

Sustainability Appraisal of the Welborne Plan

Sustainability Report on the Publication Welborne Plan, published for public representations

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Abbreviations

AAP	Area Action Plan	NOx	Nitrogen oxides
AQMA	Air Quality Management Area	NPPF	National Planning Policy Framework
ATLAS	Advisory Team for Large Applications	ODPM	Office of the Deputy Prime Minister
BAP	Biodiversity Action Plan	ONS	Office of National Statistics
BMV	Best and Most Valuable	PAYE	Pay-as-you-earn
BOA	Biodiversity Opportunity Area	PPPs	Policies, plans and programmes
BRE	Building Research Establishment	PUSH	Partnership for Urban South Hampshire
CAMS	Catchment Abstraction Management Strategy	RVEI	Road Verges of Ecological Importance
CO ₂	Carbon dioxide	SA	Sustainability Appraisal
CLG	Department of Communities and Local Government	SAC	Special Area of Conservation
DPD	Development Plan Document	SANG	Suitable Alternative Natural Greenspace
DEFRA	Department of the Environment, Food and Rural Affairs	SDA	Strategic Development Area
FBC	Fareham Borough Council	SDMP	Solent Disturbance Mitigation Project
GI	Green Infrastructure	SEA	Strategic Environmental Assessment
GIS	Geographic information systems	SFRA	Strategic Flood Risk Assessment
HCA	Homes and Community Agency	SI	Statutory Instrument
HCC	Hampshire County Council	SINC	Site of Importance for Nature Conservation
HGV	Heavy Goods Vehicle	SPA	Special Protection Area
HLA	High Level Assessment	SPZ	Source Protection Zones
HRA	Habitats Regulations Assessment	SSSI	Site of Special Scientific Interest
HWRC	Household Waste Recycling Centre	SuDS	Sustainable Drainage Systems
IMD	Indices of Multiple Deprivation	UKCIP	UK Climate Impacts Programme
LBAP	Local Biodiversity Action Plan	VOC	Volatile Organic Compounds
LDF	Local Development Framework	WRAP	Waste and Resources Action Programme
LNR	Local Nature Reserve	WRMP	Water Resource Management Plan
NCNF	New Community North of Fareham	µg/m ³	Micrograms per cubic meter
NH ₃	Ammonia		
NO ₂	Nitrogen dioxide		



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Sustainability Appraisal for the Welborne Plan

**Sustainability Report on the Publication Draft
Welborne Plan - Non Technical Summary**

January 2014

Non Technical Summary

About Sustainability Appraisal

A Sustainability Appraisal (SA) is being carried out alongside the development of the Welborne Plan.

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.

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

About the Welborne Plan

The Welborne Plan is a development plan which sets out what the new community in the north of Fareham borough, named Welborne, will be like. Designed to guide decision-making on future planning applications for the site, it will include planning policies and Policy Map which delineates the area within which policies will apply and allocates certain land uses. These are accompanied by a Strategic Framework Diagram which is a spatial expression of the planning policies. As part of the evidence base a Concept Masterplan has been developed as a visual illustration of how the plan might be delivered.

The Publication Draft Welborne Plan provides for around 6,000 new homes, 20ha of employment land, and supporting infrastructure and services. Accompanying the Fareham Core Strategy, the Fareham Development Sites and Policies Plan and the Hampshire Minerals and Waste Plan, the Welborne Plan is one of four documents which will make up the Fareham Local Plan.

Purpose and Content of the Sustainability Report

The purpose of this Sustainability Report is to:

- ▶ Identify, describe and evaluate the likely significant effects of the Welborne Plan and its reasonable alternatives; and
- ▶ Provide an opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SA process which has been carried out to date.

The Sustainability Report contains:

- ▶ An outline of the contents and main objectives of the Welborne Plan and its relationship with other plans, programmes and strategies;
- ▶ Relevant aspects of the current state of the environment and key sustainability issues for the borough;
- ▶ The SA Framework of objectives and decision-making criteria against which the Welborne Plan has been assessed;
- ▶ The appraisal of alternative options for the Welborne Plan;
- ▶ A summary of the appraisal carried out for early versions of the Welborne Plan;
- ▶ The likely significant effects of the Welborne Plan in sustainability terms;

- ▶ The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects which may arise as a result of the Welborne Plan;
- ▶ A description of the measures envisaged concerning monitoring; and
- ▶ The next steps for the SA.

The Sustainability Appraisal Scoping Stage

An SA Scoping Report was prepared and submitted to stakeholders in July 2012. This set out the intended scope and level of detail to be included in the Sustainability Report and included a plan, programme and strategy review, an evidence base for the assessment, key issues and environmental challenges to address, and an SA Framework against which the Welborne Plan can be assessed. Following consultation on the Scoping Report, the information presented in the document was updated to take account of the responses received. The baseline information on which the assessment is based has since been updated to take account of new evidence studies completed in recent years.

Assessment of Alternative Options

Following the conclusion of the scoping stage, the SA team contributed to the development of options work carried out for the Welborne Plan. The purpose of this interaction between the SA and the Welborne Plan was to inform and influence initial stages of the plan's development and to provide an early and effective sustainability input.

Sustainability Appraisal Options Assessment Report (April 2013)

In early 2012, as part of development of the Welborne Plan, initial masterplanning (also known as 'concept masterplanning') was undertaken to identify options for the broad location of uses on the site, including homes, employment areas, schools and open spaces. This resulted in the preparation of an options consultation document, which was released for consultation in July 2012. Following consultation on the document in summer 2012, a number of further options for Welborne were distilled from the masterplanning work, consultation responses and ongoing work with landowners and stakeholders.

The Sustainability Appraisal Options Assessment Report (April 2013) presented an appraisal of the main masterplanning options that were consulted on during summer 2012, together with the additional options that were subsequently identified. A total of 110 separate options were appraised using a high level assessment technique. The main purpose of this stage was to provide plan-makers with information on the sustainability performance of each option, to inform and influence their selection for the preferred approach set out in the Draft Welborne Plan. It was undertaken iteratively over the six months between November 2012 and April 2013, with each iteration being passed back to planning officers for information and review.

Detailed assessment of alternative options (summer/autumn 2013)

During summer/autumn 2013, a range of options which had been assessed at the high level stage as leading to complex, negative or uncertain effects were subject to further assessment. Additional options which had been generated during and following consultation on the Draft Welborne Plan were also assessed at this time. The purpose of this stage was to inform and influence

decisions that were being taken on which policy proposals to include in the Publication Draft Welborne Plan.

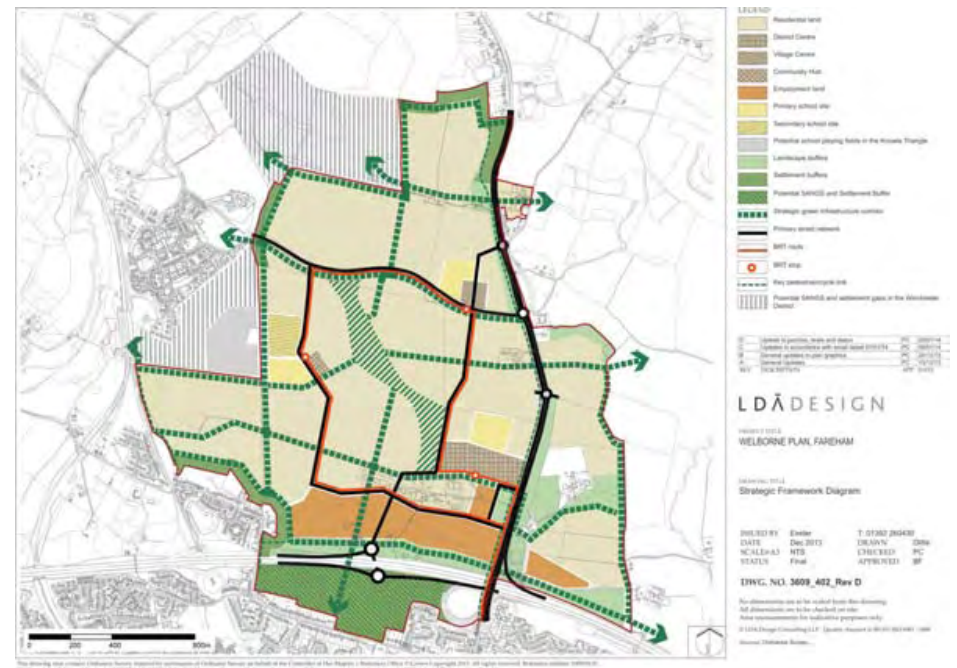
Sustainability Report on the Draft Welborne Plan (October 2013)

In autumn 2013 the Council took the opportunity to re-consult on the Draft Welborne Plan (unchanged from April 2013) and publish the first full Sustainability Report alongside it. The Sustainability Report addressed the full suite of requirements of an Environmental Report as defined by the SEA Directive.

The Sustainability Report presented a re-cap of the findings of the Options Assessment Report, and how these had influenced the contents of the Draft Plan. It then subjected all Draft Plan policies to high level assessment, and a number were also taken forward for more detailed assessment. The compatibility of the Welborne Plan's objectives was tested against the SA Objectives, and the cumulative, synergistic and secondary effects of the plan were appraised. The Sustainability Report concluded with a summary of the appraisal by sustainability theme, recommendations and an outline proposed monitoring framework.

Assessment of the Publication Draft Welborne Plan

The current Sustainability Report accompanies the Publication Draft Welborne Plan, a visual expression of which is given in the Strategic Framework Diagram opposite. The report presents an overall assessment of the Welborne Plan as currently proposed, and presents the rationale for selection of preferred policies, and the reasons for rejecting their alternatives. As with the previous stage, it also addresses the full suite of requirements of an Environmental Report as defined by the SEA Directive.



The findings of the appraisal of the Publication Draft Plan can be summarised as follows:

Summary of significant effects of the Publication Draft Welborne Plan

Accessibility and transportation

The development of Welborne, incorporating 6,000 dwellings by 2036, c.20ha of employment land and associated infrastructure, coupled with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demands on already congested transport networks in the area, including the M27, A27 and A32. However, several of the proposed policies aim to reduce the effects of Welborne on transport networks by introducing a range of transport interventions to improve the flow of road traffic and reduce the need to travel by car.

A major junction improvement is planned for the M27 junction 10, which will be the principal point of access to the strategic road network, while a new spine network within the new community will distribute traffic to different places within Welborne, and provide at least four connections to the A32. The A32 itself will be subject to a range of treatments to calm traffic and provide for several safe crossing points between the eastern and western development zones. Transport modelling carried out to establish the traffic impacts of proposed development indicates that volumes of traffic will decrease on some of the more congested strategic roads, including parts of the M27 and A27. Despite this, significant increases in traffic volumes will occur in some locations, and the Plan aims to deliver a number of local road improvements to improve traffic flow, capacity and safety, while reducing rat-running in Funtley, Knowle and Wickham.

The Plan seeks to ensure key areas within Welborne are linked by sustainable modes of transport. For example the Plan aims to ensure that primary and secondary schools, employment land and residential areas will all be accessible by public transport and walking and cycling networks. But residual effects are nonetheless likely as a result of increasing traffic flows.

Air quality

Existing air quality in the plan area is dominated by the road network, and in particular is affected by the proximity of the M27 motorway to the site. The allocation of employment land within Welborne has been designed to make an efficient use of land which would be unsuitable for residential uses because of air quality and noise impacts emanating from the motorway. However, air quality may worsen in locations close to new or upgraded road junctions, or roads which are predicted to receive significantly increased volumes of traffic.

Biodiversity, flora and fauna

The plan area consists largely of arable fields and improved grassland habitats, much of which is of relatively low intrinsic nature conservation

value, but a range of botanically rich habitats are present locally with the potential to support notable, protected and priority species. Remnants of ancient semi-natural woodland survive at the western site boundary near Knowle and along the east verge of the A32 southern section, and there are six current or proposed Sites of Importance to Nature Conservation on site or adjacent. These locally important habitats are all at risk of impact during both construction and operation and will need special consideration to ensure their continued contribution to nature conservation. Initial field survey work has confirmed that the site supports a range of nationally and European protected species, including badger, bats, birds, dormouse, great crested newt and reptiles.

The Plan seeks to ensure that a full assessment of the impacts on habitats and protected species is carried out, to protect and enhance existing patches of species-rich habitat and populations of protected species on-site. Landscaping and green infrastructure proposals aim to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented. Overall, short-term significant effects to locally important habitats and populations of protected species could occur, but in the long-term the Plan presents a considerable opportunity for biodiversity gain.

The accompanying Habitats Regulations Assessment has examined a range of possible effects on internationally important Special Areas of Conservation and Special Protection Areas in and around the borough. It has concluded that adverse effects on the integrity of the sites in relation to all but one of these impacts are unlikely to occur. Impacts associated with waste water treatment and discharge cannot be fully assessed at the current stage because the preferred wastewater option has not yet been defined.

Climate change

Development of 6,000 dwellings, c.20ha of employment land and associated uses within Welborne will increase greenhouse gas emissions by

expanding the built footprint of Fareham borough.

The Welborne Plan will support the use of sustainable modes of transport, including Bus Rapid Transit, buses, walking and cycling, and aims to limit traffic growth and reduce the need to travel. This will support climate change mitigation by limiting carbon emissions from transport. The Energy policy and High Level Development Principles help to limit emissions from homes, community buildings and employment premises through high energy efficiency standards and the development of localised renewable energy generation. Nevertheless, the Plan is predicted to make a residual contribution to climate change due to increasing carbon emissions.

Although the plan area is not within a zone of elevated flood risk, proposed policies require flood risk assessments to demonstrate that development will not increase flood risk on the site or elsewhere. This will be supported by the Plan's requirement for sustainable drainage systems.

Economic factors

The development of 6,000 dwellings, c.20ha of employment land and associated uses will increase the local market for goods, services and amenities. This will support the economic vitality of Welborne and the surrounding area and provide new employment opportunities locally. The Welborne Plan includes measures to support business start-ups and facilitate the growth of small businesses, while requirements for local employment and skills training during construction are included within the implementation plan. Overall, the plan is considered to have a positive impact on economic factors.

Health

Health and wellbeing in Welborne will be supported by the Plan's encouragement of healthier modes of travel. This includes policies' on high quality pedestrian and cycle networks and enhanced public transport links. Opportunities for health and wellbeing will also be provided by the development of high quality open spaces, accessible natural greenspace,

sports and recreation facilities, formal and informal play and green corridors through the green infrastructure strategy of the Plan.

Demographic trends such as an ageing population are likely to have implications for the provision of health services locally. In this context the Plan's focus on local service provision and ensuring that new areas of development are easily accessible to new residential areas will support the effectiveness of local health care provision in Welborne. Overall, the Plan is predicted to have a positive effect on human health by distributing sensitive land uses to avoid possible hazards, and providing for new health care facilities and substantial amounts of new sports and recreational facilities.

Historic environment

A number of features and areas of historic importance exist within and near to the plan area. For example, to the west of the A32 are the Grade II* listed Dean Farmhouse and the recently discovered Neolithic long barrow. To the east of the A32, the proposals will affect the setting of the Lodge and Boundary Oak School, including the historic parkland at Roche Court. The setting of North Fareham Farmhouse and Mill House (Forest Lane), lying just outside the eastern policy boundary, will also be affected. In the wider area, views from and the setting of, historic landscapes and views associated with Fort Nelson on Portsdown Hill, the Forest of Bere, and historic settlement of Wickham will be altered. The Plan seeks to protect and enhance significant cultural heritage features and ensure new uses are consistent with the conservation of heritage assets. The Plan requires all new development to adhere to a Heritage Strategy and Historic Environment Management Plan.

In summary, residual impacts are considered to be both positive and negative; the Plan provides an opportunity to discover, record and preserve heritage features, and present them to the community, but nonetheless the setting of some features will be permanently altered and there is a risk of loss or damage to unknown buried assets during construction.

Housing

The Welborne Plan will support the delivery of around 6,000 dwellings in Welborne in the period to 2036, thereby making a significant contribution to the housing needs of the borough and wider housing market area. The Plan sets the framework for varying types and tenures of housing in Welborne, including market housing, affordable housing, private rented housing and specialist housing for older people.

The sustainability and efficiency of new housing in Welborne is promoted by the Plan which seeks to optimise energy and water efficiency in new dwellings, including the requirement for 10% of new dwellings to be built to 'Passivhaus' standard. This will be supported by the installation of water meters in all residential dwellings. The quality and vitality of residential areas and neighbourhoods will benefit from the development of comprehensive walking and cycling networks and multifunctional green infrastructure, and the integration of residential areas with other land uses. Overall, the Welborne Plan is considered to have a significant positive effect on the housing objective.

Landscape

Landscape sensitivity analyses show that the centre of the proposed allocation is an area of low landscape sensitivity, but that the site's fringes to the north, south, east and west are medium sensitivity, while areas of high sensitivity associated with the Forest of Bere and Portsdown Hill lie to the north and east respectively. The Welborne Plan sets out a response to these constraints, including an accompanying landscape strategy which aims to prevent or significantly reduce views of Welborne from Wickham and the South Downs National Park to the north, and defines character areas within the policy boundary.

Important elements of the Plan's approach to structural landscaping include the new central park in the Downland area, buffers to maintain separation from existing settlements, woodland belts to provide screening and to

break views from the east of the A32, and enhancements to the visual separation of Wickham and Fareham. The Plan's focus on the development of high quality green infrastructure networks in Welborne as an integral part of wider sub-regional networks will support the quality of townscape and landscape in the area, and provide a key means of creating a high quality built and natural environment. Nevertheless, the scale of development proposed and allocation of land to the east of A32 in an area of medium landscape sensitivity will result in unavoidable residual impacts on landscape character.

Material assets

The layout of the new community responds to material asset constraints on site, including the gas mains which traverse the site from north-west to south-east. Opportunities to extract resources from the Minerals Safeguarding Area to the site's fringes should be explored during the design and phasing of development proposals. As discussed above in relation to climate change, the Plan seeks to encourage energy efficiency and the development of low and zero carbon energy generation.

The Plan aims to minimise waste and encourage recycling in Welborne by requiring that all domestic properties incorporate storage facilities for recyclables as part of their design. The Plan also allocates a new Household Waste Recycling Centre within the employment area to avoid negative effects on residential amenity. However, construction and operation of the new community will inevitably result in significant resource usage and the Plan is assessed as leading to mixed effects in this respect.

Population and quality of life

The Plan provides for a wide range of residential, employment and community land types within Welborne, including services, facilities and amenities within district and local centres and the community hub which are in close proximity and easily accessible to residential areas. In this context the land use allocations proposed through the Plan will reduce barriers to

service provision within Welborne.

The introduction of high quality green infrastructure in Welborne will provide significant opportunities for recreation and amenity and help facilitate a high quality outdoors living environment. The development of open space and playing field provision and green corridors through the green infrastructure proposals for Welborne will enhance formal and informal leisure and recreation opportunities, encourage walking and cycling, and help promote healthier and more active lifestyles.

The Plan will generate a range of new employment opportunities during operation, while construction phases will be accompanied by employment and training plans demonstrating how local people will be included in the development process and can develop relevant construction and related skills and find employment during the development of Welborne.

Overall, the Welborne Plan is considered to have a range of positive effects on population and quality of life over the long-term, despite negative effects for neighbouring communities during the construction phase.

Soil

Allocating the site for Welborne will result in a loss of best and most versatile agricultural land, the principle of which has been tested in higher tier plans (the South East Plan and Fareham Core Strategy) and is not revisited here. Nevertheless, the Plan will result in significant negative effects on soil resources.

Water

The Plan acknowledges the significance of the nearby aquifer by ensuring that proposals which could result in surface water entering the aquifer demonstrate that risks of contamination will be avoided. Sustainable management of water run-off in Welborne will be achieved through the Plan's requirement for sustainable drainage systems. Water efficiency measures are incorporated to achieve residential consumption rates of no greater than 105 litres per person per day.

The policy takes a permissive approach to wastewater treatment options, allowing the preferred solution to be decided following further feasibility studies. One of these options would require wastewater to be treated at the Knowle works, which would need significant upgrades and expansion to be able to cope with the additional volume of waste. The Knowle treatment option is likely to have a range of environmental effects which would affect residents of Knowle most acutely, including landscape and visual, ecological, air and noise pollution impacts. However, the alternative option of conveying wastewater to Peel Common treatment works is also significantly constrained. It is likely to lead to a broadly similar range of impacts, which may affect a higher number of people, has the added complication of needing to cross the M27, and would lock-in high energy and carbon costs of pumping wastewater over a much longer distance.

In conclusion, the Welborne Plan is predicted to have mixed impacts for the water environment, largely as a result of the uncertainties associated with the final wastewater treatment solution.

Recommendations

The Publication Draft Welborne Plan is predicted to bring a range of positive and negative sustainability effects, and a number of recommendations are proposed to help the Welborne Plan further improve its sustainability performance. These include the following:

- ▶ While the loss of agricultural land will be unavoidable if development objectives are to be met, opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources.
- ▶ Noise screening measures, use of low noise road surfacing, low-spill lighting design and planted vegetation buffer zones could be installed at the new M27 junction 10, and junction improvements in Wickham,

Knowle, Funtley and Fareham, to reduce impacts to existing homes in Funtley and north Fareham, if project-level impact assessment indicates that significant increases in air, noise or light pollution would occur.

- ▶ Slip-roads both north and south of the M27 could include planted vegetation buffer zones to screen the visual impact from existing and newly developed areas to the north and south.
- ▶ Junction improvements on the local road network could be accompanied by measures to lessen townscape impacts, such as area of new planting, high quality street furniture and signage, interpretation boards for features of local interest.
- ▶ Careful route planning and design of construction methods for the M27 junction 10 slip-roads and internal spine network will be required to avoid or minimise loss or damage to areas of priority habitat, ancient woodland remnant or botanically rich road verges. Appropriate planting and habitat creation should also take place alongside the construction of these new routes as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.
- ▶ The technological selection, location, design and layout of new renewable energy infrastructure should seek to avoid noise pollution or negative effects on the fabric of cultural heritage assets, and aim to complement landscape/townscape character and the setting of the historic environment. Proposals for renewable energy installations will need to demonstrate that they can be delivered without significant ecological impacts or increasing air pollution.
- ▶ Much remains to be decided regarding the final wastewater conveyance and treatment solution. Negative effects on landscape, cultural heritage assets, air, noise, water and light pollution, and ecological impacts could

result from both the Knowle and Peel Common option to a greater or lesser extent. Specific mitigation proposals will need to be drawn up during selection and design of the preferred option.

- ▶ Regarding landscape, it is likely that a pipeline to Peel Common would be buried, thereby limiting operational effects on landscape character. Site-level landscaping proposals (e.g. bunds or tree planting) may be sufficient to mitigate the effects of expanding the Knowle works.
- ▶ The Knowle wastewater treatment option is likely to require slurry to be removed from site by lorry, resulting in increased traffic and associated impacts in the local area. HGV route-planning, road upgrades and fleet improvements could help to reduce these impacts on Knowle residents.

Monitoring

Chapter 8 of the Sustainability Report contains revised proposals for a monitoring programme to measure the Welborne Plan's implementation in relation to aspects of the environmental, social and economic baseline which are assessed as likely to be significantly, or where opportunities for an improvement in sustainability performance may arise. Monitoring for the SA will be aligned with or incorporated within monitoring that is scheduled for the plan itself, both to avoid duplication and ensure that appropriate remedial action can be taken.

Next Steps

Following publication of the Welborne Plan and its Sustainability Report, the Plan will move towards Examination in Public. Representations received on the Publication Draft Plan may necessitate further changes to the plan and, if so, significant changes will also be subject to further Sustainability Appraisal. This

may lead to a further edition of the Sustainability Report being produced, or perhaps an Addendum to the current report, so that the findings of further appraisal can be circulated.

The representations, along with any proposed changes to the plan and SA information will be submitted to the Planning Inspector to consider during the Examination in Public.

Following Examination, a Post Adoption Statement will be published with the adopted version of the Welborne Plan. The purpose of the Post Adoption Statement is to outline how the SA process has informed and influenced the Welborne Plan development process and demonstrate how consultation on the SA was taken into account.

Publication

The Publication Draft Welborne Plan and this Sustainability Report are being made available for representations for a period of six weeks, from 28 February until 5.00pm on Friday 11 April 2014.

Documents can be inspected online, at Fareham Library or the Council's office. Representations can be submitted via the online response form, or sent to planningpolicy@fareham.gov.uk or the Council's address given opposite.

Email:

planningpolicy@fareham.gov.uk

Online:

www.fareham.gov.uk/planning/new_community/intro.aspx

Hard copy:

**Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hampshire
PO16 7AZ**

**Fareham Library
Osborn Road
Fareham
PO16 7EN**



1 Introduction

1.1 Purpose of this Report

- 1.1.1 This Sustainability Report has been prepared for Fareham Borough Council as part of the combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) process for the Welborne Plan. The report was prepared for the Publication Draft Welborne Plan which is being published for a period of representations between 28 February and 11 April 2014.
- 1.1.2 The Sustainability Report has been produced in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and Environmental Assessment of Plans and Programmes Regulations 2004. It incorporates the Environmental Report which is required in accordance with EU Directive 2001/42/EC on Environmental Assessment of Plans and Programmes (the SEA Directive). The report represents the latest stage in the SA/SEA and forms part of the evidence base upon which the Plan is based.

1.2 The Welborne Plan

- 1.2.1 The principle of developing a new community north of Fareham was established by the Fareham Borough Core Strategy and, before that, the South East Plan. The Core Strategy describes the vision for the new community – to be named Welborne – and defined the Broad Area of Search for locating the community together with overall development objectives, including provision for 6,500-7,500 dwellings and up to 90,750m² of employment floorspace¹. It allows for flexibility in the Welborne Plan to adjust these objectives where necessary in order to achieve a successful, sustainable development. The Welborne Plan sets the policy boundary (Figure 1.2) and is exploring a range of alternative options, including the number of new homes to be developed, jobs to be provided, a transport strategy, and quantity and layout of green infrastructure.
- 1.2.2 To guide decision-making on future planning applications for the site, the Welborne Plan is being prepared by Fareham Borough Council. It includes planning policies and the Policy Map which delineates the area within which policies will apply and allocates certain land uses. These are accompanied by a Strategic Framework Diagram which is a spatial expression of the planning policies. As part of the evidence base a Concept Masterplan has been developed as a visual illustration of how the plan might be delivered on the ground. The Welborne Plan addresses housing development and the level of affordable housing, the amount, nature and location of employment opportunities and infrastructure needed to support the new community such as roads, public transport, schools and community facilities. It incorporates a green infrastructure strategy outlining how new open spaces will be created and maintained, and how connections to the countryside can be improved.

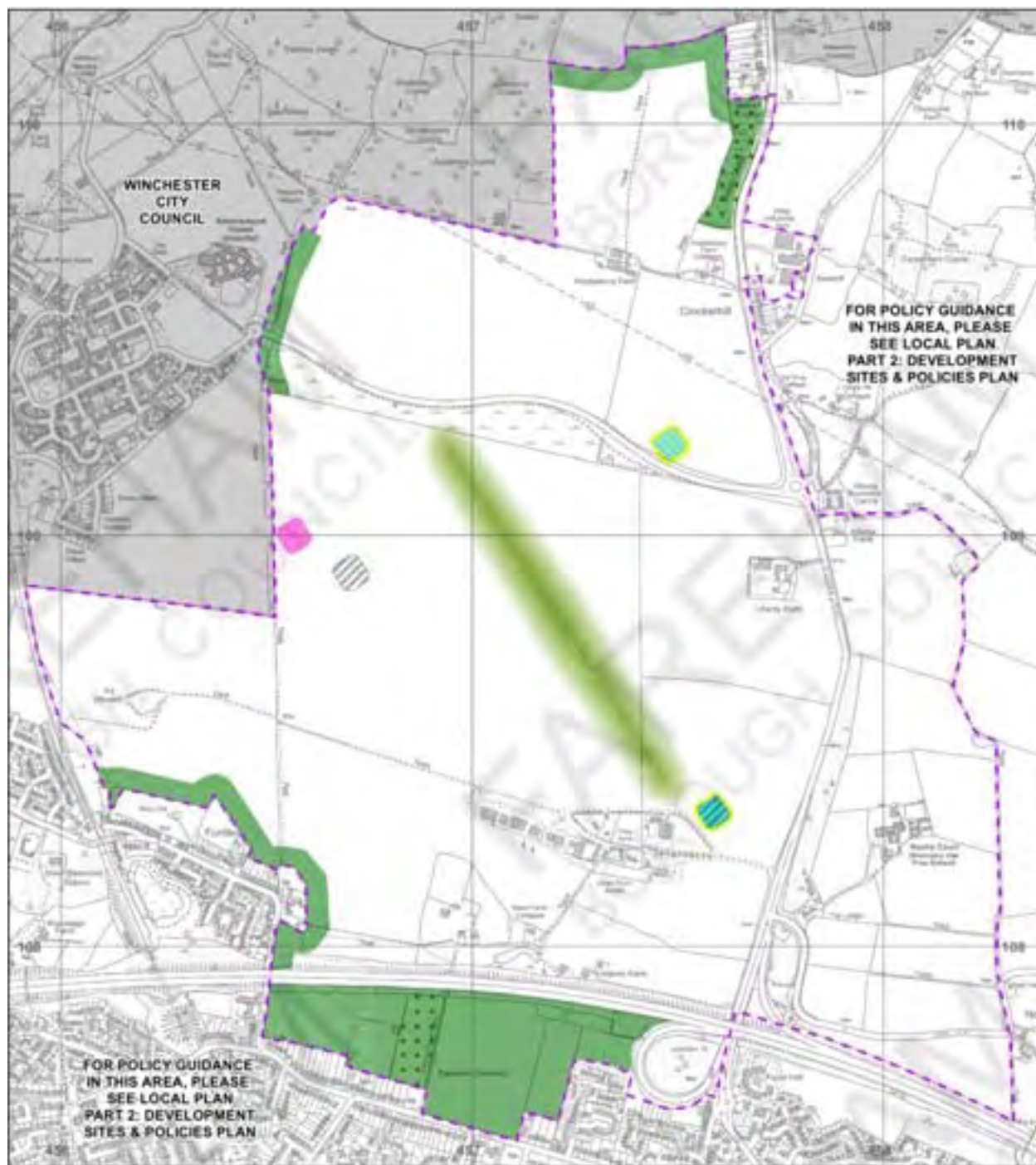
¹ Policy CS13 of the Fareham Core Strategy presents the broad development principles for the SDA.

1.2.3 The Welborne Plan will form the fourth part of the Fareham Borough Development Plan, sitting alongside the Development Sites and Policies Plan beneath the Core Strategy and Hampshire Minerals and Waste Plan (Figure 1.1). Box 1 sets out the key facts relating to the Welborne Plan.



Figure 1.1: The Fareham Local Plan (source: FBC)

Box 1: Key facts about the Welborne Plan	
Name of Responsible Authority:	Fareham Borough Council.
Title of plan:	Welborne Plan.
What prompted the plan (e.g. legislative, regulatory or administrative provision):	The Welborne Plan is the part of the Fareham Development Plan which sets out how the new community of Welborne should take shape over the period to 2036. Once adopted, the Welborne Plan will, alongside the Core Strategy, the Hampshire Minerals and Waste Plan, and the Development Sites and Policies Plan, and form part of the Council’s Statutory Development Plan.
Subject (e.g. transport):	Spatial plan.
Period covered:	To 2036.
Frequency of updates:	When required.
Area covered:	The proposed area covered by the Welborne Plan (Figure 1.2), which incorporates land to the north and south of the M27 and to the east and west of the A32.
Purpose and scope of the plan:	The Welborne Plan develops in more detail the Core Strategy policy approach for the new community north of Fareham. Introducing a Strategic Framework Diagram for the area, it will set out detailed objectives, community and infrastructure provisions and the disposition and phasing of land uses for Welborne.
Contact point:	Planning Strategy and Environment Fareham Borough Council Civic Offices, Civic Way, Fareham Hampshire, PO16 7AZ Telephone: 01329 236100 E-Mail: planningpolicy@fareham.gov.uk



Legend

- WELBORNE BOUNDARY (WEL3)
- SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4, DSP13)
- SECONDARY SCHOOL APPROXIMATE LOCATION
- WELBORNE SETTLEMENT BUFFERS
- WELBORNE CENTRAL PARK APPROXIMATE LOCATION
- LOCAL CENTRE APPROXIMATE LOCATION
- DISTRICT CENTRE APPROXIMATE LOCATION
- COMMUNITY HUB APPROXIMATE LOCATION

1:10,000



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Scale 1:10,000

Figure 1.2: Welborne Policy Map (including key land use allocations)

1.3 The Study Area

- 1.3.1 Welborne will be a greenfield development located to the north of Junction 10 of the M27 motorway, to the north of Fareham town centre. It is strategically located approximately eight miles north west of Portsmouth city centre, 14 miles east of Southampton city centre, and 23 miles south east of Winchester.
- 1.3.2 As indicated by the Policy Map in Figure 1.2, the Welborne plan area comprises approximately 371 hectares in Fareham Borough². The boundaries broadly follow the M27 to the south, a line to the east of Funtley and Knowle in the west, Heytesbury Farm and Crockerhill in the north, to North Fareham Farm in the east, and Fareham Common to the south of the M27.
- 1.3.3 The wider area is characterised by good quality countryside and attractive settlements, some of which have retained much of their historic character. Existing accessibility in the area is led by the presence of the M27 and the A32, the former being a physical barrier which will maintain separation between Welborne and the rest of the borough.

1.4 Sustainable Development

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

- 1.4.2 Securing the Future (2005) suggests that for a policy to be sustainable, it must respect all five of the principles set out in Figure 1.3. 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).
- 1.4.3 The strategy states that the five guiding principles are promoted through four shared priorities:
- "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.*

² A small area of the SDA also extends into Winchester District to the north, although this will not be used for built development.

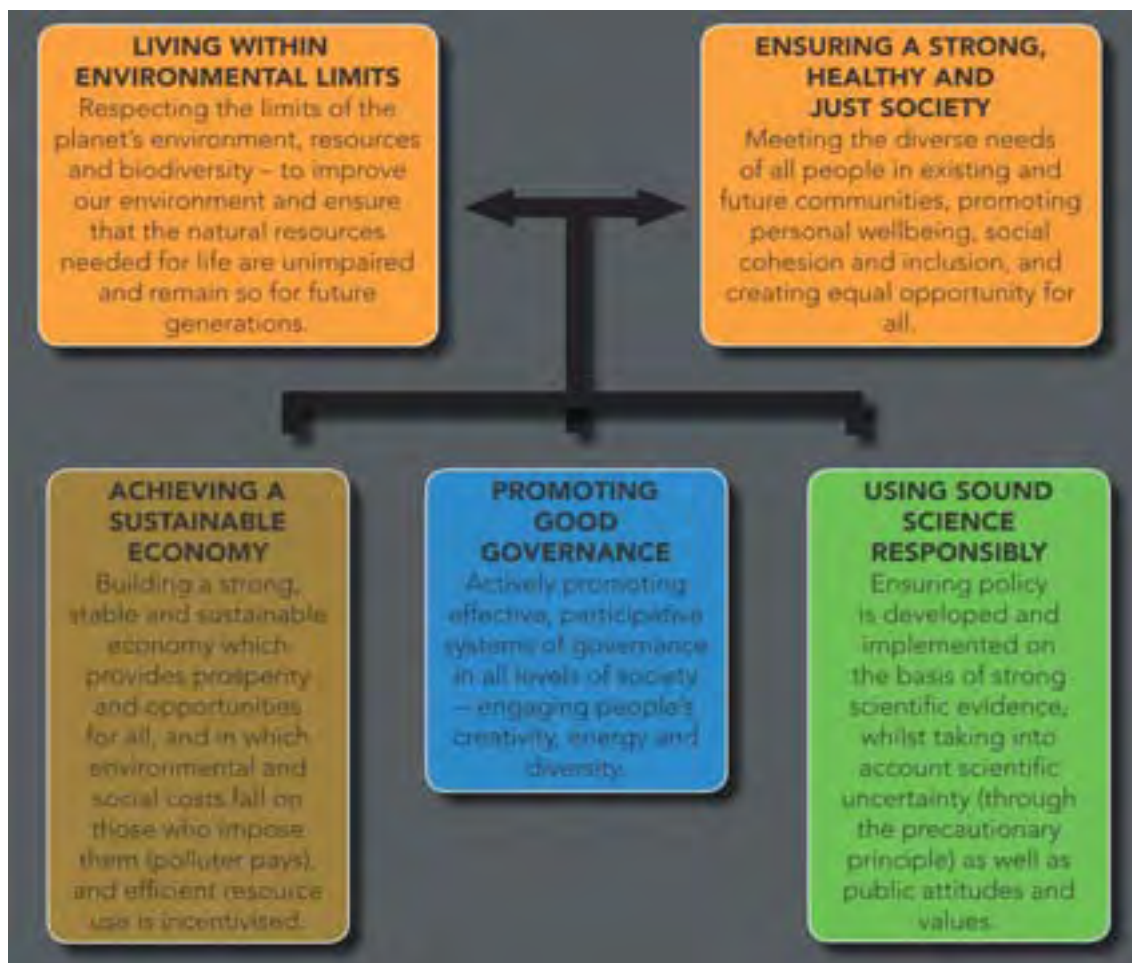


Figure 1.3: Five guiding principles of the UK Sustainable Development Strategy, Securing the Future (2005)

“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.”

- 1.4.4 The Sustainability Appraisal for the Welborne Plan will incorporate these key principles at the heart of the assessment process.

2 Methodology

2.1 Integrated Sustainability Appraisal

2.1.1 The Welborne Plan 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 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. Sustainability Appraisals are broader and promote sustainable development through integration of environmental, social and economic considerations into the plan's preparation.

2.1.4 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. Sustainability Appraisal is a requirement of the Planning and Compulsory Purchase Act 2004 and applies to Development Plan Documents. Integrated SA combines these processes to allow for a single appraisal to be carried out by integrating the requirements of SEA³ into the SA process. SA should therefore fulfil the requirements for producing an Environmental Report under the Annex 1 of the SEA Directive (see Appendix A 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 Local Plan documents. 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 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

³ Office of the Deputy Prime Minister (September 2005): *A Practical Guide to the SEA Directive*. The SEA guidance can be found at : <https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance>

- ▶ Indicators and decision-making criteria are devised 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. The steps shaded in green are the stages covered in this report. The second column indicates where information about each respective stage can be found in this document. This Sustainability Report accompanies the Publication Draft Welborne Plan. It presents information on the SA process carried out to date and incorporates an appraisal of the Publication Draft Welborne Plan. Chapter 9 discusses the next steps for the SA process subsequent to the completion of consultation on the current Sustainability Report.

Table 2.1: SA/SEA stages and those addressed in this report

Setting the context and objectives, establishing the baseline, and deciding on the scope	Location in the report
Identifying relevant policies, plans and programmes	Section 3.3
Collecting baseline information	Section 3.4 and Appendix B
Identifying environmental and sustainability issues	Section 3.5 and Appendix B
Identifying appraisal objectives	Section 3.6
Consulting on the scope of the appraisal	Section 3.2
Developing and refining options and assessing effects	
Testing the Plan objectives against the appraisal objectives	Section 5.2
Developing and refining the alternative options for the Plan	Chapter 4
Predicting, appraising and evaluating the significant effects of the options and alternatives	Chapters 5 and 6
Considering ways of mitigating adverse effects and maximising beneficial impacts	Chapter 7
Proposing measures to monitor the significant effects of implementing the Plan	Chapter 8
Preparing the Sustainability Report	
Including the SEA requirements for an Environmental Report	Whole document
Consultation	
Consulting on the Plan and Sustainability Report	Chapter 9
Assessing significant changes	n/a: following consultation
Making decisions and providing information	n/a: Post Adoption Statement
Monitoring	
Monitoring the significant effects of implementing the Plan	n/a: Following adoption of plan

2.3 Presenting the SA Information

2.3.1 Where appropriate, this Sustainability Report has presented the SA information through a series of sustainability themes. The selected sustainability themes incorporate the SEA ‘topics’ derived from Annex I(f) of the SEA Directive (see Appendix A): 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 were expanded to encompass a fuller range of factors as is required for a Sustainability Appraisal.

2.3.2 Table 2.2 presents details about the content of each sustainability theme and how it relates to the requirements of the SEA Directive. It is intended that presenting the SA information through these sustainability themes where appropriate will help enable the reader to easily locate the SA information representing their specific areas of interest.

2.4 Approach to the Assessment of the Welborne Plan

2.4.1 The following sections describe the techniques used for appraising the Welborne Plan.

High level assessment stages

2.4.2 A process known as high level assessment has been undertaken at each main stage of the plan’s development to date. High level assessment utilises the SA Framework, drawing on the review of plans, programmes and policies and baseline data, to assess each proposal that is being considered for inclusion in the plan. Findings are presented in matrix format and impacts are noted as Strong Negative, Negative, Neutral, Positive or Strong Positive.

2.4.3 The main function of the high level assessment is to identify whether or not a given proposal is likely to bring positive, negative or uncertain effects in relation to the SA Objectives. A benefit of this approach is that a high number and wide range of options policies can be tested and consistently compared with regard to their relative sustainability performance. Options which are relatively benign in sustainability terms (such as incorporating particular design standards, e.g. Lifetime Homes) can be de-prioritised for detailed assessment, while their benefits are noted for discussion during later stages of the appraisal process. Options which are more complex and lead to a range of negative or uncertain sustainability effects are selected for more detailed scrutiny as described below.

Table 2.2: Sustainability themes

Sustainability theme	SEA Directive topic	Datasets included
Accessibility and transportation	Population	Transportation infrastructure Traffic flows Walking and cycling Accessibility
Air quality	Air	Air pollution sources Air quality hotspots Air quality management

Sustainability theme	SEA Directive topic	Datasets included
Biodiversity and geodiversity	Biodiversity, flora and fauna	Habitats Species Nature conservation designations Geological features
Climate change	Climatic factors	Greenhouse gas emissions by source Greenhouse gas emissions trends Effects of climate change Climate change adaptation
Economic factors	Material assets	Economic sectors Business start-ups Employment sectors Education and skills Sites and premises
Health	Human health	Health indicators Healthcare inequalities Sport, fitness and activity levels Noise
Historic environment	Cultural heritage	Historic development of the borough Designated and non designated sites and areas Setting of cultural heritage assets Archaeological assets
Housing	Population Material assets	House prices and affordability Housing quality and vacancy rates Homelessness
Landscape	Landscape	Landscape character The South Downs National Park Tranquillity
Material assets	Material assets	Energy Waste arisings and recycling rates Minerals Previously developed land
Population and quality of life	Population	Population size and migration Population density Age structure Ethnicity Indices of Multiple Deprivation Unemployment Crime Recreation & amenity (including open space & GI)
Soil	Soil	Soil Resource Soil Quality
Water	Water	Watercourses Water resources Water quality Flooding

Detailed assessments

- 2.4.4 Where complex, negative or uncertain effects are identified through the high level assessment, a secondary level of assessment has taken place to examine the proposal in question in further detail. The process utilises Detailed Assessment Matrices to scrutinise potential effects with reference to the range of criteria identified in Annex II of the SEA Directive (Box 2 below), providing a greater level of detail than the high level assessment stage.

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.

- 2.4.5 Detailed Assessment Matrices 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 ongoing;
- ▶ Whether the effect is temporary or permanent;
- ▶ The geographic significance: 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.

2.4.6 The Detailed Assessment Matrices, where appropriate, also include recommended mitigation measures to limit 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 geographic significance and impact magnitude. Table 2.3 illustrates this order of magnitude for positive and negative effects.

Table 2.3: Significance matrix

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

Cumulative effects assessment

2.4.7 As required by the SEA Regulations, cumulative, synergistic and indirect effects have been 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.

2.4.8 To enable a complete assessment of the sustainability effects resulting from the Publication Draft Welborne Plan, the full range of cumulative, incorporating secondary, indirect and synergistic effects were evaluated. Whilst some of these effects are recorded by the appraisal findings for each proposal, a number of these effects can only be established by examining all of the policies and proposals presented by the plan together. These interactions were examined in the Sustainability Report on the Draft Welborne Plan, the findings of which are updated in section 5.4 of this report.

2.5 Limitations to the Sustainability Appraisal

2.5.1 It is acknowledged that there are a number of limitations and difficulties surrounding the appraisal process carried out for the SA stemming largely from the nature of strategic assessment at the plan level, using secondary data. In most cases assessment has been undertaken without details of environmental limits. In some cases data has not been available (e.g. carbon footprint data) so assessment has in these circumstances erred on the side of caution. The Detailed Assessment Matrices include a column stating confidence of assessment according to a high medium or low scoring.

2.5.2 Many of the Detailed Assessment Matrices include ratings of medium or low confidence. This reflects lack of data, information associated with environmental limits or that the assessment conclusions are informed appraisals rather than affirmative decisions. To address these issues, monitoring proposals should seek address data gaps as well as monitor the effects of the plan.

