use of brownfield sites and take into account the economic benefits of agricultural land when assessing development. The presence of best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification), should be taken into account alongside other sustainability considerations. Where significant development of agricultural land is unavoidable, local planning authorities should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations.</p>	
<p>Soils Lead Coordination Network: Soils and the Natural Heritage: a Vision by the Soils LCN for the Protection of the UK Soil Resource and Sustainable Use of Soils (2007)</p>	<p>This document sets out the Soils Lead Coordination Network's vision for soil conservation.</p> <p>The "desired outcomes" of the vision are as follows:</p> <ul style="list-style-type: none"> (i) Maintaining the diversity and biodiversity of UK soils; (ii) Controlling and when appropriate reversing loss of soil carbon and water-holding capacity; (iii) Reducing accelerated soil erosion and sediment transport into watercourses; and (iv) Ensuring appropriate status of soils in mitigation and remediation scenarios to control the impact of climate change. 	<p>The DPD should seek to reflect the vision presented in the document by seeking to support a reduction of soil loss and erosion, promote an improvement of soil quality, including a reduction of land contamination, and promote soil protection during development.</p>
Water		
<p>Water Framework Directive 2000/60/EC</p>	<p>This provides an overarching strategy, including a requirement for EU Member States to ensure that they achieve 'good ecological status' by 2015. River Basin Management Plans were defined as the key means of achieving this.</p>	<p>The DPD should seek to ensure that water quality is not negatively affected by planned developments, including regarding surface run-off during and after construction which could lead to a deterioration in quality of local watercourses.</p>
<p>The Water Act (2014)</p>	<p>This act makes provisions about the water industry. It highlights compensation for modification to abstract water; about main river maps; records of waterworks; for the regulation of the water environment; about the provision of flood insurance; about internal drainage boards and about Regional Flood and Coastal Committees</p>	<p>The DPD should regulate the water environment and promote sustainable use of water resources.</p>
<p>DTI Building a Better Quality of Life: A Strategy for More Sustainable Construction (2000, currently under review)</p>	<p>Encourages construction industry to adopt a more sustainable approach towards development; identifies ten Themes for Action, which include conserving water resources.</p>	<p>The DPD should support water efficiency, the use of sustainable urban drainage systems and appropriate layout to support water quality and quantity.</p>
<p>DEFRA The Water Environment (Water Framework Directive)</p>	<p>Requires all inland and coastal waters to reach "good status" by 2015. This is being done by establishing a river basin structure within which demanding</p>	<p>The DPD should support development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves</p>

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
(England and Wales) Regulations (2003)	environmental objectives are being set, including ecological targets for surface waters.	water quality and facilitates water conservation and reuse.
National Planning Policy Framework (2012)	<p>Replacing PPS23 (Planning and Pollution Control), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment, and Meeting the challenge of climate change, flooding and coastal change;</p> <p>The planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. <p>In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment.</p> <p>Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.</p> <p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:</p> <ul style="list-style-type: none"> applying the Sequential Test; if necessary, applying the Exception Test; safeguarding land from development that is required for current and future flood management; using opportunities offered by new development to reduce the causes and impacts of flooding; and where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations. 	<p>The DPD should treat potential pollution from new development as a material consideration, help realise opportunities for the remediation of contaminated The DPD should set out the criteria against which applications for potentially polluting developments will be considered in accordance with of NPPF.</p> <p>The DPD should seek to ensure development does not take place in flood risk areas, and does not increases flood risk in existing or potential (due to climate change) flood risk areas. It should also seek to ensure that new development proposals utilise the SFRA which has been carried out sub regionally, and apply the sequential/exception test where appropriate.</p>
Environment Agency: Water Resources for the Future: A Strategy	Looks at the steps needed to manage water resources to the 2020s and beyond, with the overall aim of improving the environment while allowing enough water for	The DPD should promote development which limits the risk of flooding, improves water quality and facilitates water conservation and