The SA process and implementation of the Welborne Plan

2.5.3 The sustainability effects of the Welborne Plan will largely be dependent on how the plan is implemented. The Welborne Plan only provides a broad picture of the location, layout and design of new development. How it performs in sustainability terms is very much dependent on what happens at the micro-scale. For example if new development in Welborne does not comply with the aspirations presented in the plan (for example related to energy efficiency or flood risk) then the positive effects highlighted under the policies addressing these topics will be reduced. In another example, the effect of new development proposed through the Welborne Plan on resource use will depend on the exact nature of how new houses, offices, shops and community facilities are designed and built, the layout of development, and the actions of the people who will live and work there.

2.5.4 It is therefore noted that the sustainability performance of the Welborne Plan will be dependent on the implementation of the development principles and policies – in particular those which have been determined to lead to positive effects through the SA.

Mitigation measures

2.5.5 The Detailed Assessment Matrices (presented in Appendix H) and Chapter 7 set out a number of mitigation measures for reducing the potential negative effects of the Welborne Plan. However, these are necessarily broad-brush in approach because the design of mitigation measures to offset the negative effects of the plan will sometimes only realistically be achievable at the project level. The extent to which proposed mitigation measures will offset adverse effects is therefore open to interpretation.

2.5.6 Consequently, the SA process carried out to date on the Welborne Plan has not attempted to “upgrade” the assessment results to more positive findings through a presumption that the proposed mitigation measures will offset potential negative effects. Clearly where uncertainty of mitigation prevails, monitoring of the residual effect is crucial.

Bias towards social and economic factors

- 2.5.7 The SA/SEA processes carried out for Local Plan documents such as the Welborne Plan consider social and economic as well as environmental effects. An often stated weakness of the SA process is that environmental considerations are under-represented, and social and economic factors are over-represented. This may be for a number of reasons, including as a result of the social and economic focus of the plan, or the range and structure of the SA Framework.
- 2.5.8 Environmental sustainability considerations have been fully considered through the SA process for the Welborne Plan by utilising a set of SA Objectives which fully represent environmental sustainability considerations. Use of the sustainability themes (Table 2.2) in the summary of appraisal findings presented in Chapter 6 has purposefully separated the environmental sustainability themes from the socio-economic sustainability themes. In this respect environmental sustainability considerations are distinct from the socio-economic considerations, and no attempt to justify negative environmental effects on the basis of beneficial socio-economic effects has been made through the SA process.

3 Scoping

3.1 Scoping Report

3.1.1 The first phase of the SA carried out for the Welborne Plan was the scoping stage. Scoping is the process of deciding the scope and level of detail of an SA, including the relevant baseline information and environmental issues, the assessment methods to be used, and the anticipated structure and contents of the Sustainability Report. The purpose of the Scoping Report is to define and consult on the criteria for assessment, including the SA Framework of objectives and decision-making criteria.

3.1.2 Documenting this process, a Scoping Report⁴ was released in July 2012 and presented information in relation to the following tasks:

- ▶ Identifying other relevant policies, plans and programmes, and sustainability objectives;
- ▶ Collecting baseline information;
- ▶ Identifying sustainability opportunities and challenges; and
- ▶ Developing the SA Framework.

3.1.3 The Scoping Report updated an earlier version of the Scoping Report released for consultation in summer 2009. The report was revised to reflect changes to the proposed plan, new sources of information that had become available since 2009, changes in legislation and policy, and comments received on the previous Scoping Report.

3.2 Scoping Consultation

3.2.1 The Scoping Report was published for consultation for a period of five weeks between 16th July and 20th August 2012.

3.2.2 Responses were received from the three Consultation Authorities (English Heritage, Environment Agency and Natural England) and a range of other bodies. Appendix C contains an analysis of scoping consultation responses including a description of how the comments have been taken into account. Following receipt of responses, the SA information, including the baseline and policy and plan review, was updated. The updated SA information is included in this Sustainability Report.

3.3 Policy and Plan Review

3.3.1 The Welborne Plan 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

⁴ The Scoping Report can be found at: <http://www.fareham.gov.uk/pdf/planning/sascopingreport.pdf>

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

- 3.3.2 The Scoping Report presented an evaluation of the key PPPs that are likely to be relevant to the SA process and development within Fareham borough. Each PPP is discussed on the basis of how its objectives and sustainability requirements affect, or is affected by, local development. The review of PPPs is presented according to the sustainability themes discussed above, and a summary is given at the start of each baseline chapter. The review was updated in response to comments at the scoping consultation stage and is re-published at Appendix D.

3.4 Gathering Baseline Data

- 3.4.1 A key part of the scoping process is the collection of baseline data. The purpose of the exercise is to help identify key opportunities and challenges facing the area which might be addressed by the Welborne Plan, and to provide an evidence base from which to make the assessment.
- 3.4.2 The baseline section in the Scoping Report provided a review of social, economic and environmental conditions affecting the plan area. One of the purposes of consultation on the Scoping Report was to seek views on whether the data selected was appropriate. Comments were received from a range of stakeholders and in some cases new sources of baseline information were provided or suggested.
- 3.4.3 Included with the baseline data were a series of environmental constraints maps. Providing a spatial dimension to the baseline data, the constraints maps are a valuable tool for examining the likely effects of the Plan on specific assets in the borough (such as for example, biodiversity assets or historic environment features). They are also an effective means of understanding the key issues faced by specific areas in the borough (for example by providing a spatial perspective to local levels of deprivation or health).
- 3.4.4 A range of evidence studies have been completed in recent years to support development of the Welborne Plan. Relevant information from a number of these studies has been added to the original SA baseline collection since the previous version of the Sustainability Report was published. The revised baseline is re-produced in its entirety at Appendix B to this document, and has informed the findings of the appraisal for the Publication Draft Welborne Plan.

3.5 Key Sustainability Issues

- 3.5.1 The policy and plan review and the baseline data revealed a number of key social, environmental and economic issues and challenges for the plan area. These issues present the development of the Welborne Plan with a wide range of opportunities for achieving sustainability gain within the area, and are summarised at the end of each main baseline section presented at Appendix B.

3.6 The Sustainability Appraisal Framework

- 3.6.1 The purpose of the SA Framework is to provide a means of ensuring that the Welborne Plan 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 consistently described, analysed and compared.
- 3.6.2 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.
- 3.6.3 The SA Objectives were 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 topics identified in Annex I (f) of the SEA Directive (Appendix A) were a key determinant when considering which SA Objectives should be used for appraisal purposes. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust, balanced and comprehensive.
- 3.6.4 Following the receipt of responses on the Scoping Report, the SA Framework was updated to address the comments received. The updated SA Framework is presented at Appendix E. The SA Objectives included within the SA Framework, and the sustainability theme to which they relate are set out in Table 3.1.

Table 3.1: Sustainability Appraisal Objectives

No	Objective	Theme
1	To provide good quality and sustainable housing for all	Housing; Population & quality of life
2	To conserve and enhance built and cultural heritage	Landscape; Historic environment
3	To conserve and enhance the character of the landscape	Landscape; Historic environment
4	To promote accessibility and encourage travel by sustainable means	Transportation & accessibility; Population & quality of life; Air quality; Climate change
5	To minimise carbon emissions at the new community and promote adaptation to climate change	Air quality; Climate change; Material assets
6	To minimise air, water, light and noise pollution affecting the new community	Air quality; Population & quality of life; Water
7	To conserve and enhance biodiversity	Biodiversity & geodiversity
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials)	Material assets; Soil; Water
9	To strengthen the local economy and provide accessible jobs available to residents of the new community	Population & quality of life; Economic factors
10	To create vital and viable new centres which complement existing centres	Population & quality of life; Economic factors
11	To create a healthy and safe new community	Health; Population & quality of life

4 Assessment of Alternative Options

4.1 Responding to the Requirements of the SEA Directive

4.1.1 The SEA Directive requires that the Environmental Report should consider:

'Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I (h)).

4.1.2 Following the conclusion of the scoping stage, the SA team contributed to the development of options work carried out for the Welborne Plan. The purpose of this interaction between the SA and the Welborne Plan was to inform and influence initial stages of the plan's development and to provide an early and effective sustainability input.

4.1.3 The following sections describe the process carried out to date and how the assessment of alternative options has informed and influenced the development of the Welborne Plan⁵.

4.2 Assessment of Alternative Options for the Welborne Plan

Sustainability Appraisal Options Assessment Report (April 2013)

4.2.1 In early 2012, as part of development of the Welborne Plan, initial masterplanning (also known as 'concept masterplanning') was undertaken to identify options for the broad location of uses on the site, including homes, employment areas, schools and open spaces. This work was supplemented by the development of a preliminary green infrastructure strategy and a study of the opportunities for providing and using water and energy in a sustainable way. Broad transport options were also prepared to accompany each of the masterplanning options. This resulted in the preparation of an options consultation document, which was released for consultation in July 2012⁶. Following consultation on the document in summer 2012, a number of further options for Welborne were distilled from the masterplanning work, consultation responses and ongoing work with landowners and stakeholders.

4.2.2 The Sustainability Appraisal Options Assessment Report (April 2013) presented an appraisal of the main masterplanning options that were consulted on during summer 2012, together with the additional options that were subsequently identified. A total of 110 separate options were appraised using the high level assessment (HLA) technique (as described in section 2.4.2). The main purpose of this stage was to provide plan-makers with information on the sustainability

⁵ Reports on previous stages for assessment for the Welborne Plan can be viewed online here:

http://www.fareham.gov.uk/planning/new_community/sustainabilityappraisal.aspx

⁶ FBC (July 2012) *New Community North of Fareham Options Consultation*. The document is available on:

http://www.fareham.gov.uk/pdf/planning/new_community/Webcondoc.pdf

performance of each option, to inform and influence their selection for the preferred approach set out in the Draft Welborne Plan. It was undertaken iteratively over the six months between November 2012 and April 2013, with each iteration being passed back to planning officers for information and review.

- 4.2.3 The findings of the HLA were summarised in matrix format (reproduced at Appendix F) which illustrates the impact of each alternative, on each of the SA Objectives. Commentary on the assessment findings was included within the Options Assessment Report⁷, grouped according to each of the main policy areas being considered for the plan, and cross-referring to the baseline collection. The concluding chapter of the Options Assessment Report summarised which alternative within each policy area was likely to perform most sustainably. These were recommended as preferred options to take forward within the Draft Welborne Plan.
- 4.2.4 The Options Assessment Report was published alongside the Draft Welborne Plan in April 2013.

Detailed assessment of alternative options (summer/autumn 2013)

- 4.2.5 During summer/autumn 2013, a range of options which had been assessed at the high level stage as leading to complex, negative or uncertain effects were subject to further assessment. Additional options which had been generated during and following consultation on the Draft Welborne Plan were also assessed at this time. The purpose of this stage was to inform and influence decisions that were being taken on which policy proposals to include in the Publication Draft Welborne Plan.
- 4.2.6 The detailed options assessments are presented in Appendix G and represent one point along the road towards preparing Publication Draft Welborne – they do not represent the preferred approach of either the Draft Plan or the Publication Draft Plan and are presented for information only.

Sustainability Report on the Draft Welborne Plan (October 2013)

- 4.2.7 In autumn 2013 the Council took the opportunity to re-consult informally on the Draft Welborne Plan (unchanged from April 2013) and publish the first full Sustainability Report alongside it. The Sustainability Report addressed the full suite of requirements of an Environmental Report as defined by the SEA Directive (see Appendix A).
- 4.2.8 The Sustainability Report presented a re-cap of the findings of the Options Assessment Report, and how these had influenced the contents of the Draft Plan. It then subjected all Draft Plan policies to high level assessment, and a number were also taken forward for more detailed assessment. The compatibility of the Welborne Plan's objectives was tested against the SA Objectives, and the cumulative, synergistic and secondary effects of the plan were appraised. The Sustainability Report concluded with a summary of the appraisal by sustainability theme, recommendations and an outline proposed monitoring framework.

⁷ The Options Assessment Report can be found at: www.fareham.gov.uk/planning/new_community/sustainabilityappraisal.aspx

Sustainability Report on the Publication Draft Welborne Plan (February 2014)

- 4.2.9 The current Sustainability Report accompanies the Publication Draft Welborne Plan. It presents an overall assessment of the Welborne Plan as currently proposed, as well as telling the story of the SA process so far. It presents the rationale for selection of preferred policies, and the reasons for rejecting their alternatives. As with the previous stage, it also addresses the full suite of requirements of an Environmental Report as defined by the SEA Directive.

4.3 Rationale for Selection of Preferred Policies, Reasons for Rejecting their Alternatives

- 4.3.1 A wide range of spatial, land use, infrastructure and thematic options have been considered during development of the Welborne Plan. This section seeks to summarise the main options which have been serious contenders for inclusion in the plan, relevant to each policy area addressed by the plan, and how preferred options have been selected.
- 4.3.2 As the Welborne Plan has progressed toward submission, the Council has undertaken a process of testing the concept masterplan and considering the planning strategy for delivering the new community. This process has drawn upon the results of consultation on the Draft Welborne Plan, the ongoing transport, infrastructure, viability and other evidence studies, the Sustainability Appraisal process, and ongoing discussions with landowners and other key bodies (including Environment Agency, Highways Agency and Natural England), Hampshire County Council, and Winchester City Council, supported and facilitated by the Advisory Team for Large Applications (ATLAS; part of the Homes and Communities Agency (HCA)). The focus has been on achieving a deliverable, sustainable new community which achieves the Vision for Welborne.
- 4.3.3 Table 4.1 takes each main policy area in turn and gives a brief explanation of the reasonable alternatives which were considered to be available to meet policy objectives. For each option, it states whether it was rejected, take forward for further development or selected as the preferred option for the Publication Draft Welborne Plan, together with an outline of the reasons for selection or rejection. Reasons for selection/rejection were varied but in many cases can be summarised as a consequence of one or more of the following:
- ▶ Evidence base studies to determine whether the option is deliverable and viable;
 - ▶ Discussions with key stakeholders, as set out above;
 - ▶ Public consultation on the options, Draft Plan or SA; or
 - ▶ Results of Sustainability Appraisal or Habitats Regulations Assessment.

Table 4.1: Rationale for Selection of Preferred Policies, Reasons for Rejecting their Alternatives

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
Allocation of land				
1. Land west and east of A32, including land at J11 REJECTED (following July 2012 Options Consultation): Landscape impact; isolation from rest of Welborne; competition with Cities First; traffic impacts on M27; environmental impact of link road	X		X	X
2. Land west and east of A32, not including land at J11 PREFERRED: Meets housing need with fewest impacts	X			X
3. Land west of A32 only REJECTED (following July 2012 Options Consultation): could not meet housing need at same time as achieving 'garden community' objectives	X			
Use of Winchester land: Knowle triangle				
1. Part housing, part semi-natural greenspace REJECTED: Not supported by WCC; strong public opposition; poor SA performance			X	X
2. Part playing fields / formal open space, part semi-natural greenspace PREFERRED: Allows reduced densities on main site, contributing to 'garden community' objectives	X			X
3. Semi-natural greenspace only PERMISSIVE: plan allows for this outcome because it would increase flexibility on delivery of GI/SANG, although housing densities would increase as a result which may impact development viability	X			X
Maintaining settlement separation				
1. No settlement buffers REJECTED: Separation is an essential part of masterplanning vision; strong opposition to removing buffers; separation was a requirement of South East Plan (until March 2013)	X		X	X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. 50m buffer at Funtley, Knowle and Wickham TAKEN FORWARD: Concept masterplan concluded that 50m achieves balance between effective buffer and delivering required housing	X			X
3. >50m buffer at Funtley, Knowle and Wickham REJECTED: Supported by consultation but could not meet housing need	X			X
2a. Add new buffers at Knowle Hospital and Blakes Copse PREFERRED: Achieves more effective separation but does not significantly reduce housing capacity (Blakes Copse is a SINC in any case and therefore not developable)	X		X	X
Employment: amount				
1. One job per household (as per Core Strategy, reduced pro rata with housing) REJECTED: Undeliverable due to floorspace density requirements, i.e. would require large amounts of B1, competing with Cities First; not supported by travel-to-work patterns	X			
2. Constraint-led PREFERRED: c.20ha of land unsuitable for other uses due to noise constraints, within which a minimum of 3ha B1 is targeted to provide greatest number of jobs deliverable	X			
Employment: location				
1. Adjacent to M27 PREFERRED: Constraint-led; best use of available land; evidence-based increase in B8 is best located near to motorway which minimises possible impacts on residential amenity	X			
2. Distribute among other uses REJECTED: Although better in town planning and sustainability performance, would leave a significant amount of land to south unused, and may not be as attractive to investors	X			

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
Number of centres				
1. Two new centres plus better use of Knowle REJECTED: Improving Knowle is not within remit of plan (WCC jurisdiction); once decision taken to move schools to west (with community hub), option became redundant	X			X
2. Three new centres TAKEN FORWARD: Broad acceptance of need for at least two centres, including some provision in west of site, but landowner concern that three centres would compete with each other, thereby reducing viability of all three	X		X	X
3. Four new centres: REJECTED: Once residential quantum reduced to 6,000 the option became redundant	X			X
2a. Two new centres, plus community hub co-located with schools in west PREFERRED: Meets identified need without compromising viability; fits well with newly located schools in west of site	X		X	X
Location of centres				
1. Adjacent to A32 and Knowle Road TAKEN FORWARD: Few objections; the centre is viable but poorly related to employment areas; if it were to become a District Centre, it could have greater competition impact on Wickham than other more southerly locations			X	
2. Adjacent to A32 PREFERRED SITE FOR DISTRICT CENTRE: Few objections; is viable; provides for early deliverability of anchor foodstore as can capture passing traffic	X		X	
3. Halfway along Knowle Road REJECTED: Poorly related to employment areas; does not have passing trade benefit of A32 location; undeliverable at least until later phases	X			

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
4. Centre of site REJECTED: Community and SA supported this option most strongly when considered in isolation from other centres, but lack of passing trade constrains its deliverability in early phases and places long-term viability in doubt	X			
1a. Local Centre at A32/Knowle Road PREFERRED FOR LOCAL CENTRE: Generally accepted as suitable location for a lower order centre to serve the north of the site	X		X	
Retail quantum				
1. Allocate Core Strategy quantum (9,000m ²) REJECTED: Undue competition with Fareham and Wickham; reduces housing capacity	X			X
2. Allocate more than Core Strategy REJECTED: Undue competition with Fareham and Wickham; reduces housing capacity	X			X
3. Allocate less than Core Strategy PREFERRED: Evidence suggested that 1,900m ² convenience would be appropriate; consultation recommended that more than this amount would be needed to support viability and encourage self-containment; evidence confirmed that up to 2,500m ² could be supported (together with 3,600m ² comparison)	X		X	X
Provision of school capacity				
1. Provide capacity to serve catchment greater than Welborne REJECTED: Unviable; detracts from principle of self-containment; reduces housing capacity	X			X
2. Provide capacity to serve catchment smaller than Welborne REJECTED: Uncertain delivery/timing of Whiteley 2ary; could not be relied on to meet early Welborne need; does not support self-containment	X			X
3. Sufficient capacity to serve Welborne only TAKEN FORWARD: Contributes to self-containment; maintains housing capacity; does not rely on timely	X			X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
provision elsewhere; but level of need requires clarification				
3a. Welborne: 7 Forms of Entry PREFERRED: Chelmer population modelling indicates this would meet needs of peak pupil population within Welborne	X			X
3b. Welborne: 9 Forms of Entry REJECTED: Not evidence based (see also option 1)	X			X
Location of secondary school				
1. East of Funtley, adjacent to M27 REJECTED: Noise and air pollution constraints; outcome of public consultation on Options	X		X	
2. East of A32 adjacent to M27 REJECTED: Noise and air pollution constraints; difficult to achieve safe, sustainable access from west	X		X	X
3. East of A32 north of Boundary Oak School REJECTED: Difficult to achieve safe, sustainable access from west; little support through consultation on Draft Plan; land may not be available in time for school to open in 2026			X	X
4. Adjacent to district centre (suggested during consultation on Draft Plan) REJECTED: Unviable; reduced level of housing in this area reduces viability of centre	X			
5. Adjacent to Knowle Triangle PREFERRED: Not constrained by M27; few objections; relatively sustainably located; provision of playing fields in Knowle Triangle maintains housing capacity of site without having to increase the average housing density	X		X	X
Location of primary schools				
1. All three to west of A32 TAKEN FORWARD: High consultation support; good sustainability performance			X	X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. Two to west of A32, one to east (with secondary / all-through) REJECTED: When secondary school moved west of A32			X	X
3. All three adjacent to district or local centre TAKEN FORWARD: High consultation support; good sustainability performance			X	X
4. Combination of 1,2,3: PREFERRED: All west of A32; all adjacent to a centre/hub, without reducing viability of district centre (primary only); one adjacent to secondary or combined all-through provision	X		X	X
Housing: amount				
1. 7,500 dwellings REJECTED: Not deliverable once Land at J11 rejected	X			X
2. 6,500 dwellings REJECTED: Theoretically deliverable at 38dph, but constrained 'garden community' objectives and potentially constrains viability	X		X	X
3. 6,000 dwellings PREFERRED: Maximum deliverable quantum to help meet Fareham's long term housing needs, but without compromising on densities which could affect the ability to achieve 'garden community' objectives	X		X	X
4. 5,400 dwellings REJECTED: Reduced environmental impacts, but does not meet housing need to 2036, thereby increasing development pressures elsewhere in borough; potentially removes need for secondary school (impacts on self-containment); reduces overall viability	X			
Market housing (size, adaptability, private rented)				
1. Prescriptive policy REJECTED: Provides certainty that currently evidenced market needs would be met, including larger homes, and homes for private rent; did not provide flexibility to changing market conditions	X	X		X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. Less prescriptive policy PREFERRED: Encourages provision to currently evidenced needs; allows for flexibility to changing market conditions; provides clear guidance on need for adaptable homes and homes for private rent (including Joint Venture Housing Company)	X	X		X
Affordable housing (amount, tenure)				
1. 40% of total housing quantum REJECTED: Meets Core Strategy objectives, but not viable	X	X		X
2. 30% of total housing quantum PREFERRED: Meets Core Strategy objectives, and likely to be viable	X	X		X
3. 0% of total housing quantum: REJECTED: Is viable, but does not meet Core Strategy objectives or vision for Welborne	X	X		X
4. Tenure target (70% affordable/social, 30% intermediate) but with flexibility PREFERRED: Meets Core Strategy objectives; evidence based and likely to be viable; allows for changing market conditions	X	X		X
Older person's accommodation				
1. Provide for Welborne's extra care need only (19 units) PERMISSIVE: Evidence shows that smaller scale extra care units may not be viable, but will be permitted if promoted because it meets Welborne's needs	X			X
2. Provide for more than Welborne's extra care needs (60 or 120 units) PERMISSIVE: Higher level provision will be permitted because it is a viable scale of extra care provision and meets more than Welborne's needs	X			X
Gypsies, travellers and travelling showpeople				
1. Allocate a site GTT accommodation REJECTED: Does not contribute to development objectives; needs being met elsewhere in the borough	X			

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. Include a criteria-based policy PREFERRED: Required to fill policy gap following adoption of Development Sites and Policies Plan (which does not apply to Welborne)	X			
Strategic road access				
1. Access from M27 J11 REJECTED: Landscape sensitivity; deliverability of link road (cost, environmental impact); does not achieve wider strategic road network benefits	X		X	X
2. Access from M27 J10 TAKEN FORWARD: Improved traffic flow on wider strategic road network; lesser landscape impact; no link road required; reduces need for development in sensitive area to east; opportunity to convert to all-moves	X		X	X
2a. J10 Option A: Existing westbound (WB) offslip+gyratory+new WB onslip beneath existing offslip, new EB slip close to A32 PERMISSIVE: Concerns about use of 3rd party land and deliverability; focuses site traffic on gyratory thereby reducing traffic levels in other parts of site; permissible if constraints can be overcome	X			X
2b. J10 Option B: New EB offslip moved west (adjacent to Funtley); new WB onslip running beneath existing WB offslip REJECTED: Increases severance of site to pedestrians/cyclists; impacts on Funtley (noise, visual, air pollution) not acceptable	X			X
2c. J10 Option C: Dumbbells west of Dean Farm to provide new EB offslip+new WB onslip, existing WB offslip retained PREFERRED 2nd: Reduces visual, noise, pollution and severance impacts; better in masterplanning terms when compared to options B/D, especially in relation to walking/cycling connections within Welborne, and from Welborne to Fareham	X			X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2d. J10 Option D: New EB offslip moved east (not adjacent to Funtley); new WB onslip running beneath existing WB offslip PERMISSIVE: : Increases severance of site to pedestrians/cyclists; impacts on Funtley reduced in comparison to B by moving eastbound off-slip further east	X			X
2e. J10 Option E: Dumbbells west of Dean Farm to provide new EB offslip+new WB on&offslips, existing WB offslip removed PREFERRED 1ST: Reduces visual, noise, pollution and severance impacts; better in masterplanning terms when compared to options B/D, especially in relation to walking/cycling connections within Welborne, and from Welborne to Fareham; resolves concerns over existing Westbound offslip	X			X
<i>Note: J10 Options A-E have broadly comparable traffic impacts on the strategic and local road network; decisive factors are likely to be deliverability and impacts on neighbouring settlements</i>	X			X
Local road access				
1. Use A32 as main local road access PREFERRED: No reasonable alternative	X			
2. Close Pook Lane to through traffic to prevent rat-run to J11 PREFERRED: No reasonable alternative	X			
3. Junction and capacity improvements to A32 and other local roads PREFERRED: No reasonable alternative	X			
Public transport				
1. Bus Rapid Transit (BRT) to serve site PREFERRED: Builds on existing BRT; sustainably links into Fareham town centre & rail station; links Gosport to new strategic employment area; assists in long-term creation of comprehensive south Hampshire BRT network	X			X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. New rail halt at Knowle PERMISSIVE: Development in this part of site is unlikely to commence before +5yrs; land safeguarded to reconsider option at future stage	X			X
3. New and/or re-routed local bus services PREFERRED: No reasonable alternative; provides vital service especially in early phases; flexible early provision of sustainable mode	X			X
Walking and cycling				
1. New strategic north-south link from Wickham through Welborne to Fareham PREFERRED: Location and size of site provides opportunity to improve access; current link provided via busy A32	X			
2. Improved links to Funtley, Knowle, Wickham and wider countryside PREFERRED: No reasonable alternative	X			
3. Access across the A32 - pedestrian/cycle bridge REJECTED: Not required once 2ary school moved to west; unviable	X			X
3a. Access across the A32 - treatment of southern section to provide multiple at-grade crossing opportunities PREFERRED: Improved accessibility still required to link eastern part of site with west, but from a distributed source (multiple dwellings) rather than to a single destination (school); provides attractive, conveniently located east-west links; deliverable in comparison to a bridge which is no longer suited to needs of allocated land uses	X			X
On site green infrastructure				
1. Adopt Core Strategy open space standards TAKEN FORWARD: Conforms to CS policy; provides for Welborne's needs on site (self-containment)	X		X	X
2. Quantum of GI to be determined from what remains after allocating other uses REJECTED: Does not conform to CS policy, nor meet 'garden community' objectives; performs poorly against	X		X	X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
SA/HRA				
3. Require Strategic GI corridors and links: PREFERRED: Provides links to countryside; promotes sustainable travel; contributes to quality of life, health; performs well against SA/HRA	X		X	X
1a. Prescribe quantum and location of open space typologies REJECTED: does not allow for flexibility during comprehensive masterplanning	X	X	X	
1b. Allow comprehensive masterplanning to decide PREFERRED: Allows for flexibility; increases deliverability; achieves required outcome	X	X	X	
Off-site GI, and avoiding and mitigating impacts on internationally protected sites				
1. Avoid impacts via GI on site and/or adjoining land REJECTED: Not feasible - in sufficient land available; not desirable - does not mitigate impact of residual coastal trips	X	X		X
2. Mitigate all impacts through contributions to Solent Disturbance & Mitigation Project REJECTED: SDMP not designed to mitigate impacts from large scale developments; does not mitigate impacts to New Forest SPA	X	X		X
3. Reduce development size (in conformity with Core Strategy) to avoid impacts onsite PERMISSIVE: Does not meet development objectives; reduces viability, deliverability; but still a possibility at project stage	X	X		X
4. Avoid & mitigate impacts through combination of on-site GI and contributions to SDMP PREFERRED: Avoids majority of impact through onsite/adjacent GI, while contributing to SDMP to mitigate residual impact	X	X		X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
Landscaping				
1. Provide policy guidance on structural landscaping PREFERRED: Character Areas address landscape sensitivities identified through concept masterplanning	X			
2. Allow structural landscaping to be guided by promoter's own analysis PREFERRED: Provides flexibility within policy guidance to respond to changing circumstances	X			
3. Provide policy guidance on detailed landscaping PREFERRED: Delivers 'garden community' objectives; retains existing features	X			
4. Allow detailed landscaping to be agreed through development management process REJECTED: Could lead to loss of existing features	X			
Governance and maintenance of GI				
1. Include policy on governance and maintenance PREFERRED: Provides certainty of deliverability and maintenance in perpetuity; meets HRA requirements	X			X
2. Do not include policy on governance and maintenance REJECTED: Does not provide certainty of deliverability or maintenance in perpetuity; does not meet HRA requirements	X			X
Energy efficiency and supply				
1. Site-wide generation (e.g. Combined Heat & Power) PERMISSIVE: Site could be well suited to site-wide solution; policy allows for flexibility	X			X
2. Individual building generation PERMISSIVE: Policy allows for flexibility if site-wide solution not, or partially delivered	X			X
3. Prescribe energy efficiency standards TAKEN FORWARD: Conforms with Core Strategy; meets wider development aims	X			X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
3a. Code Level 4 equivalent REJECTED: Conforms with Core Strategy; but Code could be retracted; not considered appropriate to require all homes to 2036 to meet all requirements of Code 4	X			
3b. Zero carbon REJECTED: Unviable alongside other infrastructure requirements	X			
3c. No standard (Building Regulations only) REJECTED: Not sustainable; does not meet wider development aims; does not maximise opportunities presented by site	X			
3d. Building Regulations plus 10% Passivhaus PREFERRED: Site's position on south-facing slope is well suited to Passivhaus approach	X			X
Water efficiency and supply				
1. Do not prescribe water efficiency standard (i.e. Building Regulations: 125l/p/d) REJECTED: Not sustainable; consultation responses opposed	X		X	X
2. Prescribe standard: 105l/p/d PREFERRED: Supported by consultation responses and SA; achievable and deliverable; supported by Portsmouth Water and Environment Agency	X		X	X
3. Prescribe standard: 80l/p/d REJECTED: Portsmouth Water area no longer classed as water-stressed, abstractions are Water Framework Directive compliant; additional cost is not supported by evidence	X		X	
Waste water disposal				
1. Treatment at Knowle TAKEN FORWARD: Provides opportunity for blackwater recycling; but traffic impacts on Mayles Lane, uncertain deliverability, possible health & safety concerns regarding dual supply, additional cost of dual infrastructure	X		X	X

Reasonable Alternatives	Reasons for Selection/Rejection			
	Evidence	Stakeholder	Public	SA/HRA
2. Treatment at Peel Common TAKEN FORWARD: More certain of capacity at treatment works; requires construction of new trunk sewer main, with route/cost uncertainties	X		X	
3. Permissive policy PREFERRED: Both are acceptable if environmental (discharge) standards are met; feasibility studies are required to inform commercial decision	X		X	
Household waste and recycling centre				
1. No HWRC REJECTED: Hampshire County Council identifies a need in Fareham area due to a number of developments, of which Welborne is the largest contributor and has space to accommodate	X			X
2. Locate HWRC at Crockerhill as a result of evidence and SA/HRA REJECTED (following consultation): Suitable well-contained site if employment use continues; opposition from nearby residents (noise, traffic, odour); HCC road traffic safety concerns	X			X
3. Locate HWRC in an employment area PREFERRED: Not suited to allocation within residential areas	X		X	X

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5 Assessment of the Publication Draft Welborne Plan

5.1 Vision and Objectives of the Publication Draft Plan

Welborne Plan: Vision

- 5.1.1 The Adopted Fareham Core Strategy (August 2011) presented an initial vision for the Welborne Plan. The vision represented the views and aspirations of Fareham Borough Council at the time the Core Strategy was adopted and drew on extensive community engagement.
- 5.1.2 Following the adoption of the Core Strategy, the vision was updated to reflect further work on the plan carried out through the concept masterplanning work, evidence studies and updates to the national and local planning context. The revised vision as presented in the Publication Draft Welborne Plan is reproduced in Box 3:

Box 3: Vision of the Welborne Plan

"A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting.

"Welborne will create a diverse and well integrated new community. It will encourage self-containment with a significant proportion of its inhabitants' life needs being accessible within a main centre and smaller neighbourhood centres. It will contain a mix of dwelling types which meet the needs of the increasing numbers of single person households, families, and the needs of an ageing population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.

"It will have an integrated movement system connecting it with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking and cycling, provides excellent public transport, and feels comfortable and safe to use.

"The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a place that is distinctive whilst responding to its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change.

"It will have an integrated and linked green network of multi-functional open spaces, civic spaces, public open spaces, private outside space, and green routes. The green network will incorporate the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside.

"It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation; incorporate Sustainable Drainage (SuDS); and provide opportunities for local food production. It will aim to meet its own renewable energy needs in a viable fashion, and deal effectively and sustainably with waste. Buildings will be thermally and water efficient. Access to services and a high quality public transport system all within easy walking distance of homes will reduce the need to travel by car.

"Socially and economically Welborne will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."

Objectives of the Publication Draft Welborne Plan

5.1.3 The Publication Draft Welborne Plan sets out four broad objectives described as “*the fundamental things that need to be achieved if the vision for the Welborne vision to be delivered*”. The objectives were developed through the concept masterplanning and vision review process and are as follows:

Objective 1: Welborne will comprise deliverable and viable development that will support a diverse, balanced, integrated and interacting community:

- ▶ A mix of deliverable development types, sizes, tenures and governance that meet the needs of a growing and thriving community at each phase of development;
- ▶ A diverse mix of uses, layouts and connections that create and sustain a successful, vibrant, inclusive and cohesive community;
- ▶ A range of employment development which provides opportunities for residents and (along with community services and facilities) encourages self-containment; and
- ▶ Flexibility of land and building use that allows adaptation to changing needs and opportunities over time to ensure that the development remains viable and continues to reflect market demand.

Objective 2: Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside:

- ▶ A strong sense of place and community identity that reflects the qualities of the landscape in which it sits;
- ▶ A place that draws heavily on its setting for design inspiration and urban form;
- ▶ A community that uses its setting and identity to support its commercial success and long term economic viability; and
- ▶ Access to a wide range of natural assets, achieved through a network of interconnected multi-functional green links and spaces that serve the whole community and provide links to wider green networks.

Objective 3: Welborne will be distinct from other settlements, but connected to them physically and functionally:

- ▶ Being designed as a separate, standalone settlement with a distinctive identity and physical buffers that distinguish it from Fareham, Wickham, Funtley and Knowle;
- ▶ Facilitating direct, safe and attractive connections between Welborne and surrounding settlements by sustainable transport modes;
- ▶ Fostering improvements to the A32 as the principal connection between Welborne and Fareham and the route for the BRT, buses and other vehicles, supplemented by a choice of pedestrian and cycle connections; and
- ▶ Providing for deliverable retail and leisure facilities of a scale and type compatible with and complementary to existing retail centres in Fareham and Wickham.

Objective 4: The principles of sustainability will be embedded in every aspect of Welborne:

- ▶ Fostering the principles of sustainability and resource efficiency in all development types, including reductions in water consumption and carbon emissions arising from operational energy use in buildings and infrastructure;
- ▶ Providing for a robust sustainable drainage system to be fully integrated into the network of open space; and
- ▶ Planning for a distribution of uses and a network of places and connections to ensure that important day to day destinations and sustainable transport links are within easy walking distance from home and work, to discourage unnecessary use of the car.

5.2 Assessing the Plan's Objectives against the SA Objectives

5.2.1 Table 5.1 presents a compatibility appraisal of the four Publication Draft Welborne Plan objectives against the eleven SA Objectives. The assessment shows that the plan objectives broadly support the full range of SA Objectives and that there is limited potential for conflict between the two sets of objectives.

5.3 Appraisal Findings

5.3.1 To implement the vision and objectives of the plan, the Publication Draft Welborne Plan sets out a series of development principles and policies. These 43 proposed policies provide the delivery framework to guide development within Welborne, and are listed in Table 5.2. More detailed information on each of the policies can be found in the Publication Draft Welborne Plan (February 2014).

High level assessment findings

5.3.2 As discussed in section 2.4.2, a high level assessment of the 43 proposed policies of the Publication Draft Welborne Plan was carried out against the SA Framework. Appendix H presents the results in matrix form, and identifies where potential positive, negative or uncertain sustainability effects were predicted as a result of implementation of the proposals.

5.3.3 The matrix shows that the Publication Draft Welborne Plan is likely to bring a broad range of positive sustainability effects related to the socio-economic SA Objectives. These include: maximising accessibility to services and facilities; supporting residents' health and wellbeing; facilitating a range of housing types and tenures; supporting the vitality and viability of Welborne's centres and those nearby; promoting the development of a range of services, facilities and amenities; and improving employment opportunities.

5.3.4 The policies are also predicted to, with a number of exceptions, bring a range of positive effects in relation to the environmental SA Objectives by introducing measures which seek to both minimise environmental effects and enable environmental enhancements.

Table 5.1: Compatibility matrix between the objectives of the Publication Draft Welborne Plan and the SA Objectives

SA Objective		Publication Draft Welborne Plan Objectives			
		1: Welborne will comprise deliverable and viable development that will support a diverse, balanced, integrated and interacting community	2: Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside	3: Welborne will be distinct from other settlements, but connected to them physically and functionally	4: The principles of sustainability will be embedded in every aspect of Welborne
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 at the new community and promote adaptation to climate change	✓	✓	-	✓
6	To minimise air, water, light and noise pollution affecting the new community	-	✓	-	✓
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 new community	✓	✓	✓	✓
10	To create vital and viable new centres which complement existing centres	✓	✓	✓	✓
11	To create a healthy and safe new community	✓	✓	-	✓

Table 5.2: Publication Draft Welborne Plan proposed policies

Publication Draft Welborne Plan proposed policies	
Development Principles	
WEL1	Sustainable Development
WEL2	High Level Development Principles
Allocation of Land and the Comprehensive Approach	
WEL3	Allocation of Land
WEL4	Comprehensive Approach
Maintaining Settlement Separation	
WEL5	Maintaining Settlement Separation
Character Areas, Design Principles and Heritage Assets	
WEL6	General Design Principles
WEL7	Strategic Design Code
WEL8	Protection and Enhancement of the Historic Environment
Economy and Self-Containment	
WEL9	Employment
WEL10	The District Centre
WEL11	The Local Centre
WEL12	Community Hub
WEL13	Community Buildings
WEL14	Healthcare Services
WEL15	Primary and Pre-School Provision
WEL16	Secondary School Provision
Homes	
WEL17	Market Housing
WEL18	Affordable Housing
WEL19	Specialist Accommodation for Older People
WEL20	Wheelchair Adapted Homes
WEL21	Custom Build Homes
WEL22	Gypsies, Travellers and Travelling Showpeople
Transport, Access and Movement	
WEL23	Transport Principles for Welborne
WEL24	Strategic Road Access
WEL25	Local Road Transport and Access

Publication Draft Welborne Plan proposed policies	
WEL26	Public Transport
WEL27	Encouraging Sustainable Choices
WEL28	Walking and Cycling
Green Infrastructure, Biodiversity and Landscape	
WEL29	On-site Green Infrastructure
WEL30	Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-Site Green Infrastructure
WEL31	Conserving and Enhancing Biodiversity
WEL32	Strategic Green Infrastructure Corridors and Connections
WEL33	Structural Landscaping
WEL34	Detailed Landscaping
WEL35	Governance and Maintenance of Green Infrastructure
Energy, Water and Waste	
WEL36	Energy
WEL37	Water Efficiency, Supply and Disposal
WEL38	Water Quality and Aquifer Protection
WEL39	Flooding and Sustainable Drainage Systems
WEL40	Household Waste Recycling Centre and Recycling
Delivering the New Community	
WEL41	Phasing and Delivery
WEL42	Safeguarding Land for Specific Development
WEL43	Development Construction and Quality Control

5.3.5 Six proposed policies from the Publication Draft Plan were assessed as leading to significant negative and uncertain effects against the SA Objectives:

- ▶ WEL3: Allocation of Land
- ▶ WEL9: Employment
- ▶ WEL24: Strategic Road Access
- ▶ WEL25: Local Road Transport and Access
- ▶ WEL36: Energy
- ▶ Part of WEL37 in relation to the uncertain water disposal strategy

Detailed assessment findings

- 5.3.6 While the high level assessment provides a broad indication of the sustainability issues likely to arise as a result of the proposed policies, to gain a closer understanding of these issues, a more in depth assessment was carried out utilising Detailed Assessment Matrices. This enables a clearer understanding of the potential negative or uncertain effects which were raised by the high level assessment. The following commentaries should be read in conjunction with the Detailed Assessment Matrices presented at Appendix I, and the Strategic Framework Diagram given at Figure 5.1.

WEL3: Allocation of Land

- 5.3.7 WEL3 will facilitate the delivery of approximately 6,000 houses. This will increase the availability of housing locally and for the wider sub-region, including market housing, private rented, affordable, adaptable, extra care and accommodation for older people, helping to meet local and sub-regional housing needs. The extent to which the policy provides a mix of dwelling sizes and types to support the local housing market will depend on how policies WEL17-22 are implemented.
- 5.3.8 The development of c.6,000 dwellings, 20ha of employment land and associated uses will affect the setting of cultural heritage assets in and around Welborne, including to the west and east of the A32. To the west of the A32 the option will affect the setting of the Grade II* listed Dean Farmhouse and the recently discovered Neolithic long barrow. To the east of the A32, the proposals will affect the setting of the Lodge and Boundary Oak School, including the historic parkland at Roche Court. The setting of North Fareham Farmhouse and Mill House (Forest Lane), lying just outside the eastern policy boundary, will also be affected. In the wider area, views from and the setting of, historic landscapes and views associated with Fort Nelson on Portsdown Hill, the Forest of Bere, and historic settlement of Wickham will be altered. Secondary effects on listed buildings in the wider area are also possible, particularly those close to the A32 in Fareham and Wickham. The site contains a number of features on the Historic Environment Record, and it is likely that further archaeological finds will be recorded during development.
- 5.3.9 The design and layout of development areas in the vicinity of the listed buildings and known heritage assets should seek to enhance the features' setting, communicate their importance and utilise them to promote local distinctiveness, in accordance with WEL8. New development should incorporate designs which complement and enhances individual heritage assets and their setting, records their character and importance, preserves and enhances them where possible, and interprets and presents them to the local community. Proposals will need to be consistent with the Heritage Strategy and Historic Environment Management Plan that will be agreed with the Council and its archaeological advisors prior to the first stages of development, as required by WEL8. However, the scale and scope of development to take place in the area is likely to lead to some residual effects on historic environment assets within and in the vicinity of Welborne.