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
for England and Wales (2001, reviewed 2005)	human uses.	reuse.
Future Water: The government's water strategy for England	Sets out how they want the water sector to look by 2030. They aim to improve water resources for wildlife, humans and habitats. Their vision is for sustainable delivery of secure water supplies in a protected water environment.	The DPD should discourage water waste and promote the sustainable use of water resources.
Environment Agency: Building a Better Environment: A Guide for Developers (2006)	Guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including managing flood risk, surface water management, use of water resources, preventing pollution.	The DPD should promote development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse.
Environment Agency: Building a Better Environment (2013)	Guidance on key environmental issues throughout the development process. It highlights the fact that developers need to consider the health of the environment when planning, designing and managing their construction. They give advice on issues including providing green infrastructure, sustainable construction and design, managing the risk of flooding and managing waste.	The DPD should promote development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse. The DPD should promote knowledge regarding sustainable construction, climate change and ecosystem services.
Environment Agency: Groundwater Protection: Policy and Practice (2007)	The Environment Agency is the statutory body responsible for the protection and management of groundwater resources in England & Wales. The Environment Agency have set out a framework for the regulation and management of groundwater in a set of documents, collectively known as Groundwater Protection: Policy and Practice (GP3). In these documents the Environment Agency describe their aims and objectives for groundwater, their technical approach to its management and protection, the tools to be used and the policies and approach to the application of legislation. The documents also provide a route map to other policies, strategies, procedures and technical resources related to groundwater.	The DPD should seek to protect the quality and quantity of groundwater in the wider area through promoting development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse. The presence of the Source Protection Zones in the east of the borough will require close management of surface water runoff to protect groundwater.
Groundwater Protection: policies and practice (GP3) Part 4 Draft for consultation	Sets how how to manage and protect groundwater. The aim is to bring benefits to land, wildlife, food risk manage and ensure wise resource use whilst reflecting the need to act to reduce climate change and its consequences.	The DPD should seek to protect the quality and quantity of groundwater in the wider area through promoting development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse. The presence of the Source Protection Zones in the east of the borough will require close management of surface water runoff to protect groundwater.
POS, LGA: Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (2006)	Recommends ways of integrating benchmarks for sustainable building into Local Development Frameworks. Includes a definition of sustainable building, covering design and construction practice, and water conservation techniques. These include water efficiency measures such as dual flush WCs, rainwater collection and greywater recycling, and a maximum standard for water use in hotels and offices.	The DPD should support water efficiency, the use of sustainable urban drainage systems and appropriate layout to support water quality and quantity.
Defra and Environment Agency, River Basin Management Plan South East River Basin District (2009)	The River Basin Management plan focuses on the protection, improvement and sustainable use of the water environment. This plan has been prepared under the Water Framework Directive, which requires all countries throughout the European Union to manage the water environment to consistent standards. The plan describes the river basin district, and the pressures that the water environment faces. It highlights what this means for the current state of the water environment, and what actions will be taken to address the pressures. It sets out what	The DPD should seek to support improvements to the area's water environment, including on the River Meon and Wallington River. In this context it should support development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse.

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<p>improvements are possible by 2015 and how the actions will make a difference to the local environment – the catchments, estuaries, the coast and groundwater. Of relevance to the DPD, the status and objectives for the Wallington River and River Meon have been established through the River Basin Management Plan.</p>	
<p>River basin management plans (RBMP) (2014)</p>	<p>They set out how to work together to improve the water system. For each district RBMPs set out:</p> <ul style="list-style-type: none"> • State of the water environment • Pressures affecting the water environment • Objectives for protecting and improving the water environment • Actions or measures needed to achieve the objective. 	<p>The DPD should seek to support improvements to the area's water environment. In this context it should support development which reduces the frequency and severity of pollution events, limits the risk of flooding, improves water quality and facilitates water conservation and reuse.</p>
<p>Partnership for Urban South Hampshire: PUSH Integrated Water Strategy (2008)</p>	<p>The Strategy examines the options and risks, particularly in regard to water supply, water quality and impacts on European conservation sites, associated with the implementation of the policies for South Hampshire in the (then) draft South East Plan. This study takes forward recommendations made in the Integrated Water Management Overview commissioned in 2006. The aspects relevant to the Local Development Framework include related to the following:</p> <ul style="list-style-type: none"> • The sustainable housing agenda should continue to be promoted; • Planning requirements for additional infrastructure should be clarified; • Efforts should be made to identify the benefits of securing reductions in diffuse pollution and the locations where this would be most beneficial; • The implications of the forthcoming Water Framework Directive should be examined; • Improved planning for development in flood risk areas; • Ensure that existing communities are satisfactorily protected from flooding; • Seek to increase the Standard of Protection for new and existing communities; • Review and update SFRAs; • Establish a recording and monitoring strategy for surface water flooding and develop surface water and groundwater management plans as an effective response; • Review critical infrastructure at risk of flooding; • Develop coordinated sub-regional policies and guidance; • LDF preparation to address water issues; • The determination of planning applications should have greater regard to water management issues; and • Increased working with partners. 	<p>The DPD should seek to support the recommendations outlined by the strategy and secure their implementation through development.</p>
<p>Atkins, Environment Agency, Partnership for Urban South Hampshire: Partnership for Urban South Hampshire Strategic Flood Risk Assessment (2007)</p>	<p>A Strategic Flood Risk Assessment was completed for the PUSH area in December 2007. The document summarises the background and policy for the development of SFRAs, the guiding principles for undertaking a SFRA, the outputs of the SFRA and strategic flood risk management guidance for the various Local Planning Authorities in the PUSH area.</p>	<p>The DPD should have full regard to the outcome of the SFRA carried out locally. This will be a vital document to help the area adapt to increases in flood risk brought about by the effects of climate change. It should also seek to ensure that any development fully utilises the SFRA, and where appropriate the sequential and exception tests.</p>