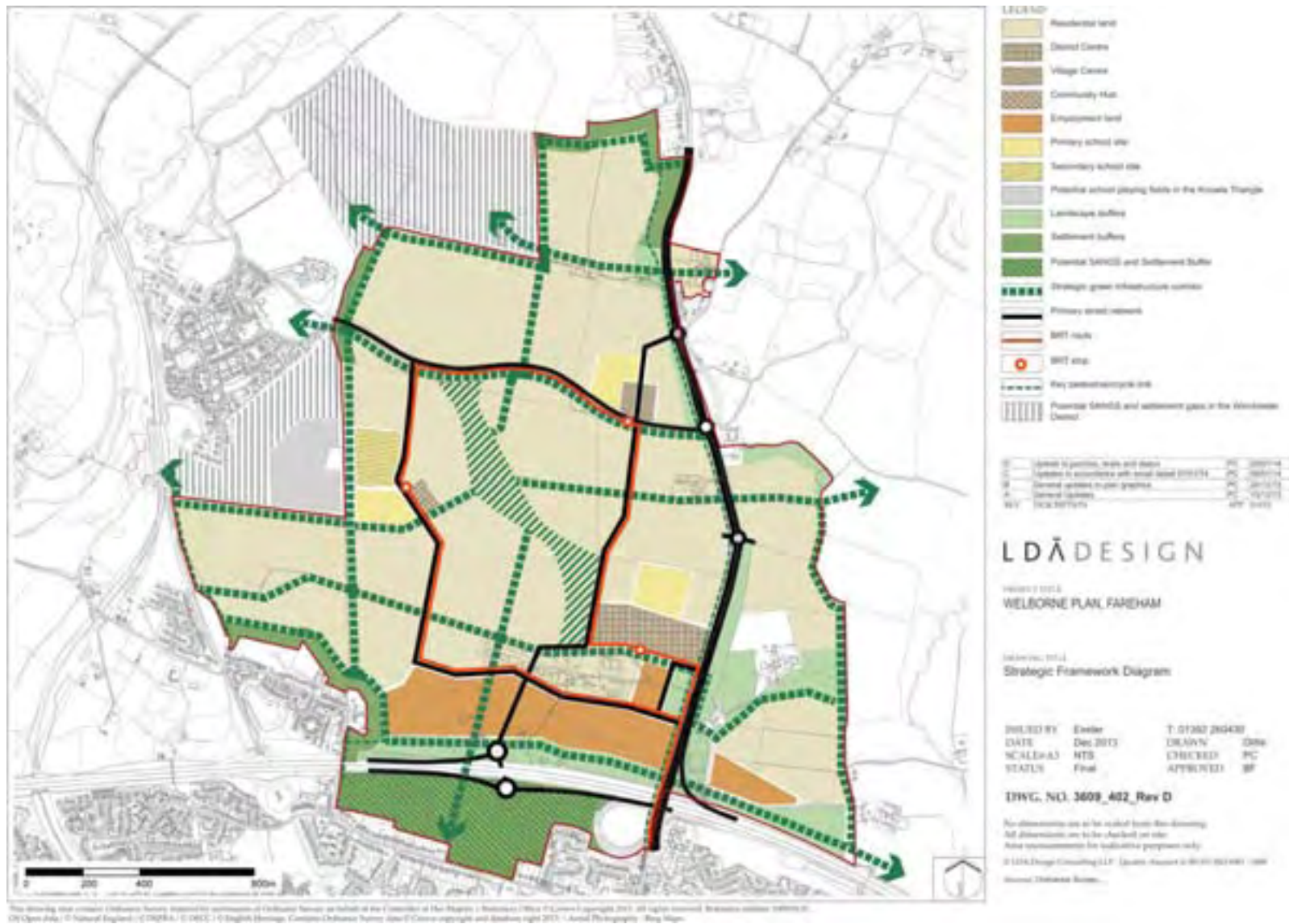


Figure 5.1: Strategic Framework Diagram (Source: LDA Design / FBC)

- 5.3.10 Landscape sensitivity analyses show that the centre of the proposed allocation is an area of low landscape sensitivity, but that the site's fringes to the north, south, east and west are medium sensitivity, while areas of high sensitivity associated with the Forest of Bere and Portsdown Hill lie to the north and east respectively. Initial Zone of Theoretical Visibility work undertaken by the site promoters confirms that the eastern part of the allocation in particular is likely to be most visible from Portsdown Hill to the east. The Welborne Plan sets out a response to these constraints, including an accompanying landscape strategy which aims to prevent or significantly reduce views of Welborne from Wickham and the South Downs National Park to the north, and defines character areas within the policy boundary. WEL 6 and 7 require development to consider the landscape setting of character areas and respond with high quality design, while WEL29-35 contain strategic green infrastructure, structural and detailed landscaping requirements, including protection of existing features within the policy boundary. WEL5 implements settlement buffers to protect the visual integrity of neighbouring settlements at Funtley, Knowle and Wickham. However, the nature and scale of Welborne as a new community will nevertheless lead to residual effects on landscape character in the area.
- 5.3.11 Policies WEL5-7 and 29-35 set out the planning response to landscape impacts associated with delivering the plan. WEL4 requires the preparation of a comprehensive masterplan for the site to be prepared and agreed with the Council during the early stages of development. The masterplan will be required to demonstrate how landscape impacts have been considered within the design and layout of the community, and how existing features are incorporated within it. Subsequent phases will then be required to adhere to both the Welborne Plan and comprehensive masterplan.
- 5.3.12 As a strategic allocation of land, Welborne is in a relatively accessible location with good access to strategic and local roads, and the opportunity to connect to public transport, walking and cycling routes. But many of these roads are already subject to congestion at peak time, especially the M27, A27 and A32. The very close proximity of the motorway suggests that an over-reliance on private car transport could be an outcome of the plan, and the allocation of employment land adjacent to the motorway is likely to contribute to congestion. However, the plan incorporates several changes to the strategic and local road network, as well as public transport, walking and cycling links, to encourage sustainable transport and mitigate the effects of congestion. A range of transport interventions tested within the Sub-Regional Transport Model show that significant decreases in traffic flow on parts of the strategic road network are achievable (e.g. a decrease in AM peak-hour traffic flow on the M27 westbound from junction 11). Nonetheless, traffic growth on certain roads will be unavoidable, including the A32 north to Wickham and south through Fareham, and the M27 west from junction 10.
- 5.3.13 The effect of the proposals depends on the degree to which sustainable transport networks are effectively integrated within the planning of Welborne. In this context the policies on transportation and green infrastructure (WEL23-35) promote the use of sustainable modes of transport and accessibility, including connections to Bus Rapid Transit (BRT), local bus routes, new strategic walking and cycling routes, and connections to existing routes. The spatial distribution of land uses has taken account of the need to reduce travel demand where possible, by positioning trip generating uses (e.g. centres, schools, retail) in sustainably accessible locations. Requirements for a transport strategy and travel planning during

implementation and operational stages target behavioural change to achieve the desired level of modal shift. The success of this combination of measures will be the governing factor in embedding sustainable travel patterns from the outset.

- 5.3.14 The development of 6,000 dwellings, 20ha of employment land and associated uses will increase greenhouse gas emissions, during both construction and operation, by increasing the built footprint of Fareham Borough, its population and economic activity. The magnitude of the impact in relation to the international significance of the issue is considered to be low. The plan seeks to address its carbon emissions through sustainable transport measures (see above) as well as by promoting energy efficiency and good design, and by requiring developments to be supplied at least partially from renewable and low carbon energy sources. Although Welborne is not situated in an area of flood risk, WEL39 requires flood risk assessments to be prepared to reduce the risk of surface water flooding or increasing flood risk off-site, and comprehensively planned approach to sustainable drainage systems is stipulated. The extent to which Welborne successfully minimises carbon emissions will depend on the effective implementation of integrated sustainable transport networks, (WEL23-28 and 32) and energy efficient design WEL36. The risk of flooding on and off-site will be managed through WEL39. Nonetheless, a residual carbon emission impact is predicted as a result of the allocation of land.
- 5.3.15 Lying adjacent to the M27 and A32, parts of the Welborne area currently suffer from noise and air pollution. The plan responds to this by allocating more sensitive uses (i.e. residential) outside of the 63dB zone, away from main transport routes. A water source protection zone (SPZ) to the east of Welborne is largely protected through the allocation of land mainly to the west of the A32, outside of the main area of risk. Sustainable drainage schemes will be required to take account of the SPZ in accordance with WEL37. The plan will nonetheless contribute to increasing noise and air pollution, during both construction and operation, predominantly by increasing traffic volumes on new and existing roads. Welborne can also be expected to increase ambient light pollution across the site, which is largely undeveloped at present, and these impacts are likely to be most acute for existing residents in Funtley, Knowle, north Fareham and Forest Lane. The plan's distribution of development and provisions for green infrastructure will help to reduce the negative effects of noise, air and light pollution on residents within and near to Welborne. Policies 38 and 39 on sustainable drainage and aquifer protection will manage the risk of water pollution.
- 5.3.16 The Welborne site is predominantly arable land of relatively low intrinsic ecological value. However, remnants of ancient semi-natural woodland survive at the western site boundary near Knowle and along the east verge of the A32 southern section. Sites of Importance to Nature Conservation on site or adjacent include: Knowle Copse, Dash Wood and Ravens Woods; Ravenswood Row; Blakes Copse; Martin's Copse; Birchfrith Copse; and Fareham Common. These locally important habitats are all at risk of impact during both construction and operation and will need special consideration to ensure their continued contribution to nature conservation. Initial field survey work has confirmed that the site supports a range of nationally and European protected species, including badger, bats, birds, dormouse, great crested newt and reptiles. The local population status of these species may be at risk unless suitable avoidance, mitigation and enhancement measures are incorporated into the development plan. Looking further afield, Botley Woods SSSI, which lies between strategic development areas at

Welborne and north Whiteley, could be subject to cumulative effects from both developments, particularly with regard to recreational use.

- 5.3.17 A range of internationally important habitats and species assemblages exist at the Solent coastline which may also be subject to increasing recreational impact in combination with other developments, while significant effects on the New Forest, River Itchen and Butser Hill are possible but less likely. Impacts to international designations are assessed in the accompanying Habitats Regulations Assessment (HRA). The Welborne Plan's response to the risk of ecological impacts seeks to address impacts at each level of geographic significance. WEL31 requires development proposals to protect and enhance existing patches of species-rich habitat and populations of protected species on-site. WEL29 and WEL 32 seek to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented. WEL30 aims to ensure that disturbance impacts to internationally important sites can be adequately avoided and mitigated by contributing to coastal management measures and enhancing accessibility to areas of semi-natural greenspace both on-site and adjacent, while acknowledging the need to manage recreational access to SINC's to reduce the risk of adversely affecting the ecology of these sites.
- 5.3.18 Pre-1988 Agricultural Land Classification maps indicate that the majority of land within the policy area is classified as being of Grade 2 agricultural value. Post-1988 maps indicate that approximately 60% of the site is classified as being Grade 3a (mainly the northern section) with the remainder being Grade 3b (mainly the south of the site). Both Grades 2 and 3a are classed as best and most versatile (BMV) agricultural land. Allocating the site for Welborne will result in a loss of BMV land, the principle of which has been tested in higher tier plans (the South East Plan and Fareham Core Strategy). Additionally, significant areas towards the periphery of the site are allocated as Minerals Safeguarded Areas. Development of the scale proposed at Welborne will lead to significant water and resource use during both construction and operational stages.
- 5.3.19 While the loss of BMV agricultural land will be unavoidable if development objectives for the site are to be met, opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources, in accordance with the Hampshire Minerals and Waste Plan. The plan's response to the need to manage resource use - including waste management, and energy and water efficiency - is set out in policies WEL36, 37 and 40.
- 5.3.20 The development of 6,000 dwellings, 20ha of employment land and associated uses will increase the local market for goods, services and amenities, and provide high quality premises for new and expanding businesses in the sub-region. Measures to encourage indigenous economic growth during operation are promoted, for example a business incubator facility, and requirements for local employment and skills training during construction are included within the implementation plan, helping to support the economic vitality of Welborne and the surrounding area. The Welborne Plan has moved away from the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment. In addition this could drive up the required amount of employment floorspace and negatively affect the sub-regionally agreed "Cities First" approach.

- 5.3.21 The allocation of land facilitates development of a new District Centre, Local Centre and Community Hub to provide for the needs of the new community without unduly competing with existing centres. Requirements for green infrastructure and structural and detailed landscaping will contribute towards developing local distinctiveness. This will be supported by the other policies in the Welborne Plan, which focus on the provision of educational, community, retail and sustainable transport networks to promote self-containment within the new community.
- 5.3.22 The allocation of land will facilitate the delivery of new health facilities, including GP surgeries, dental and pharmacy facilities, while promoting healthy living through new sports, recreational and sustainable transport networks. This will be supported by the other policies in the Welborne Plan, which focus on the provision of allotments, formal and informal play spaces and access to natural greenspace.

WEL9: Employment

- 5.3.23 A range of positive and negative effects are predicted to result from proposed policy WEL9, many of which are closely related to the overall allocation of land insofar as it relates to the proposed employment areas. Locating employment development immediately north of the M27 is considered to be an efficient use of land on which more sensitive uses would be constrained as a result of noise and air pollution from the motorway.
- 5.3.24 The development of c.20ha of employment land at the locations proposed through the policy has the potential to have effects on the setting of cultural heritage assets. Due to the proposed location of development, effects on the historic environment will take place both to the west and east of the A32. To the west of the A32 the option may affect the setting of the Grade II* listed Dean Farmhouse. To the east of the A32, the proposals may affect the setting of the Lodge at Boundary Oak School. The proposals may also affect the historic setting of the landscape of the area, including the setting of Fort Nelson on Portsdown Hill to the east (although it should be noted that land will not be developed to the north of Junction 11 of the M27, the area closest to Portsdown Hill).
- 5.3.25 The design and layout of development areas in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage, in accordance with WEL8. New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and the townscape and landscape of the area. The historic environment and setting of the area should be utilised to promote local distinctiveness. Archaeological finds should be appropriately catalogued in consultation with the Council and its archaeological advisors, in accordance with the agreed Heritage Strategy and Historic Environment Management Plan. Policies WEL8 and 33-34 set out detailed provisions for the historic environment and landscape and townscape quality. However due to the scale and scope of development to take place in the area there is potential for employment land at this location to lead to some residual effects on historic environment assets.
- 5.3.26 Landscape sensitivity analyses show that allocated employment land to the west of the A32 is in an area of low landscape sensitivity, but that the site's fringes to east are medium sensitivity and associated with Portsdown Hill. This is confirmed by Zone of Theoretical Visibility work

undertaken by the site promoters. Policies WEL5-7 and 29-35 set out the planning response to landscape impacts associated with delivering the plan. While many of these policies will help to minimise landscape and visual impacts through design, layout and landscaping commensurate with the 'parkland' character area, together with implementation of a high quality GI network, developing employment land at this location is nonetheless predicted to have residual effects on landscape character.

- 5.3.27 Employment land to the east of the A32 will be situated within SPZ2, and so strict adherence to WEL38 will be particularly important here. Noise and air pollution impacts are likely to arise from construction activities and, during operation, traffic movements will also contribute to these impacts. The extent to which air, noise, water and light pollution is minimised depends on the design and layout of development, green infrastructure networks, the use of low noise road surfacing, high quality drainage systems, appropriate lighting design and other factors. The employment land allocation is partly intended to reduce the negative health impacts of noise and air pollution emanating from the M27.
- 5.3.28 Development of c.20ha of employment land adjacent to the M27 will add to congestion on the local and strategic road network, while the very close proximity of the motorway suggests that an over-reliance on private car transport could result. The plan incorporates changes to the road network, as well as public transport, walking and cycling links, to encourage sustainable transport and mitigate the effects of congestion. Transport modelling indicates that some benefits may be achieved, but traffic flows on the M27 and A32 would be likely to increase. The planning response is set out by policies on transportation and green infrastructure (WEL23-35) which promote the use of sustainable modes of transport and accessibility, including connections to BRT, local bus routes, new strategic walking and cycling routes, and connections to existing routes. Requirements for a transport strategy and travel planning during implementation and operational stages target behavioural change to achieve the desired level of modal shift.
- 5.3.29 Employment floorspace and associated uses will increase greenhouse gas emissions, during both construction and operation, by increasing the built footprint of Fareham Borough, its population and economic activity. The magnitude of the impact in relation to the international significance of the issue is considered to be negligible. The area is not subject to flood risk. Whilst many of the plan's policies will support a limitation of greenhouse gas emissions, there will be an unavoidable increase in emission as a result of the development of employment land.
- 5.3.30 Site development, including 20ha of employment land, will increase pressures on habitats, species and designated sites if implemented without a range of avoidance, mitigation and enhancement measures. However it is not anticipated that employment uses at the locations proposed will lead to the loss of features of ecological importance. Occasional flocks of curlew were observed in the pasture south of Pook Lane during overwintering bird surveys but this area is not scheduled for development. The plan's response to the risk of ecological impacts requires development proposals to protect and enhance existing fragments of species-rich habitat and populations of protected species on-site (WEL31). WEL29 and WEL 32 seek to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented.

- 5.3.31 A small part of the employment allocation to the west is within a Minerals Safeguarding Area, while all of it is classified as grade 3b agricultural land according to post-1988 maps. Opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources. Development of the scale proposed at is predicted to lead to significant water and resource use during both construction and operational stages. The plan's response to the need to manage resource use - including waste management, and energy and water efficiency - is set out in policies WEL36, 37 and 40.
- 5.3.32 Site development, including 20ha of employment land, will increase employment opportunities and support the economic vitality of Welborne and the surrounding area. This will be supported by a range of employment land types, including offices and industrial / warehousing and measures to support start-ups and the growth of small businesses, while requirements for local employment and skills training during construction are included within the implementation plan. An increase in economic activity will support an increase in employment opportunities locally. The adjacency of employment areas to the District Centre and the development of a Business Incubation Centre will also support the economic viability of the main centre of Welborne. The Welborne Plan has moved away from the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment. In addition this could drive up the required amount of employment floorspace and negatively affect the sub-regionally agreed "Cities First" approach.

WEL24: Strategic Road Access

- 5.3.33 The currently preferred option for strategic road access is an upgrade to junction 10 of the M27 to provide an 'all-moves' facility. The exact design is yet to be finalised but likely features include new on and off slip-roads would be constructed, with a new underpass located 600m to the west of the existing junction. A replacement westbound off-slip would also connect to the new underpass.
- 5.3.34 The three new slip-roads proposed as part of the solution could affect the quality of the residential environment at Funtley (dwellings on Funtley Road) and north Fareham (dwellings on Funtley Hill, Kiln Road and Potters Avenue) by increasing noise and light pollution. The construction and operation of the eastbound off slip-road may have some additional noise and visual impacts on the setting of the Grade II listed Church of St Francis. Noise from the eastbound off slip-road may worsen the impact of existing road noise in the vicinity of the Grade II* listed Dean Farmhouse. New on and off slip-roads west of the existing junction will lead to land-take to the south of the motorway at Fareham Common. This will affect landscape and townscape quality in the area (although it should be noted that the existing motorway already has a significant influence on the quality of the public realm in the area). However, some improvements may result from removal of the current circular off-slip. Noise screening measures, use of low noise road surfacing, low-spill lighting design and planted vegetation buffer zones could be installed to reduce impacts if project-level impact assessment indicates that a significant increase in air, noise or light pollution or visual impacts would occur.

5.3.35 Traffic modelling indicates that converting junction 10 to all-moves will alleviate congestion on parts of the strategic road network. For example, AM peak-hour traffic between junctions 10 and 11 will decrease both eastbound and westbound, while traffic on A27 Eastern Way will decrease northbound and southbound vehicle movements. Despite this, new on and off slip-roads will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport. The preferred option helps to reduce the severance impact of a more westerly eastbound off-slip, while also avoiding congestion that would occur under the gyratory scenario at the A32 Wickham Road (J10 Option A). WEL24 also seeks to incorporate BRT and bus priority measures at junction 10, safe cycle and pedestrian access between Fareham and Welborne, and improvements to junctions 9 and 11 if needed.



Figure 5.2: Strategic Road Access – Option 3 (Source: LDA Design / FBC)

5.3.36 The westbound on slip has the potential to lead to land-take at two areas of priority habitat (lowland mixed deciduous woodland) on Fareham Common, part of which is a SINC. The

northern part of the dumbbell is also situated adjacent to an area of priority woodland habitat. Habitat loss should be minimised through the routing and construction for the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads and the new road links as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.

- 5.3.37 Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps. Construction of the new and replacement slip roads will lead to the loss of the Grade 3b agricultural land to the south and north of the M27. However, land to the north would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.
- 5.3.38 The strategic road network improvements resulting from three new slip-roads at junction 10 will enhance access to new employment areas in Welborne. This will support economic investment. An improvement in accessibility for motorised vehicles to the Strategic Road Network from Welborne may support the viability of centres by encouraging businesses to locate in the new community. The policy also seeks to incorporate BRT/bus priority measures, and improved cycle and pedestrian access between Fareham and Welborne helping to promote accessibility to employment opportunities.

WEL25: Local Road Transport and Access

- 5.3.39 Welborne is likely to increase traffic flow on roads in the local area, including Wickham, Knowle, Funtley and Fareham, during both construction and operation. Proposed policy WEL25 will deliver improvements to the A32, a new spine network of routes within Welborne, including a main north-south route parallel to the A32, closure of Pook Lane to through traffic, and a series of off-site improvements to the local road network
- 5.3.40 Traffic modelling indicates that proposed development is likely to increase traffic flows on local roads in the area. For instance, in the AM peak-hour, traffic flow heading north towards Wickham will increase, as will traffic at the western end of Knowle Road (westbound and eastbound); and southbound traffic on A32 Wickham Road (north of Southampton Road) will also increase. The policy is designed to keep traffic moving, prevent rat-running and implement BRT/bus priority measures to facilitate sustainable travel choices.
- 5.3.41 This policy aims to mitigate increasing traffic flow by improving the layout, circulation and capacity of key junctions which are expected to receive significantly more traffic. Nonetheless, residential amenity in homes close to these junctions may be adversely affected. Noise from a busier A32 is likely to worsen the impact of existing road noise in the vicinity of the Grade II listed Boundary Oak School gatehouse (The Lodge). Similarly, the setting of listed buildings and conservation areas close to the A32 may deteriorate, including: at Fareham, the Barn at Furzehall, Gate Piers at No.61(Uplands), Furzehall Farmhouse, The Potteries; at Wickham, Wickham Bridge, Bridge House, Chesapeake Mill, Church of St Nicholas and associated structures. Noise screening measures, use of low noise road surfacing, and low-spill lighting design could be installed to reduce impacts to existing buildings if project-level impact assessment indicates that a significant increase in noise or light pollution would occur.

- 5.3.42 Local road transport and access improvements are unlikely to significantly affect landscape character, although some small scale impacts on the character of the townscape could occur as a result of junction re-configurations in Fareham and Wickham. Junction improvements could be accompanied by measures to lessen townscape impacts, such as areas of new planting, high quality street furniture and signage, interpretation boards for features of local interest.
- 5.3.43 Proposed improvements to the A32, Knowle Road and the internal spine network could negatively affect or lead to small scale loss of valuable habitats, including ancient woodland remnants along the south-eastern edge of A32, and the Knowle Road verges which consultation respondents have indicated are botanically rich. Off-site junction improvements are unlikely to lead to significant ecological impacts. Habitat loss should be minimised through careful route planning and design of construction methods for the spine network. Appropriate planting and habitat creation should also take place alongside the construction of the spine network as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.
- 5.3.44 The internal spine network and connections with BRT/bus, walking and cycling routes will help to link key nodes within the new community, including its centres, employment areas, schools and residential areas, contributing significantly to the vitality and viability of Welborne. Off-site junction improvements will help to mitigate traffic impacts on existing centres. The benefits of WEL25 will be further supported by WEL26-28 and 32, which encourage travel by sustainable modes and provide new walking and cycling routes and road crossings.

WEL36: Energy

- 5.3.45 Proposed policy WEL36 aims to optimise energy efficiency through building design, layout, orientation, landscaping and materials. It requires 10% of residential buildings to be built to Passivhaus standards and promotes energy supply which maximises low and zero carbon technology, including district heating.
- 5.3.46 By seeking to optimise energy efficiency in new dwellings, and requiring 10% to be built to 'Passivhaus' standards, the policy will promote the development of high quality housing which is healthy, warm and economical to run. The policy's focus on energy efficiency and utilisation of low and zero carbon technologies in Welborne will support the sustainable use of natural resources. Installation of smart meters, which will become standard, would further assist residents in managing their energy use, reducing costs and energy consumption.
- 5.3.47 New renewable energy infrastructure could negatively affect landscape and townscape character and the setting and fabric of cultural heritage assets if inappropriately designed or located. Depending on which technologies are installed, new renewable energy infrastructure (e.g. wind turbines or combined heat and power) could locally increase noise or air pollution. The technological selection, location, design and layout of new renewable energy infrastructure should seek to avoid noise pollution and negative effects on the fabric of cultural heritage assets, and aim to complement the landscape and setting of the historic environment.
- 5.3.48 Depending on which technologies are installed, new renewable energy infrastructure (e.g. wind turbines) could negatively affect protected species such as bats and birds. But wind turbines

are not discussed in the policy justification and the policy gives no spatial specification, meaning that the likelihood and significance of possible impacts cannot be assessed at the current stage. Proposals for renewable energy installations will need to demonstrate that they can be delivered without significant ecological impacts.

- 5.3.49 The policy's focus on energy efficiency and utilisation of low and zero carbon technologies in Welborne will support the development of a green economy locally. For example, supply, installation and maintenance of renewable energy infrastructure will provide local employment opportunities, and the use of sustainable building techniques will help promote a culture of 'green innovation'.

WEL37: Water Efficiency, Supply and Disposal

- 5.3.50 Proposed policy WEL37 addresses water efficiency measures to achieve residential consumption rates of no greater than 105 litres per person per day. By achieving high water efficiency in new dwellings, and installing water meters to all new homes, the policy will promote the development of high quality housing which is economical to run. In its Final Draft Water Resource Management Plan (WRMP) for 2014 Portsmouth Water has concluded that the Baseline Supply/Demand Balance under Average Conditions offers a surplus of supply over demand throughout the planning period, while a surplus also exists for the Baseline Peak Week and the Baseline Minimum Deployable Output scenarios. The policy also requires phased provision of water supply and wastewater conveyance and treatment infrastructure to service new and existing buildings, and to meet required environmental (discharge) standards. No preferred option for wastewater treatment currently exists; wastewater may ultimately be treated at Peel Common or Knowle wastewater treatment works.

- 5.3.51 Wastewater discharges could increase pollutant loads (e.g. nitrogen) in the receiving waters. Peel Common discharges via a long sea outfall to the Solent, whereas Knowle discharges to the River Meon which flows towards the Solent at Titchfield Haven. In both cases the ultimate receiving water is an internationally important biodiversity site. Adverse ecological effects from increased pollutant loads are possible, but it is likely that discharge consent parameters (permitted pollutant loads) for the quality of treated wastewater would remain broadly in line with the discharge consents of the current works. Given that both options ultimately meet with SAC/SPA designations at the Solent, it is likely that any increase in the volume of discharges would require a reduction in pollutant concentrations prior to a licence being issued. This will require investment in both cases to achieve treatment to higher standards prior to discharge. The accompanying HRA also addresses wastewater discharge impacts on internationally designated sites.

The Peel Common option

- 5.3.52 A buried pipeline would be less likely to affect the setting of cultural heritage assets, but there may be some disturbance of below-ground historic environment assets during construction, including designated sites and archaeological finds. The effect of the new pipeline on landscape quality depends on its routing. If routed through the countryside, negative effects on landscape character are likely during construction and early stages of operation.

- 5.3.53 Construction of a new pipeline would generate significant volumes of construction traffic, and several roads (including the M27) would need to be crossed, adversely affecting local accessibility in the short to medium term. The energy costs associated with pumping wastewater 5km from Welborne to Peel Common would increase the carbon footprint of developing the new community. The Knowle option is less likely to have significant impacts in this respect.
- 5.3.54 Ecological impacts will be unclear until more is known about a preferred route for a pipeline to Peel Common. Ecological impacts may include habitat loss and fragmentation, changes to the water table and impacts to protected species. Site specific mitigation proposals for construction impacts will need to be drawn up during selection and design of the preferred option.

The Knowle option

- 5.3.55 There may be some disturbance of historic environment assets during construction, including designated sites and archaeological finds. The option removes the need for a long distance pipeline however. This will reduce potential effects on cultural heritage assets to the south of Welborne, including in Fareham town centre. The effect of an expanded treatment plant on landscape quality depends on the design, layout and extent of new land-take at the facility.
- 5.3.56 Treatment at Knowle is likely to require slurry to be removed from site by lorry. Although possibly not affecting the new community, increased lorry movements will not help to promote accessibility or sustainable transport and could have negative air and noise pollution impacts on Knowle residents. HGV route-planning, road upgrades and fleet improvements could help to reduce impacts to Knowle residents.
- 5.3.57 Ecological impacts will be unclear until more is known about the scale, design and layout of an expanded Knowle works. Ecological impacts may include habitat loss and fragmentation, changes to the water table and impacts to protected species.
- 5.3.58 This option would involve recycling treated blackwater back into Welborne for use in toilet-flushing and irrigation. Overall water efficiency could therefore be maximised. The Peel Common option does not contribute to improved water efficiency. However, there is a potential risk that the dual supply of water to dwellings required in this option could lead to cross-contamination of potable and non-potable water supplies, leading to health and safety concerns, although the extent of this risk is unclear at present.

5.4 Cumulative Effects Assessment

- 5.4.1 This section considers the cumulative, synergistic and secondary effects of the Publication Draft Welborne Plan taken as whole. The potential for effects to act in combination with other nearby development plans and projects has also been considered, in particular:
- ▶ Strategic Development north of Whiteley
 - ▶ West of Waterlooville, Havant

- ▶ Boorley Green development in Eastleigh borough
- ▶ Developments proposed at Tipner and Horsea Island in Portsmouth
- ▶ The Fareham Development Sites and Policies Plan
- ▶ Eastleigh Adopted Local Plan Review 2001-2011 (adopted 2006)
- ▶ Eastleigh Draft Local Plan (LDF) 2011-2029
- ▶ Winchester saved adopted policies in the Local Plan 2006
- ▶ Winchester Local Plan Part 1 - Joint Core Strategy (adopted 2013)
- ▶ Winchester emerging Local Plan Part 2 – Development Management and Allocations Document.
- ▶ Gosport Local Plan Review 2001 to 2016 (Adopted 2006)
- ▶ Gosport Borough Draft Local Plan 2011 to 2029
- ▶ Portsmouth City Local Plan saved policies (adopted 2006)
- ▶ The Portsmouth Plan (adopted 2012)
- ▶ Portsmouth AAPs (Somerstown and North Southsea AAP & Southsea Town Centre AAP)
- ▶ Portsmouth emerging Site Allocations DPD
- ▶ North Solent Shoreline Management Plan (December 2010)
- ▶ Hampshire Local Transport Plan (2011-2031)
- ▶ Joint Hampshire Minerals and Waste Plan (adopted 2013) (includes Portsmouth, Southampton, New Forest National Park and South Downs National Park)

5.4.2 The results of the cumulative effects assessment are presented in Table 5.3.

Table 5.3: Cumulative, synergistic and indirect effects

SA Objective	Principles/policies which combine to bring cumulative/synergistic effects	Significance
1. To provide good quality and sustainable housing for all	WEL6, WEL7, WEL17, WEL18 and WEL36 will have cumulative, synergistic and indirect effects on housing quality by promoting the development of high quality, energy efficient housing, which are magnified when considered in combination with strategic developments and Local Plans in the wider area.	Significant positive effect over the short, medium and long term
2. To conserve and enhance built and cultural heritage	WEL3, WEL9, WEL10, WEL15, WEL16, WEL24, WEL25, WEL26 and WEL28 will have cumulative, synergistic and indirect effects on landscape quality by facilitating development on greenfield land and in relative proximity to heritage assets. WEL2, WEL4, WEL5, WEL6, WEL7, WEL10, WEL29-35 and WEL39 will have cumulative, synergistic and indirect effects on protecting the setting of cultural heritage assets by enhancing landscape and townscape quality, safeguarding	Significant negative effect over the short, medium and long term Significant positive effect over the short, medium and long term

SA Objective	Principles/policies which combine to bring cumulative/synergistic effects	Significance
	the distinctiveness and character of settlements and enhancing green infrastructure networks. WEL6, WEL7 and WEL8 will have cumulative, synergistic and indirect effects on supporting the protection and enhancement of cultural heritage assets in the plan area	Significant positive effect over the short, medium and long term
3. To conserve and enhance the character of the landscape	WEL3, WEL9-16, WEL25, WEL26 and WEL28 will have cumulative, synergistic and indirect effects on landscape quality by facilitating development on greenfield land, which are magnified when considered in combination with strategic developments and Local Plans in the wider area. WEL2, WEL4, WEL5, WEL29-35 and WEL39 will have cumulative, synergistic and indirect effects on landscape and townscape quality through the development of high quality green infrastructure networks in Welborne. WEL2, WEL6, WEL7, WEL8, WEL10, WEL33 and WEL 34 will have cumulative, synergistic and indirect effects on landscape and townscape quality by promoting high quality design in Welborne	Significant negative effect over the short, medium and long term Significant positive effect over the short, medium and long term Significant positive effect over the short, medium and long term
4. To promote accessibility and encourage travel by sustainable means	WEL2, WEL6, WEL10-16, WEL23, WEL25-2, and WEL32 will have cumulative, synergistic and indirect effects on supporting the uptake of sustainable modes of transport, including walking, cycling and public transport use in Welborne. WEL2, WEL9-17 and WEL19 will have cumulative and indirect effects on improving accessibility to facilities and employment by focusing development at locations accessible to services, facilities and amenities.	Significant positive effect over the short, medium and long term Significant positive effect over the short, medium and long term
5. To minimise carbon emissions at the new community and promote adaptation to climate change	WEL3, WEL9-16, WEL25, WEL26 and WEL28 will have cumulative and synergistic effects on greenhouse gas emissions by increasing the built footprint of the area and facilitating an increase in traffic in the area, which are magnified when considered in combination with strategic developments and Local Plans in the wider area. WEL2, WEL6, WEL9-16, WEL19, WEL23, WEL26-29, WEL32 and WEL35 will have cumulative, synergistic and indirect effects on limiting greenhouse gas emissions from transport by supporting sustainable transport use and reducing the need to travel. WEL2 and WEL36 will have cumulative and synergistic effects in supporting energy efficiency and renewable energy provision. WEL2, WEL4, WEL5, WEL29-32, WEL35, WEL37-39, WEL33 and WEL34 will have cumulative, synergistic and indirect effects for supporting climate change adaptation through the	Significant negative effect over the short, medium and long term Significant positive effect over the short, medium and long term Significant positive effect over the short, medium and long term Significant positive effect over the short, medium and long term

SA Objective	Principles/policies which combine to bring cumulative/synergistic effects	Significance
	<p>introduction of high quality green infrastructure networks and the measures to manage the effects of climate change including flooding, extreme weather events and effects on water resources.</p> <p>WEL2, WEL4, WEL5, WEL29-32, WEL35, WEL39, WEL33 and WEL34 will have cumulative effects on promoting a reduction in overall greenhouse gas emissions from Welborne through encouraging the planting of trees and other vegetation.</p>	<p>Positive effect over the short, medium and long term</p>
<p>6. To minimise air, water, light and noise pollution affecting the new community</p>	<p>WEL3, WEL9-16, WEL24-26 and WEL28 will have cumulative and synergistic and indirect effects on noise, air and light quality by increasing the built footprint of the area and facilitating an increase in traffic in the area.</p> <p>WEL2, WEL4, WEL5, WEL29-35 and WEL37-39 will have cumulative, synergistic and indirect effects for improving environmental quality through the introduction of high quality green infrastructure networks and measures to limit effects on environmental receptors.</p>	<p>Significant negative effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p>
<p>7. To conserve and enhance biodiversity</p>	<p>WEL2, WEL4, WEL5, WEL29-35 and WEL39 will have cumulative, synergistic and indirect effects for supporting biodiversity linkages and networks through improving green infrastructure networks and creating new habitats.</p> <p>WEL2, WEL4, WEL5, WEL29-35 and WEL39 will have indirect and synergistic effects on helping biodiversity adapt to the effects of climate change through supporting ecological networks and developing ecologically resilient landscape in Welborne.</p> <p>WEL3 will have cumulative, synergistic and indirect effects on designated nature conservation sites by increasing demand for recreational visits to these sites, effects which are magnified when considered in combination with strategic developments and Local Plans in the wider area.</p>	<p>Significant positive effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p> <p>Significant negative effect over the short, medium and long term</p>
<p>8. To conserve and manage natural resources (water, land, minerals, agricultural land, materials)</p>	<p>WEL3, WEL9-16, WEL25, WEL26 and WEL28 will have cumulative effects on the loss of the best and most versatile agricultural land by stimulating landtake on greenfield land.</p>	<p>Significant negative effect over the short, medium and long term</p>
<p>9. To strengthen the local economy and provide accessible jobs available to</p>	<p>WEL2, WEL9-16, WEL25, WEL26-29, WEL32 and WEL35 will have cumulative, synergistic and indirect effects by improving accessibility to jobs and educational opportunities in Welborne, effects which are magnified when considered in combination with strategic developments and</p>	<p>Significant positive effect over the short, medium and long term</p>

SA Objective	Principles/policies which combine to bring cumulative/synergistic effects	Significance
residents of the new community	Local Plans in the wider area.	
10. To create vital and viable new centres which complement existing centres	<p>WEL2, WEL6, WEL9-16, WEL23, WEL25-29, WEL32 and WEL35 will have cumulative, synergistic and indirect effects on supporting the vitality and viability of centres by promoting access to centres via sustainable modes of transport, including walking, cycling and public transport.</p> <p>WEL2, WEL6, WEL7, WEL8, WEL10-12 and WEL33 and WEL34 will have cumulative, synergistic and indirect effects on the quality of townscape and the built environment in the vicinity of centres. This will support their vitality.</p>	<p>Significant positive effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p>
11. To create a healthy and safe new community	<p>WEL2, WEL6, WEL10-16, WEL23, WEL25-30, WEL32 and WEL35 will have cumulative and indirect effects on health and well-being by maximising accessibility to health, leisure and recreational facilities in Welborne.</p> <p>WEL2, WEL6, WEL9-13, WEL15-16, WEL23-29, WEL32 and WEL35 will have cumulative and indirect effects on health and well-being by supporting healthier modes of travel including walking and cycling.</p> <p>WEL2, WEL4, WEL5, WEL6, WEL7, WEL10-13, WEL29-35 and WEL39 health and well-being through improvements to the quality and safety of the townscape and landscape and the promotion of green infrastructure networks</p> <p>WEL6, WEL7, WEL17, WEL18, WEL20 and WEL36 will have cumulative, synergistic and indirect effects on health and wellbeing by promoting the development of high quality, energy efficient housing</p>	<p>Significant positive effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p> <p>Significant positive effect over the short, medium and long term</p>

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6 Summary of the Appraisal of the Publication Draft Welborne Plan by Sustainability Theme

6.1 Introduction

6.1.1 This chapter summarises the sustainability performance of the Publication Draft Welborne Plan. The summary is presented by sustainability theme, as discussed in section 2.3, and illustrated with the Welborne Constraints Plan (Figure 6.1) and Strategic Framework Diagram (Figure 6.2).

6.2 Summary of Appraisal by Sustainability Theme

Accessibility and transportation

6.2.1 The development of Welborne, incorporating 6,000 dwellings by 2036, c.20ha of employment land and associated infrastructure, coupled with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demands on already congested transport networks in the area, including the M27, A27 and A32. However, several of the proposed policies aim to reduce the effects of Welborne on transport networks by introducing a range of transport interventions to improve the flow of road traffic and reduce the need to travel by the private car.

6.2.2 A major junction improvement is planned for the M27 junction 10, which will be the principal point of access to the strategic road network, while a new spine network within the new community will distribute traffic to different places within Welborne, and provide at least four connections to the A32. The A32 itself will be subject to a range of treatments to calm traffic and provide for several safe crossing points between the eastern and western development zones. Transport modelling carried out to establish the traffic impacts of proposed development indicates that volumes of traffic will decrease on some of the more congested strategic roads, including parts of the M27 and A27. Despite this, significant increases in traffic volumes will occur in some locations, and the Plan aims to deliver a number of local road improvements to improve traffic flow, capacity and safety, while reducing rat-running in Funtley, Knowle and Wickham.

6.2.3 In addition to introducing measures which will encourage the use of sustainable modes of transport, the Plan policies will support accessibility by introducing land use allocations which reduce the need to travel. This includes the provision of a wide range of residential, employment and community land uses within Welborne, and the provision of services, facilities and amenities within district centre, local centre and community hub which are in close proximity and easily accessible to residential areas. The quantum of retail floorspace to be developed has resulted from the need to contribute to self-containment and ensure its economic viability in the early stages of the new community, while not unduly competing with existing centres at Wickham, Fareham and beyond.

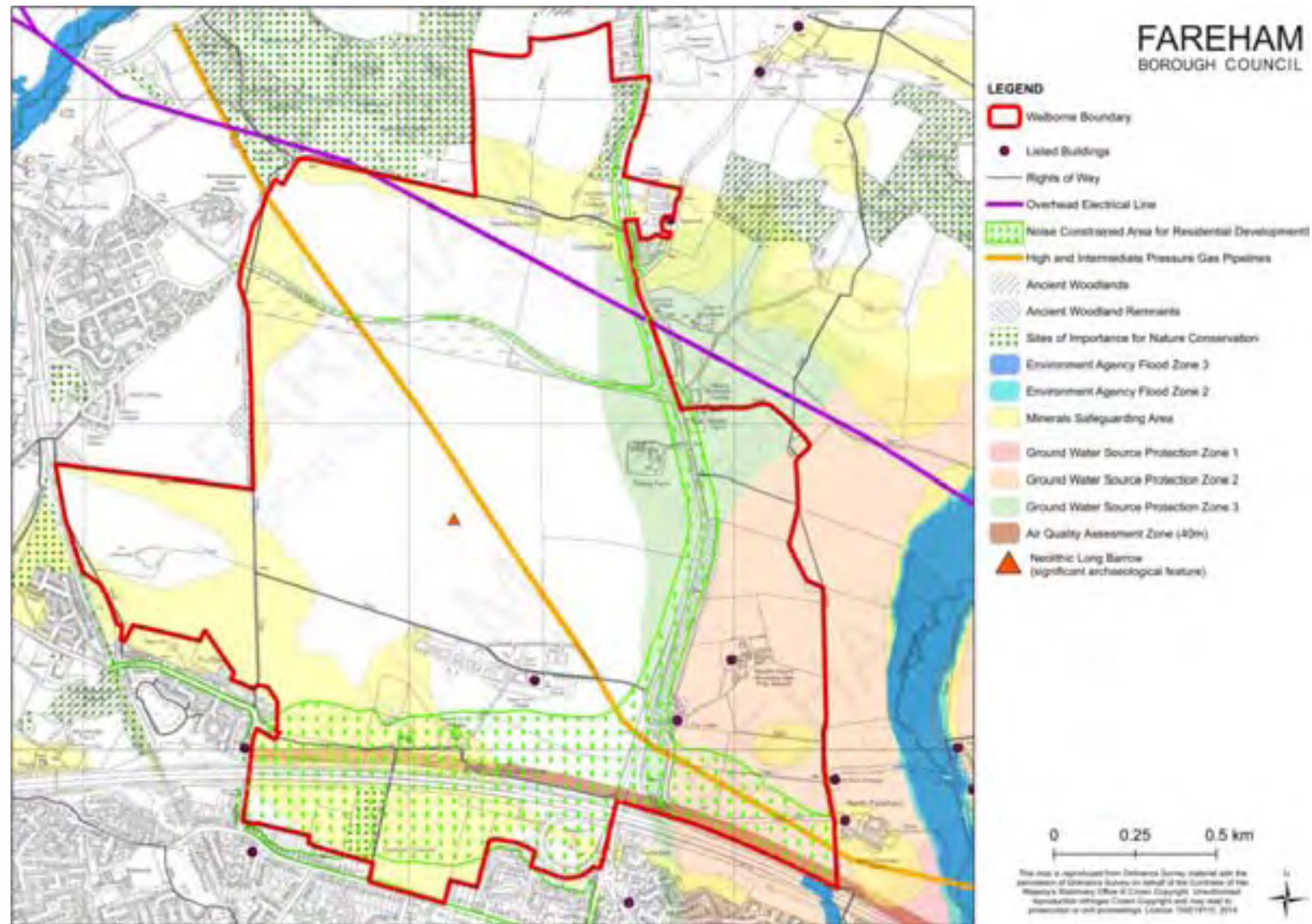


Figure 6.1: Welborne Constraints Plan (Source: FBC)

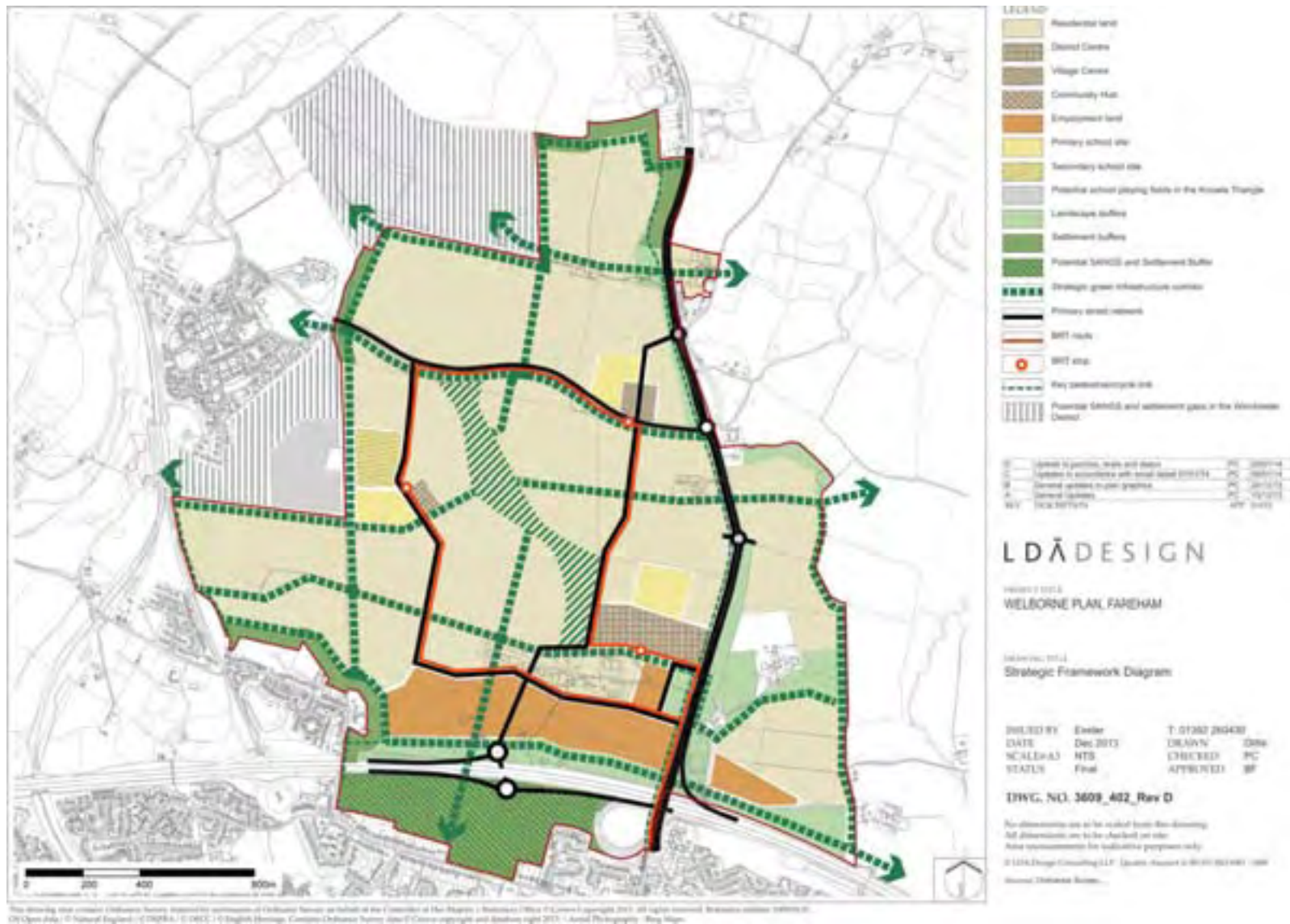


Figure 6.2: Strategic Framework Diagram (Source: LDA Design / FBC)

- 6.2.4 A number of the Plan's policies have a close focus on promoting accessibility by sustainable modes of transport, including through the introduction of high quality walking and cycling networks within Welborne, and between Welborne and surrounding communities, including Fareham town. These links will be incorporated within the green infrastructure network proposed for Welborne through the green infrastructure strategy. Welborne will also be linked to the wider borough and sub-region through high quality public transport networks. This includes the Bus Rapid Transit network, which will link the community with Fareham, Fareham rail station and Gosport, and eventually facilitate links to Portsmouth.
- 6.2.5 The Plan also seeks to ensure key areas within Welborne are linked by sustainable modes of transport. For example the Plan aims to ensure that primary and secondary schools, employment land and residential areas will all be accessible by public transport and walking and cycling networks. The district and local centres and community hub proposed for Welborne are designated as the key nodes of sustainable transport networks. The Plan's promotion of a high quality townscape and built environment will further support accessibility by promoting inclusive neighbourhoods and community integration, and encouraging walking and cycling. For these reasons the proposed policies are considered to limit the effects associated with potential impacts on transport infrastructure in the vicinity of the new community, but residual effects are nonetheless likely as a result of increasing traffic flows.

Air quality

- 6.2.6 Existing air quality in the plan area is dominated by the road network, and in particular is affected by the proximity of the M27 motorway to the site. The allocation of employment land within Welborne has been designed to make an efficient use of land which would be unsuitable for residential uses because of air quality and noise impacts emanating from the motorway. However, air quality may worsen in locations close to new or upgraded road junctions, or roads which are predicted to receive significantly increased volumes of traffic.
- 6.2.7 There are two Air Quality Management Areas (AQMA) in Fareham – Gosport Road and Portland Street. The impacts of additional traffic in these areas in particular will be closely monitored. The National Air Quality Standards will need to be met in these two locations. Strategic modelling results have so far shown limited impacts on these two locations in terms of traffic increase. The measures contained within the Transport Strategy, both in terms of infrastructure provision to reduce congestion and measures to reduce the level of private car use, will serve to mitigate impacts on these two locations.
- 6.2.8 The Welborne Plan's focus on improving accessibility and supporting sustainable modes of transport (see above) will help to limit the effect on air quality in the area. This will be further supported by the development hierarchy promoted by the Plan which, in addition to promoting the use of sustainable modes of transport, will help reduce the need to travel by car. The Plan's promotion of high quality open space provision and green infrastructure provision will also support improved air quality in the area by reducing the effects of airborne pollutants.
- 6.2.9 The accompanying Habitats Regulations Assessment has also examined the possible effects of traffic growth and air pollution on internationally important Special Areas of Conservation and

Special Protection Areas in and around the borough. This has concluded that adverse effects on the integrity of these sites are unlikely to occur.

Biodiversity, flora and fauna

- 6.2.10 Whilst the plan area consists largely of arable fields and improved grassland habitats, much of which is of relatively low intrinsic nature conservation value, a range of botanically rich habitats are present locally with the potential to support notable, protected and priority species. Remnants of ancient semi-natural woodland survive at the western site boundary near Knowle and along the east verge of the A32 southern section. Sites of Importance to Nature Conservation (SINC) on site or adjacent include: Knowle Copse, Dash Wood and Ravens Woods; Ravenswood Row; Blakes Copse; Martin's Copse; Birchfrith Copse; and Fareham Common. These locally important habitats are all at risk of impact during both construction and operation and will need special consideration to ensure their continued contribution to nature conservation. Initial field survey work has confirmed that the site supports a range of nationally and European protected species, including badger, bats, birds, dormouse, great crested newt and reptiles.
- 6.2.11 The loss of landscape features of value for biodiversity such as hedgerows and areas of woodland through the development of Welborne would lead to significant negative effects for habitat and species. Helping to minimise these effects, policies WEL29-35 focus on developing high quality green infrastructure networks in Welborne. Through appropriate planting, the provision of semi-natural greenspace and focusing on linkages between habitats, the Plan's focus on green infrastructure will encourage the restoration of fragmented habitats, and support improvements to wildlife corridors and ecological networks. These will help create stepping stones at the local level that contribute to strategic sub-regional biodiversity networks.
- 6.2.12 The Plan also seeks through policy WEL31 to ensure that a full assessment of the impacts on habitats and protected species is carried out, to protect and enhance existing patches of species-rich habitat and populations of protected species on-site. WEL29 and WEL 32 seek to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented. Overall, short-term significant effects to locally important habitats and populations of protected species could occur, but in the long-term the Plan presents a considerable opportunity for biodiversity gain.
- 6.2.13 WEL30 aims to ensure that disturbance impacts to internationally important sites can be adequately avoided and mitigated by contributing to coastal management measures and enhancing accessibility to areas of semi-natural greenspace both on-site and adjacent, while acknowledging the need to manage recreational access to SINCs to reduce the risk of adversely affecting the ecology of these sites. The accompanying Habitats Regulations Assessment has examined a range of possible effects on internationally important Special Areas of Conservation and Special Protection Areas in and around the borough, including:
- ▶ Atmospheric pollution;
 - ▶ Disturbance from recreation;
 - ▶ Effects on supporting habitats;

- ▶ Water abstraction and supply; and
- ▶ Waste water treatment and discharge.

6.2.14 It has concluded that adverse effects on the integrity of the sites in relation to all but one of these impacts are unlikely to occur. Impacts associated with waste water treatment and discharge cannot be fully assessed at the current stage because the preferred wastewater option has not yet been defined.

Climate change

6.2.15 Development of 6,000 dwellings, c.20ha of employment land and associated uses within Welborne will increase greenhouse gas emissions by expanding the built footprint of Fareham borough. However, the Welborne Plan contains a range of proposals limiting the growth in carbon emissions associated with the development of Welborne.

6.2.16 As discussed in more detail in relation to Accessibility and Transportation above, the Welborne Plan will support the use of sustainable modes of transport, including BRT, buses, walking and cycling, and aims to limit traffic growth and reduce the need to travel. This will support climate change mitigation by limiting greenhouse gas emissions from transport. The Energy policy and High Level Development Principles help ensure that emissions from homes, community buildings and employment premises are minimised through high energy efficiency standards and the development of localised renewable energy generation. This broad approach to energy efficiency and renewable energy generation is significant as domestic, industrial/commercial and emissions from road transport are equally high contributors to CO₂ emissions in the borough. Nevertheless, the Plan is predicted to make a residual contribution to climate change due to increasing carbon emissions.

6.2.17 Climate change in the area has the potential to lead to a range of impacts. Adapting to the effect of climate change in Welborne requires forward planning which considers future trends in the climate, including more extreme weather events, increased winter rainfall and increased occurrences of summer drought. Effective climate change adaptation will be promoted in large part by the Welborne Plan's provision for green infrastructure. Greenspace can help control surface water run-off, and support a reduction in increased temperatures experienced from the "heat island effect," where built up areas become significantly warmer than surrounding rural areas. The development of a high quality green infrastructure network in Welborne will therefore help increase the resilience of the area to the effects of climate change,

6.2.18 Although the plan area is not within a zone of elevated flood risk, proposed policies seek to require flood risk assessments to demonstrate that development will not increase flood risk on the site or elsewhere. This will be supported by the Plan's implementation of sustainable drainage systems (SuDS) within Welborne through policy WEL39. This seeks to ensure that all stages of the development will incorporate SuDS into the network of open space put forward through the green infrastructure strategy, all surface water run-off is contained within the site, and that SuDS are designed to accommodate a one hundred year rainfall event with a 30% allowance for climate change. The Plan has an emphasis on water efficiency measures, including installation of water meters in all dwellings and a target to achieve per capita water consumption of no more than 105 litres per person per day.

Economic factors

- 6.2.19 The development of 6,000 dwellings, c.20ha of employment land and associated uses will increase the local market for goods, services and amenities. This will support the economic vitality of Welborne and the surrounding area and provide new employment opportunities locally. Economic vitality will be further supported by the Plan through its allocations for a range of employment land types, including offices and industrial / warehousing, education and community uses. The Welborne Plan has moved away from the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment. In addition this could drive up the required amount of employment floorspace and negatively affect the sub-regionally agreed "Cities First" approach.
- 6.2.20 The Plan promotes vitality of centres and employment areas by ensuring their accessibility to other parts of Welborne and encouraging housing growth in appropriate locations. This will be supported by the provision of high quality public transport and walking and cycling networks. The development of comprehensive green infrastructure networks, combined with the development of a well-designed townscape will also support the economic vitality of neighbourhoods in Welborne.
- 6.2.21 The Welborne Plan includes measures to support business start-ups and facilitate the growth of small businesses, while requirements for local employment and skills training during construction are set out within WEL43. Policy WEL9 seeks to introduce the development of flexible employment accommodation that can be adapted to meet the needs of small businesses to encourage small and new start businesses to locate in Welborne and enable them to be supported as they grow. Alongside this, the policy puts forward the development of a 'Business Incubation Centre' to provide office space, technology and provide business support for start-up companies. The provision of high speed fibre optic broadband through the Plan will also promote business start-ups. Overall, the plan is considered to have a positive impact on economic factors.

Health

- 6.2.22 Reflecting low levels of deprivation, crime and child poverty, indicators of health and wellbeing are favourable in Fareham when compared with the England average. Demographic trends such as an ageing population are likely to have implications for the provision of health services locally. In this context the Plan's focus on local service provision and ensuring that new areas of development are easily accessible to new residential areas will support the effectiveness of local health care provision in Welborne. Linked to this, the Plan introduces high quality sustainable transport networks within Welborne which will promote accessibility to health, leisure and recreational opportunities. This will help improve residents' health and wellbeing.
- 6.2.23 Health and wellbeing in Welborne will also be supported by the Plan's encouragement of non-car use and healthier modes of travel. This includes policies' on high quality pedestrian and cycle networks and enhanced public transport links. Opportunities for health and wellbeing will also be provided by the development of high quality open spaces, accessible natural

greenspace, sports and recreation facilities, formal and informal play and green corridors through the green infrastructure strategy of the Plan. This will enhance leisure and recreation opportunities, encourage walking and cycling, and help promote healthier and more active lifestyles in Welborne.

- 6.2.24 Within the Plan, residential areas are allocated away from the main zone of noise and air pollution impacts which result from the M27 motorway, helping to avoid the negative health impacts of these sources on future residents. The sustainability and energy efficiency of new housing in Welborne is promoted by the Plan through WEL36. By seeking to optimise energy efficiency in new dwellings, including the requirement for 10% of new dwellings to be built to 'Passivhaus' standard, the policy will promote the development of high quality housing which is healthy, comfortable and economical to run. Overall, the Plan is predicted to have a positive effect on human health by distributing sensitive land uses to avoid possible hazards, and providing for new health care and substantial amounts of new sports and recreational facilities.

Historic environment

- 6.2.25 A number of features and areas of historic importance exist within and near to the plan area. For example, to the west of the A32 are the Grade II* listed Dean Farmhouse and the recently discovered Neolithic long barrow. To the east of the A32, the proposals will affect the setting of the Lodge and Boundary Oak School, including the historic parkland at Roche Court. The setting of North Fareham Farmhouse and Mill House (Forest Lane), lying just outside the eastern policy boundary, will also be affected. In the wider area, views from and the setting of, historic landscapes and views associated with Fort Nelson on Portsdown Hill, the Forest of Bere, and historic settlement of Wickham will be altered. In this context the Plan seeks to protect and enhance significant cultural heritage features and ensure new uses are consistent with the conservation of heritage assets. The Plan requires all new development to adhere to a Heritage Strategy and Historic Environment Management Plan.
- 6.2.26 The area's historic environment extends beyond individual sites and features. The area's historic landscapes and townscapes must be considered as a whole in order to understand what gives the area its sense of place and identity. Alongside, the setting of individual sites and features is fundamental to their integrity. In this context the Plan's focus on the development of a high quality built environment and townscape, and on protecting local distinctiveness and a sense of place will support the setting of cultural heritage assets.
- 6.2.27 The provision of new open space through high quality green infrastructure networks will help improve the integrity of the historic environment and promote the use of areas of historic value for leisure and recreation. This will be supported by the Plan's aim to positively incorporate important aspects of the historic environment, including historic landscape character and any significant archaeological finds within Welborne's green infrastructure network.
- 6.2.28 The Plan recognises the archaeological potential of the area by seeking to ensure that archaeological field evaluation takes place to establish the presence, nature and extent of any archaeological sites that may be present. Part of this work has already been completed by the site promoters during preparation of the scoping stage for the forthcoming Environmental Impact Assessment. The work will continue to be carried out in consultation with Hampshire

County Council and/or the Council's archaeological advisors, and English Heritage. Where the impact of the development on archaeological sites of local and regional interest is identified, the Plan states that a strategy for preservation and/or mitigation will be required which should include, where appropriate, mitigation through archaeological recording to enable further understanding and presentation of the historic environment to the community. In conclusion, residual impacts are considered to be both positive and negative; the Plan provides an opportunity to discover, record and preserve heritage features, and present them to the community, but nonetheless the setting of some features will be permanently altered and there is a risk of loss or damage to unknown buried assets during construction.

Housing

- 6.2.29 The Welborne Plan will support the delivery of around 6,000 dwellings in Welborne in the period to 2036, thereby making a significant contribution to the housing needs of the borough and wider housing market area. The Plan sets the framework for varying types and tenures of housing in Welborne, including market housing, affordable housing, private rented housing and specialist housing for older people. This will help meet local and sub-regional housing needs.
- 6.2.30 The sustainability and efficiency of new housing in Welborne is promoted by the Plan through WEL36-37. By seeking to optimise energy and water efficiency in new dwellings, including a proportion of buildings to be built to 'Passivhaus' standard, the policy will promote the development of high quality housing which is healthy, comfortable and economical to run. This will be supported by the installation of water meters in all residential dwellings. The Plan also seeks to encourage high quality design within residential environments. The quality and vitality of residential areas and neighbourhoods will benefit from the development of comprehensive walking and cycling networks and multifunctional green infrastructure, and the integration of residential areas with other land uses. Overall, the Welborne Plan is considered to have a significant positive effect on the housing objective.

Landscape

- 6.2.31 Landscape sensitivity analyses show that the centre of the proposed allocation is an area of low landscape sensitivity, but that the site's fringes to the north, south, east and west are medium sensitivity, while areas of high sensitivity associated with the Forest of Bere and Portsdown Hill lie to the north and east respectively. The Welborne Plan sets out a response to these constraints, including an accompanying landscape strategy which aims to prevent or significantly reduce views of Welborne from Wickham and the South Downs National Park to the north, and defines character areas within the policy boundary.
- 6.2.32 Many of the policies proposed in the Plan aim to reduce these effects and deliver a high quality built environment and townscape. A key influence on townscape design in Welborne will be the implementation of the Plan's character areas; see Figure 6.3. These identify four distinctive types of landscape, including woodland to the north of the site, chalk downland running through the middle of the site, meadowland to the south of the site and a parkland typology framed by a strong woodland edge on the land east of the A32. Development proposals will be required to be of a scale, form and design that reflects the existing landscape influences in each main zone of the policy boundary.

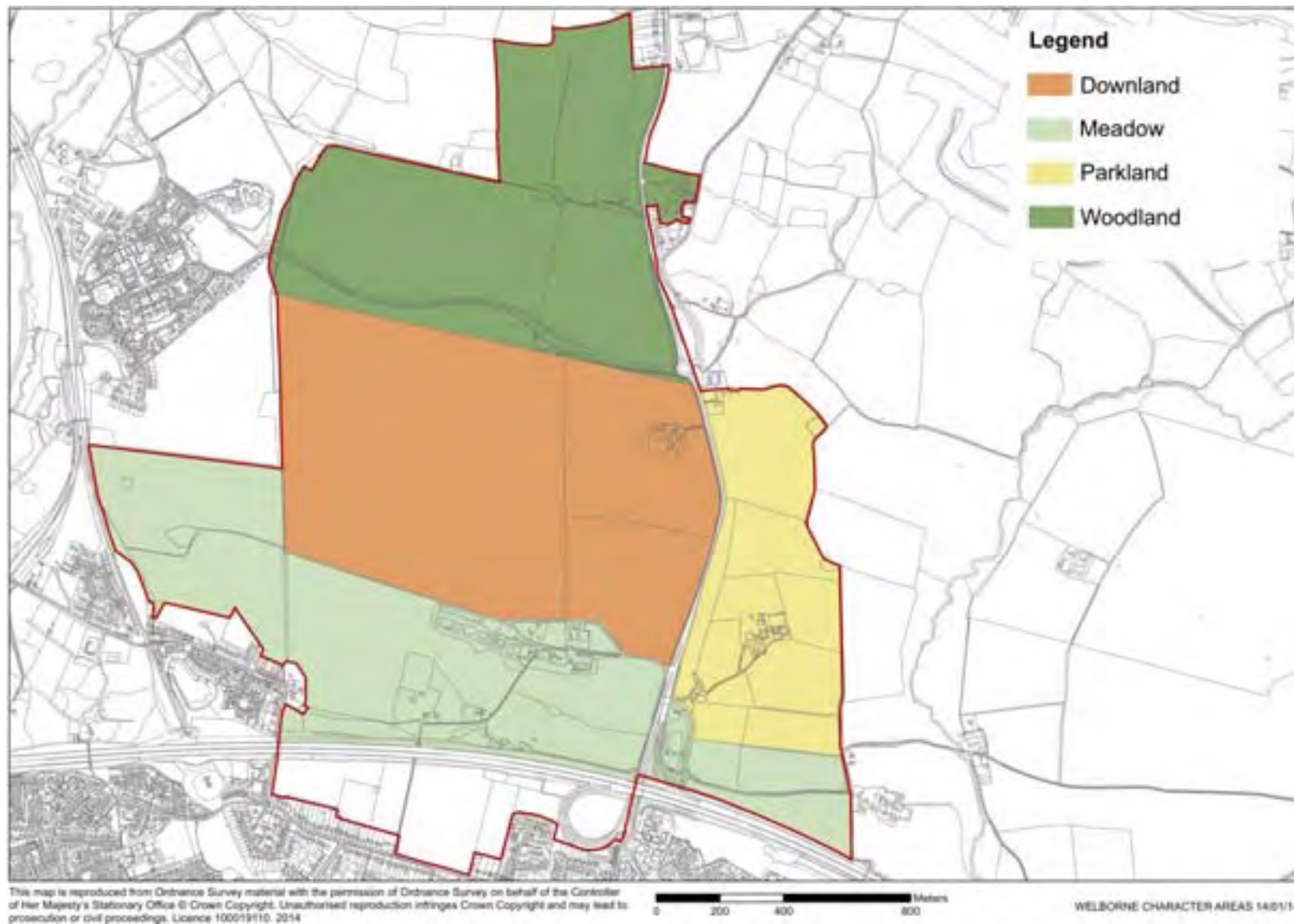


Figure 6.3: Welborne Character Areas (Source: FBC)

- 6.2.33 Important elements of the Plan's approach to structural landscaping include the new central park in the Downland area, buffers to maintain separation from existing settlements, woodland belts to provide screening and to break views from the east of the A32, and enhancements to the visual separation of Wickham and Fareham. The Plan emphasises that these should be the key determinants for townscape and landscape design to accompany new development and the main influence on the design of open space and green infrastructure.
- 6.2.34 To support the implementation of this approach, the Plan requires that proposals for development at Welborne will need to include structural landscaping schemes to enhance the landscape setting of Welborne and demonstrate how the key landscape features on the site will be preserved. Landscape quality in Welborne will also be supported by the proposals to protect and enhance the historic environment in the plan area and incorporate such features within townscape and landscape design (see Historic Environment above) and appropriate screening in more sensitive areas of the plan area such as east of the A32.
- 6.2.35 The policies also seek to make use of key landscape assets, for example utilising extensive views to Portsdown Hill and the coast from the new central park, and allocating land as settlement buffers between Welborne and the existing settlements of Fareham, Funtley, Knowle and Wickham. Proposed use of land in the Knowle Triangle as playing pitches will help to preserve the open character of the land and maintain separation between the two communities, although there is a risk that formal sport facilities will lead to a sense of suburbanisation in this area despite the Plan's requirement for all engineered structures to be situated within the policy boundary.
- 6.2.36 The Plan's focus on the development of high quality green infrastructure networks in Welborne as an integral part of wider sub-regional networks will support the quality of townscape and landscape in the area, and provide a key means of creating a high quality built and natural environment. Policy WEL35 requires the governance and maintenance of green infrastructure to be secured in perpetuity which will help to ensure that the quality of landscaping will remain high as the new community progresses. Nevertheless, the scale of development proposed and allocation of land to the east of A32 in an area of medium landscape sensitivity will result in unavoidable residual impacts on landscape character.

Material assets

- 6.2.37 The layout of the new community responds to material asset constraints on site, including the gas mains which traverse the site from north-west to south-east. Opportunities to extract resources from the Minerals Safeguarding Area to the site's fringes should be explored during the design and phasing of development proposals. As discussed above in relation to climate change, proposed policy WEL36 seeks to encourage energy efficiency and the development of low and zero carbon energy generation.
- 6.2.38 The Plan aims to minimise waste and encourage recycling in Welborne by requiring that all domestic properties incorporate storage facilities for recyclables as part of their design. The Plan also seeks to ensure that appropriate waste management infrastructure is delivered in Welborne through the provision of a new Household Waste Recycling Centre. This will

complement the three existing nearby Household Waste Recycling Centres managed by Hampshire Country Council located at: Barnes Wallis Road, Segensworth; Port Solent; and Grange Road, Gosport. It should be located within the employment area so as to avoid the negative effects on residential amenity that could be associated with such a facility, for example increased traffic, noise and odour. However, construction and operation of the new community will inevitably result in significant resource usage and the Plan is assessed as leading to mixed effects in this respect.

Population and quality of life

6.2.39 In general, deprivation in the wider borough of Fareham is low. Based on the Indices of Multiple Deprivation 2010 (IMD), the Borough is ranked as the 15th least deprived out of 326 Local Authority areas in England and is the second least deprived of the districts of Hampshire. Overall the Borough is within the top 10% least deprived local authority areas in England. However of the deprivation which does exist in Fareham, the Borough experiences higher levels of deprivation within the following 'sub domains'⁸:

- ▶ Outdoors living environment;
- ▶ Geographical barriers to housing and services; and
- ▶ Adult skills.

6.2.40 The policies put forward within the Welborne Plan recognise these issues. In terms of potential geographical barriers to housing and services a number of the Plan's policies have a close focus on promoting accessibility. This includes through the provision of a wide range of residential, employment and community land types within Welborne, and the provision of services, facilities and amenities within district and local centres and the community hub which are in close proximity and easily accessible to residential areas. In this context the land use allocations proposed through the Plan will reduce barriers to service provision within Welborne.

6.2.41 Geographical barriers will also be overcome through the introduction of public transport and walking and cycling networks within Welborne, and between Welborne and surrounding communities, including Fareham town. For example Welborne will be linked to the wider borough and sub-region through high quality public transport networks, including Bus Rapid Transit, which will link the community with Fareham town centre and railway station, Gosport, and eventually facilitate links through to Portsmouth. The Plan also seeks to ensure key areas within Welborne such as schools, employment land and residential areas will all be accessible by public transport and walking and cycling networks, and that the district centre, local centre and community hub proposed for Welborne are designed as the key nodes for these networks.

6.2.42 The introduction of high quality green infrastructure in Welborne will provide significant opportunities for recreation and amenity and help facilitate a high quality outdoors living environment. The development of open space and playing field provision and green corridors through the green infrastructure proposals for Welborne will enhance formal and informal

⁸ The Indices of Multiple Deprivation are comprised of seven 'Domains' to highlight different aspects of deprivation. These include Income; Employment; Health and Disability; Education and Skills; Barriers to Housing and Services; Crime; and Living Environment. These are subsequently separated into a number of further 'Sub domains'.

leisure and recreation opportunities, encourage walking and cycling, and help promote healthier and more active lifestyles. The Plan's promotion of a high quality townscape and built environment will also support community and neighbourhood integration, with further benefits for the quality of life of residents.

- 6.2.43 Data from the ONS suggests that in the period July 2010 to June 2011, unemployment in Fareham was 4.4%, which was lower than the South East average (5.9%), and lower than the national average (7.7%), and that increases and falls in unemployment in the borough have mirrored regional trends. However it will be important for a range of employment opportunities to be provided in the new community to reflect population growth and skill sets within Welborne and the wider sub-region. In this context employment opportunities will be supported by the Plan through the promotion of a range of employment land types, including offices and industrial / warehousing and community uses and measures to integrate employment uses with the rest of the community through high quality sustainable transport networks and green infrastructure provision. Employment will further be supported by the Plan's focus on encouraging business start-ups and supporting new businesses in Welborne (see Economic Factors above).
- 6.2.44 The implementation plan requires initial planning applications to be accompanied by employment and training plans demonstrating how local people will be included in the development process and can develop relevant construction and related skills and find employment during the development of Welborne. Despite these positive opportunities, the Plan is predicted to lead to certain negative effects for neighbouring communities, especially during the construction phase, including increased traffic flow on local roads, noise and visual impacts and a general disruption to established ways of life while Welborne takes shape.
- 6.2.45 In forthcoming years the age group with the greatest projected percentage change in population is within the 65+ years age group. An ageing population and an increased dependency ratio in the area will have implications for service provision through increasing the demand for certain types of services and facilities. The Plan seeks to address these issues by providing of a range of accessible services within Welborne's district and local centres and housing provision which is flexible, energy efficient and well designed. The Plan also sets out a requirement for specialist accommodation for older people. Overall, the Welborne Plan is considered to have a range of positive effects on population and quality of life over the long-term, despite negative effects for neighbouring communities during the construction phase.

Soil

- 6.2.46 Pre-1988 Agricultural Land Classification maps indicate that the majority of land within the policy area is classified as being of Grade 2 agricultural value. Post-1988 maps indicate that approximately 60% of the site is classified as being Grade 3a (mainly the northern section) with the remainder being Grade 3b (mainly the south of the site). Both Grades 2 and 3a are classed as best and most versatile (BMV) agricultural land. Allocating the site for Welborne will result in a loss of BMV land, the principle of which has been tested in higher tier plans (the South East Plan and Fareham Core Strategy) and is not revisited here. Nevertheless, the Plan will result in significant negative effects on soil resources.

Water

- 6.2.47 Groundwater provides the majority of water in the area, either directly or indirectly. A major intermediate aquifer underlies the plan area and as such is an important source of water for the wider sub-region. This is designated as a Source Protection Zone (SPZ). Policy WEL38 and WEL39 acknowledge the significance of the aquifer by ensuring that proposals which could result in surface water entering the aquifer demonstrate that risks of contamination will be avoided. In particular it seeks to ensure that no run-off from Welborne enters SPZ Zone 1 and only uncontaminated run-off is allowed to be discharged through sustainable drainage systems, or allowed to infiltrate the ground within SPZ Zones 2 and 3.
- 6.2.48 The sustainable management of water run-off in Welborne will be achieved through the Plan's requirement for sustainable drainage systems (SuDS). Policy WEL39 seeks to ensure that all stages of the development will incorporate SuDS into the network of open space put forward through the green infrastructure strategy, all surface water run-off is contained within the site, and that SuDS are designed to accommodate a one hundred year rainfall event with a 30% allowance for climate change. Although the plan area is not within a zone of elevated flood risk, proposed policies require flood risk assessments to demonstrate that development will not increase flood risk on the site or elsewhere.
- 6.2.49 In its Final Draft Water Resource Management Plan (WRMP) for 2014 Portsmouth Water has concluded that the Baseline Supply/Demand Balance under Average Conditions offers a surplus of supply over demand throughout the planning period, while a surplus also exists for the Baseline Peak Week and the Baseline Minimum Deployable Output scenarios. Despite this positive outlook for water supply, policy WEL37 addresses water efficiency measures to achieve residential consumption rates of no greater than 105 litres per person per day. By achieving high water efficiency in new dwellings, and installing water meters to all new homes, the policy will promote the development of high quality housing which is economical to run.
- 6.2.50 The policy takes a permissive approach to wastewater treatment options, allowing the preferred solution to be decided following further feasibility studies. One of these options provides the opportunity for additional water efficiency to be achieved via the supply of treated blackwater for use in toilet flushing and irrigation in Welborne. This option would require wastewater to be treated at the Knowle works, which would need significant upgrades and expansion to be able to cope with the additional volume of waste. The Knowle treatment option is likely to have a range of environmental effects which would affect residents of Knowle most acutely, including landscape and visual, ecological, air and noise pollution impacts. However, the alternative option of conveying wastewater to Peel Common treatment works is also significantly constrained. It is likely to lead to a broadly similar range of impacts, which may affect a higher number of people, has the added complication of needing to cross the M27, and would lock-in high energy and carbon costs of pumping wastewater over a much longer distance.
- 6.2.51 Wastewater discharges could increase pollutant loads (e.g. nitrogen) in the receiving waters. Peel Common discharges via a long sea outfall to the Solent, whereas Knowle discharges to the River Meon which flows towards the Solent at Titchfield Haven. In both cases the ultimate receiving water is an internationally important biodiversity site. Adverse ecological effects from increased pollutant loads are possible, but it is likely that discharge consent parameters

(permitted pollutant loads) for the quality of treated wastewater would remain broadly in line with the discharge consents of the current works. Given that both options ultimately meet with SAC/SPA designations at the Solent, it is likely that any increase in the volume of discharges would require a reduction in pollutant concentrations prior to a licence being issued. This will require investment in both cases to achieve treatment to higher standards prior to discharge. The HRA also addresses wastewater discharge impacts on internationally designated sites. In conclusion, the Welborne Plan is predicted to have mixed impacts for the water environment, largely as a result of the uncertainties associated with the final wastewater treatment solution.

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7 Mitigation and Recommendations for the on-going development of the Welborne Plan

7.1 Introduction

7.1.1 The SA has recommended measures to prevent, reduce or offset the significant negative effects of implementing the Welborne Plan. These measures are collectively referred to as 'mitigation measures'. Where appropriate, recommendations for enhancement are made to help maximise the sustainability performance of the plan.

7.2 Mitigation Measures and Recommendations for Enhancement

7.2.1 Mitigation measures have been generated throughout the course of the SA for the Welborne Plan. Many of these, including for example recommendations on the most sustainable masterplanning options, have been incorporated within the plan as it has developed. Where significant negative effects remain, or opportunities for enhancement present themselves, additional measures are proposed in the Detailed Assessment Matrices included in Appendix I. By way of summary from Appendix I, the mitigation measures and recommendations for enhancement include:

- ▶ While the loss of BMV agricultural land will be unavoidable if development objectives for the site are to be met, opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources, in accordance with the Hampshire Minerals and Waste Plan.
- ▶ Noise screening measures, use of low noise road surfacing, low-spill lighting design and planted vegetation buffer zones could be installed at the new M27 junction 10, and junction improvements in Wickham, Knowle, Funtley and Fareham, to reduce impacts to existing homes in Funtley and north Fareham, if project-level impact assessment indicates that significant increases in air, noise or light pollution would occur.
- ▶ Slip-roads both north and south of the M27 could include planted vegetation buffer zones to screen the visual impact from existing and newly developed areas to the north and south.
- ▶ Junction improvements on the local road network could be accompanied by measures to lessen townscape impacts, such as area of new planting, high quality street furniture and signage, interpretation boards for features of local interest.
- ▶ Careful route planning and design of construction methods for the M27 junction 10 slip-roads and internal spine network will be required to avoid or minimise loss or damage to areas of priority habitat, ancient woodland remnant or botanically rich road verges. Appropriate planting and habitat creation should also take place alongside the construction of these new routes as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.

- ▶ The technological selection, location, design and layout of new renewable energy infrastructure should seek to avoid noise pollution or negative effects on the fabric of cultural heritage assets, and aim to complement landscape/townscape character and the setting of the historic environment. Proposals for renewable energy installations will need to demonstrate that they can be delivered without significant ecological impacts or increasing air pollution.
- ▶ Much remains to be decided regarding the final wastewater conveyance and treatment solution. Negative effects on landscape, cultural heritage assets, air, noise, water and light pollution, and ecological impacts could result from both the Knowle and Peel Common option to a greater or lesser extent. Specific mitigation proposals will need to be drawn up during selection and design of the preferred option.
- ▶ Regarding landscape, it is likely that a pipeline to Peel Common would be buried, thereby limiting operational effects on landscape character. Site-level landscaping proposals (e.g. bunds or tree planting) may be sufficient to mitigate the effects of expanding the Knowle works.
- ▶ The Knowle wastewater treatment option is likely to require slurry to be removed from site by lorry, resulting in increased traffic and associated impacts in the local area. HGV route-planning, road upgrades and fleet improvements could help to reduce these impacts on Knowle residents.

8 Monitoring

8.1 Introduction

8.1.1 The SEA Directive states that “Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action” (Article 10.1). In addition, the Environmental Report (or Sustainability Report) should provide “... a description of the measures envisaged concerning monitoring” (Annex I (i)).

8.1.2 The SA monitoring framework should be targeted towards the aspects of the environmental, social and economic baseline which are assessed as likely to be significantly affected during implementation of the plan. Ideally SA monitoring proposals should be aligned with or incorporated within monitoring that is scheduled for the plan itself, both to avoid duplication and ensure that appropriate remedial action can be taken.

8.1.3 Monitoring is particularly useful in helping to answer the following questions:

- ▶ Were the assessment’s predictions of sustainability effects accurate?
- ▶ Is the Welborne Plan contributing to the achievement of desired sustainability objectives?
- ▶ Are mitigation measures performing as well as expected?
- ▶ Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

8.2 SA Monitoring for the Welborne Plan

8.2.1 Table 8.1 provides proposals for a programme of monitoring to measure the plan’s performance in relation to the SA Objectives against which significant effects were identified, and seeks to monitor where uncertainties relating to the appraisal findings arose. The monitoring programme may still be adjusted in response to representations on the plan and its SA. The final monitoring programme will be included in the Post Adoption Statement. Consultees are invited to suggest any further indicators that they feel are necessary or suitable for inclusion in this monitoring programme.

Table 8.1: Proposed monitoring framework

Theme	Monitoring data	Objective
Accessibility	Modal share of trips undertaken to/from Welborne by: <ul style="list-style-type: none"> - Car/van; - Bus; - Bus Rapid Transit; 	To monitor success of sustainable transport measures

Theme	Monitoring data	Objective
	<ul style="list-style-type: none"> - Cycling; and - Walking. 	
Air quality	Air quality on main local routes, close to sensitive receptors and sites of biological interest	To provide early warning of adverse health or environmental effects, and help inform remedial action
Biodiversity	<ul style="list-style-type: none"> - Loss or degradation of areas of local ecological interest, including ancient woodland remnants and Knowle Road verges - Delivery of green infrastructure and habitat creation - Area change in extent of priority habitats - Delivery of SANGs (ha) in line with occupancy of dwellings - Contributions to SDMP and/or New Forest Recreation Management Strategy (£) 	To achieve net gains for biodiversity
Climate change	<ul style="list-style-type: none"> - Kilowatt hours of installed renewable and low carbon energy source - Proportion of Passivhaus homes delivered in each phase 	To reduce carbon emissions
Economic factors	<ul style="list-style-type: none"> - Number of local workers employed during construction - Amount (m²) of employment floorspace delivered 	To increase local employment opportunities
Food production	<ul style="list-style-type: none"> - Delivery of allotments & community gardens (ha) 	To maintain local food production
Heritage	<ul style="list-style-type: none"> - Number of artefacts discovered and recorded - Number of artefacts destroyed - Number of artefacts incorporated within development and/or interpreted & presented to public - Number of features added to the Heritage at Risk register 	To promote preservation, enhancement and enjoyment of heritage features
Human health	<ul style="list-style-type: none"> - Monitor extent of traffic-related noise pollution increases with reference to existing dwellings at Funtley and north Fareham - Amount of sports/recreation facilities delivered 	To avoid adverse health impacts
Housing	<ul style="list-style-type: none"> - Number of homes delivered (against trajectory) - Mix of size, type and tenure 	To encourage timely delivery of the necessary range of housing needs
Water	Per capita water consumption (105l/p/d)	To improve water efficiency

9 Summary

9.1 Summary and Next Steps

- 9.1.1 The Sustainability Report presents the findings of a combined Sustainability Appraisal and Strategic Environmental Assessment for the Welborne Plan.
- 9.1.2 The report accompanies the Publication Draft Plan, forming part of the evidence upon which the plan is based, and incorporates the Environmental Report which is required in accordance with the SEA Directive. It includes an assessment of the reasonable alternatives which were considered during preparation of the plan, and makes recommendations for mitigating and monitoring its significant effects.
- 9.1.3 The Sustainability Appraisal found that a broad range of positive effects across the spectrum of sustainability themes are associated with the plan in its current form. However, residual negative effects are also expected in relation to the following themes: accessibility and transportation; air quality; biodiversity; carbon emissions; landscape and the setting of heritage assets; loss of greenfield land of best and most versatile agricultural value; consumption of resources and materials; and wastewater disposal. Recommendations for mitigation, enhancement and monitoring are made.
- 9.1.4 Following publication of the Welborne Plan and its Sustainability Report, the Plan will move towards Examination in Public. Representations received on the Publication Draft Plan may necessitate further changes to the plan and, if so, significant changes will also be subject to further Sustainability Appraisal. This may lead to a further edition of the Sustainability Report being produced, or perhaps an Addendum to the current report, so that the findings of further appraisal can be circulated. The representations, along with any proposed changes to the plan and SA information will be submitted to the Planning Inspector to consider during the Examination in Public.
- 9.1.5 SEA Regulations 16.3c(iii) and 16.4 require that a 'statement' be made available to accompany the plan, as soon as possible after the adoption of the plan or programme. The purpose of the Post Adoption Statement is to outline how the SA process has informed and influenced the Welborne Plan development process and demonstrate how consultation on the SA was taken into account. The statement will contain the following information:
- ▶ The reasons for choosing the Welborne Plan as adopted in the light of other reasonable alternatives dealt with;
 - ▶ How environmental considerations were integrated into the Welborne Plan;
 - ▶ How consultation responses were taken into account; and
 - ▶ Measures that are to be taken to monitor the significant effects of the Welborne Plan.

9.2 Publication

- 9.2.1 The Publication Draft Welborne Plan and this Sustainability Report are being made available for representations for a period of six weeks, from 28 February until 5.00pm on Friday 11 April 2014.
- 9.2.2 Documents can be inspected online, at Fareham Library or the Council's office. Representations can be submitted via the online response form, or sent to planningpolicy@fareham.gov.uk or the Council's address given below.

Email:

planningpolicy@fareham.gov.uk

Online:

www.fareham.gov.uk/planning/new_community/intro.aspx

Hard copy:

**Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hampshire
PO16 7AZ**

**Fareham Library
Osborn Road
Fareham
PO16 7EN**



Urban Edge Environmental Consulting Ltd

Unit 5 | Westergate Business Centre | Brighton | BN2 4QN

T: 01273 68 67 66 | E: enquiries@ueec.co.uk

www.ueec.co.uk |  [@UrbanEdgeEnviro](https://twitter.com/UrbanEdgeEnviro)

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Urban Edge Environmental Consulting Ltd

Unit 5 | Westergate Business Centre | Brighton | BN2 4QN

T: 01273 68 67 66 | E: enquiries@ueec.co.uk

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Sustainability Appraisal for the Welborne Plan

APPENDICES

January 2014



Sustainability Appraisal of the Welborne Plan

Sustainability Report on the Publication Welborne Plan

Appendices

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Abbreviations

ALC	Agricultural Land Classification	NNR	National Nature Reserve
AONB	Area of Outstanding Natural Beauty	NH ₃	Ammonia
AQMA	Air Quality Management Area	NPPF	National Planning Policy Framework
BAP	Biodiversity Action Plan	ODPM	Office of the Deputy Prime Minister
BOA	Biodiversity Opportunity Area	ONS	Office of National Statistics
CIEEM	Chartered Institute for Ecology and Environment	PPPs	Policies, plans and programmes
CLG	Department of Communities and Local Government	PUSH	Partnership for Urban South Hampshire
CO ₂	Carbon dioxide	RVEI	Road Verges of Ecological Importance
CPRE	Campaign to Protect Rural England	SA	Sustainability Appraisal
CRoW	Countryside and Rights of Way	SAC	Special Area of Conservation
CRTN	Calculation of Road Traffic Noise	SAP	Species Action Plan
DEFRA	Department of the Environment, Food and Rural Affairs	SCS	Sustainable Community Strategy
DMRB	Design Manual for Roads and Bridges	SDA	Strategic Development Area
EA	Environment Agency	SEA	Strategic Environmental Assessment
EIA	Environmental Impact Assessment	SFRA	Strategic Flood Risk Assessment
FBC	Fareham Borough Council	SI	Statutory Instrument
GIS	Geographic information systems	SINC	Site of Importance for Nature Conservation
HAP	Habitat Action Plan	SOA	Super Output Area
HCC	Hampshire County Council	SPA	Special Protection Area
HER	Historic Environment Record	SPZ	Source Protection Zones
IMD	Indices of Multiple Deprivation	SRTM	Sub-Regional Transport Model
LBAP	Local Biodiversity Action Plan	SSSI	Site of Special Scientific Interest
LDF	Local Development Framework	UKCIP	UK Climate Impacts Programme
LNR	Local Nature Reserve	VOC	Volatile Organic Compounds
LVIA	Landscape and Visual Impact Assessment	WCA	Wildlife and Countryside Act
NERC	Natural Environment and Rural Communities	WFD	Water Framework Directive
NEP	National Environment Programme	WRMP	Water Resource Management Plan
NO ₂	Nitrogen dioxide	ZTV	Zone of Theoretical Visibility
NO _x	Nitrogen oxides		

Appendix A: Compliance Checklist

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 SEA
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, 5.1, 3.3 and Appendix D
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Appendix B
3. The environmental characteristics of areas likely to be significantly affected.	Appendix B
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.	Appendix B
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.	Section 3.3, Appendix D
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.	Chapters 5 and 6, and Appendices H and I
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.	Chapters 5, 6 and 7, and Appendix I
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.	Chapter 4
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Chapter 8
10. A non-technical summary of the information provided under paragraphs 1 to 9.	Non Technical Summary

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Appendix B: Baseline and Key Issues

The following chapters 1 to 13 present the baseline data collection for the Welborne Plan Sustainability Appraisal, together with the analysis of key issues.

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1 Accessibility and Transport

1.1 Summary of Policy and Plan Review

- 1.1.1 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.
- 1.1.2 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.

1.2 Baseline Data

Transport links

- 1.2.1 The location of Welborne in close proximity to the M27 motorway 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 A32 bisects the plan area in a north-south direction, linking the site with Wickham to the north, the A27 to the south.
- 1.2.2 Welborne is located approximately 5km from the nearest rail station at Fareham. 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. Welborne is also accessible to the main regional airports: Southampton Airport is approximately 22km and Bournemouth is 60km distant. Both Gatwick and Heathrow Airports are approximately 110km away. Two international sea ports, Portsmouth European Ferryport and Southampton cruise liner and container port, are relatively close to the Welborne. In terms of walking and cycling links, a small number of public rights of way, including footpaths and bridleways cross the area.

Traffic

- 1.2.3 Several iterations of transport modelling have been undertaken to inform development of the Welborne Plan. The following sections report the findings of Sub-Regional Transport Model run 8b¹ as this is believed to most closely represent the likely option to come forward.

¹ MVA Consultancy (December 2013): *Welborne, Fareham – Run 8b SRTM Modelling Analysis*. Report for Fareham BC.