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
<p>Environment Agency: East Hampshire Catchment Abstraction Licensing Strategy (2013)</p>	<p>This Licensing Strategy sets out how water resources are managed in the East Hampshire CAMS area. It provides information about where water is available for further abstraction and an indication of how reliable a new abstraction licence may be.</p> <p>The strategy was produced in February 2013 using evidence and information gathered during the Catchment Abstraction Management Strategy (CAMS) process which it supersedes. Through this process the Environment Agency considers the impact of abstraction at all flows. This helps to manage future abstraction more sustainably.</p> <p>The document provides information on the geology and hydrology within the East Hampshire CAMS area and resource availability in terms of surface and groundwater and reliability of abstraction within the CAMS area. It also details how abstractions are managed within the CAMS area, including the principles that guide licence application assessment; the abstraction licence application process; opportunities for license trading; new authorisations and restoring sustainable abstractions.</p>	<p>The DPD should seek to support sustainable water management and promote the sustainable use of water resources.</p>
<p>Southern Water: Water Resources Management Plan 2010-2035 (2009)</p>	<p>The Water Industry Act 1991, as amended by the Water Act 2003, places a requirement on all water companies to prepare a Water Resources Management Plan (WRMP).</p> <p>The Water Resources Management Plan sets out how Southern Water proposes to ensure that there is sufficient security of water supplies to meet the anticipated demands of all its customers over the 25-year planning period from 2010 to 2035. It aims to address the following issues:</p> <ul style="list-style-type: none"> • Security of water supplies; • New housing; • Climate change; • Energy use; • Impacts of environment legislation; and • Providing best value to customers 	<p>The DPD should seek to support sustainable water management and promote the sustainable use of water resources.</p>
<p>Portsmouth Water: Water Resources Management Plan (2009)</p>	<p>The Water Resources Management Plan for Portsmouth Water proposes the following actions:</p> <ul style="list-style-type: none"> • The development of a Farlington Washwater Recovery Plant by 2011/12. • Initiating a Leakage Savings Programme which will reduce leakage levels from the current target of 29.7 MI/d to a new target of 26.7 MI/d by 2014/15. 	<p>The DPD should seek to support sustainable water management and promote the sustainable use of water resources.</p>