- 1.2.4 Within the model, development is assumed to consist of (up to) 6,500 dwellings and 112,000 square metres of employment and retail development. The SRTM has been used to assess the impact of the development and to assist with the identification of the appropriate transport strategy for the development for a forecast year of 2036. It is anticipated that residential developments will be complete by 2036 but that employment development may continue until 2041, whereas the final transport model year in SRTM is 2036. The full 2041 development quantum has been run with the 2036 transport model to ensure the full quantum of development is replicated.
- 1.2.5 In accordance with guidance three weekday periods are modelled in the SRTM:
- ▶ AM peak: busiest hour between 0700 and 1000, (defined as 38.2% of the three hours for Highway and 40% for Public Transport);
 - ▶ Inter peak: average of 1000 to 1600 (i.e. 16.7% of the six hours for both modes); and
 - ▶ PM peak: busiest hour between 1600 and 1900, (defined as 35.8% of the three hours for Highway and 40% for Public Transport).
- 1.2.6 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 post original model development (2010) and advancements/ best practice in the coding of specific highway and junction arrangements.
- 1.2.7 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.
- 1.2.8 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); and
 - ▶ Schools: four.
- 1.2.9 Highway and public transport assumptions for run 8b were:
- ▶ Year: 2036;
 - ▶ Highway (see Figure 1.1):
 - 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,
 - BRT from Welborne to Gosport,
 - BRT from Welborne to Portsmouth via A27, and
 - BRT from Welborne to Portsmouth via M27 J10 (Fast Track).



Figure 1.1: Highways arrangement for SRTM run 8b (Source: MVA, 2013, Appendix C)

- 1.2.10 Run 8b outputs are compared against run1, which is a modelled representation of the changing baseline situation between 2010 and 2036. Figure 1.2 to Figure 1.5 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 1.2: Total traffic flow run1 AM peak

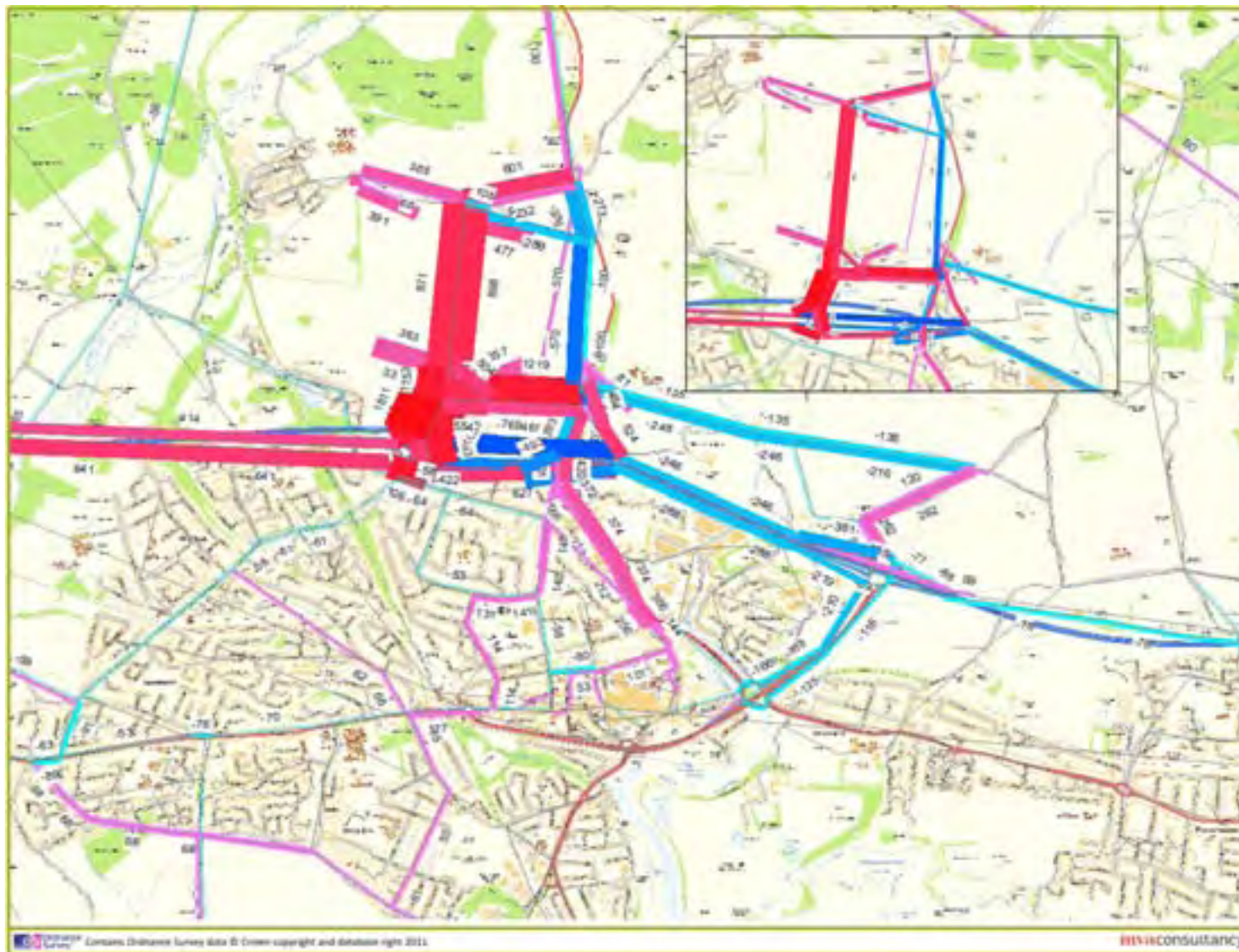


Figure 1.3: Traffic flow change run8b vs run1 (>50pcu only) AM peak

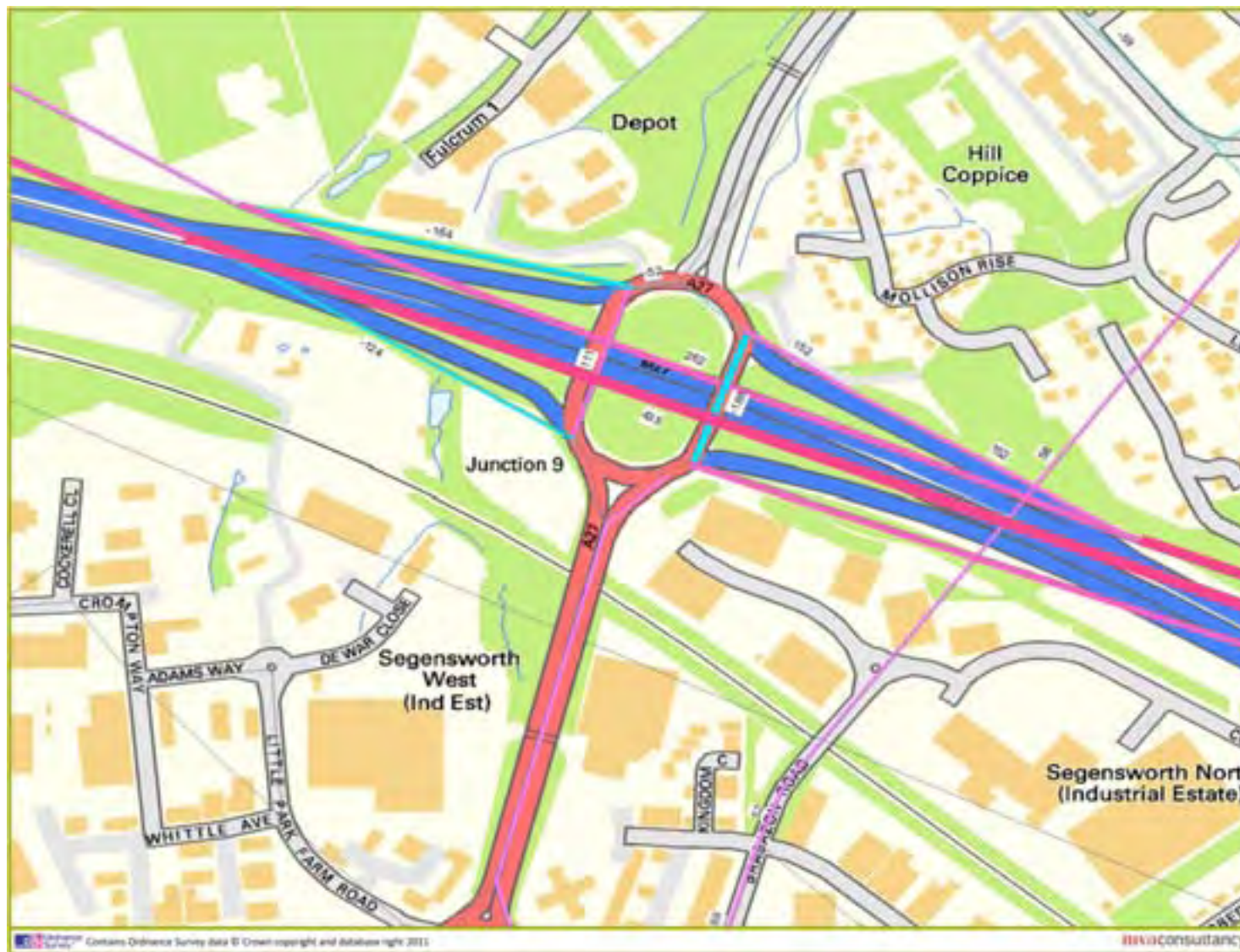


Figure 1.4: Traffic flow change run8b vs run1 (>50pcu only) M27J9 AM peak



Figure 1.5: Traffic flow change run8b vs run1 (>50pcu only) M27J11 AM peak

- 1.2.11 The EIA Scoping Report submitted to Fareham Borough Council in advance of an Environmental Statement being prepared for future planning application(s) states that traffic and transport impacts of the proposed development will be assessed. The assessment will be based upon a comparison of potential journeys currently associated with the site against predicted journeys associated with the development proposals. The baseline traffic data will be based on surveys of the existing highways network with traffic growth and development impacts being assessed using Sub-Regional Transport Model (SRTM) calculations.
- 1.2.12 The extent of transport impact will be determined using pre-defined significance criteria for each mode of travel. Those criteria will be based on the net change in journeys as a result of site development and any infrastructure improvements delivered as part of the proposals. The significance criteria would establish the magnitude of any beneficial or adverse effects the development will have on the transport network.

Accessibility and car ownership

- 1.2.13 The road, rail and air links close to Welborne mask significant potential accessibility issues for Welborne. As a greenfield site, cut off from the rest of the built up area of the borough by the M27, walking and cycling routes are currently limited, and existing local public transport services (including bus routes 69, 93 and 95) are unlikely to be adequate for the needs of the town. Congestion on the local road network, particularly around Junctions 10 and 11 of the M27, is also a major issue, and one which is likely to increase. This places further constraints on accessibility to/from Welborne.
- 1.2.14 Due partly to Fareham’s relative affluence, car ownership in the borough is higher than regional and national averages –87.6% of households in Fareham have access to a car or van, compared to 81.4% for the South East and 74.2% for England (2011 census data). The number of households owning two or more cars is also higher than regional and national averages. This is reflected by travel to work data, where a higher proportion of the population travel by car to work than regional and national averages, and a lower proportion of people travel by public transport or walking. A large proportion of the working population also travel to destinations outside of the borough for work, highlighting a trend of out-commuting from Fareham.

Table 1.1: Car ownership and travel to work in Fareham compared to regional and national averages (2011)²

Indicator	Fareham	South East	England
Percentage of households with access to a car or van	87.6%	81.4%	74.2%
Percentage of people aged 16-74 who usually travel to work by train	2.6%	4.9%	3.4%

² Source: Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk [accessed 2 January 2014]

Indicator	Fareham	South East	England
Percentage of people aged 16-74 who usually travel to work by bus, mini bus or coach	1.3%	3.02%	4.8%
Percentage of people aged 16-74 who usually travel to work by driving a car or van	49.3%	41.2%	36.8%
Percentage of people aged 16-74 who usually travel to work on foot	4.9%	7.3%	6.9%
Average distance (km) travelled to fixed place of work (data from 2001 Census)	14.7km	17.9km	13.31km

Likely evolution of the baseline situation without the plan

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

- ▶ Traffic flows on the Strategic Road Network are likely to increase as the economic climate improves and South Hampshire’s population increases.
- ▶ 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.

1.3 Key Issues for Accessibility and Transport

1.3.1 Key issues for the accessibility and transport sustainability theme relevant to Welborne 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.
- ▶ The location of Welborne close to the M27 motorway has the potential to encourage car use and increase congestion in the area. This could lead to issues linked to, for example poor air quality, increased noise pollution, health issues, poor quality of the public realm and increased greenhouse gas emissions.
- ▶ Existing bus services are inadequate to meet the needs of Welborne. Additionally, the site is approximately 5km from Fareham rail station. 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.

2 Air Quality

2.1 Summary of Policy and Plan Review

2.1.1 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 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.

2.2 Baseline Data

2.2.1 Existing air quality in the plan area is dominated by the road network, and in particular is affected by the proximity of the M27 motorway to the site. Subsequent to monitoring and assessment of local air quality throughout the borough, an Air Quality Management Area (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, due to continuing exceedances of the annual mean Air Quality Strategy objective of 40µg/m³. Both of these designations are due to emissions from transport. As part of the AQMA designation, continuous monitoring is being undertaken at these locations.

2.2.2 A fifth round of review and assessment started in 2012 with a new updating and screening assessment. The previous rounds of review and assessment identified no new risk of exceedances from new road sources and updates traffic data showed no significant changes in daily traffic flows. The 2012 assessment outlined the diffusion tube and continuous analyser data, analysis of which showed there to be no exceedances of the NO₂ objectives at relevant locations outside or inside the existing AQMAs. The 2012 assessment revealed a number of new or previously unidentified local developments which could have impacts on air quality but it was determined that a Detailed Assessment would not be required for any of these sources.

2.2.3 In April 2012 a new continuous automatic analyser was installed at Portland Street to measure nitrogen dioxide. This was secured via a section 106 agreement with the developer of a new food retail store at Quay Street. The conversion of the Quay Street roundabout to a "thoroughabout" was completed in November 2011 and will result in traffic coming from Gosport via the A32 and out onto the M27 via Eastern Way. Traffic will no longer pass through Portland Street. This new road layout should reduce emissions in the Portland Street AQMA. Traffic data for Quay Street indicated no need for a detailed assessment.

2.2.4 Whilst the two AQMAs in Fareham are not located adjacent or near the plan area, Welborne has the potential to negatively affect air quality across the borough, including the town centre, where the AQMAs are located. This is acknowledged by the Air Quality Action Plans prepared for the AQMA, which suggest that Welborne could add to Fareham town's congestion issues.

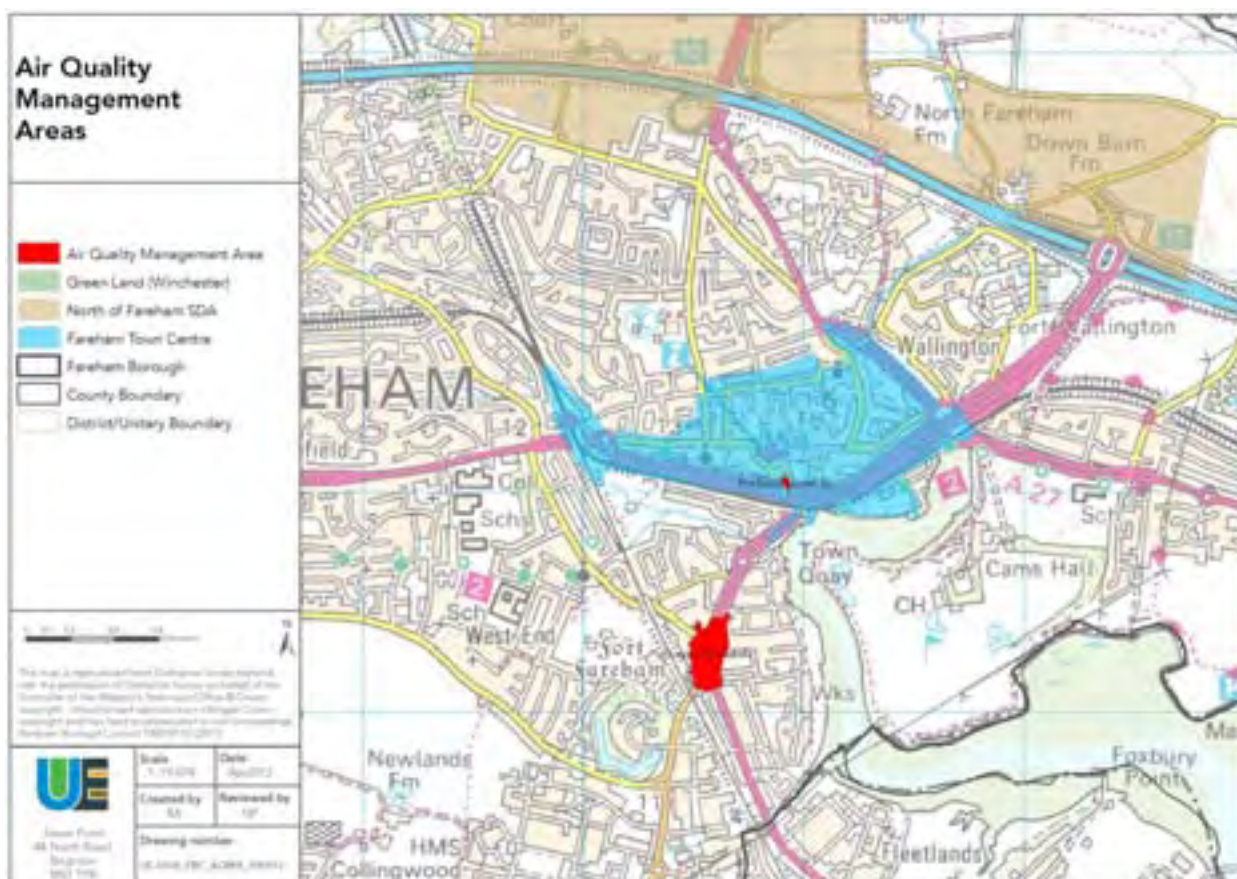


Figure 2.1: Location of Air Quality Management Areas in Fareham (source FBC)

Likely evolution of the baseline situation without the plan

2.2.5 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to air quality that may continue include:

- ▶ Traffic flows on the Strategic Road Network are likely to increase as the economic climate improves and South Hampshire’s population increases. This could affect air quality adjacent to the M27 and on roads joining the motorway.
- ▶ Improved economy and efficiency of vehicles may support improvements to air quality.

2.3 Key Issues for Air Quality

2.3.1 Key issues for the air quality sustainability theme relevant to Welborne are:

- ▶ Increased traffic flows generated by Welborne could add to overall emissions and pollutants associated with transport (NH₃, SO₂, NO_x, VOCs and PM), leading to worsening air quality across the wider borough.
- ▶ Increases in traffic flows may undermine efforts to improve air quality in the existing Air Quality Management Areas at Gosport Road and Portland Street.
- ▶ The proximity of Welborne to the M27 has the potential to lead to air quality issues in the south of the plan area.

3 Biodiversity and Geodiversity

3.1 Summary of Policy and Plan Review

- 3.1.1 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.
- 3.1.2 The recently introduced Natural Environment White Paper (2011)³ 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.
- 3.1.3 The White Paper is supported by the recently released Biodiversity Strategy for England (2011)⁴. 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. The Biodiversity Strategy for England also proposes introducing a new designation for Local Green Areas to enable communities to protect places that are important to them.
- 3.1.4 At a local level, the Hampshire Biodiversity Action Plan and the Fareham Local Biodiversity Action Plan set the priorities for biodiversity for the county and borough, building on the UK Biodiversity Action Plan.

3.2 Baseline Data

Habitats

- 3.2.1 The biodiversity of the plan area is represented by various habitats which in turn host both protected and priority species (see Species section below). The Hampshire Biodiversity Action Plan (BAP), updated in 2005, sets out a number of priority habitats for Hampshire, Southampton and Portsmouth. Priority habitats and species are those considered to be in most need of conservation action at a given geographic scale.

³ DEFRA (2011). *The natural choice: securing the value of nature:*

<http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf>

⁴ DEFRA (2011). *Biodiversity 2020: A strategy for England's wildlife and ecosystem services:*

<http://www.defra.gov.uk/publications/files/pb13583-biodiversity-strategy-2020-111111.pdf>

3.2.2 Alongside the county-wide BAP, the Fareham Local Biodiversity Action Plan (LBAP), which was reviewed in 2008, sets out additional habitats which are important in a Fareham Borough context. Whilst the plan area consists largely of arable fields and improved grassland habitats, much of which is of relatively low nature conservation value, a range of habitats of increased biodiversity value are present locally. This includes those linked to the River Meon and Wallington River. In this context the following LBAP habitats are likely to be present in the vicinity of the plan area:

- ▶ Ancient semi-natural woodland;
- ▶ Plantations on ancient woodland sites
- ▶ Secondary woodland;
- ▶ Scrub;
- ▶ Hedgerows;
- ▶ Unimproved grasslands (Designated grasslands close to Welborne are at Funtley Meadow and Wallington Meadow);
- ▶ Neutral grasslands;
- ▶ Calcareous grasslands
- ▶ Arable land;
- ▶ Ponds; and
- ▶ Rivers⁵.

3.2.3 Figure 3.1 sets out the location of BAP habitats located within or close to Welborne.

3.2.4 Habitat Action Plans (HAPs) are designed to provide a framework for action to conserve and enhance Hampshire’s biodiversity. More specifically, the objectives of the plans include; to ensure that there is no loss or degradation, to increase the extent and quality, and to ensure that the requirements of all priority species associated with the habitat are met. The following HAPs⁶ have been prepared for the wider Hampshire BAP area (Table 3.1):

Table 3.1: Habitat Action Plans prepared for the Hampshire Biodiversity Action Plan

Hampshire Biodiversity Action Plan: Habitat Action Plans	
Ancient Semi-natural Woodland HAP	Rivers and Streams HAP
Pasture Woodland, Parkland HAP	Canals HAP
Hedgerows HAP	Maritime Cliffs HAP
Arable Land HAP	Shingle HAP
Unimproved Neutral Dry Grassland, Hay Meadows HAP	Saltmarsh HAP

⁵ Source: Fareham Local Biodiversity Action Plan: <http://www.fareham.gov.uk/pdf/planning/bap.pdf#habitats>

⁶ Source: Hampshire BAP, Volume 2: <http://www.hampshirebiodiversity.org.uk/pdf/vol2/Vol2ActionPlansp1-13.pdf>

Hampshire Biodiversity Action Plan: Habitat Action Plans	
Lowland Calcareous Grassland HAP	Coastal Grazing Marsh HAP
Lowland Wet Grassland HAP	Sand Dunes HAP
Heathland, Acid Grassland and Bog HAP	Mudflats and Eelgrass Beds HAP
Fen, Carr, Marsh, Swamp, Reedbeds HAP	Saline Lagoons HAP
Open Standing Water HAP	Road Verges HAP
Ephemeral Ponds HAP	Urban HAP
Chalk Streams HAP	Marine HAP

Species

- 3.2.5 Reflecting the habitats present in the area, the plan area and its vicinity are likely to support a wide range of Biodiversity Action Plan Priority Species. The Hampshire Biodiversity Action Plan lists 493 Priority Species. Of these, 50 species which are representative of the various habitat types present in Hampshire 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 1995 and 2010, the Hampshire Biodiversity Information Centre⁷ has developed a list of Hampshire BAP 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 2010, i.e. whether numbers of each species are increasing, stable, declining, fluctuating or lost.
- 3.2.6 Table 3.2 sets out the BAP species which have been deemed as occurring in Fareham (and therefore potentially in or near to Welborne), and their trend status between 1998 and 2010. Species Action Plans (SAPs) have, with the Habitat Action Plans prepared for the Hampshire BAP area, been produced to provide a framework for action to conserve and enhance the area's biodiversity. Over 40 SAPs have been prepared for the Hampshire BAP areas, including those in Table 3.3.
- 3.2.7 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 BAP habitats and species occurring in England, plus hen harrier (*Circus cyaneus*)⁸.
- 3.2.8 Features such as green/brown roofs, bird and bat boxes/cavities can all be delivered at relatively low cost, but with wide benefit to wildlife including species of conservation concern, such as swifts, starlings and house sparrows. Planting gardens with non-invasive species, using wild-flower seed mixes in parks and other public areas, and designing wildlife features into SUDS and wider green-spaces can also have significant benefit to a wide range of species.

⁷ Hampshire Biodiversity Information Centre: Monitoring Change in Priority Habitats, Priority Species and Designated Areas 2010/11 (2011) http://www3.hants.gov.uk/hbic-biodiversity_monitoring_report_for_ldfs_2010-11_part_1.pdf

⁸ Natural England [Accessed 5th April 2012]:

<http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

Biodiversity Action Plan Habitats

-  Welborne Policy Boundary
-  Saline lagoons
-  Non BAP woodlands inc orchard and scrub
-  Non BAP grassland habitats
-  Mudflats
-  Maritime cliff and slope
-  Lowland wood pasture / parkland
-  Lowland mixed deciduous woodland
-  Lowland meadow and rush pasture
-  Lowland heath / dry acid grassland
-  Lowland calcareous grassland
-  Floodplain grazing marsh
-  Fens and reedbeds
-  Eutrophic standing water
-  Coastal vegetated shingle
-  Coastal sand dune
-  Coastal saltmarsh
-  Coastal grazing marsh

Source: HBIC



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Business Centre
Brighton
BN2 4QN

Scale 1: 75,000	Date Oct2013
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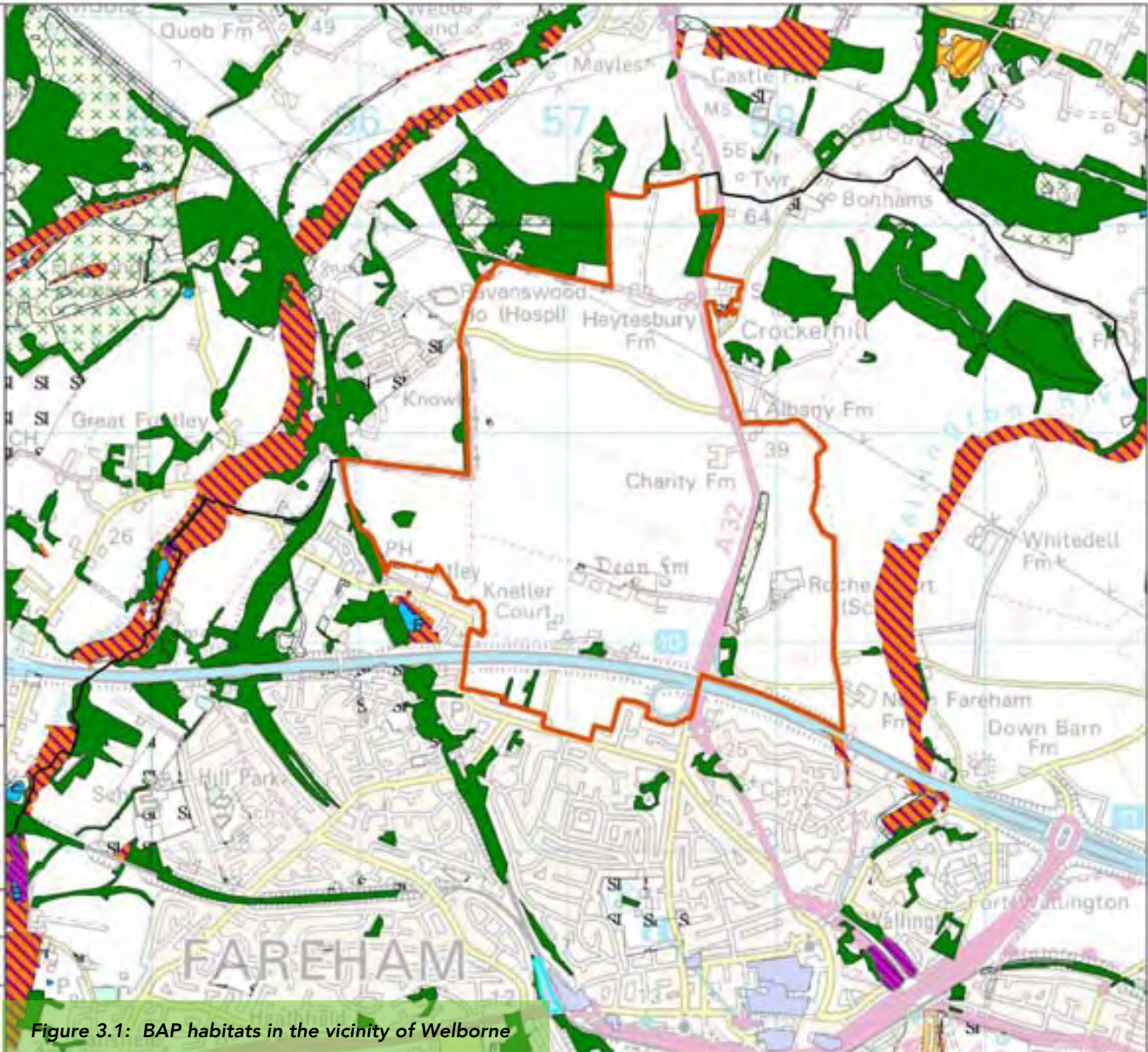


Figure 3.1: BAP habitats in the vicinity of Welborne

- 3.2.9 Other pertinent legislation affording various levels of protection to species includes; The Conservation of Habitats and Species Regulations 2010 (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. The relevant desk and field surveys would be required to ascertain their presence within an appropriate geographical range of the plan area.
- 3.2.10 It should be noted that, although Welborne is primarily comprised of arable land of relatively low intrinsic ecological value, it nonetheless has 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). During the winter months Brent goose relies on amenity grassland and arable land as a high-tide food resource. Although some distance from the coast, fields within Welborne may have 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 2010⁹ contains information on important sites used by Brent goose, as well as a suggested policy response. Although Welborne is not noted as an important site in the 2010 strategy, its role as part of the wider network of foraging sites has been investigated through additional survey.
- 3.2.11 No sites identified within the Strategy as currently or potentially important to waders or Brent Goose fall within, or within 500m of, the Welborne boundary. However, a group of sites listed as important for Brent Goose in the earlier 2002 Strategy lie at Monument Farm, about 1km east of the policy boundary. According to the Strategy authors, the Monument Farm sites were included within the scope of the 2010 Strategy, but not visited by any of the volunteer surveyors. Similar sites on a comparable latitude to the east were visited; no Brent Geese were recorded, but not on a sufficient number of visits to be confident of classifying the sites as of “no recorded use”. The distance of fields at Monument Farm, and indeed others within the Welborne boundary, from mean high water suggests that, if they are used at all by Brent Goose, it would probably only be during extreme winter weather. Additionally, such sites are only attractive to the birds when a food source is available i.e. winter wheat.
- 3.2.12 A winter bird survey was carried out in 2010/11 (Chris Blandford Associates; CBA, 2011) which included the entire area of search for the new community, plus a buffer of up to 2km (habitat-dependant). Surveys were carried out between October 2010 and March 2011; weather conditions were generally suitable but some visits had to be re-scheduled due to heavy snow fall. No Brent Geese were recorded, Curlew being the only species observed during the survey which is included on any of the European site citations as a qualifying feature (Chichester and Langstone Harbours SPA). Flocks of between seven and 40 individuals were periodically observed in the permanent pasture around North Fareham Farm and Pook Lane between early December and early February, an area currently proposed for use as landscape buffer. The fields represent some of the least disturbed habitat within the Welborne site due to a general absence of agricultural activities.

⁹ The Solent Wader and Brent Goose Strategy: <http://www.hwt.org.uk/pages/solent-waders-and-brent-geese-strategy.html>. [Accessed 5th April 2012]

Biodiversity Opportunity Areas

- 3.2.13 Biodiversity Opportunity Areas (BOAs) are regional priority areas of great opportunity for restoration and creation of BAP habitats. BOAs do not include all the BAP habitats in a region, but contain concentrations of wildlife habitat. Delivering BAP targets through BOAs will result in a landscape scale approach to conservation.
- 3.2.14 There is one BOA within the plan area (Forest of Bere) and a number located close by, which are highlighted in Figure 3.2. The descriptive statements, targets and opportunities for each BOA can be accessed at the South East England Biodiversity Forum’s website¹⁰. The statements for the Forest of Bere, Portsdown Hill, Portsmouth Harbour and Meon Valley BOAs, which are the BOAs closest to Welborne, are summarised in Table 3.4 to Table 3.7 below.

Table 3.2: Hampshire and selected UK BAP species reported on and condition found in Fareham

Scientific name	Common name	Trend 1998-2008 (assessed in 2009)	Trend 1999-2009 (assessed in 2010)	Trend 2000-2010 (assessed in 2011)
<i>Triturus cristatus</i>	Great crested newt	Decline (continuing, accelerating)	Decline (continuing, accelerating)	Decline (continuing, accelerating)
<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	Decline (slowing)	Stable	Stable
<i>Branta bernicla bernicla</i>	Dark-bellied Brent goose	Decline (slowing)	Decline	Decline
<i>Caprimulgus europaeus</i>	Nightjar	Stable	Stable	Stable
<i>Lullula arborea</i>	Woodlark	Increase	Increase	Stable
<i>Luscinia megarhynchos</i>	Nightingale	Decline (slowing)	Decline	Decline
<i>Miliaria calandra</i>	Corn bunting	Decline	Decline	Decline
<i>Perdix perdix</i>	Grey partridge	Decline (continuing, accelerating)	Decline	Decline
<i>Pyrrhula pyrrhula</i>	Bullfinch	Decline (slowing)	Stable	Stable
<i>Streptopelia turtur</i>	Turtle dove	Decline	Decline	Decline
<i>Sylvia undata</i>	Dartford	Increase	Increase	Decline

¹⁰ <http://strategy.sebiodiversity.org.uk/pages/biodiversity-opportunity-areas-description.html>.

Scientific name	Common name	Trend 1998-2008 (assessed in 2009)	Trend 1999-2009 (assessed in 2010)	Trend 2000-2010 (assessed in 2011)
	warbler			
<i>Tringa totanus</i>	Redshank	Decline	Decline	Decline
<i>Vanellus vanellus</i>	Lapwing	Decline (slowing)	Stable	Decline
<i>Argynnis paphia</i>	Silver-washed fritillary	Stable	Stable	Increase
<i>Cupido minimus</i>	Small blue	Decline (slowing)	Decline	Decline (slowing)
<i>Lysandra coridon</i>	Chalkhill blue	Fluctuating	Fluctuating	Fluctuating
<i>Asilus crabroniformis</i>	Hornet robberfly	Stable	Stable	Stable
<i>Chamaemelum nobile</i>	Chamomile	Stable	Stable	Stable
<i>Thesium humifusum</i>	Bastard toadflax	Stable	Stable	Stable
<i>Zostera marina</i>	Eelgrass	Decline	Decline	Stable
<i>Arvicola terrestris</i>	Water vole	Stable	Stable	Stable
<i>Eptesicus serotinus</i>	Serotine bat	Decline	Decline	Decline
<i>Lepus europaeus</i>	Brown hare	Stable	Stable	Stable
<i>Muscardinus avellanarius</i>	Dormouse	Stable	Stable	Stable
<i>Vertigo moulinsiana</i>	Desmoulin's whorl snail	Stable	Stable	Stable
<i>Apoda limacodes</i>	Festoon	Increase	Stable	Stable
<i>Hypena rostralis</i>	Buttoned snout	Stable	Stable	Stable
<i>Lutra lutra</i> ¹¹	Otter	Increase (2005, reported 2008)	-	-
<i>Zootaco vivipara</i>	Viviparous lizard	No trend data available	-	-

¹¹ UK BAP species: Trend data represents national trends, Source BARS. [Accessed 5th April 2012]:

<http://ukbars.defra.gov.uk/status/nonj.asp>

Scientific name	Common name	Trend 1998-2008 (assessed in 2009)	Trend 1999-2009 (assessed in 2010)	Trend 2000-2010 (assessed in 2011)
<i>Anguis fragilis</i>	Slow-worm	No trend data available	-	-
<i>Natrix natrix</i>	Grass snake	No trend data available	-	-
<i>Vipera berus</i>	Adder	No trend data available	-	-

Table 3.3: Species Action Plans prepared for the Hampshire Biodiversity Action Plan¹²

Hampshire Biodiversity Action Plan: Species Action Plans	
Natterjack Toad SAP	Red-Tipped Cudweed SAP
Great Crested Newt SAP	Heath Lobelia SAP
Medicinal Leech SAP	Childing Pink SAP
Noble Chafer SAP	Devil's Bolete SAP
Stag Beetle SAP	Water Vole SAP
Weevil (<i>Pachytychius Haematocephalus</i>) SAP	Barbastelle Bat SAP
Skylark SAP	Serotine Bat SAP
Dark-bellied Brent Goose SAP	Otter SAP
Stone Curlew SAP	Dormouse SAP
Cetti's Warbler SAP	Bechstein's Bat SAP
Tree Sparrow SAP	Pipistrelle Bat SAP
Song Thrush SAP	Greater Horseshoe Bat SAP
Pearl-bordered Fritillary SAP	Large Mouthed Valve Snail SAP
Marsh Fritillary SAP	Reddish Buff SAP
Duke Of Burgundy SAP	Striped Lychnis SAP
Silver-spotted Skipper SAP	Dingy Mocha SAP
White-Clawed Crayfish SAP	Barberry Carpet SAP
Southern Damselfly SAP	Barred Tooth-Striped SAP
Stags-horn Clubmoss SAP	Smooth Snake SAP
Hornet Robberfly SAP	Ruby-tailed Wasp (<i>Chrysis Fulgida</i>) SAP
Red Helleborine SAP	Wasp (<i>Crossocerus Vagabundus</i>) SAP
Deptford Pink SAP	

¹² Source: Hampshire Biodiversity Partnership website: <http://www.hampshirebiodiversity.org.uk/action.html>

Table 3.4: Forest of Bere Biodiversity Opportunity Area

Statement for the Forest of Bere Biodiversity Opportunity Area	
Landscape Character Area:	South Hampshire Lowland and Heath, Avon, Test, Itchen and Meon Valleys
Landscape Types:	Settled Lowland Mosaic Ancient Forest / Major River Valleys
Geology:	Predominantly Clay, Silt and Sand and Sand bedrock with Clay, Silt, Sand and Gravel river terrace deposits in the valleys.
Biodiversity:	The core area of the Forest of Bere is centred around the Southwick Estate and includes the present Forest of Bere 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 woods.
Targets and opportunities:	Lowland Heath; Lowland Dry Acid Grassland; Lowland Mixed Deciduous Woodland; Wet Woodland; Lowland Meadow

Table 3.5: Portsdown Hill Biodiversity Opportunity Area

Statement for the Portsdown Hill Biodiversity Opportunity Area	
Character Area:	South Hampshire Lowland and Heath
Landscape Types:	Open Downland
Geology:	Chalk bedrock with no notable superficial deposits.
Biodiversity:	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.
Targets / opps:	Lowland Calcareous Grassland

Table 3.6: Portsmouth Harbour Biodiversity Opportunity Area

Statement for the Portsmouth Harbour Biodiversity Opportunity Area	
Character Area:	South Hampshire Coast
Landscape Types:	Harbours / Settled Coast Plain
Geology:	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.
Biodiversity:	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 <i>Spartina</i> marshes.

Statement for the Portsmouth Harbour Biodiversity Opportunity Area	
	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 and opportunities:	Coastal Grazing Marsh; Coastal Salt Marsh; Purple Moor Grass and Rush Pastures

Table 3.7: Meon Valley Biodiversity Opportunity Area

Statement for the Meon Valley Biodiversity Opportunity Area	
Landscape Character Area:	Avon, Test, Itchen and Meon Valleys / South Hampshire Downs
Landscape Types:	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 and opportunities:	Purple Moor Grass and Rush Pastures; Wet Woodland; Lowland Meadow; Reedbed; Lowland Fen

Findings of site surveys

3.2.15 The following ecological surveys have been carried out as part of an EIA for Welborne:

- ▶ Extended Phase 1 Habitat Survey;
- ▶ Badger survey;
- ▶ Bat activity and roost surveys;
- ▶ Dormouse survey;
- ▶ Great crested newt and other amphibian survey;
- ▶ Reptile survey;
- ▶ Breeding bird survey; and
- ▶ Terrestrial invertebrate.

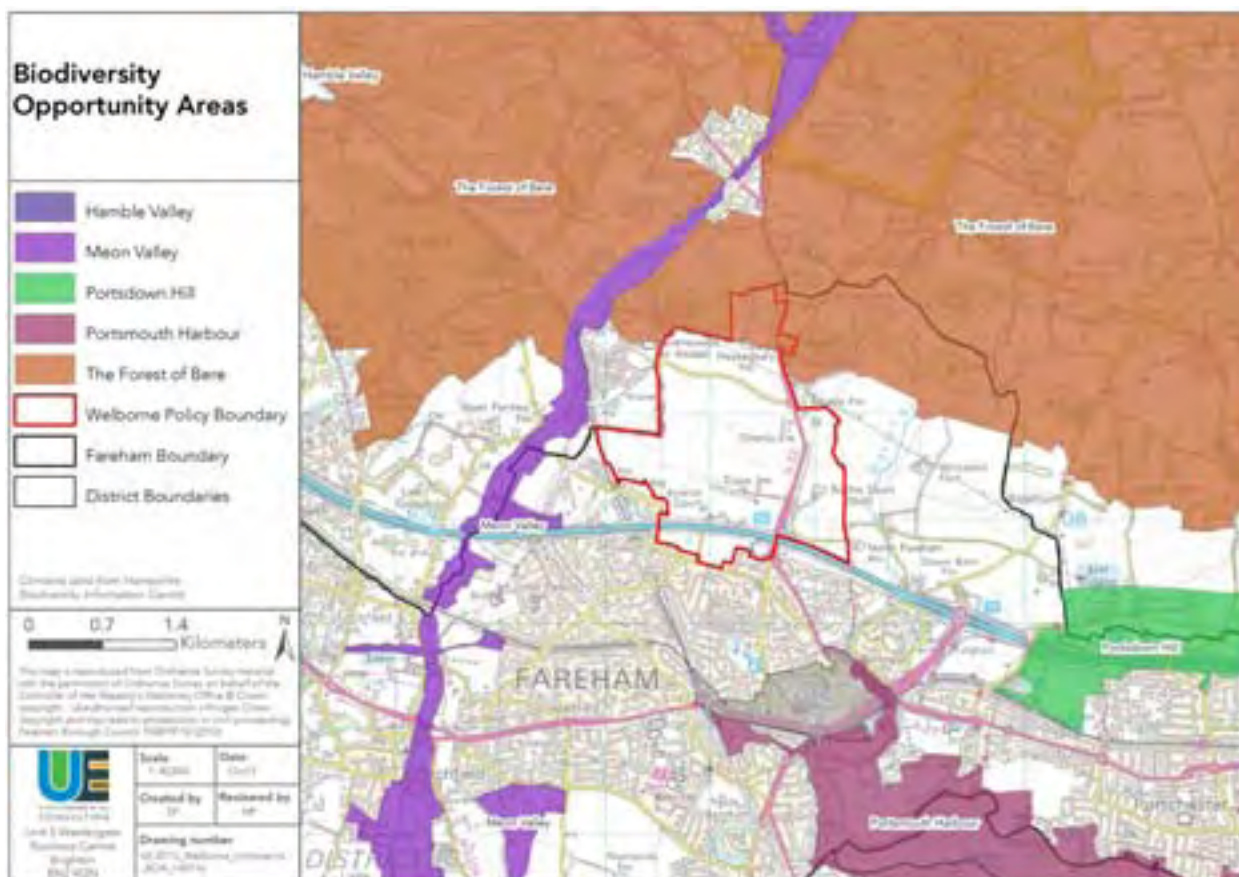


Figure 3.2: Biodiversity Opportunity Areas in the vicinity of Welborne

3.2.16 An Ecological Impact Assessment will be undertaken as part of the EIA in accordance with guidelines set out by the Chartered Institute of Ecology and Environmental Management (CIEEM). The assessment will present the baseline ecological conditions from the findings of the ecological surveys in and around the site and will assess the impacts on fauna, flora, habitats and protected sites, during the construction and operational phases of the development. It will also outline proposed mitigation measures and identify any residual impacts. A brief overview of species recorded during the surveys and potential mitigation measures are set out in the sections below:

Great crested newts

3.2.17 The survey recorded a low population of breeding great crested newts within a pond to the south of the site. Terrestrial habitat suitable for this European Protected Species was also recorded within the site and surrounding landscape. As a result of the survey findings a number of mitigation measures will be necessary and will be presented in detail in the Ecology Chapter of the Environmental Statement, and these may include:

- ▶ The development design will aim to retain the known breeding pond and as much suitable terrestrial habitat within 500 metres of the pond as possible.
- ▶ The pond, currently in poor condition, will be improved and managed to benefit great crested newts.

- ▶ A mitigation licence method statement will be prepared for approval by Natural England (Natural England will only issue a mitigation licence once planning permission has been obtained, however, an outline mitigation strategy can be prepared for consideration during the planning process).

Reptiles

3.2.18 Three species of reptile were recorded mainly using rough and semi-improved grassland and peripheral habitats on the site. These were; adder *Vipera berus*, common lizard *Zootoca vivipara* and slow worm *Anguis fragilis*. Appropriate mitigation proposed to prevent killing or injuring reptiles will be detailed in the Ecology Chapter of the Environmental Statement and may include:

- ▶ Where possible areas of habitat currently occupied by reptiles will be retained and enhanced to benefit reptiles as part of the development proposal.
- ▶ Where reptiles cannot be retained on site a programme of capture and removal will be undertaken to exclude reptiles from development areas. A suitable receptor site for translocated reptiles will be established within, or close to, the development site.
- ▶ A programme of monitoring will be undertaken to ensure that populations remain at a favourable conservation status following development.

Breeding birds

3.2.19 Survey visits recorded 44 species of bird, of which 37 species were recorded as probably breeding on site. Of those breeding, 9 species are listed as species of principal importance (S41 list, NERC 2006) or are included on the Red list of Birds of Conservation Concern¹³. Skylark was the most numerous bird encountered across the site. The proposed mitigation for these species will be detailed in the Ecology Chapter of the Environmental Statement. It is likely to include the following:

- ▶ As it would be an offence to deliberately destroy or damage the nest or eggs of any wild bird species, this will be avoided during development. Clearance of trees, shrubs and ground vegetation will be undertaken outside the bird breeding season;
- ▶ Any loss of woodland, individual trees or scrub will be compensated for, using mainly native species, to create alternative nesting and foraging habitat for birds.

Bat roosts

3.2.20 A number of trees and buildings are present that have the potential to support roosting bats. Targeted dawn and dusk surveys and internal inspections of suitable buildings will provide more evidence to inform potential impacts on bat species and any mitigation necessary as a result.

¹³ Eaton MA, Brown AF, Noble DG, Musgrove AJ, Hearn R, Aebischer NJ, Gibbons DW, Evans A and Gregory RD (2009): Birds of Conservation Concern 3: the population status of birds in the United Kingdom, Channel Islands and the Isle of Man. *British Birds* 102, pp296–341.

Bat activity

3.2.21 Bat activity surveys recorded low activity levels from a number of bat species; common pipistrelle bat, soprano pipistrelle bat, brown long-eared bat, serotine, Leisler's bat and a Myotis bat species. Appropriate mitigation will be detailed in the Ecology Chapter of the Environmental Statement. It is likely to include the following:

- ▶ Where possible important biodiversity features such as woodland, scrub and hedgerow, will be retained in the design of the development.
- ▶ Where important biodiversity features are lost as a result of the development, they will be replaced by similar features of benefit to biodiversity in the landscaping of the site.
- ▶ Areas of importance to biodiversity on the site, such as retained woodland or new habitat creation, will be linked, where possible, by habitat corridors of native species hedgerows or landscaped tree planting.
- ▶ Habitat created to compensate for any loss of foraging and commuting habitat for bats will consist of native species.
- ▶ Light spill will be controlled by the use of low level targeted lighting, away from foraging and commuting areas.

Badger

3.2.22 The surveys recorded three main, used badger setts on the site. As a result mitigation will be necessary and will be presented in the Ecology Chapter of the Environmental Statement, and is likely to include the following;

- ▶ Badger main setts will be retained, with links to suitable foraging habitat, where possible.
- ▶ If it is necessary to close any setts this will be done in accordance with a mitigation method statement approved and licenced by Natural England.
- ▶ Further surveys for badgers will be undertaken to determine any changes in sett location or level of use prior to the commencement of construction activities.
- ▶ An ecological watching brief will be undertaken to locate and supervise careful excavation of any fox or rabbit burrows to avoid offences under the Wild Mammals Act.

Dormouse

3.2.23 Dormice were found to be present in peripheral areas of the site (on the BST land), an area of scrub in the south of the site and an area of broadleaved woodland to the west. Appropriate mitigation will be detailed in the Ecology Chapter of the Environmental Statement. It is likely to include the following:

- ▶ The development design will aim to retain the areas of the site where dormice are known to be present.
- ▶ Links will be maintained or created to prevent isolation of the dormouse populations.

Terrestrial invertebrates

- 3.2.24 Terrestrial invertebrate surveys have been undertaken at the site. Initial analysis of samples have found those species which would normally be associated with the farmland types of habitat found at the site.

Nature conservation sites

- 3.2.25 There are a number of internationally, nationally and locally designated nature conservation sites. 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 the European Union Directive 92/43/EEC Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 2009/147/EC on the conservation of wild birds (the Birds Directive). Government policy (NPPF¹⁴ and Circular 06/05¹⁵) recommends that Ramsar sites¹⁶ are treated as if they are fully-designated European sites for the purposes of considering development proposals that may affect them. The following European sites are within relatively accessible distance from Welborne, and could potentially be affected as a result of proposed development due to their specific environmental sensitivities.

- ▶ 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 Southampton Water (SPA)
- ▶ The New Forest (SPA)
- ▶ Chichester and Langstone Harbours (Ramsar)
- ▶ Portsmouth Harbour (Ramsar)
- ▶ Solent and Southampton Water (Ramsar)
- ▶ The New Forest (Ramsar)

- 3.2.26 Figure 3.3 sets out the location of these internationally designated sites in relation to Welborne.

¹⁴ Department for Communities and Local Government (2012): National Planning Policy Framework:
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>.

¹⁵ ODPM (2005): Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System.

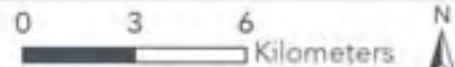
¹⁶ UNESCO (1971): Convention on Wetlands of International Importance especially as Waterfowl Habitat. (Ramsar (Iran), 2 February 1971, UN Treaty Series No. 14583).

Figure 3.3: European sites located within 10km of Welborne

European Sites

-  Special Area of Conservation
-  Special Protection Area
-  Ramsar site
-  Welborne Policy Boundary
-  Green Land (Winchester)
-  Urban Area
-  Fareham Boundary

Contains data from Natural England 2013



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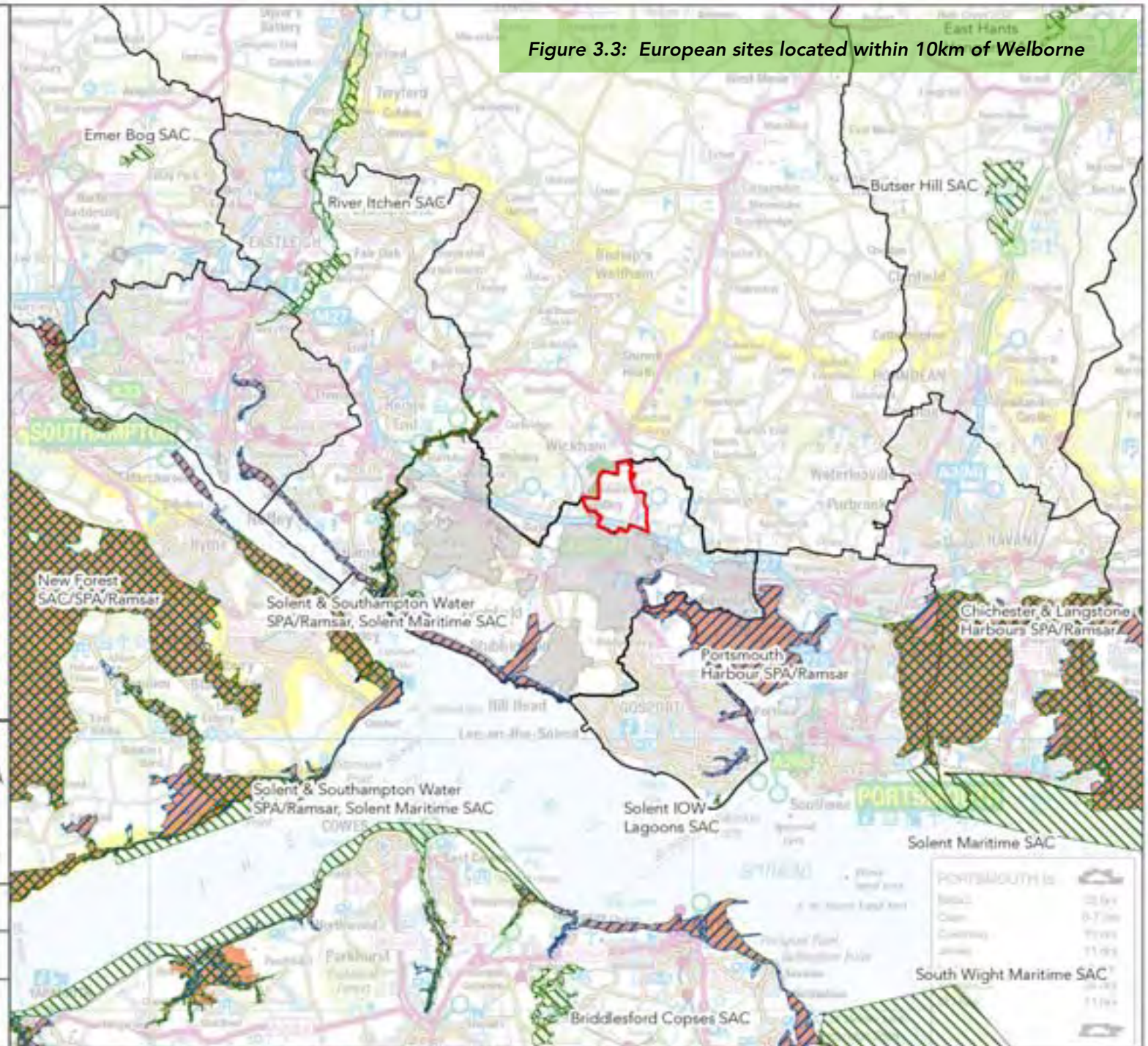
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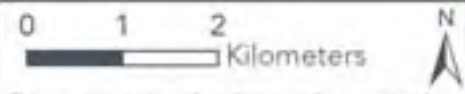


PORTSMOUTH IS	
Beach	20.6%
Coast	0.7%
Country	71.0%
Urban	11.0%
Water	24.0%
	11.0%

National Nature Conservation Sites

-  Welborne Policy Boundary
-  Local Nature Reserve
-  National Nature Reserve
-  Site of Special Scientific Interest
-  Fareham Boundary
-  District Boundaries

Contains data from Natural England



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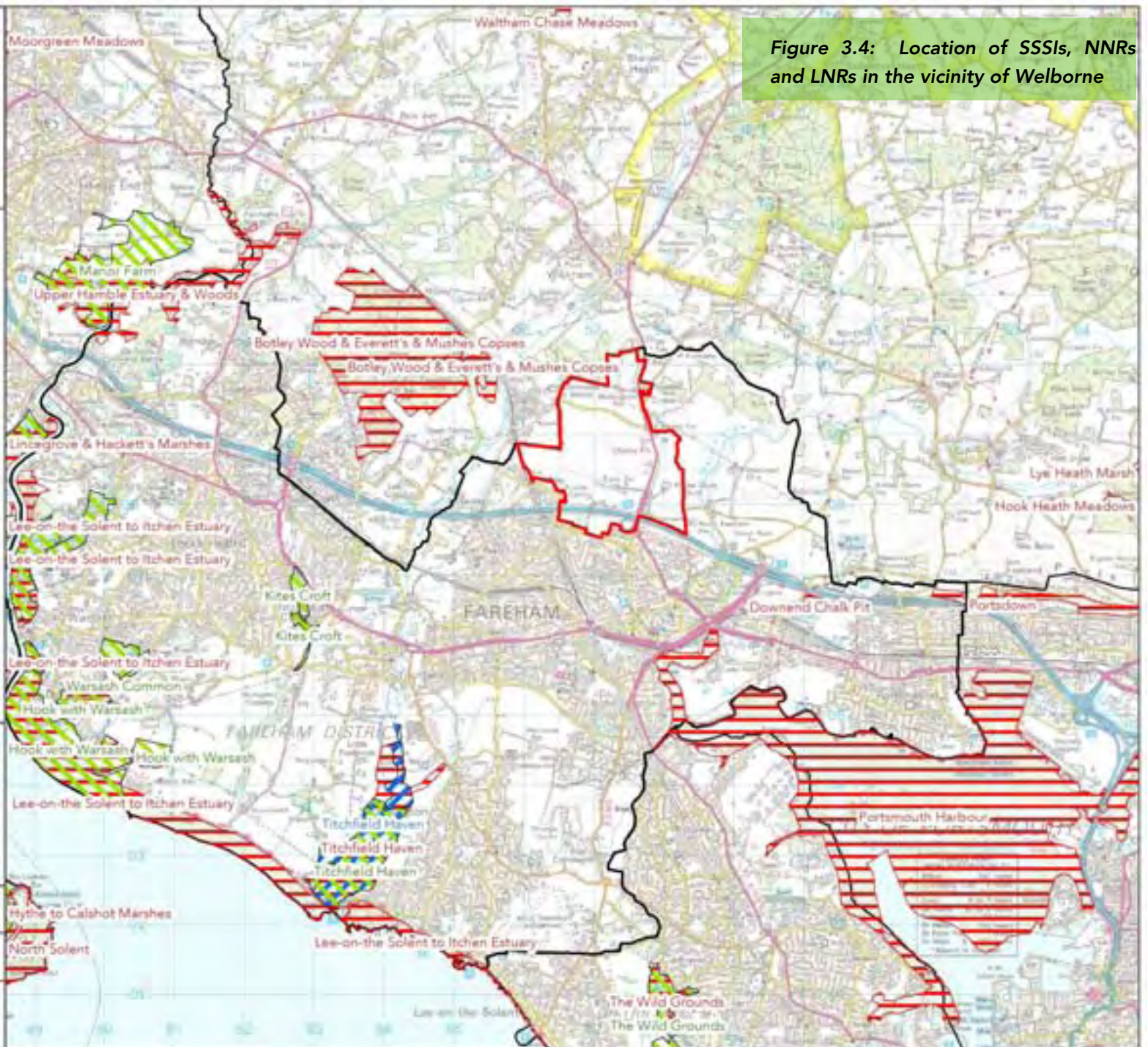


Figure 3.4: Location of SSSIs, NNRs and LNRs in the vicinity of Welborne

- 3.2.27 Particular concerns have been expressed in recent years regarding the likelihood of planned developments, including Welborne, to increase human activity within and close to European designations at the New Forest and Solent coastline. Sharp *et al* (2008)¹⁷ estimated the number of annual visits to the New Forest to be over 13 million per year, a figure which they predicted to increase by 1.05 million visits by 2026 based on sub-regional development objectives at the time the work was carried out. Welborne is around 14km from the New Forest at its closest point and so its residential proposals will therefore fall within the sphere of potential influence on the SPA.
- 3.2.28 The Solent Disturbance and Mitigation Project (SDMP), which encompasses a range of studies, was initiated in response to concerns over the impact of disturbance on coastal designated sites and their overwintering bird assemblage. Results from the household survey were used to develop models of current and future visiting rates across the various sections of Solent coastline (Fearnley *et al*, 2011)¹⁸. Across the Solent, predicted current visiting rates are estimated at 52 million annual visits. Under the future housing scenario, visitor numbers were predicted to rise by around 8 million household visits, to a total of 60 million, an overall increase of 15%. Disturbance from current housing was predicted to reduce the survival of Dunlin, Ringed Plover, Oystercatcher and Curlew (Stillman *et al*, 2012)¹⁹. Increased visitor numbers as a result of future housing was predicted to further reduce the survival of Dunlin and Ringed Plover.
- 3.2.29 Many of these sites, particularly the coastal SPA/Ramsars designated for their internationally important bird assemblage, may be subject to increasing recreational disturbance as a result of the plan, especially when considered in combination with other plans and projects in the area. A separate Habitats Regulations Assessment is addressing specific impacts to European sites that may result from Welborne development. Actions that encourage access to the natural environment should be carefully considered to ensure that it will not lead to additional pressure on the European sites or to other ecologically linked areas such as Brent goose feeding sites.
- 3.2.30 Fareham borough contains a number of nationally designated nature conservation sites, and there are eight Sites of Special Scientific Interest (SSSI) in the borough, covering 155ha. 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 below and represented in Figure 3.4.
- ▶ Lee on the Solent to Itchen Estuary;
 - ▶ Portsmouth Harbour;
 - ▶ Titchfield Haven;

¹⁷ Sharp J, Lowen J & Liley D (2008): *Changing Patterns of Visitor Numbers within the New Forest National Park, with particular reference to the New Forest SPA.*

¹⁸ Fearnley H, Clarke RT & Liley D (2011): *The Solent Disturbance and Mitigation Project. Phase II – results of the Solent household survey.* Solent Forum / Footprint Ecology.

¹⁹ Stillman RA, West AD, Clarke RT & Liley D (2012): *Solent Disturbance and Mitigation Project Phase II: Predicting the impact of human disturbance on overwintering birds in the Solent.* Report to the Solent Forum.

- ▶ Upper Hamble Estuary and Woods;
- ▶ Downend Chalk Pit; and
- ▶ Portsdown Hill

3.2.31 Whilst the SSSIs located within Fareham are not located in close proximity to Welborne, the Botley Wood and Everett's and Mushes Copses SSSI is located approximately 2km west of Welborne, within the boundaries of Winchester. The condition of the Botley Wood and Everett's and Mushes Copses SSSI (as at 1st November 2011) is described in Figure 3.5.

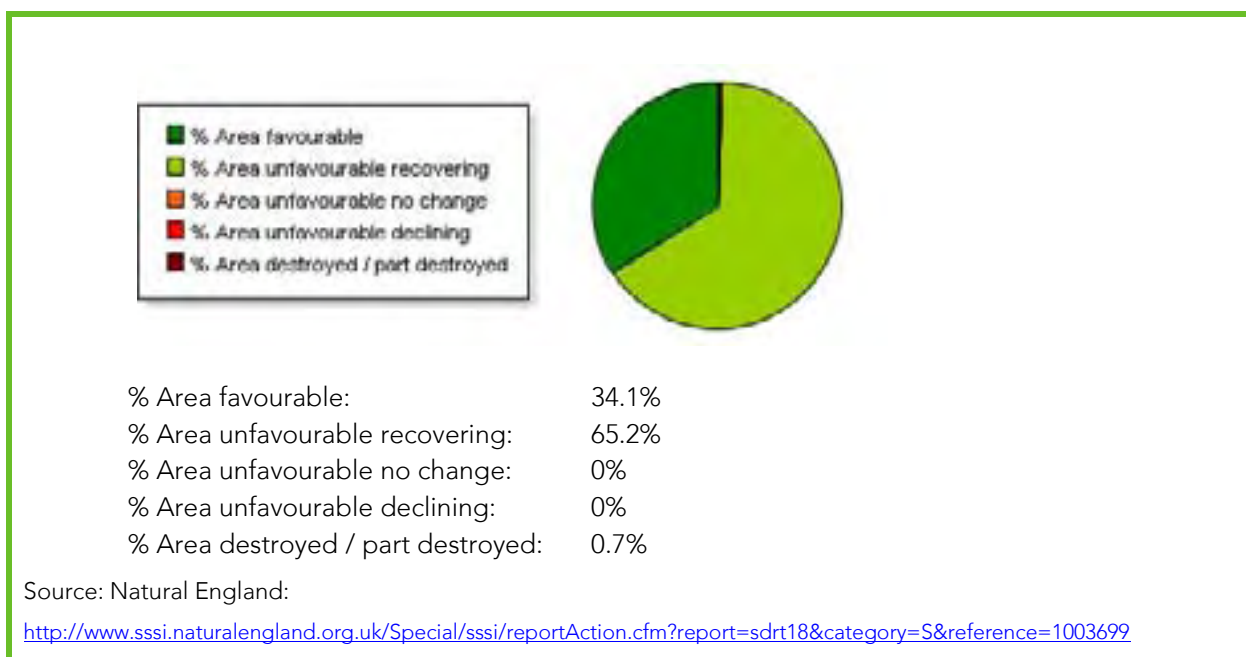


Figure 3.5: Condition of Botley Wood and Everett's and Mushes Copses SSSI (at November 2011)

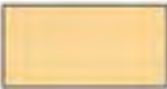

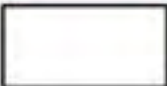
3.2.32 There are a number of sites that are important for nature conservation but are not covered by statutory national and international designations. As highlighted by Figure 3.6, a number of Sites of Importance for Nature Conservation (SINCs) are within, close, or adjacent to Welborne. The SINCs within or immediately adjacent to Welborne are:

- ▶ Knowle Copse, Dash Wood and Ravens Wood SINC;
- ▶ Ravenswood Row SINC;
- ▶ Blakes Copse SINC;
- ▶ Funtley Triangle (immediately adjacent to west);
- ▶ Martin's Copse (immediately adjacent to north);
- ▶ Birchfrith Copse (adjoining Knowle Copse at northern site boundary); and
- ▶ Fareham Common SINC.

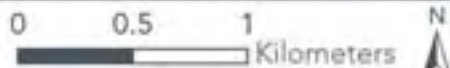
3.2.33 SINCs close to the site include:

Sites of Importance to Nature Conservation and Road Verges of Ecological Importance

Figure 3.6: Location of SINCs and RVEIs in the vicinity of Welborne

-  Welborne Policy Boundary
-  SINC
-  RVEI
-  Fareham Boundary

Contains data from Hampshire Biodiversity Information Centre

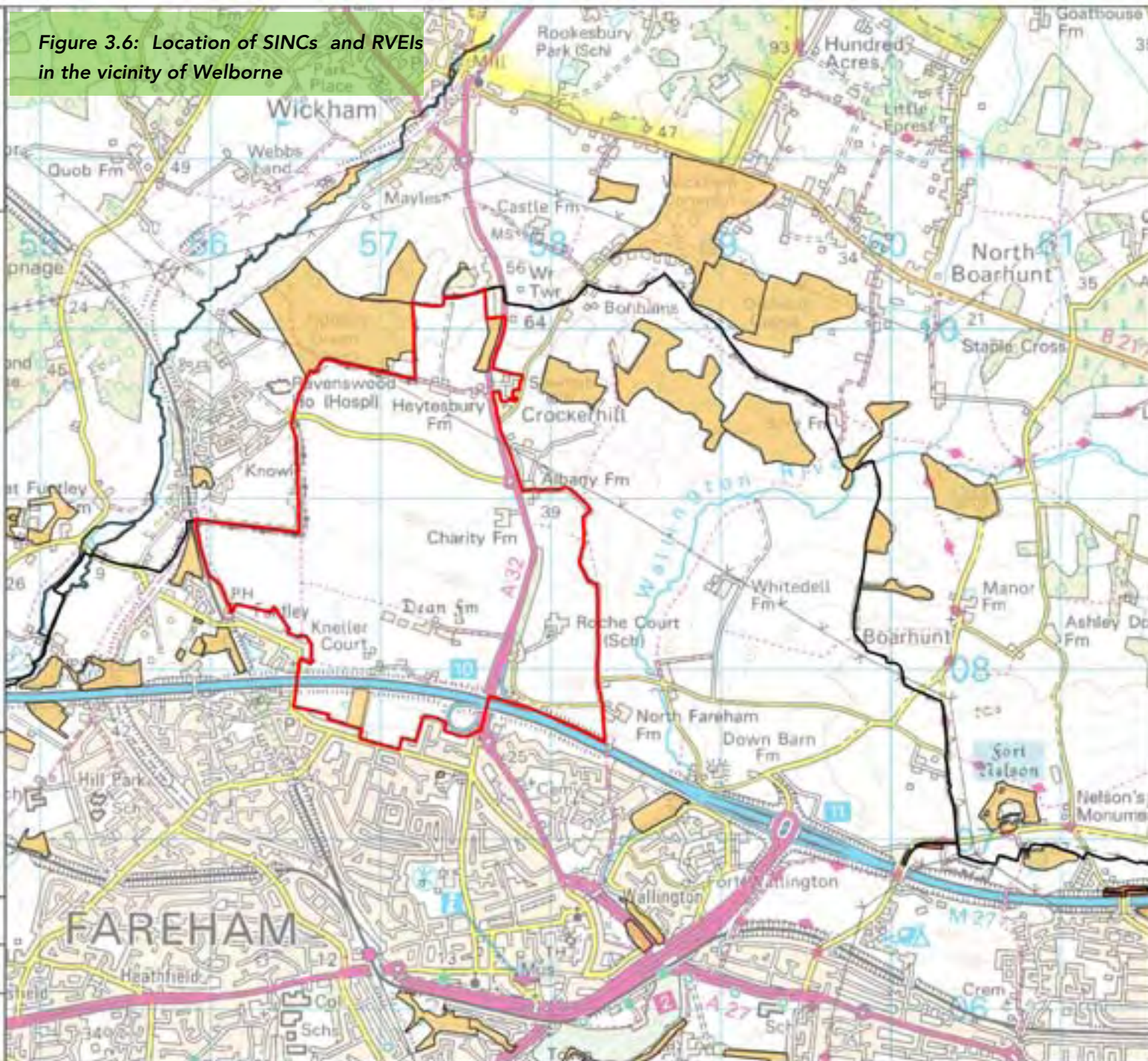


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Unit 5 Westergate
Business Centre
Brighton
BN2 4QN

Scale 1:30,000	Date Dec13
Created by SP	Reviewed by MP
Drawing number UE-0113_Welborne_constraints_SINC/RVEI_14011z	



- ▶ Great Beamond Coppice (south west of Welborne);
- ▶ Carpenters Copse (north east of Welborne);
- ▶ Park Cottages Copse (west of Welborne);
- ▶ Wallington meadow (south of Welborne); and
- ▶ 9 Kiln Road (designated for the presence of great crested newt, within 250 m of the site's southern boundary).

3.2.34 Road Verges of Ecological Importance (RVEI), like SINC, are also important for nature conservation (see Figure 3.6). They are often remnants of ancient meadows and woodlands and in addition provide important connecting links for wildlife, joining isolated areas of grassland with other valuable wildlife habitats. Close by RVEIs include:

- ▶ Down End Road Verge (which is also designated as a SINC (east of the Welborne); and
- ▶ Mayles Lane (north west of the Welborne).

Nature reserves

3.2.35 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.

3.2.36 In the wider borough, there is one National Nature Reserve (NNR), the Titchfield Haven NNR, and five Local Nature Reserves (LNRs); Hook-with-Warsash LNR, Kites Croft LNR, Holly Hill Woodland Park LNR, Titchfield Haven LNR, and Warsash Common LNR. There is also the Swanwick Nature Reserve. The nearest of these nature reserves, Kites Croft LNR, is approximately 6km from Welborne.

Geodiversity

3.2.37 The geodiversity of the local area is an important asset for Welborne. 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.

3.2.38 Figure 3.7 highlights the geology of areas surrounding Welborne. The basic underlying geology of the wider area is formed by a bed of chalk, which was laid in the late Cretaceous Period. This is evident to the east of the site 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 sands and clays from the Paleogene and Quaternary Periods. Welborne is located on an area of sands and clay which is part of the London and Reading Formation, relatively close to where chalk bedrock is exposed.

3.2.39 Whilst there are no Regionally Important Geodiversity Sites in the borough, there is one Geological SSSI, Downend Chalk pit, which is located approximately 2km east of the plan area. This is a large former Chalk quarry on the south side of the western end of Portsdown Hill, and provides an insight into the geology of the Late Cretaceous Period.

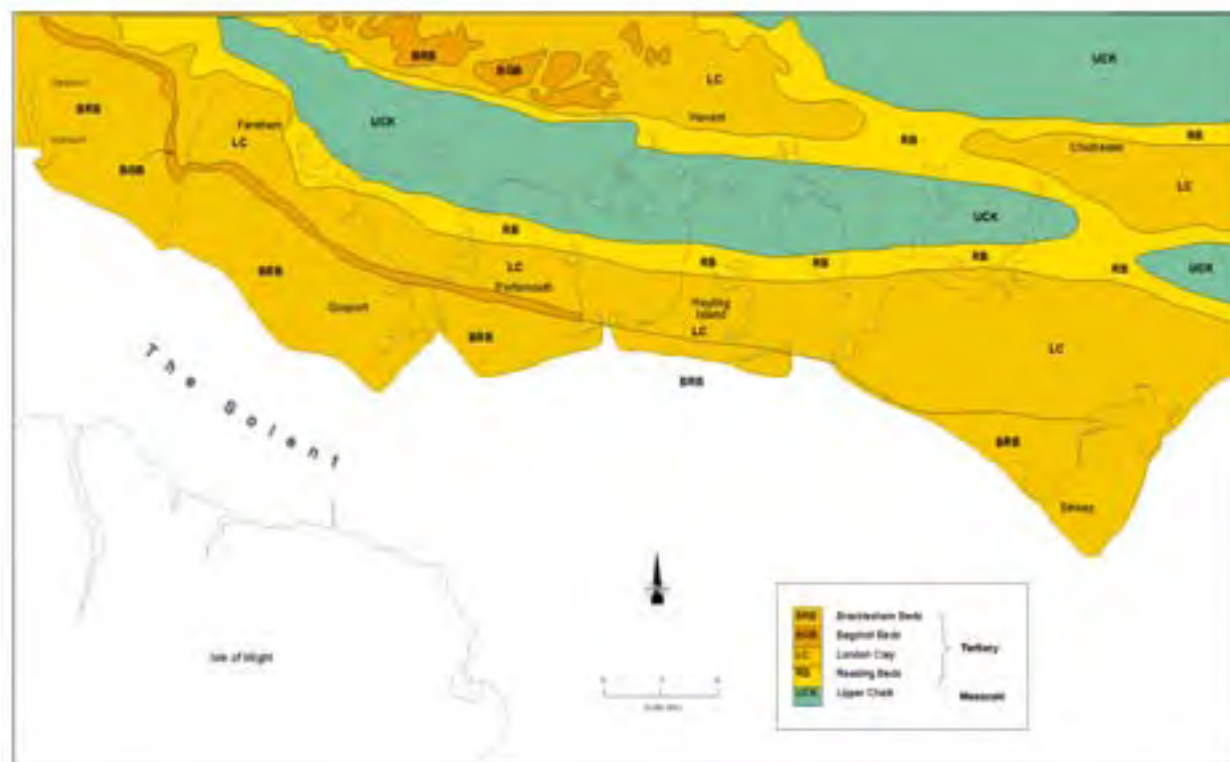


Figure 3.7: Geology of the area surrounding Welborne (Source: East Solent Shoreline Management Plan)

Likely evolution of the baseline situation without the plan

3.2.40 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development 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 plan area is likely to be affected by development proposals under CS13, which includes 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.
- ▶ Freshwater and wetland habitats are under considerable pressure in south Hampshire, with the majority of wetland SSSIs currently in unfavourable condition. Increased demand for water coupled with diffuse pollution via run-off will place additional pressures on these 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 and changes to the composition and character of habitats.

3.3 Key Issues for Biodiversity and Geodiversity

3.3.1 Key issues for the biodiversity and geodiversity sustainability theme relevant to Welborne are:

- ▶ Potential impacts on BAP habitats and species from new development. Protected species are also present within or around the site, 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. Four Biodiversity Opportunity Areas (BOAs), which are regional priority areas of great opportunity for restoration and creation of BAP habitats are present close to the site, including the Forest of Bere, which intersects the northern part of the plan area.
- ▶ Potential effects on Botley Wood and Everett's and Mushes Copses SSSI, of which two thirds of the site is currently in an 'unfavourable recovering' condition.
- ▶ Rivers and standing water in the area, including ponds and ditches, are at risk from development, bank modification, pollution, non-native species and poor management. Changes in water supply, drainage patterns or a drop in the water table are also affecting associated habitats.
- ▶ 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 plan area. This will help alleviate threats to wood pasture, parkland and veteran trees, including from development pressures, poor management and fragmentation.
- ▶ Enhancements to the area's green infrastructure network (including bluewater infrastructure) 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 supported by the Welborne Plan: Existing nature reserves are at some distance from the plan area. However, measures will need to be taken to ensure that disturbance impacts within Solent European sites and the New Forest are not exacerbated (see also HRA).

4 Climate Change

4.1 Summary of Policy and Plan Review

- 4.1.1 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. 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.
- 4.1.2 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 (Section 10: Meeting the challenge of climate change, flooding and coastal change) 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.²⁰

4.2 Baseline Data

Potential effects of climate change

- 4.2.1 The outcome of research on the probable effects of climate change in the UK has been released by the UK Climate Projections (UKCP09) team.²¹ 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.
- 4.2.2 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:

²⁰ Department for Communities and Local Government (2012). National Planning Policy Framework:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>

²¹ The data was released on 18th June 2009: See: <http://ukcp09.defra.gov.uk/index.html>

- ▶ 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%.

4.2.3 Presented below are 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:

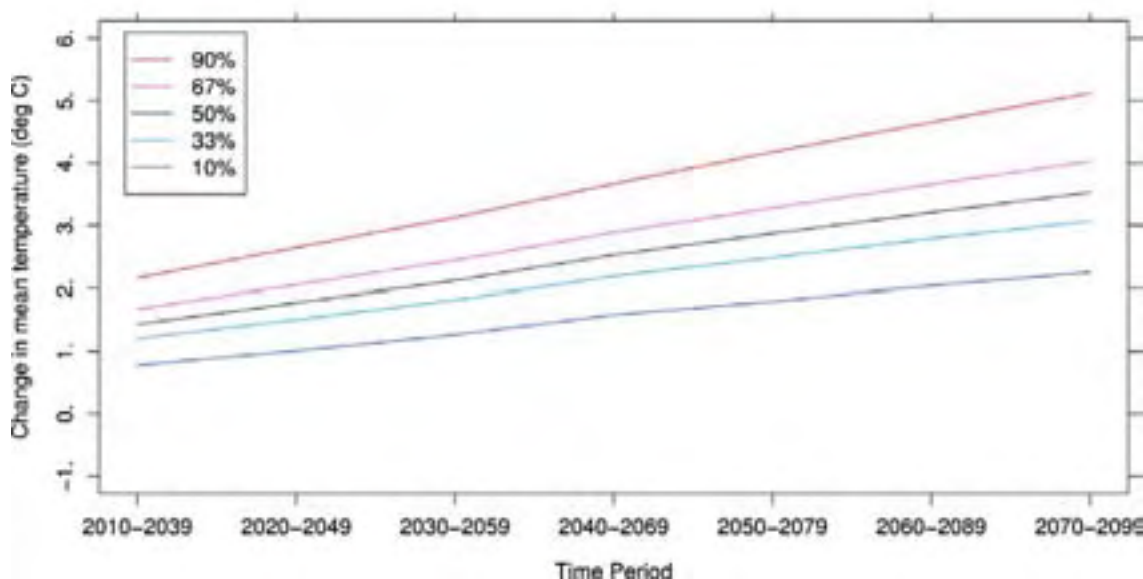


Figure 4.1: Changes in mean temperature in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09)

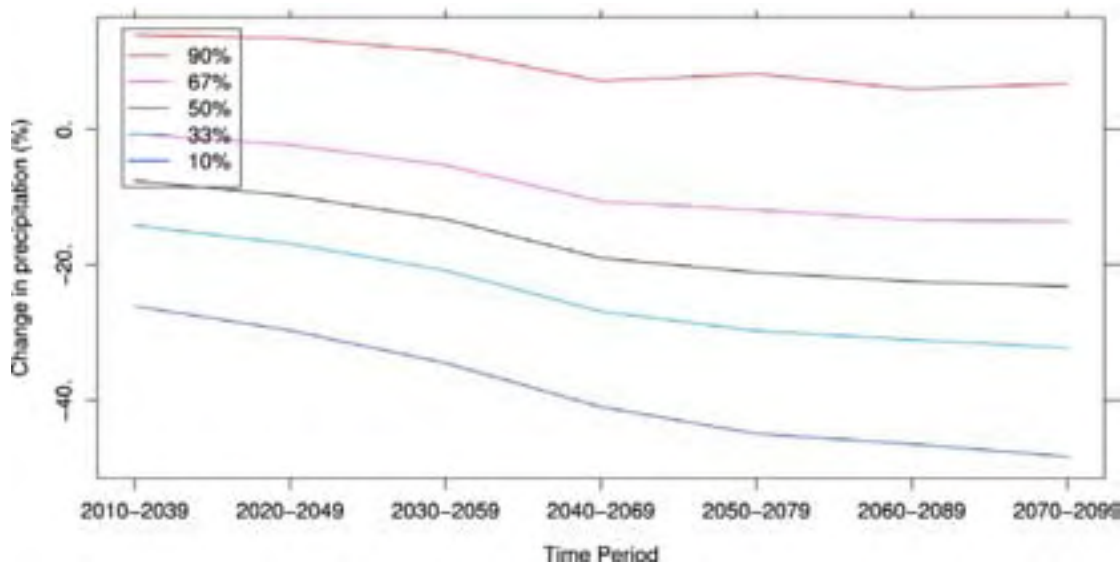


Figure 4.2: Changes in summer mean precipitation in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09²²)

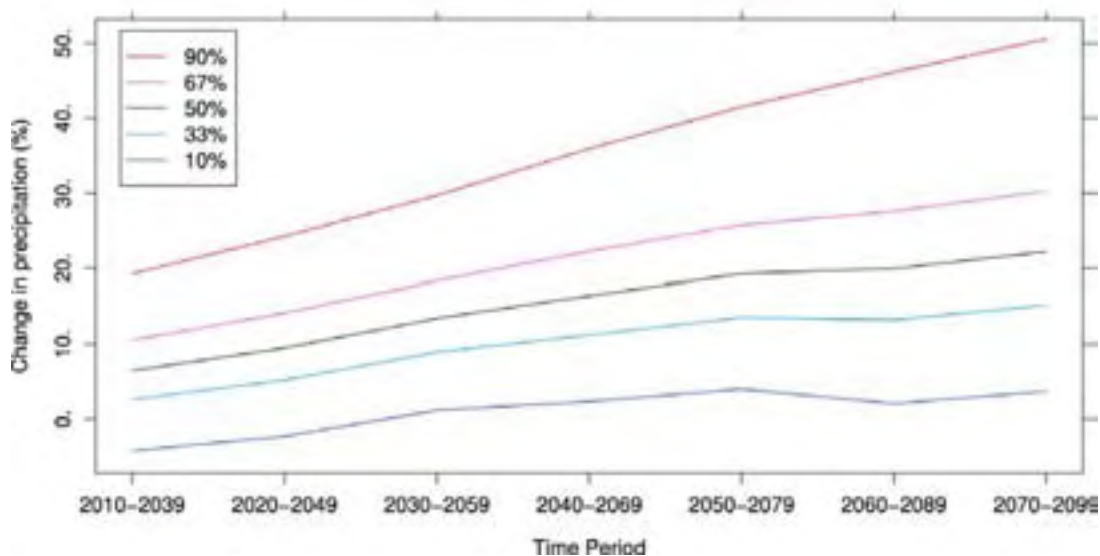


Figure 4.3: Changes in winter mean precipitation in the South East to 2099 as a result of a medium emissions scenario (Source: UK Climate Projections 09)

4.2.4 Resulting from these changes, a variety of risks exist for the South East. The risks relevant to Welborne resulting from climate change include:

- ▶ Increased incidence of heat related illnesses and deaths during the summer;
- ▶ Increase incidence of illnesses and deaths related to exposure to sunlight (e.g. skin cancer, 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;

²² <http://ukclimateprojections.defra.gov.uk/content/view/1553/543/index.html>

- ▶ Increased risk of injuries and deaths due to increased number of storm events;
- ▶ 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;
- ▶ 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;
- ▶ Deterioration in working conditions due to increased temperatures;
- ▶ 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; and
- ▶ Flooding of roads and railways.

Greenhouse gas emissions

- 4.2.5 In relation to greenhouse gas emissions, Fareham borough has significantly lower per capita emissions than county (Hampshire) averages (Table 4.1). Per capita emissions are also lower than the average for the South East and England.
- 4.2.6 Per capita CO₂ emissions in the borough fell by approximately 16% between 2005 and 2009, which was favourable compared to the Hampshire average (where emissions fell by approximately 13%), and similar to regional and national averages.

Table 4.1: Per capita CO₂ emissions in Fareham in comparison to county, regional and England averages 2005-2009²³

	Per Capita Emissions (tonnes CO ₂)			
	Fareham	Hampshire	South East	England
2005	6.9	9.0	8.2	8.6
2006	6.8	8.7	8.1	8.5
2007	6.6	8.7	7.9	8.3
2008	6.5	8.4	7.6	8.0
2009	5.8	7.8	6.9	7.2

4.2.7 As highlighted by Table 4.2, in relation to CO₂ emissions by end user, between 2005 and 2009 the proportion of emissions originating from industrial and commercial sources in Fareham fell slightly from 33% to 32%, with fluctuations in total emissions. In the same period the proportion of emissions from domestic sources remained broadly similar at 34%. Whilst the proportion of emissions originating from road transport fell from 32% to 31% between 2005 and 2008, in 2009 the proportion increased to 34%. Emissions from road transport and household emissions are now the two largest contributors to CO₂ emissions in the borough.

Likely evolution of the baseline situation without the plan

4.2.8 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development 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.

²³ Source: Department of Energy and Climate Change (September 2011): 2009 Local Authority Carbon Dioxide figures: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/uk_emissions/2009_laco2/2009_laco2.aspx [Accessed 15th December 2011].

Table 4.2: Emissions in Fareham by source 2005-2009 (kilotonnes CO₂ and percentage)²⁴

	Industry and commercial	Domestic	Road Transport	Land use change and forestry	Total
2005	246	257	242	1	747
	32.9%	34.4%	32.4%	0.1%	
2006	246	257	240	1	744
	33.1%	34.5%	32.3%	0.1%	
2007	240	246	235	1	722
	33.2%	34.1%	32.6%	0.1%	
2008	246	248	223	1	717
	34.3%	34.6%	31.1%	0.1%	
2009	207	222	219	1	650
	31.9%	34.2%	33.7%	0.2%	

4.3 Key Issues for Climate Change

4.3.1 Key issues for the climate change sustainability theme relevant to Welborne are:

- ▶ Potential increases in greenhouse gas emissions linked to an increase in the built footprint of the borough resulting from the development of Welborne. 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 plan should therefore seek to support continued and ongoing reductions in per capita emissions in the borough through the development of Welborne.
- ▶ Road transport and domestic emissions are the two largest contributors to carbon dioxide emissions in the borough. The plan should seek to limit emissions from these sources through energy efficiency, renewable energy provision and the promotion of sustainable transport.
- ▶ The Welborne Plan 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 Welborne to the effects of climate change, such as sustainable drainage systems and green and blue infrastructure provision.

²⁴ Ibid.

5 Economic Factors

5.1 Summary of Policy and Plan Review

5.1.1 The improvement and maintenance of high and stable levels of economic growth and employment are key aims of the strategies at UK and European levels. Other objectives include improvements to the education system to increase the skill levels of both children and adults; and improved productivity and innovation, particularly with regards to technology. At a regional and local level, emphasis is placed on improvements to the cultural and visitor economy; inward investment; and the use of Information and Communications Technology (ICT) to improve efficiency and skills.

5.2 Baseline Data

Economic performance

5.2.1 Local businesses have been affected by the recent economic climate and the number of VAT and/or PAYE based enterprises in the borough has decreased at a higher rate than seen regionally and nationally since 2009. In terms of business survival, in Fareham during the period 2004 to 2010 the business closure rate closely mirrored county, regional and national statistics as does the similar trend of the number of new businesses, reflecting the economic climate. However, there was a slight local and county upturn in 2010 in the number of new business, which was not seen nationally^{25,26}.

Table 5.1: New and Closed Businesses in Fareham 2004-2010²⁷

Year	New Businesses	Closed Businesses
2010	425	565
2009	390	530
2008	465	425
2007	545	425
2006	485	450
2005	565	390
2004	535	445

²⁵ A new business is defined as a business that was present in the year, but did not exist the previous year. A closed business is defined as a business that was on the active file in the year, but was no longer present for the following 2 years. An adjustment has been made to the 2009 and 2010 data to allow for reactivations.

²⁶ Office for National Statistics. Business Demography 2010: <http://www.ons.gov.uk/ons/datasets-and-tables/index.html> [Accessed Online 03/04/2012]

²⁷ Ibid

5.2.2 Whilst overall business survival rates in Fareham are similar to the South East and England averages, the total number of VAT and/or PAYE based enterprises decreased by 3.9% in Fareham between 2009 and 2010, which is less favourable than the 2.1% decrease seen regionally, and 2.4% decrease seen in England (Table 5.2).

Table 5.2: Number of all VAT and/or PAYE based enterprises²⁸

Date	Fareham	South East	England
March 2010	4,670	394,505	2,183,845
March 2009	4,860	402,895	2,237,555

5.2.3 As Table 5.3 indicates, in 2010 more businesses in Fareham were aged 2-9 years old than regionally and nationally. Whilst this highlights that the economy of the borough may have performed better in the last decade than regionally and nationally, the lower percentage of businesses under the age of two years old suggests that fewer start up enterprises have recently been locating in the borough.

Table 5.3: Enterprises by age of business (March 2010)²⁹

Age range	Fareham	South East	England
Less than 2 Years old	13.8%	14.5%	14.8%
2 to 3 Years old	16.7%	14.1%	14.9%
4 to 9 Years old	30.0%	29.1%	28.2%
10 or more years old	40.0%	41.8%	42.1%

Economic activity within Welborne Plan area

5.2.4 At present, the Welborne site is home to approximately 13,860 square metres of employment floorspace that is in use, namely at Dean Farm, Charity Farm and Crockerhill Industrial Park. Dean Farm is the largest employment area on site, located west of the A32 and towards the south of Welborne. Charity Farm is located to the south of the A32 / Knowle Road junction and Crockerhill Industrial Park is in the north of the site and east of the A32. All of these employment areas are predominantly being used for manufacturing, while Dean Farm also includes some offices and Crockerhill and Charity Farm have storage uses on site.