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<ul style="list-style-type: none"> • Instigating a promotional Water Efficiency Programme which will include sending cistern devices to all customers starting in 2010/11. The programme will be repeated on a five-yearly basis as the devices only have a short life expectancy. • Beginning a 25 year programme of Compulsory Metering for all domestic households, where practicable, beginning in 2010/11. The Company plans a targeted programme which will minimise the overall costs of meter installation. • Developing Additional Boreholes at Lavant and Brickkiln Water Treatment Works within the currently licensed abstraction limits by 2014/15 and continuing the development of Havant Thicket Winter Storage Reservoir for completion by 2021 • Promoting a programme of Retrofit Fitting of Dual Flush Devices in toilets from 2015/16. 	
Portsmouth Water Resource Management Plan (2014)	<p>Long term planning for the provision of public water supplies is a vital aspect for the security of water supply to customers whilst respecting the needs of the environment. The expectations of this plan are:</p> <ul style="list-style-type: none"> • Falling per capita consumption • Falling leakage as a result of reductions in supply pipe leakage • Taking into account longer term supply challenges including issues with climate change • Meets the commitment to further work set out in the last Water Resources Management Plan 	The DPD should seek to support sustainable water management and promote the sustainable use of water resources.
<p>National Policy Statements : Water Supply NPS*</p> <p>* This NPS has not been published in draft yet (2012).</p>	<p>It sets out the Government's policy for delivery of major infrastructure, relating to the mitigation of, and adaptation to, climate change.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
<p>National Policy Statements : Waste Water NPS</p> <p>*This NPS is not in force (Consultation started 16 November 2010 and ended 22 February 2011 – not yet designated)</p>	<p>It sets out the Government’s (England only, including national project in England) policy for the provision of major waste water infrastructure, enabling the planning system to be rapid, predictable and accountable. Major waste water infrastructure is defined as;</p> <ul style="list-style-type: none"> • construction of waste water treatment plants which are expected to have a capacity exceeding a population equivalent⁴ of 500,000 when constructed; or • alterations to waste water treatment plants where the effect of the alteration is expected to increase by more than a population equivalent of 500,000 the capacity of the plant. <p>Waste water (generally a mixture of domestic waste water from baths, sinks, washing machines and toilets, and waste water from industry. It will often also contain rainwater run-off from roofs and other impermeable surfaces).</p> <p>This NPS, includes a policy and guidance section on generic environmental impacts and mitigation.</p>	<p>N/A</p>
<p>River Hamble to Portchester Coastal Flood and Erosion Risk Management Coastal Defence Strategy – in development</p>	<p>The current approach to managing our coastline is made up of three tiers. The highest level tier is to produce a Shoreline Management Plan, which sets out high level policies across long sections of coastline over 100 years.</p>	<p>The DPD should support the delivery of the Coastal Defence Strategy, and individual schemes which it identifies as necessary.</p>
<p>River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (2014)</p>	<p>Large parts within the Strategy area are already defended, however the condition and remaining life of the defences and protection given by them are highly variable. This means there are large areas of lower lying land across Gosport and Fareham that are at risk of flooding. This strategy is made up of policies to defend against flooding and erosion.</p>	<p>The DPD should support the delivery of the Coastal Defence Strategy, and individual schemes which it identifies as necessary.</p>

Policy / Plan / Programme	Main environmental / socio-economic objectives	How the PPP affects, or is affected by the Fareham LPR
	<p>The North Solent Shoreline Management Plan was approved in 2010 and sets the policies along the coastline for Fareham. The second tier is to produce a strategy for a selected area of coastline. The strategy will define how to deliver these high level policies for smaller more local areas, and determine implementation plans for any required schemes that are technically, economically and environmentally sound. The third tier is for detailed design and delivery of schemes.</p> <p>The River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy will look at the high level policies set by the North Solent Shoreline Management Plan for this stretch of coastline and will determine the best approach for delivering the policies and implementing plans for any schemes that the strategy has identified as needed for this area.</p> <p>The strategy covers 50 km of coastline between the River Hamble (Hook Spit) in the West and Portchester in the East. The area is host to two major settlements, Gosport and Fareham, and includes a mixture of coastline features such as low eroding cliffs and shingle beaches on the open coast, and low lying estuarine floodplains within Portsmouth Harbour.</p> <p>The strategy works will be undertaken in 2 phases:</p> <p>Phase 1 is the Scoping phase, where work is done to assess and compile information which is required to develop a comprehensive, sustainable strategy that promotes technically, environmentally and economically sound defence measures for the coast.</p> <p>Phase 2 is the Development phase, where outputs of the scoping phase will be an agreed brief for the development phase. This will enable the project team to ensure a proportionate approach is taken to developing the strategy, ensuring all existing information of benefit can be utilised and developed, and any unnecessary works avoided.</p> <p>Work has begun on the Scoping phase of the strategy, which was due to be completed in August 2012.</p>	

Appendix IV: Sustainability Appraisal Framework

Please see insert.