Employment and earnings

5.2.5 According to the Official Labour Market Statistics, employment in Fareham is provided in a range of sectors and occupations.

²⁸ Source: Neighbourhood Statistics <http://www.neighbourhood.statistics.gov.uk/> [accessed 16th December 2011]

²⁹ Source: Neighbourhood Statistics <http://www.neighbourhood.statistics.gov.uk/> [accessed 16th December 2011]

5.2.6 As highlighted in Table 5.4 and Table 5.5, the borough has a higher proportion of the workforce working in transport and communications and financial, IT and other business services than regionally and nationally. A higher proportion of the workforce is also in associate professional & technical occupations, skilled trades and sales and customer service occupations. Fareham currently has similar unemployment rates compared to regional averages. Unemployment trends are discussed in more detail in the chapter on Population and Quality of Life.

Table 5.4: Employment by occupation (April 2010 to March 2011)³⁰

Sector	Fareham (%)	South East (%)	Great Britain (%)
Managers and senior officials	11.2%	18.3%	15.7%
Professional occupations	12.9%	15.3%	14.1%
Associate professional & technical	18.8%	15.2%	14.8%
Administrative & secretarial	10.5%	11.2%	10.7%
Skilled trades occupations	11.8%	9.4%	10.2%
Personal service occupations	7.8%	8.9%	8.8%
Sales and customer service occupations	10.2%	7.0%	7.4%
Process plant and machine operatives	6.6%	4.6%	6.6%
Elementary occupations	10.2%	9.6%	11.3%

Table 5.5: Employment by sector (2008)³¹

Sector	Fareham (no.)	Fareham (%)	South-east (%)	GB (%)
Manufacturing	5,300	9.8%	8.1%	10.2%
Construction	2,300	5.1%	4.5%	4.8%
Distribution, hotels and restaurants	5,600	22.3%	24.6%	23.4%
Transport and communications	1,100	7.3%	5.9%	5.8%
Financial, IT & other business services	2,900	29.9%	24.0%	22.0%
Public admin,	6,500	21.3%	25.6%	27.0%

³⁰ Source: NOMIS, Official Labour Market Statistics [accessed 16th December 2011]

³¹ Source: NOMIS, Official Labour Market Statistics [accessed 16th December 2011]

Sector	Fareham (no.)	Fareham (%)	South-east (%)	GB (%)
<i>education & health</i>				
<i>Other services</i>	1,400	3.3%	5.6%	5.3%
<i>Tourism-related</i>	2,300	5.5%	8.2%	8.2%

5.2.7 According to the Annual Survey of Hours and Earnings 2011, median weekly earnings for full time workers working in the borough were £548 compared to £554 for that in the South East and £503 in Great Britain³². Average incomes in the borough are therefore similar to regional averages and higher than national averages.

5.2.8 As highlighted by Table 5.6, and reflecting the employment profile, skills levels are generally favourable in Fareham in comparison to regional averages. However a lower proportion of the borough’s working age population has higher level qualifications compared to South East and Great Britain averages. Educational performance also continues to lag behind regional and national levels in the borough: in 2009/10, a lower proportion of students achieved 5+ GCSEs at grade A*-C (70.6%) in Fareham than regional (75.7%) and national averages (76.1%)³³.

Table 5.6: Qualifications in Fareham (January 2009-December 2010) ³⁴

Attainment	Fareham	South East	Great Britain
<i>NVQ4 and above</i>	30.5%	33.9%	31.3%
<i>NVQ3 and above</i>	50.2%	53.8%	51.0%
<i>NVQ2 and above</i>	71.1%	70.8%	67.3%
<i>NVQ1 and above</i>	84.2%	84.1%	80.2%
<i>Other qualifications</i>	11.3%	7.5%	8.5%
<i>No qualifications</i>	6.2%	8.5%	11.3%

Likely evolution of the baseline situation without the plan

5.2.9 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to economic factors 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.

³² ONS, 2011. Official Labour Market Statistics: Local Authority Profiles [online]. Available from: <https://www.nomisweb.co.uk/reports/lmp/la/2038431783/report.aspx#tabvat> [Accessed: 16th December 2011]

³³ Source: Neighbourhood Statistics. Figures are for September 2009-August 2010.

³⁴ ONS, 2011. Official Labour Market Statistics: Local Authority Profiles [online]. Available from: <https://www.nomisweb.co.uk/reports/lmp/la/2038431783/report.aspx#tabvat> [Accessed: 16th December 2011]

- ▶ 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.

5.3 Key Issues for Economic Factors

5.3.1 Key issues for the economic sustainability theme relevant to Welborne are:

- ▶ Local businesses have been affected by the current economic climate. The number of VAT and/or PAYE based enterprises in the borough has decreased at a higher rate than seen regionally and nationally since 2009.
- ▶ The proportion of the workforce with higher level qualifications is lower than regional and national averages.
- ▶ Educational attainment in Fareham at Key Stage 4 lags behind regional and national averages
- ▶ There is a high rate of out commuting from the borough, due in part to a disparity between housing and employment provision.

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6 Health

6.1 Summary of Policy and Plan Review

6.1.1 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.

6.2 Baseline Data

6.2.1 In general the health of the population of Fareham is good and compares well with national averages. Average life expectancy for men is 81.4 for men and 84.3 for women. This is higher than Hampshire as a whole (80.2 and 83.6 respectively) and significantly higher than England averages (78.3 and 82.3)³⁵.

Health indicators

6.2.2 Reflecting low levels of deprivation, crime and child poverty, indicators of health and wellbeing are favourable in Fareham when compared with the England average. Male and female life expectancy is good and rates of early death from heart disease and stroke and from cancer are favourable. Over the last ten years, death rates from all causes, and early deaths from heart disease and stroke, and from cancer have improved for men and women and are better than the England averages. Although the estimated proportion of adults who smoke (16%) and the death rate from smoking is low compared to England, smoking is estimated to account for 165 deaths per year in the borough³⁶.

6.2.3 Indicators of child health are good: the percentage of children aged under 15 who are 'not in good health' is low; tooth decay is lower than the England average; and physical activity in children is good. The percentage of children classified as obese is similar to the regional average³⁷. The health summary below highlights the generally high levels of health in the borough.

6.2.4 As Table 6.1 shows, in the 2011 Census, 83.75% of people reported that they were in 'good or very good health', with 4.02% reporting that they were of 'bad or very bad health'. This indicates that Fareham has both higher levels of good health and lower levels of 'not good' health in comparison to regional and national trends. The 2011 Census also reported that

³⁵ Source: Association of Public Health Observatories, Fareham and Hampshire Health Profiles 2011: <http://www.apho.org.uk/>

³⁶ Association of Public Health Observatories, Fareham Health Profile 2011: <http://www.apho.org.uk/>

³⁷ Ibid.

16.74% of people in Fareham had a limiting long-term health problem or disability; this is similar to South East averages.

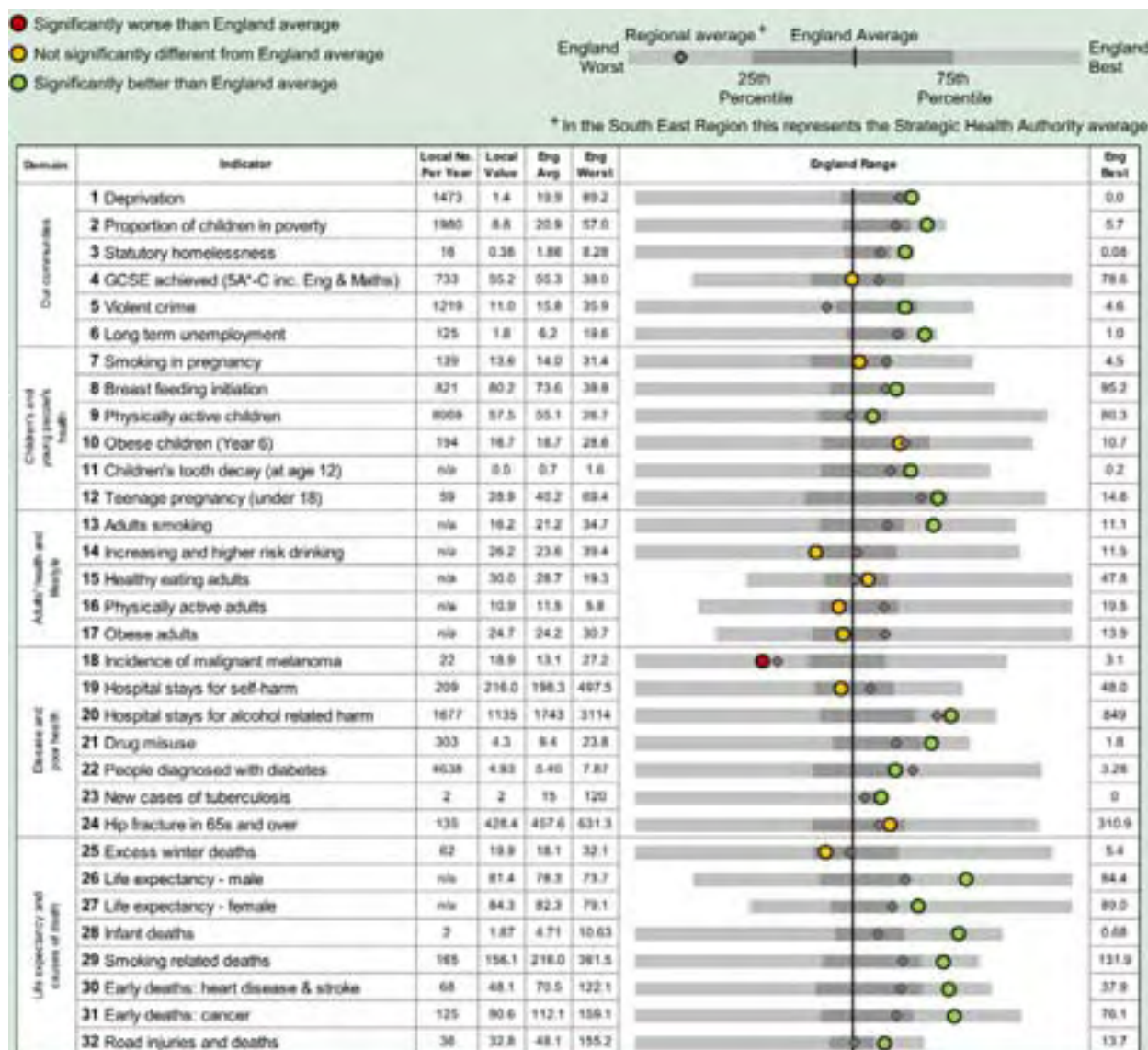


Figure 6.1: Health profile for Fareham (Source: DoH, Fareham Health Profile 2011)

Table 6.1: Limiting long-term illness and levels of health in Fareham³⁸

Area	% people with limiting long-term health problem or disability	% people with 'good or very good health'	% people with 'bad or very bad' health
Fareham	16.47%	83.75%	4.02%
South East	15.70%	83.64%	4.33%
England	17.64%	81.39%	5.49%

³⁸ Source: National Statistics Online. 2011 Census Data [online]. Available from: <http://www.neighbourhood.statistics.gov.uk> [Accessed: 2 January 2014]

Health inequalities

- 6.2.5 Whilst Fareham in general enjoys good health, within the borough some inequalities in deprivation and life expectancy remain. Life expectancy is 4.5 years lower for men from the most deprived areas compared to those from the least deprived areas.³⁹ As Figure 6.2 below demonstrates, health deprivation in the Borough is concentrated in and around Fareham town, and also in Fareham North West.
- 6.2.6 Two areas have been highlighted by the Sustainable Community Strategy as potentially key health issues for the borough. In England, obesity is responsible for 9,000 premature deaths each year, and reduces life expectancy by, on average, 9 years. In Fareham, about 16.7% of Year 6 children are classified as obese⁴⁰. Obesity is therefore seen as an increasing issue, 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. 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 development of health and social care services, and an ageing population will increase the dependency ratio in the borough.

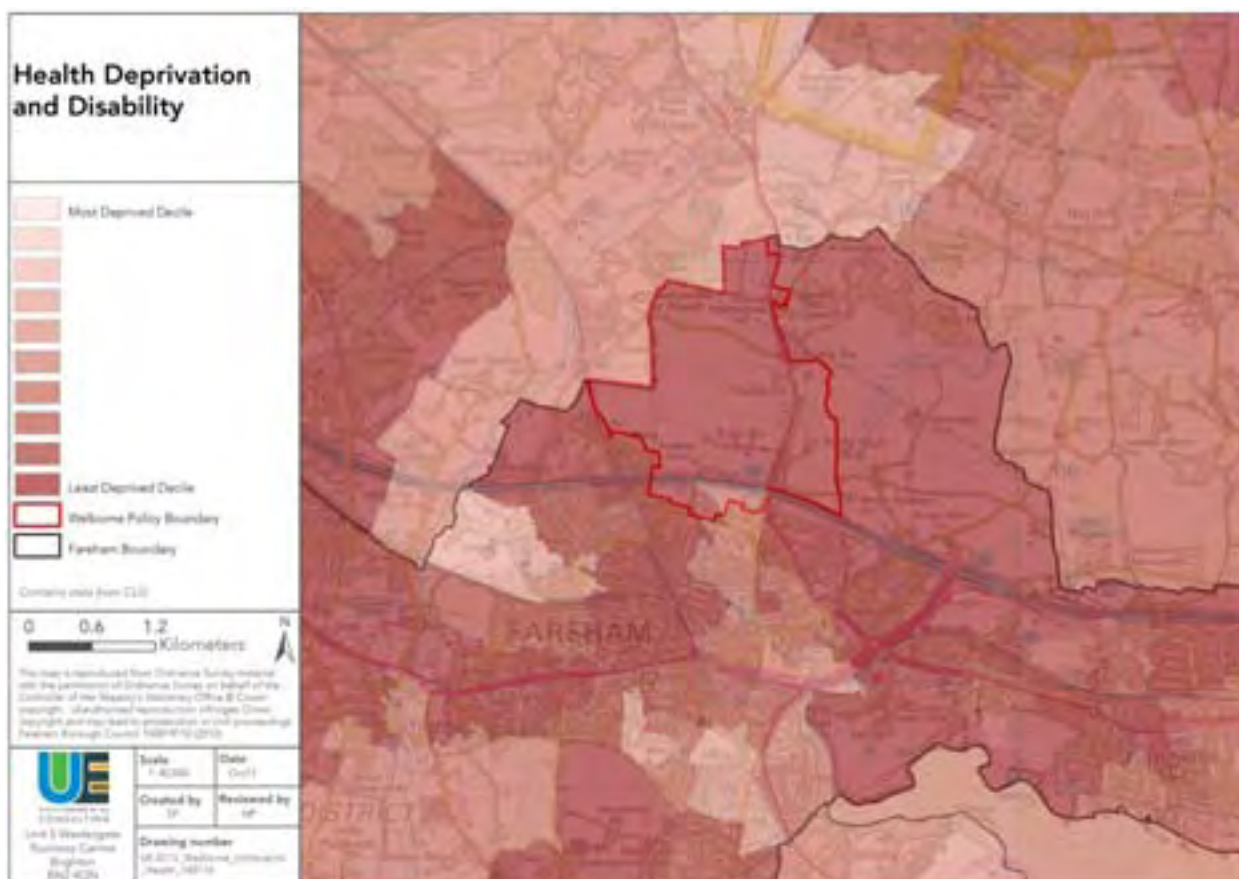


Figure 6.2: Health deprivation in Fareham by Borough Super Output Area

³⁹ Association of Public Health Observatories, Fareham Health Profile 2011: <http://www.apho.org.uk/>

⁴⁰ Ibid.

Noise and vibration

6.2.7 Baseline noise monitoring has been undertaken to inform the masterplanning process for Welborne, and produced separate noise maps (Maximum Noise Levels (L_{Amax}), Equivalent Continuous Level (L_{Aeq}, day and night-time) for the M27, A32 and rail noise, and also a combined noise map. Below are combined noise maps for daytime L_{Aeq} and Night-time L_{Aeq}. The circles (black/white and red/white) are measurement locations and used to calibrate the noise map.

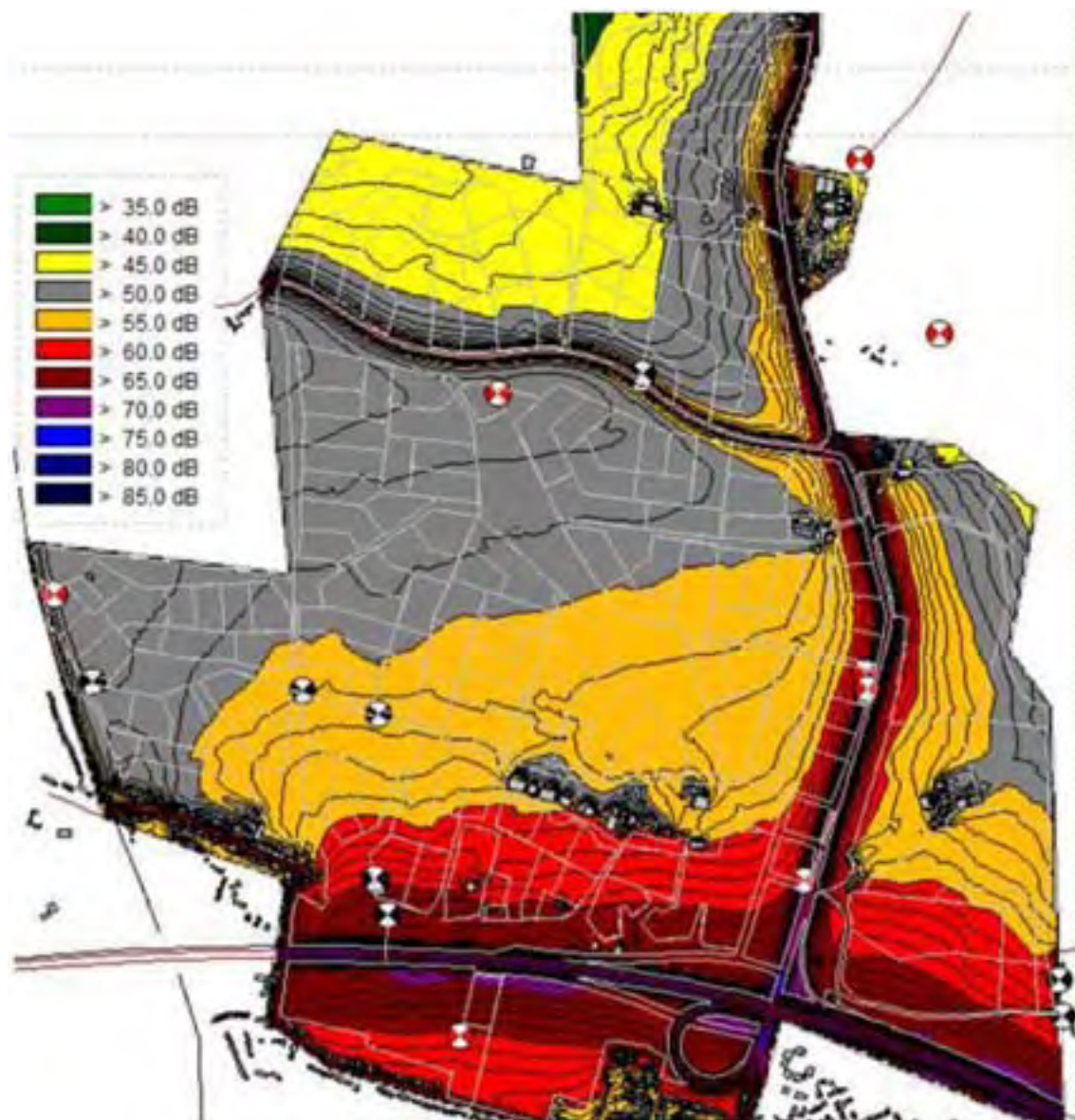


Figure 6.3: Day-time baseline noise map (L_{Aeq})

6.2.8 Residential development could potentially be accommodated in areas in grey and orange during the daytime, and grey and yellow at night. The darker red area (>65dBA) during daytime and bright red (<60dBA) during night-time are not ideal for external amenity although building facades (glazed and non-glazed elements) can reduce the external noise levels to acceptable internal noise levels within residential rooms. Orientation of residential buildings such that rear

gardens are shielded from the noise of the M27 and A32 by the residential building itself, could reduce external amenity noise levels to less than or equal to 55dBA possibly in areas exposed to noise levels of 60-65dBA during the daytime (i.e. the bright red areas).

- 6.2.9 The area of land to the south of the M27 is perhaps the most constrained for residential development of traditional detached or demi detached properties but could be suited to terraced or multi-occupancy buildings (flats), which could be used to provide acoustic screening.

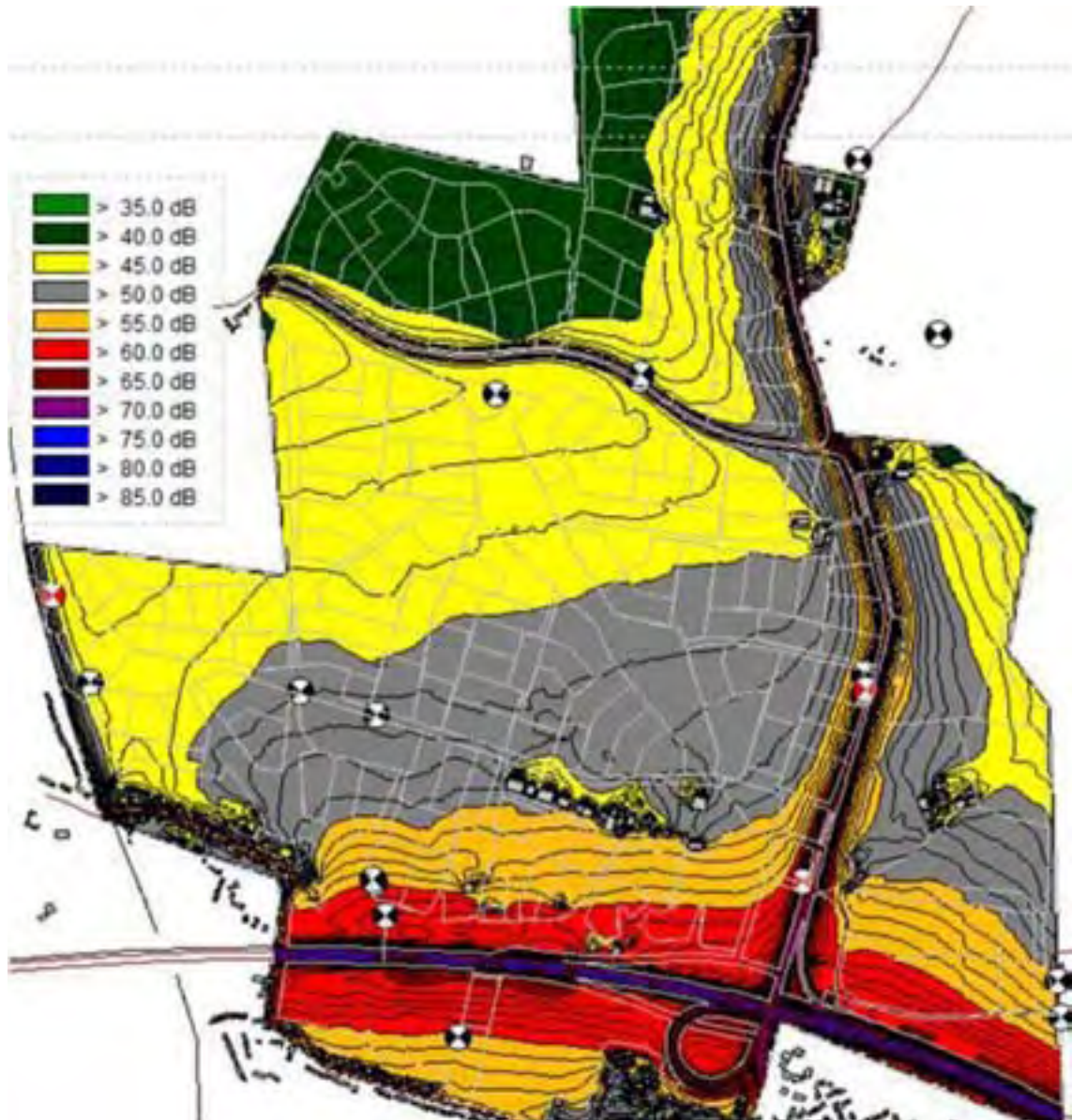


Figure 6.4: Night-time baseline noise map (LAeq)

- 6.2.10 Additional baseline noise surveys were undertaken between 19 April 2012 and 24 April 2012. The monitoring locations were chosen to represent the noise levels that would be experienced across the proposed development site as a whole as summarised below:

- ▶ LT1 Southern site boundary adjacent to M27;

- ▶ LT2 Eastern site boundary adjacent to A32;
- ▶ LT3 Northern site boundary; and
- ▶ LT4 Western site boundary adjacent to the railway line.

6.2.11 In addition to the above, short term measurements were undertaken across the site and at nearby noise sensitive receptors in order to allow the wider noise climate to be understood and validation of the noise model.

6.2.12 Noise levels across the site ranged between 66dB $L_{Aeq,16 \text{ hour}}$ at the southern site boundary and 52dB $L_{Aeq,16 \text{ hour}}$ at the northern site boundary during the daytime, and between 63dB $L_{Aeq,8 \text{ hour}}$ and 47dB $L_{Aeq,8 \text{ hour}}$ during the night-time at the southern and northern boundaries respectively. The highest monitored noise levels of 79 dB $L_{Aeq,16 \text{ hour}}$ and 71dB $L_{Aeq,8 \text{ hour}}$ were recorded at the eastern site boundary adjacent to the A32 as a result of the proximity of the microphone to the carriageway edge (approximately 3m) and high speed vehicle pass-bys. When considering LT4, which was located adjacent to the railway line, overall noise levels were typically low with recorded levels of 55.2dB $L_{Aeq,16 \text{ hour}}$ and 54.9dB $L_{Aeq,8 \text{ hour}}$. Some peaks in maximum noise levels (L_{Amax}) of up to 80dB(A) were recorded as a result of individual train pass-bys.

6.2.13 Assessment of noise and vibration impacts as part of the EIA will be split to allow differentiation of predicted levels during the construction phase and the operational phase of the development. Impacts during the operational phase of the development will be focused around:

- ▶ Building Services Plant assessment: limits will be set in accordance with BS 4142 (1997) 'Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas' methodology and FBC criteria for building services plant, which if adopted will ensure that noise from such sources does not give rise to complaints from sensitive receptors;
- ▶ Road traffic noise assessment: noise levels will be predicted in accordance with the methodology contained within the Calculation of Road Traffic Noise (CRTN) and assessed in accordance with the principles and guidance presented within the Design Manual for Roads and Bridges (DMRB); and
- ▶ Noise environment of the Proposed Development: consideration for suitable measures will be advised in order to achieve internal noise levels inside the proposed development according to their various uses in line with guidance provided in BS 8233 (1999) 'Code of Practice for Sound Insulation and Noise Reduction for Buildings'.

Likely evolution of the baseline situation without the plan

6.2.14 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development 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.

6.3 Key Issues for Health

6.3.1 Key issues for the health sustainability theme relevant to Welborne are:

- ▶ Health inequalities exist between the most and least deprived areas of the borough.
- ▶ 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.
- ▶ The priorities for action identified for Fareham include heart disease and cancer, alcohol, healthy ageing, and childhood obesity.
- ▶ Adverse levels of noise pollution affect parts of the plan area in close proximity to the M27 and A32.

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7 Historic Environment

7.1 Summary of Policy and Plan Review

- 7.1.1 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.
- 7.1.2 Although PPG 16 has been superseded by PPS 5 and most recently the NPPF the more expansive nature of the text means that it still provides insights into the archaeological philosophy of archaeological issues as a material consideration. Paragraph 6 states *"Archaeological remains should be seen as a finite, and non-renewable resource. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed."*

7.2 Baseline Data

- 7.2.1 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.
- 7.2.2 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.
- 7.2.3 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 including the historic development of Wickham, Knowle and Forest of Bere.
- 7.2.4 The historic landscape character of the area sheds some light on its archaeological potential, and can help to discern which aspects of the landscape reflect the most historic practices and contribute to sense of place. This can help the new community in creating their sense of place and community identity. The landscape can be divided into four essential zones, the southern clay landscape, the middle chalk landscape, the northern wooded landscape and the Wallington River valley.
- 7.2.5 The river valley has probably been dominated by meadow and pasture for much of its history. Some elements of water meadows have been identified. In small narrow valleys such as this water meadows are of the simple type and can be hard to discern from mapped evidence and field survey is more effective (and also essential if determining state of preservation).
- 7.2.6 The central open area is a belt of chalk. There are relatively few boundaries and such as there are straight and surveyed, suggesting enclosure in the last few hundred years. It is not clear if the area was enclosed from open downland or from now lost open field system. There are few surviving clues, but it seems more likely that there were past medieval field systems in this area. The rash of chalk pits are associated with marling and lime works to sweeten the soil, implies cultivation of field rather than grazing of downland. The first edition map shows small irregular fields around Charity Farm and Knillers Court and these may be the last vestiges of a smaller field system across the landscape. It is possible that where these boundaries survive today they are medieval in origin and may be associated with banks and species diversity. It is possible that cropmarks will allow some lost boundaries to be traced and the evolution of the landscape to be more clearly articulated.
- 7.2.7 To the north of the chalk is a belt of woodland. Whilst the belt remains clear on the first edition mapping, the 'nibbled' wood pattern and the smaller irregular fields around betray a belt of land which has been enclosed from woodland in the late medieval and post medieval period. It is possible that cropmarks in these fields represents old woodland boundaries, of the edge of woods as well as internal woodland divisions. This area might also be associated with quasi industrial activity associated with woodland from the Roman period onwards, such as kilns and charcoal production. For example the place name Crockhill would be likely to have its origins in the industrial debris of a pottery industry.
- 7.2.8 To the south is a belt of clay land. This would have been hard to farm in early times and may have had higher incidence of woodland and waste. That might be reflected by the straight surveyed enclosure patterns representing the enclosure of common land. For example the fields of Fareham Common were created in 1805. This area is associated with a number of brickworks developing on the clay resource.

Designated features

- 7.2.9 A number of features and areas for the historic environment in and near to Welborne 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. English Heritage 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.
- 7.2.10 Listed buildings are those which have been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. There is one Grade II* listed building within the plan area and two Grade II listed buildings, as follows.
- ▶ Dean Farmhouse (Grade II* listed);
 - ▶ Lodge at Boundary Oak School, Roche Court (Grade II Listed); and
 - ▶ Boundary Oak School, Roche Court (Grade II Listed)⁴¹.
- 7.2.11 There are further Grade II listed buildings just outside of the plan area, namely Mill House on Forest Lane, North Fareham Farmhouse, Downbarn Farmhouse and Downbarn Cottage on Boarhunt Road and Greenhill Cottage on Spurlings Road. Castel Farmhouse, Knowle Hospital Chapel, Mission Room with Cottage (Forest Lane), Uplands Lodge (Fareham), Gate Piers at no.61 Uplands, the Church of St Francis in Funtley and Furzehall Farm to the south east of Junction 10, both of which are Grade II listed, are also located just outside of the plan area. The historic settlement of Wickham also contains a significant number of listed buildings. Listed buildings adjacent to Wickham Road, Fareham, and close to the highway (i.e. Two Chapels at Fareham Cemetery and the Potteries) are vulnerable to highway changes as a result of the plan. Roche Couth with its parkland settings is fully recorded by Hampshire Gardens Trust. Most of its main boundaries are largely unchanged. Furzehall Farm is situated in a very vulnerable location just south of the motorway bridge.
- 7.2.12 Scheduled monuments are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. The two scheduled monuments located close to Welborne are the World War II Heavy Anti-aircraft gunsite at Monument Farm situated approximately 1.7km to the east of the plan area boundary, and Fort Nelson, which is located approximately 2.3km to the east of the plan area boundary. Although protected they lie outside the impact area and so their fabric is not at risk. However the setting of a scheduled monument is also a material consideration. The nature and complexity of setting issues remains uncertain and in any event the advice and opinion of English Heritage should be sought regarding the future of these monuments. However in terms of an initial desk based review, the nature of the monuments, the distance from Welborne and the topography combine to suggest that the settings of these monuments will not be a constraining factor.
- 7.2.13 Since 2008, English Heritage 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,

⁴¹ Source: English Heritage, The National Heritage List for England: <http://list.english-heritage.org.uk/>

conservation areas, wreck sites and registered parks and gardens in England deemed to be 'at risk'. The 2013 Heritage at Risk Register stated that no listed buildings or scheduled monument are deemed to be at risk in the vicinity of the plan area. However, the relationship of heritage assets to their setting and the contribution of the setting to the significance of the asset is an important consideration. Development on the scale proposed at Welborne will significantly alter the setting of these features, and design of the built environment in areas close to the features will need to respond positively to their character in order to preserve their integrity within the landscape and promote their continued enjoyment.

Conservation areas

- 7.2.14 Conservation areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local authorities have a duty to designate as conservation areas in any area of 'special architectural or historic interest' whose character or appearance requires protection or enhancement. This is judged 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. The nearest conservation areas to Welborne are at Wallington, Cams Hall, Catisfield, Fareham High Street, Osborn Road, and in Winchester district, Wickham. The location of conservation areas, listed buildings and scheduled monuments in the vicinity of Welborne are highlighted in Figure 7.1.

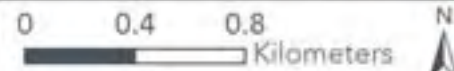
Archaeology

- 7.2.15 The EIA Scoping Report included results from archaeological evaluation work undertaken on the site. Findings included: a probable Neolithic long barrow in the central area of the site, middle Bronze Age activity which was identified at the western edge of the site and a concentration of medieval features dating to the 11th to 12th centuries towards the eastern edge of the site. Consultation with the County Archaeologist indicated that no further evaluation was required in these parts of the site at this stage. A Heritage Strategy and Management Plan will be prepared and agreed with the County Archaeologist. This will include proposals to preserve the Neolithic long barrow within green infrastructure.
- 7.2.16 The Environmental Statement will outline a suitable programme of archaeological and built heritage investigation and subsequent mitigation strategy in order to remove or minimise any adverse effects upon archaeological or built heritage resources. Appropriate measures to mitigate any significant adverse impacts on the setting of built heritage assets surrounding the site will be discussed, and any residual impacts identified.
- 7.2.17 There are other archaeological sites in the landscape which, whilst not currently scheduled as ancient monuments, are none the less of national importance, or merit preservation due to their 'more local importance'. Archaeological geophysical survey and subsequent trenched evaluation on the southern part of the site has identified a feature which is interpreted as being a Neolithic Long Barrow. Such a monument should be considered to be of national significance and as such damage to or removal of such a monument should be wholly exceptional.

Conservation Areas, Listed Buildings and Scheduled Ancient Monuments

-  Welborne Policy Boundary
-  Listed Building (point)
-  Scheduled Monument
-  Neolithic Long Barrow
-  Conservation Areas
-  Fareham Town Centre
-  Fareham Boundary

Contains data from National Monuments Record



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URBAN ECONOMICS CONSULTING
 Unit 5 Westergate
 Business Centre
 Brighton
 BN2 4QN

Scale 1:25,000	Date Oct13
Created by SP	Reviewed by MP
Drawing number UE-0115_Welborne_constraints_HistEnv_140116	

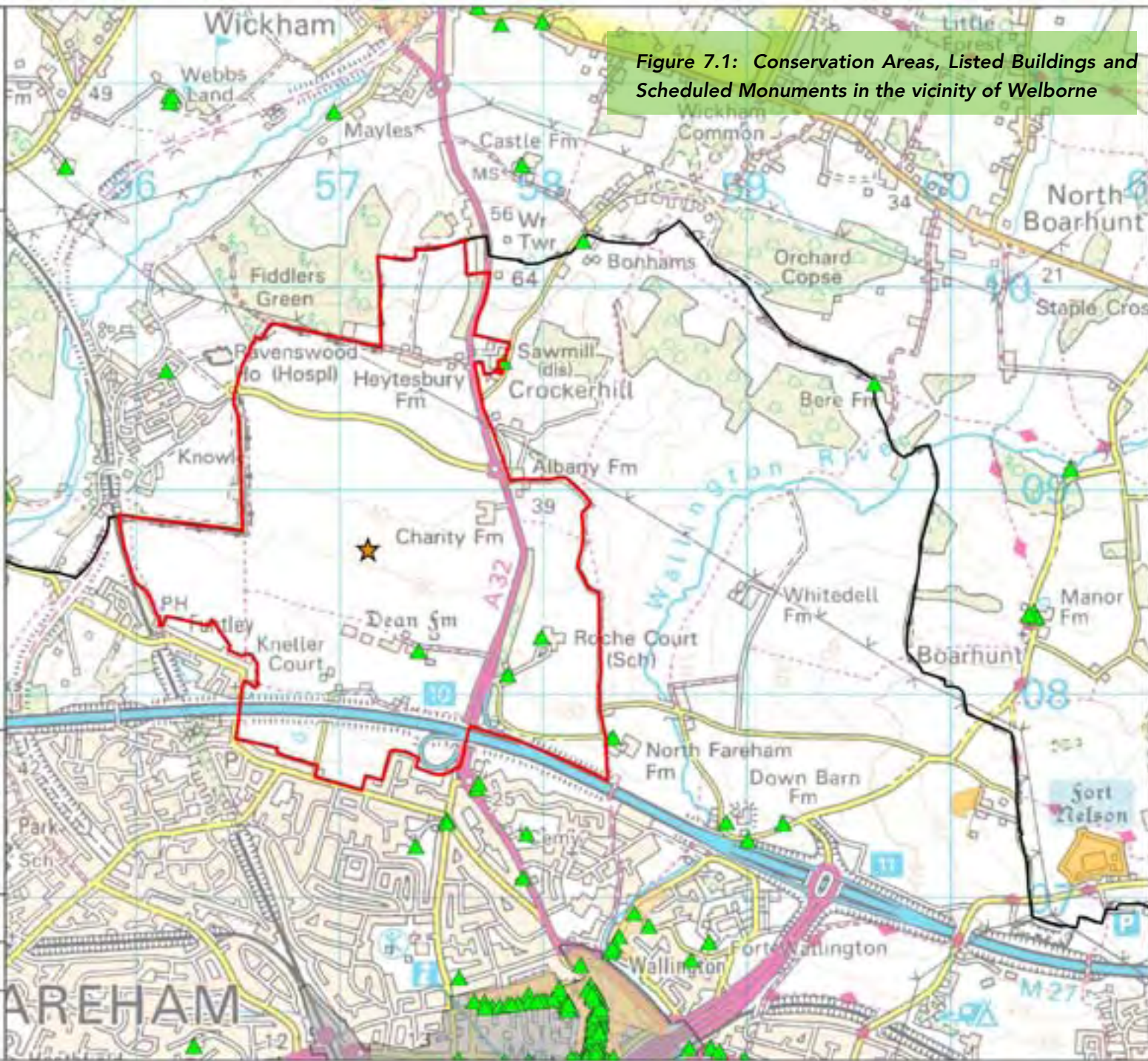


Figure 7.1: Conservation Areas, Listed Buildings and Scheduled Monuments in the vicinity of Welborne

7.2.18 The barrow may not exist in isolation but may be associated with other contemporary activity such as feasting or burial or have been used in later times as a focus for activity such as burial. Bevis Grave, a long barrow further to the east on Portsdown ridge is associated with Saxon burials. Depending upon the proposed landscaping and use of the area there may need to be further archaeological investigations to ensure that sensitive archaeological deposits associated with the barrow are not inadvertently destroyed by activities such as landscaping and tree planting. The long barrow is likely to fall within or close to an area identified for future use as green space. It could enhance the green infrastructure and could be not just preserved but presented to the community. The future management of the site will need careful consideration and tree planting or any land management involving ground disturbance should avoid this monument.

Historic Environment Record

7.2.19 Within the plan area a number of archaeological sites have been recorded on the HER.

7.2.20 HER 54342 is a record of a cluster of three ring ditches identified from aerial photographs, however these features were not picked up by the geophysical survey. A ring ditch is a circular ditch which surrounded a Bronze Age burial mound. This ditch is also referred to as the quarry ditch for as well as defining the monument it is also the source of the material used to build the mound. A ring ditch survives as a buried archaeological feature long after a burial mound has been ploughed flat. The ditch can provide dating evidence for the construction of the barrow, palaeo-environmental evidence to describe the contemporary landscape, and also can hold burials or other ritual artefacts that shed light on the cultural beliefs associated with the burial mounds. That the three sites cluster suggest that this may be a barrow cemetery, which carries implications both for the presence of archaeological evidence between and around them associated with funerary activity, such as feasting or funerary pyres, and also later archaeology which has been deliberately associated with the burial mounds. For example there are many recorded examples of Bronze Age burial mounds being used as the focus of a cemetery in the Saxon period. Whether or not the cropmarks do represent archaeological features has yet to be tested by archaeological excavation. This site falls within an area shown on the master plan as residential. If it is not preserved as a feature of the design, then archaeological excavation of the site will enhance the knowledge of the new community of their area's past land use, as well as promoting a better understanding of the evolution of the landscape and mitigating loss of information.

7.2.21 HER 37314 is a record of a possible deserted medieval settlement of Totsham. This is based on documentary evidence only and at present must be regarded as uncertain. The exact location, extent and character of the site is unknown. Linear cropmarks at this location have tentatively been identified as evidence of past agricultural boundaries, but it is equally possible it represents a street with property boundaries. Geophysical survey did not make any additional contribution to understanding this potential and the area has yet to be investigated through archaeological trenched assessment. If the site does exist within the plan area it is important to establish the character and level of survival of the site. This may identify the appropriate degree of mitigation (archaeological excavation and recording) but also might present opportunities to preserve the site within the design (green infrastructure) and indeed there are positive

opportunities relating to the new communities. This site falls within an area shown on the master plan as school and local centre. If it is not preserved as a feature of the design, then archaeological excavation of the site will enhance the knowledge of the new community of their area's past land use, as well as promoting a better understanding the evolution of the landscape and mitigating loss of information. It might also be an education asset for the school, promoting local history

- 7.2.22 HERs 58970 and 58972 are cropmarks of uncertain origin. They are described as possible enclosures or possible quarries. If enclosures they could potentially contain the archaeological evidence of past settlement, perhaps from the prehistoric or Roman period. Given their small circular shape they might be ring ditches. If they are old quarries they have little if any archaeological potential. A wide review of the historic landscape shows that this is one with an unusually high incidence of quarries. They are marked 'clay', 'sand' and 'chalk' on old maps. The existence of tile and pottery works suggests that the clay was being exploited. The chalk is often excavated for marl and for lime, and sand and gravel for road surfacing and building material. Whilst it is possible that they do represent past extraction, the possibility that they may be an enclosure or even a ring ditch must be explored and their true character identified before appropriate mitigation can be devised.
- 7.2.23 The area of 58970 has been investigated with geophysical survey but with inconclusive results. The area of 58972 has not be subject to detailed geophysical survey. Both sites remain to be tested with trenched evaluation. HER 58970 is within an area of residential development, although the true nature (or indeed opportunities) of the site are not known. HER 58972 falls within an area of open space associated with green infrastructure. The use of this feature is limited by the speculative nature of its interpretation. However there is the potential to explore the site, perhaps by geophysics. The site might well enhance the green infrastructure, but should not be needlessly or thoughtlessly damaged by works to prepare the area.
- 7.2.24 HER 60006 is a cropmark that describes an enclosure. Its scale and shape are suggestive of a late prehistoric date. However this part of the site is an area which has probably been subject to recent woodland clearance (the last few hundred years) and so it is possible that the enclosure is a facet of woodland management, such as a coppice bank. It is important to establish the date and character of this enclosure. This area appears not to be developed in the master plan. It is possible the site might form a contribution to the cultural elements of green infrastructure.
- 7.2.25 In addition to these archaeological sites a small number of artefacts have also been found. HER 20066 is a record of Mesolithic flint tools which indicates that this landscape was being exploited in this period (at a time when hunter gatherers moved through the landscape rather than settled and farmed the landscape). HER 20069 is an Iron Age gold stater. This was high value coin dating to the period prior to the arrival of the Romans. Whilst a single coin is hard to interpret its presence should be noted.
- 7.2.26 Recent preliminary archaeological investigations on the site (geophysical survey, some trenched evaluation and fieldwalking) have increased our understanding of the archaeological potential of Welborne. The geophysical survey sampled a number of areas within the site with detailed gradiometer surveys. Some areas identified through this geophysical survey as having a high

potential for archaeological deposits have been further investigated with archaeological evaluation trenches.