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SEA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan Review

#	SEA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Receptors
1	To provide good quality and sustainable housing for all	Q1a	Deliver affordable housing to meet local needs	Housing; Population and quality of life
		Q1b	Provide a mix of dwelling sizes and types to support the local housing market	
		Q1c	Meet the needs of specific groups (e.g. the elderly, disabled, young, families)	
		Q1d	Provide housing that is designed and constructed sustainably	
		Q1e	Provide housing that is adaptable to meet changing family needs and the changing climate	
2	To conserve and enhance built and cultural heritage	Q2a	Assess, record and preserve archaeological features	Landscape; Historic environment
		Q2b	Preserve and enhance buildings and structures of architectural or historic interest	
		Q2c	Preserve and enhance the setting of cultural heritage assets	
		Q2d	Support access to, interpretation and understanding of the historic environment	
3	To conserve and enhance the character of the landscape	Q3a	Minimise adverse impacts on the landscape including gaps between settlements	Landscape; Historic environment; Green infrastructure and
		Q3b	Protect and enhance the setting of, and views to and from important landscape features including Portsdown Hill, the South Downs National Park and the coast	
		Q3c	Protect and enhance the setting of important townscapes	

SEA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan Review

#	SEA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Receptors
4	To promote accessibility and encourage travel by sustainable means	Q4a	Actively encourage 'smarter choices' including public transport, walking and cycling	Accessibility and transportation; Population and quality of life; Air quality; Climate change; Green infrastructure and ecosystems services
		Q4b	Provide appropriate travel choices for all residents including the needs of specific groups (e.g. the elderly, disabled, young, families)	
		Q4c	Promote mixed use development with good accessibility to local services that will limit the need to travel	
5	To minimise carbon emissions and promote adaptation to climate change	Q5a	Reduce energy consumption from non-renewable resources	Air quality; Climate change; Material assets; Green infrastructure and ecosystems services
		Q5b	Generate energy from low or zero carbon sources	
		Q5c	Minimise carbon and other greenhouse gas emissions	
		Q5d	Sustainably manage water run-off, ensure that the risk of flooding is not increased (either on site or downstream) and where possible reduce flood risk	
		Q5e	Support adaptation to climate change	
6	To minimise air, water, light and noise pollution	Q6a	Maintain and where possible improve air quality	Air quality; Population and quality of life; Water; Green infrastructure and ecosystems services
		Q6b	Protect groundwater, especially in the most sensitive areas (i.e. source protection zones)	
		Q6c	Maintain and where possible improve water quality	
		Q6d	Limit contributions to noise and light pollution and reduce exposure to existing sources of pollution	

SEA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan Review

#	SEA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Receptors
7	To conserve and enhance biodiversity	Q7a	Protect and enhance internationally and nationally designated habitats	Biodiversity and geodiversity; Green infrastructure and ecosystems services
		Q7b	Protect and enhance locally designated habitats	
		Q7c	Protect and enhance priority habitats, and the habitat of priority species	
		Q7d	Achieve a net gain in biodiversity	
		Q7e	Enhance biodiversity through the restoration and creation of well-connected multifunctional green infrastructure	
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials)	Q8a	Minimise water consumption and support sustainable levels of water abstraction	Material assets; Soil; Water; Green infrastructure and ecosystems services
		Q8b	Use land efficiently and minimise the loss of best and most versatile agricultural land	
		Q8c	Encourage recycling of household waste	
		Q8d	Encourage recycling of materials and minimise consumption of resources during construction	
9	To strengthen the local economy and provide accessible jobs available to residents of the borough	Q9a	Provide accessible jobs	Population and quality of life; Economic factors; Green infrastructure and ecosystems services
		Q9b	Provide a range of jobs and premises	
		Q9c	Facilitate skills enhancement	
		Q9d	Contribute to a low carbon economy	

SEA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan Review

#	SEA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Receptors
10	To enhance the vitality and viability of centres and respect the settlement hierarchy	Q10a	Meet the day to day needs of residents near to where they live	Population and quality of life; Economic factors; Green infrastructure and ecosystems services
		Q10b	Support the vitality and viability of nearby existing and proposed centres	
		Q10c	Respect, maintain and strengthen local distinctiveness and sense of place, and promote high quality urban design	
11	To create a healthy and safe community	Q11a	Provide accessible and appropriate healthcare services and facilities for all residents	Health; Population and quality of life; Green infrastructure and ecosystems services
		Q11b	Provide an appropriate range of formal and informal sports and recreation facilities that are accessible to all	
		Q11c	Minimise opportunities for criminal and anti-social behaviour and the fear of crime	
		Q11d	Provide opportunities to gain access to locally-produced fresh food	
		Q11e	Provide suitable education services for all who require it	
		Q11f	Provide a range of cultural, leisure and community facilities that are accessible by all	



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