- 7.2.27 An area of possible medieval settlement has been identified in the south east of the plan area just to the northwest of where the track to Dean Farm leaves the A32. Further archaeological investigation is needed to understand this site and mitigate the impact of development upon it. This is an area identified as potentially 'district, village and local centre. If it is not preserved as a feature of the design, then archaeological excavation of the site will enhance the knowledge of the new community of their areas past land use, as well as promoting a better understanding the evolution of the landscape and mitigating loss of information.
- 7.2.28 An area of possible prehistoric occupation has been identified in the west of the site at the south east corner of Knowle Triangle. Further archaeological investigation is needed to understand this site and mitigate the impact of development upon it. This area is indicated as being footpath and residential. If it is not preserved as a feature of the design, then archaeological excavation of the site will enhance the knowledge of the new community of their areas past land use, as well as promoting a better understanding the evolution of the landscape and mitigating loss of information. Information on the site could potentially be presented in the public open space or footpath.
- 7.2.29 Geophysical survey and trenched evaluation have identified trackways consistent with those identified on the tithe maps of the site. These are probably associated with the quarrying activity on the site and while a date of origin is not currently known may be medieval. These trackways could be reflected within the design. Archaeological excavation of the site will enhance the knowledge of the new community of their areas past land use, as well as promoting a better understanding the evolution of the landscape and mitigating loss of information. Information on the site could potentially be presented in the public open space or footpath.

Likely evolution of the baseline situation without the plan

- 7.2.30 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to the historic environment that may continue under such a scenario include:
- ▶ The setting of cultural heritage assets within the plan area (including listed buildings) is likely to be affected by development coming forward under CS13.
 - ▶ Disturbance to archaeological sites is likely as a result of development coming forward under CS13.

7.3 Key Issues for Historic Environment

- 7.3.1 Key issues for the historic environment sustainability theme relevant to Welborne are:
- ▶ Potential effects on the historic environment from inappropriate or poor design and layout of housing, employment, community and retail provision.

- ▶ Potential direct effects on both designated and undesignated historic environment features as a result of the development of Welborne.
- ▶ The development of Welborne has the potential to lead to effects on the setting of historic environment features (such as the listed buildings present in the area, and Fort Nelson) and historic landscapes.
- ▶ Traffic growth stimulated by Welborne has the potential to 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.
- ▶ The proposed development provides an opportunity for the discovery, recording and preservation of currently unknown archaeological remains and may provide funding for the conservation of the fabric of heritage assets within the plan area.
- ▶ Ideally, there would be opportunities arising from the proposed development to enhance or better reveal the significance of these assets, to preserve them in situ, and to provide information about them to the public to promote their enjoyment.

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8 Housing

8.1 Summary of Policy and Plan Review

- 8.1.1 National and sub-regional objectives for housing include improvements in longer term housing affordability; 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 high Code for Sustainable Homes ratings in terms of water and energy efficiency, and meet the government target of zero carbon emissions by 2016.
- 8.1.2 Local plans and strategies focus on the affordability of housing, 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. The key local plan for this sustainability theme is the Fareham Housing Strategy 2010-2015.

8.2 Baseline Data

Housing stock, types, tenures and completions

- 8.2.1 The housing stock of Fareham was 47,500 dwellings in March 2010⁴² with 36% of dwellings in the borough detached, 37.4% semi-detached, 19.4% terraced, and 9.8% flats⁴³. The borough's housing stock has increased to 47,800 dwellings in March 2011. The number of detached houses has grown significantly in the borough since 1991 as a result of housing growth in the western wards of Fareham.
- 8.2.2 Approximately 86% of dwellings were owner-occupied, 4% were rented privately and 8% were local authority or housing association rented properties (Table 8.1). In this context the proportion of owner occupied homes is the highest in the region and fourth highest in the country. In contrast, the proportion of social and private rented housing is very low. Private sector rented housing accounts for the lowest percentage in Hampshire⁴⁴.
- 8.2.3 In terms of recent housing completions in the borough, the net completion of new dwellings for the period April 2010 to March 2011 was 364, and from April 2011 to March 2012 it was 275. As highlighted by Table 8.2, this has recently reduced again, after increasing following the downturn in the housing market in 2008. Annual housing delivery still exceeds the Core Strategy target rate of 220 dwellings per annum, but is now below the target rate of 340

⁴² Fareham Borough Council: Annual Monitoring Report December 2011

⁴³ Fareham Borough Council (2010):Housing Strategy for the Borough of Fareham 2010-2015

⁴⁴ Ibid.

dwelling per annum (initial five year phasing) as set out in the Partnership for Urban South Hampshire (PUSH) - Sub-regional Strategy - Final Advice to SEERA⁴⁵.

Table 8.1: Housing tenures in Fareham in comparison to national averages⁴⁶

Area	Owned	LA rented	Other social rented	Private rented	Living rent free
Fareham	86.1%	5.0%	2.5%	3.7%	2.7%
England & Wales	68.9%	13.2%	6%	9.9%	2.1%

Table 8.2: Housing completions in Fareham⁴⁷

Year	Net dwellings completed
2011/12	275
2010/11	364
2009/10	188
2008/9	320
2007/8	548
2006/7	581

House prices and affordable housing

- 8.2.4 Average house prices in Fareham rank eighth out of the eleven local authorities in Hampshire, and are slightly lower than in Hampshire as a whole. In the period between July and September 2012, average sold house prices were £237,275 in the borough, in comparison to £265,877 in Hampshire, £268,417 in the South East and £228,385 in the UK⁴⁸. Whilst house prices have continued to fall since the peak of the market in 2007, there remains a significant demand for affordable housing in many parts of the borough.
- 8.2.5 As highlighted by the Housing Strategy for the borough, The Land Registry has published information on housing affordability for first time buyers. It compares the lower quartile house prices to lower quartile earnings. The ratio for Fareham is 10.12, which places the borough in 293rd position out of 347 local authorities⁴⁹.

⁴⁵ Fareham Borough Council: Annual Monitoring Reports (December 2011 and 2012)

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Land Registry figures, accessed via the BBC website:

http://news.bbc.co.uk/1/shared/spl/hi/in_depth/uk_house_prices/html/houses.stm [Accessed 22nd March 2012]

⁴⁹ Fareham Borough Council (2010): Housing Strategy for the Borough of Fareham 2010-2015

8.2.6 This places the affordability ratio in Fareham significantly below the level for other authorities in south east Hampshire. A review of housing need and affordability commissioned by Fareham Borough Council in 2009 demonstrated that the ratio between earnings and house prices, although reducing slightly in 2008, remained in excess of eight times earnings⁵⁰.

Table 8.3: Average house prices October-December 2011⁵¹

Type	Average house price October-December 2011			
	Fareham	Hampshire	South East	UK
Detached	£325,846	£387,103	£426,982	££324,324
Semi detached	£206,664	£237,787	£247,012	£195,784
Terraced	£170,932	£196,663	£204,794	£185,237
Flat/maisonette	£132,036	£149,749	£162,613	£221,054
Average price	£233,841	£265,877	£268,417	£228,385

Homelessness

8.2.7 The number of households on the Local Authority Housing Register (Fareham’s register of applications for social rented housing) in September 2013 was 1,378, down from 2011 when it was 1,898 (itself an increase from 1,158 in 2007, but a decrease from 1,943 in 2010). The number of households accepted as homeless in the borough was twelve in Quarter 4 in 2011, a reduction from 19 in Quarter 4 of 2005, but an increase from four in Quarter 4 of 2010⁵².

Table 8.4: Households on the Local Authority Housing Register⁵³

Year	Fareham Housing Register Numbers
2013	1,378
2012	2,452
2011	1,898
2010	1,943
2009	1,548
2008	1,717
2007	1,158
2006	1,448
2005	735
2004	2,353

⁵⁰ Ibid.

⁵¹ Land Registry figures, accessed via the BBC website:

http://news.bbc.co.uk/1/shared/spl/hi/in_depth/uk_house_prices/html/houses.stm [Accessed 22nd March 2012]

⁵² Shelter Databank: http://england.shelter.org.uk/professional_resources/housing_databank [Accessed 22nd March 2012]

⁵³ Ibid.

Likely evolution of the baseline situation without the plan

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

- ▶ Significant contribution to new residential development and affordable in the borough in the period to 2036.
- ▶ Population increases as new dwellings become occupied.
- ▶ Continued high ratio between earnings and house prices in the borough and demand for affordable housing.

8.3 Key Issues for Housing

8.3.1 Key issues for the housing sustainability theme relevant to Welborne are:

- ▶ House prices in Fareham, whilst lower than Hampshire 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 earnings and house prices in the borough remains in excess of eight times earnings.
- ▶ Annual house completions in the borough have fallen since the highs of 2006-07 and 2007-08, but recovered slightly in 2010-11 when compared to 2009-10.
- ▶ An ageing population in the borough will increase demand for certain types of housing.

9 Landscape

9.1 Summary of Policy and Plan Review

- 9.1.1 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.
- 9.1.2 The link between landscapes and multifunctionality is provided with a close focus by the PPPs' concentration on green infrastructure provision. In this respect policies advocate 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.

9.2 Baseline Data

The South Downs National Park

- 9.2.1 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.
- 9.2.2 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.
- 9.2.3 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 AONB and the Sussex Downs AONB which were designated in 1962 and 1966 respectively.

9.2.4 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 to Welborne comprises rolling chalk downland characterised by dry valleys and dotted woodland. Development within Welborne will need to consider both views to the South Downs from Welborne, and views of Welborne from within the National Park.

Landscape character

9.2.5 The existing landscape character of the plan area 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 in the area are closely linked. The Fareham Borough Landscape Character Assessment⁵⁴ was carried out in 1996 and characterises the area in which the site is located as the *North Fareham Downs*. According to the Landscape Character Assessment, the essential characteristics of the North Fareham Downs are as follows:

- ▶ Distinctively rolling landform, typical of chalk downland;
- ▶ Small-scale landscape features, such as the area of former parkland at Roche Court and the Wallington River valley, which have a distinctive and important local character but a localised influence on the wider arable landscape;
- ▶ A distinctively rural, agrarian character with scattered farmsteads and rural lanes but few other buildings or urban fringe influences within the landscape aside from the immediate M27 motorway corridor and intrusive pylons and transmission lines;
- ▶ Dominance of intensive arable farmland with a large field pattern and an open, and denuded character to the south, with a very weak hedgerow structure and very few trees, but with expansive views and a sense of space and airiness; and
- ▶ Visual containment to the north by the strong woodland structure of the Forest of Bere character area.

9.2.6 In 2010, Hampshire County Council⁵⁵ published a draft integrated character assessment for the county which replaced the earlier county-wide character assessment published in 2000. This work was intended to complement, not replace, existing character assessments undertaken within districts and boroughs across the county. The overall conclusion of these studies is that:

- ▶ The Welborne site is predominantly within a landscape of Low-Medium sensitivity; and
- ▶ The areas of highest landscape sensitivity are located at the extreme north of the plan area (north of Heytesbury Farm) and the far eastern side of the area (especially to the east of the Wallington River valley).

⁵⁴ Scott Wilson Resource Consultants (1996): *The Fareham Borough Landscape Character Assessment*. [Accessed online 19/12/11]: <http://www.fareham.gov.uk/council/departments/planning/landscape/character/>

⁵⁵ Hampshire County Council (Draft 2010): *Hampshire Integrated Character Assessment 2010*. Available online at: <http://www3.hants.gov.uk/landscape-and-heritage/planning-the-landscape/landscape-character/hampshire-integrated-character-assessment.htm>

9.2.7 These findings were further reinforced by a 2009 landscape capacity analysis for the new community, carried out by David Lock Associates, which found that the area to the east of the A32 is the most sensitive in landscape terms, reflecting the topography and presence of Portsdown Hill to the east of the site⁵⁶ - see Figure 9.1.

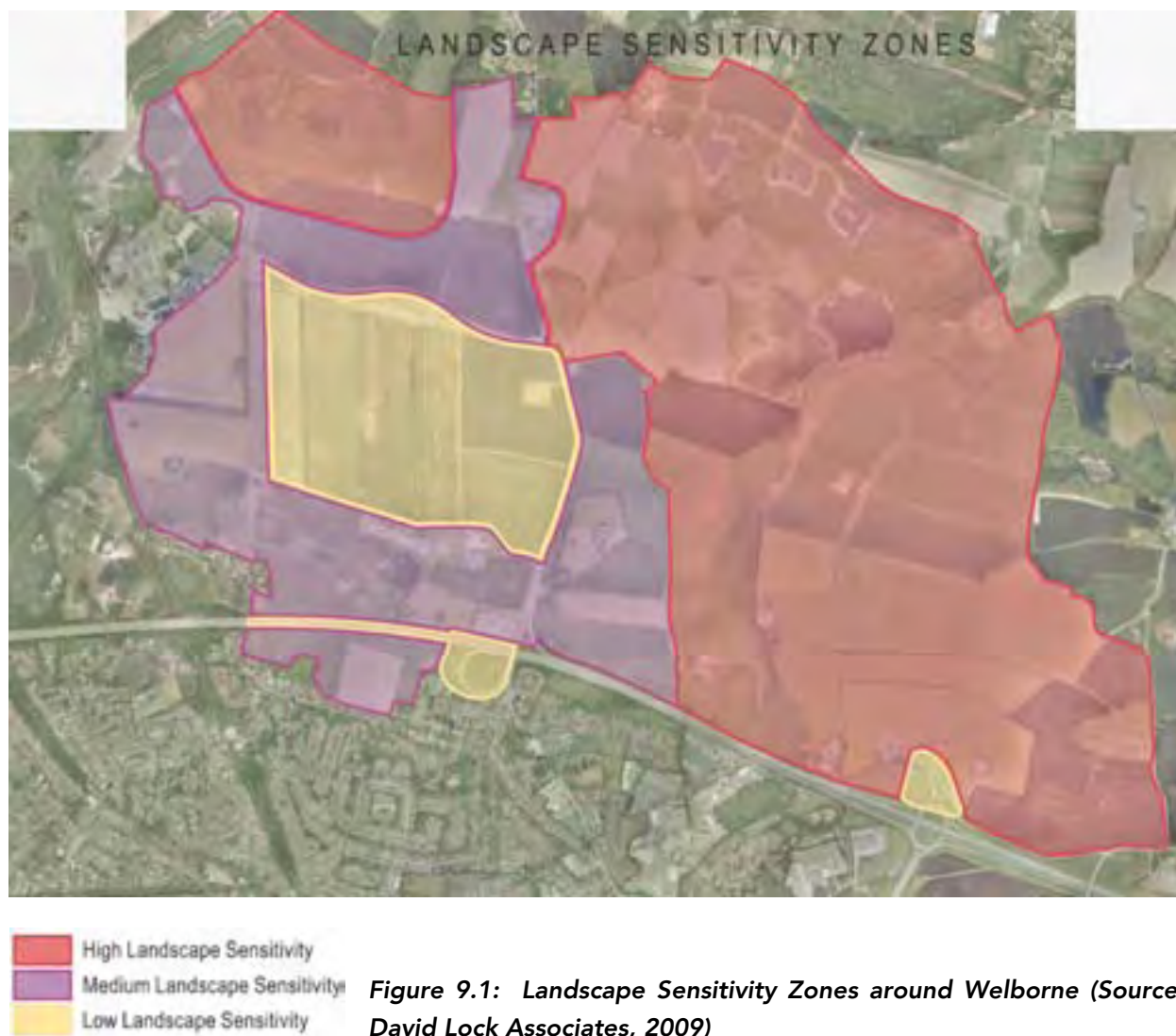


Figure 9.1: Landscape Sensitivity Zones around Welborne (Source: David Lock Associates, 2009)

9.2.8 The NCFN Landscape Study⁵⁷ (LDA Design, 2012) takes the Fareham and Hampshire character assessments as a reference point, and goes on to define the structure and sensitivities of the Welborne Plan area in further detail.

9.2.9 The 2012 landscape study divides the Welborne Plan policy area broadly into three zones: the main central part of the site north of M27, west of A32, east of Knowle and south of Knowle Road; land north of Knowle Road; and the area immediately east of the A32.

⁵⁶ David Lock Associates (January 2009) *Fareham SDA Capacity Analysis Study*: <http://www.fareham.gov.uk/pdf/planning/corestrategy/sdacapanalysisstudy.pdf> . It should be noted that the area of search used for the *Capacity Analysis Study* is wider than the current study area utilised for this Scoping Report.

⁵⁷ LDA Design (2012): *New Community North of Fareham Landscape Study*. [Accessed online 5/3/13]: http://www.fareham.gov.uk/planning/new_community/evidencestudies.aspx

9.2.10 The key landscape characteristics of the main central part of the site were assessed as:

- ▶ Smooth, rolling landform typical of chalk downland: forming a level plateau at the northern edge of the area, then falling gently southwards into a minor valley now occupied by the M27 motorway and then rising more steeply on the other side at Fareham Common up to a ridge along the northern edge of Fareham;
- ▶ Majority of area dominated by a very large-scale pattern of arable fields with weak internal hedgerow structure, few trees and an open, exposed and denuded character;
- ▶ Lack of shelter makes the area feel somewhat windswept and bleak but, equally, there are expansive views and a sense of space and airiness;
- ▶ Smaller-scale, more pastoral and enclosed character to the far south of the area which extends southwards across the motorway to Fareham Common;
- ▶ Predominantly rural, unspoilt character particularly to the north of the area, but the motorway and built environment of Fareham intrude on the character of areas to the south, including Fareham Common;
- ▶ Relatively featureless landscape but strong belts of trees along the northern and western boundaries of the area, trees around Charity Farm and Dean Farm and intact field boundaries along the A32 and within southern parts of the area (including Fareham Common) are all valuable features in the landscape. Fareham Common is regarded as an important area of open landscape within the context of Fareham.

9.2.11 The key landscape characteristics of the area north of Knowle Road were assessed as:

- ▶ Subtly undulating landform rising gently up to a low ridge-line at the northern extremity of the site;
- ▶ Large-scale pattern of open arable fields with a weak internal hedgerow structure, but with a strong backdrop of mature woodland blocks and belts of trees around site boundaries to the north that provide a strong sense of enclosure;
- ▶ Predominantly rural, agricultural character with scattered farm buildings and limited influence from surrounding settlements or roads;
- ▶ Generally unspoilt, but pylons are intrusive features, hedgerows are poorly maintained and the farmland has a somewhat denuded character and lacks structure and diversity;
- ▶ Woodland blocks, copses and belts of trees, such as Fiddlers Green and Blakes Copse, are very important features in the landscape (mostly located outside of the plan boundary). No other landscape features of particular note within this area.

9.2.12 The key landscape characteristics of the area immediately east of the A32 were assessed as:

- ▶ Smooth, rolling landform typical of chalk downland, falling gently eastwards into the valley of the Wallington River to the east of the plan boundary;
- ▶ Medium-scale fields predominantly under grassland, with some arable land to the north, bounded mainly by low, trimmed hedgerows or fences;

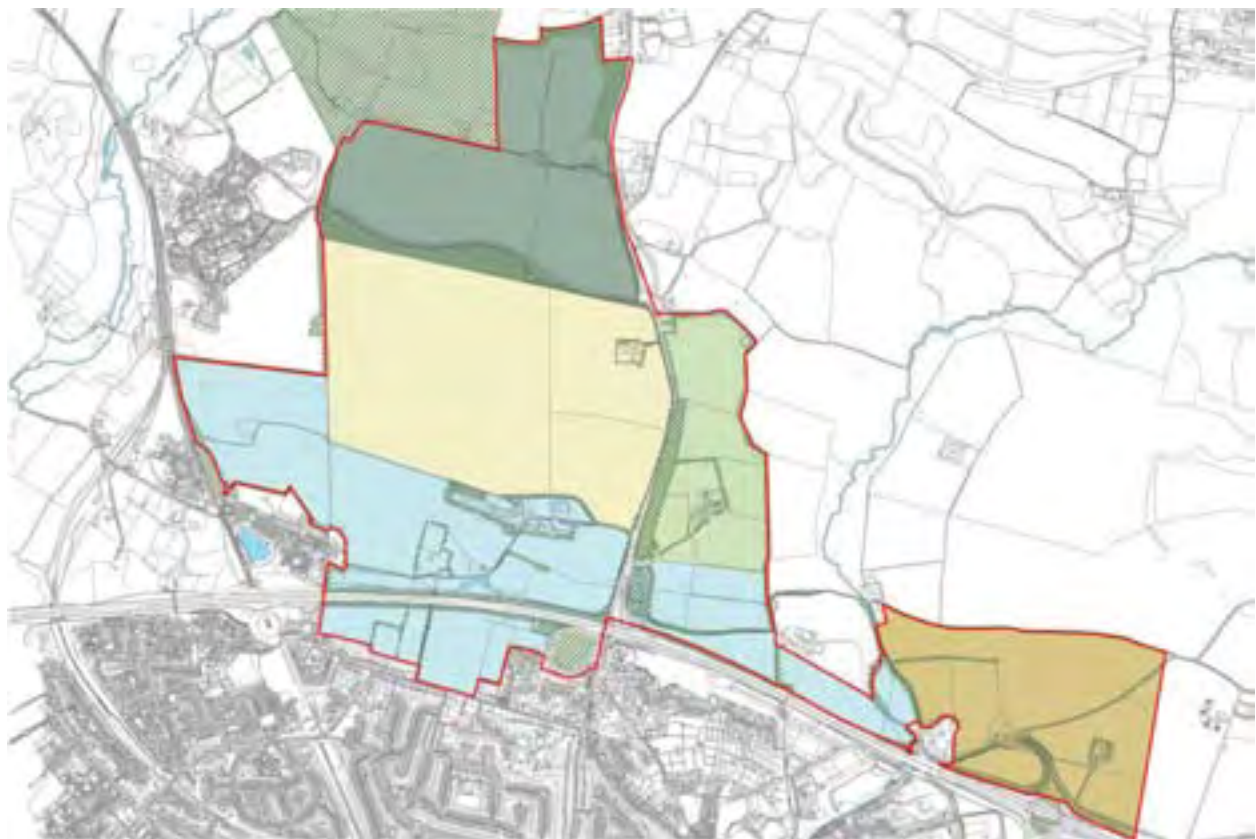
- ▶ More enclosed character along the western side and at the southern end of the area created by the strong belt of woodland along the western boundary, parkland trees associated with Roche Court and mature vegetation along Pook Lane;
- ▶ More open landscape to the south of Albany Farm which has strong visual relationship with the attractive and unspoilt rolling farmland and woodland mosaic of the Forest of Bere landscape to the north;
- ▶ Predominantly rural, unspoilt character with few detracting influences apart from pylons which cut across the landscape to the north;
- ▶ Woodland belts and the buildings and parkland features associated with Roche Court are important landscape features in this area.

9.2.13 The study concludes with a suggested landscape response to the main features identified in the plan area. This is presented in Figure 9.2.

Zone of Theoretical Visibility

9.2.14 An initial assessment of the Zone of Theoretical Visibility (ZTV) has been undertaken as part of an EIA Scoping Assessment. This involves a computer-generated plan which identifies the theoretical extent to which the site is visible from the surrounding landscape. The assessment was complemented by a site visit to identify typical views of the site from a variety of publicly accessible locations. The ZTV identified a range of views which would then form the basis for a Landscape and Visual Impact Assessment (LVIA) as part of the EIA which will accompany forthcoming planning application(s). The ZTV is shown at .

9.2.15 The Scoping Report did not identify any views of the site from either the South Downs National Park or the Wickham Village Conservation Area.



- 
EXISTING VEGETATION: REINFORCE AND INCORPORATE WITHIN NEW LANDSCAPE STRUCTURE WHERE POSSIBLE
- 
WOODLAND MOSAIC: DEVELOPMENT SET WITHIN A FRAMEWORK OF LARGE-SCALE BLOCKS AND BELTS OF WOODLAND, WITH AN ENCLOSED, INTIMATE AND 'ASSARTED' CHARACTER.
- 
DOWNLAND: DEVELOPMENT SET WITHIN A MORE OPEN FRAMEWORK OF LINEAR PLANTING AND LARGE-SCALE OPEN SPACE WITH AN EXPANSIVE 'DOWNLAND' CHARACTER.
- 
PARKLAND: PARCELS OF DEVELOPMENT SET WITHIN A 'DESIGNED' LANDSCAPE OF GRASSLANDS, CLUMPS, BELTS AND AVENUES OF TREES SET WITHIN OPEN GRASSLAND, WITH A COUNTRY ESTATE OR 'CAMPUS' CHARACTER.
- 
PARKLAND (WETLAND/RIPARIAN VARIANT): AS ABOVE BUT WITH A MORE COMPLEX AND SMALL-SCALE, ENCLOSED RIPARIAN/WETLAND CHARACTER.
- 
PARKLAND (DOWNLAND VARIANT): CHARACTERISED BY PARCELS OF DEVELOPMENT CONTAINED BY BANKS OR PERIPHERAL PLANTING, SET WITHIN A SIMPLE, OPEN, DOWNLAND LANDSCAPE.

Figure 9.2: Suggested landscape response for Welborne (Source: LDA Design, 2012)

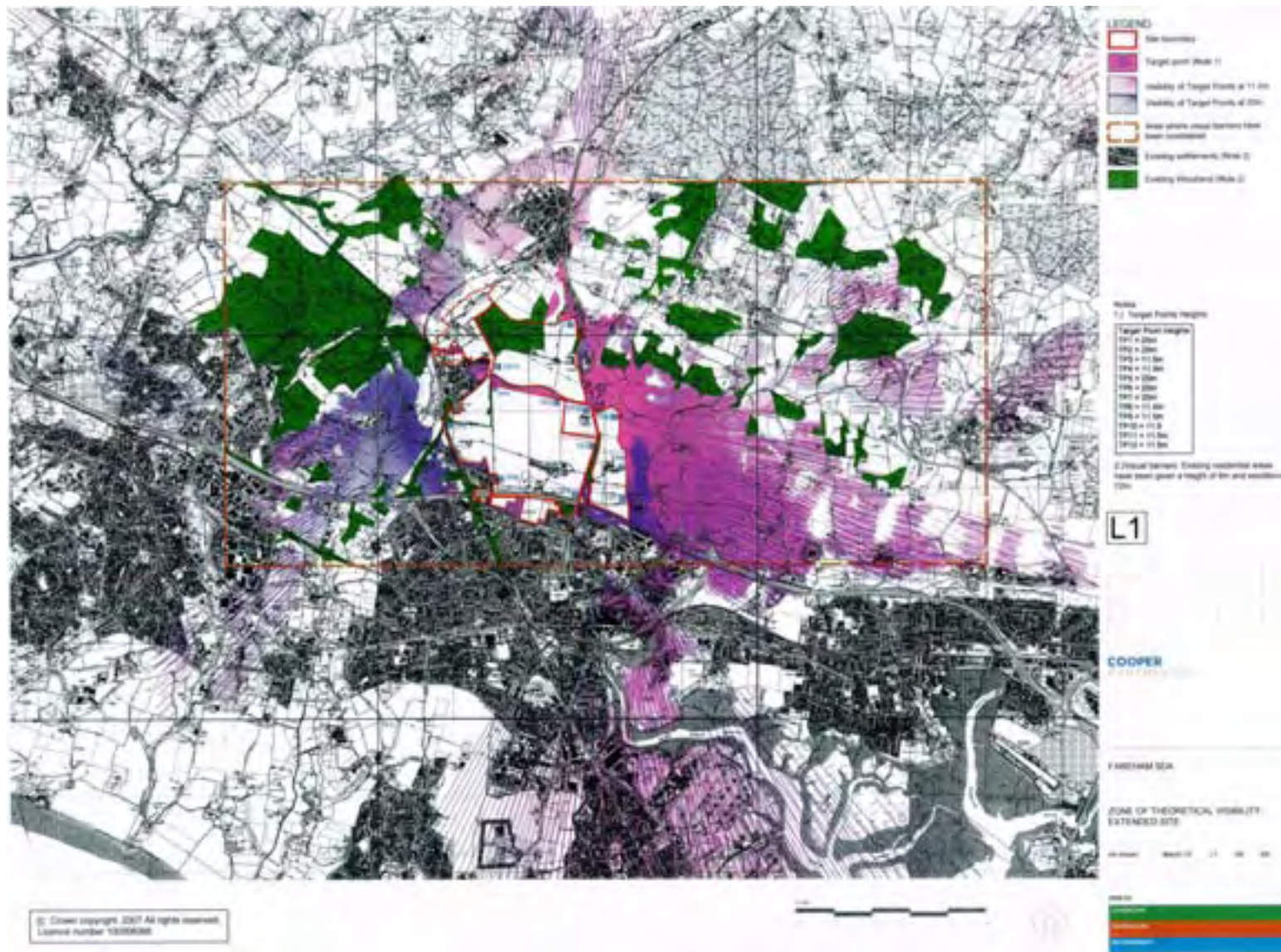


Figure 9.3: Zone of Theoretical Visibility (Source: Cooper Partnership, 2013)

Tranquillity

- 9.2.16 New employment, residential and retail 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. 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 through 500m by 500m quadrants⁵⁸.
- 9.2.17 Figure 9.4 presents the findings of the CPRE assessment of tranquillity in Hampshire. The boundary of Fareham is included in the map, which illustrates that Welborne will be located in one of the more tranquil parts of the borough, notwithstanding the high levels of noise generated by the presence of the motorway.

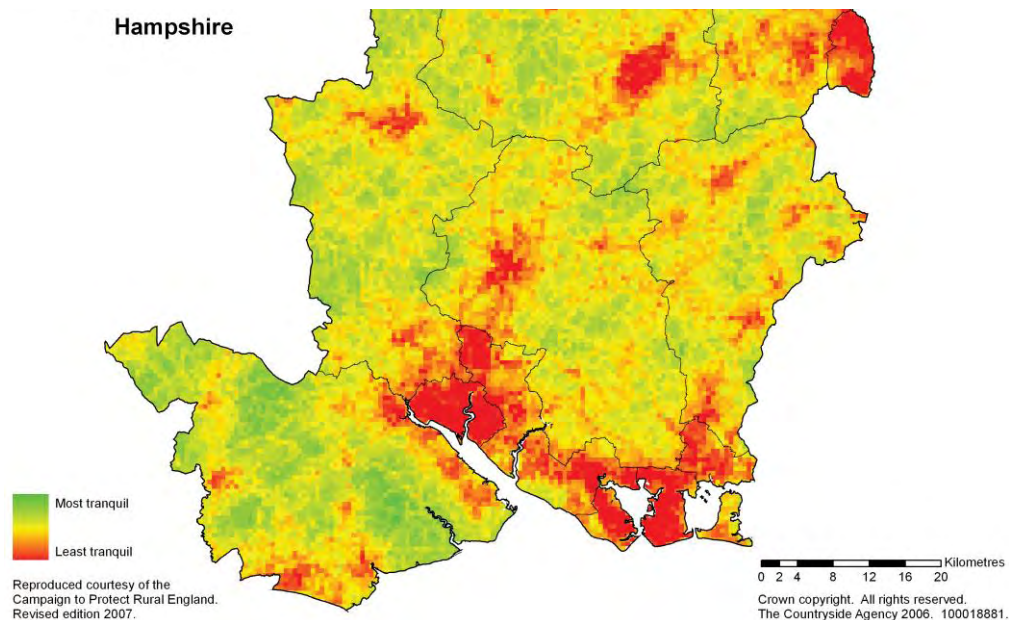


Figure 9.4: Tranquillity in Hampshire (source: CPRE)⁵⁹

Lighting

- 9.2.18 The majority of the site is currently undeveloped agricultural land. Funtley, Fareham and isolated residential properties will have views towards the site and its infrastructure. It is therefore considered necessary to assess the potential lighting impacts from the proposed development. A light pollution assessment will be included in the Environmental Statement to accompany forthcoming planning applications.

⁵⁸ A more detailed description of the methodology used can be found at: <http://www.cpre.org.uk/what-we-do/countryside/tranquil-places/in-depth/item/1688-how-we-mapped-tranquillity>

⁵⁹ CPRE: <http://www.cpre.org.uk/campaigns/landscape/tranquillity/national-and-regional-tranquillity-maps>

- 9.2.19 The outline lighting strategy for the development should propose lighting zones for the different uses and locations within the site according to their purpose and proximity to light sensitive receptors such as existing and proposed residential properties and ecological habitats, including those used by bats. The outline lighting strategy should be developed in accordance with the Institute of Lighting Professionals' Guidance Notes for the Reduction of Obtrusive Light (2011)⁶⁰.
- 9.2.20 Light pollution effects can be assessed using a 3D computer model of the proposed development and indicative luminaires proposed as part of the outline lighting strategy. This assessment will be undertaken as part of the EIA. It will use specialist lighting software and will scope-in light trespass at night and its potential impacts to both residential accommodation and ecological habitats near the site.

Likely evolution of the baseline situation without the plan

- 9.2.21 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to landscape that may continue under such a scenario include:
- ▶ Significant changes in landscape character in and around the plan area.
 - ▶ Potential loss or degradation to key landscape features.
 - ▶ Potential effects on landscape quality close to the road network from increased traffic flows.
 - ▶ Changes in tranquillity in and around the plan area, affected by changes in the levels of light pollution and urbanisation in general.

9.3 Key Issues for Landscape

- 9.3.1 Key issues for the landscape sustainability theme relevant to Welborne are:
- ▶ Effects on landscape quality from residential, employment and retail growth linked to Welborne.
 - ▶ 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 the 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 areas with landscapes designated as part of the South Downs National Park, including through effects on views from the surrounding area.

⁶⁰ Institute of Lighting Professionals' Guidance Notes for the Reduction of Obtrusive Light (2011)
<https://www.theilp.org.uk/documents/obtrusive-light/>

- ▶ Green Infrastructure: there are significant opportunities to improve linkages between areas of open space, parks and the open countryside.

10 Material Assets

10.1 Summary of Policy and Plan Review

- 10.1.1 The material assets sustainability theme covers a range of policy areas, including waste management, minerals, energy production and previously developed land.
- 10.1.2 National level PPPs seek to protect minerals resources and promote appropriate after uses for minerals workings. 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 (Submitted February 2012) will set out the strategic approach to minerals and waste issues.
- 10.1.3 An expansion of renewable energy production is strongly promoted by European and national PPPs. Under EU Directive 2001/77/EC, member states are overall required to achieve 22% of electricity production from renewable energies by 2010, with the UK-specific target 10%. This has been reinforced by the UK's recent Renewable Energy Strategy which seeks to produce 15% of electricity from renewable sources by 2020.

10.2 Baseline Data

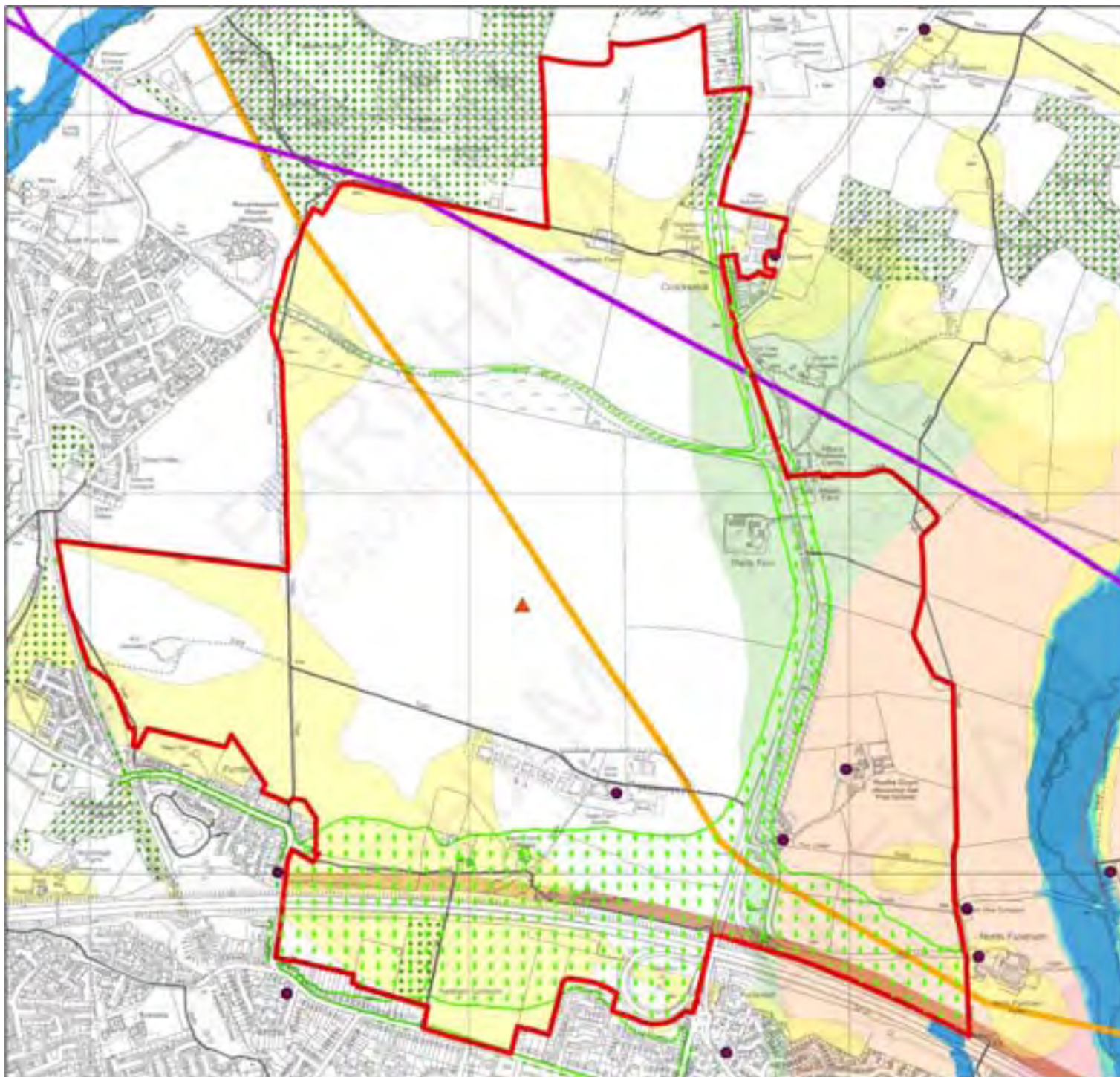
Minerals

- 10.2.1 No existing minerals sites are located in close proximity to the Welborne. The recently adopted Hampshire Minerals and Waste Plan includes a Minerals Safeguarding Area for clay and sharp sand over much of the policy boundary area, particularly towards its fringes; see Figure 10.1.

Waste

- 10.2.2 Recycling rates in Fareham are slightly less favourable compared to regional and national averages. In the 2012-13 period, approximately 42.0% of municipal waste was recycled or composted nationally, and 44.3% regionally. During the same period in Fareham, 34.4% of municipal waste was recycled or composted. This is a very slight increase from 2011-12 (34.3%)⁶¹. Alongside this, waste collected per household has decreased since 2007/8, from 361kg to 313kg in 2012/13, and remains significantly below England averages.

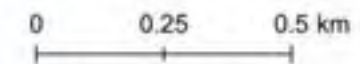
⁶¹ Gov.uk ENV18 - Local authority collected waste: annual results tables (<https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>)



LEGEND

- Welborne Boundary
- Listed Buildings
- Rights of Way
- Overhead Electrical Line
- Noise Constrained Area for Residential Development
- High and Intermediate Pressure Gas Pipelines
- Ancient Woodlands
- Ancient Woodland Remnants
- Sites of Importance for Nature Conservation
- Environment Agency Flood Zone 3
- Environment Agency Flood Zone 2
- Minerals Safeguarding Area
- Ground Water Source Protection Zone 1
- Ground Water Source Protection Zone 2
- Ground Water Source Protection Zone 3
- Air Quality Assessment Zone (40m)
- Neolithic Long Barrow (significant archaeological feature)

Figure 10.1: Welborne constraints plan (Source: FBC)



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Table 10.1: Waste arisings and recycling rates in Fareham in comparison with regional and national averages 2007/8 to 2012/13 ⁶²

Year	Kg of waste collected per household		Percentage of household waste sent for reuse, recycling or composting		
	Fareham	England	Fareham	South East	England
2012/13	313	423	36.6%	43.4%	43.2%
2011/12	315	431	38.1%	43.3%	43.0%
2010/11	323	449	38.3%	41.3%	41.5%
2009/10	329	457	37.95%	40.0%	39.7%
2008/09	348	473	42.66%	38.4%	37.6%
2007/08	361	495	42.1%	36.0%	34.5%

10.2.3 There are three Household Waste and Recycling Centre close to Welborne, two of which are located in neighbouring authorities. Managed by Hampshire County Council, these are located at: Barnes Wallis Road, Segensworth; Port Solent; and Grange Road, Gosport. Fareham Borough Council also manages 37 smaller recycling banks in the borough⁶³. New sites are likely to be required locally to serve Welborne.

Previously developed land

10.2.4 In relation to the reuse of brownfield land, whilst completions of housing on previously developed land increased between 2007 and 2010, monitoring data for 2010-11 showed a significant decrease (in part reflecting the development of the Hunts Pond Road greenfield site) with a slight upturn to 2011/12.

Table 10.2: Housing completions on brownfield sites⁶⁴

Year	Percent of new homes built on previously developed land
2011/12	54.74%
2010/11	35.68%
2009/10	93.26%
2008/09	85.94%
2007/08	81.75%

⁶² Ibid.

⁶³ Source: Fareham Borough Council website: <http://www.fareham.gov.uk/council/departments/leisure/recycling/recycmap.aspx>

⁶⁴ Source: Fareham Annual Monitoring Reports 2008, 2009, 2010, 2011, 2012:

<http://www.fareham.gov.uk/council/departments/planning/ldf/annualmr.aspx>

Ground conditions

- 10.2.5 A Phase 1 report and preliminary invasive Phase 2 Site Investigation have been undertaken to ensure that suitable and safe conditions are achieved for the end-use proposed for the site. The following sections have been taken from the EIA Scoping Report recently submitted to Fareham Borough Council.
- 10.2.6 No contamination was encountered during the site investigation, however, made ground was encountered in numerous filled chalk pits. There is also a potential source of contamination associated with the fuel tanks on Dean Farm. It is considered that further investigation of this potential impact may be required.
- 10.2.7 Very low levels of Methane and CO₂, were recorded and it has been concluded that no special protection measures are required.
- 10.2.8 The Reading Beds and Upper Chalk are both suitable for shallow foundations, however the filled chalk pits will require special consideration due to the risk of differential settlement. Further investigations of the pits is recommended as part of any detailed site investigations on development parcels as they are brought forward at the reserved matters stage.
- 10.2.9 The Upper Chalk is relatively shallow across the majority of the site. Soakage tests have returned mediocre results but it can be confirmed that the chalk, and the river terrace deposits, will support the use of infiltration devices, which may be taken forward in any SUDS strategy.

Energy

- 10.2.10 High and intermediate pressure gas pipelines cut a diagonal route through the centre of Welborne, from north-west to south-east, while an overhead electrical line passes through the northern part of the site (Figure 10.1). These assets will constrain the layout of proposed development, and may influence land use and building design (height/density) in their zone of immediate influence.
- 10.2.11 As highlighted by the Annual Monitoring Report 2012, there is there is no monitoring system currently in place in the borough to effectively monitor renewable energy production. There are significant opportunities to expand renewable energy provision through the development plan for Welborne.

Likely evolution of the baseline situation without the plan

- 10.2.12 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to material assets that may continue under such a scenario include:
- ▶ Increasing rates of recycling and composting, reflecting legislative and regulatory requirements.
 - ▶ Increased production of waste.
 - ▶ Increased renewable energy generation.

- ▶ High proportion of housing completions on greenfield land despite the Core Strategy's focus on previously developed land within the most sustainable and accessible settlements.

10.3 Key Issues for Material Assets

10.3.1 Key issues for the material assets sustainability theme relevant to Welborne are:

- ▶ Whilst household recycling rates are favourable compared to national averages, municipal waste compared unfavourably with regional and national averages. Continued improvements should be sought to meet national targets and to accommodate growth.
- ▶ New local recycling centres will be required to serve Welborne.
- ▶ There is significant potential to utilise recycled and reused materials through development in Welborne.
- ▶ There are significant opportunities to increase the capacity of the borough's renewable energy generation through the Welborne Plan.

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11 Population and Quality of Life

11.1 Summary of Policy and Plan Review

- 11.1.1 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.
- 11.1.2 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.⁶⁵

11.2 Baseline Data

Population size and migration

- 11.2.1 In June 2012, the population of Fareham borough was approximately 112,800, of which 55,270 were male and 57,530 female⁶⁶. The population density of the borough is high at 1,510 people per square km.
- 11.2.2 The total population of Fareham has recently demonstrated lower growth than that experienced regionally and nationally. In the twelve years from 2001 the population of the borough has grown from 108,200, an overall increase of 4.3%. This is a significantly lower rate of increase than the figures for the South East and England during the same period, which were 8.7% and 8.2% respectively⁶⁷. Although the population of the borough was relatively stable between 2001 and 2006, there has been a recent upturn in the population growth rate since 2006, as demonstrated in Figure 11.1.
- 11.2.3 It is also predicted that the population of the borough will grow at a relatively steady pace in the next few decades, as suggested in Table 11.1 and Figure 11.2. In this context there is a projected 16% increase in the borough's population between 2008 and 2033. This is lower than the 19% expected for the South East and 18% expected for England. The age group with the greatest projected percentage change in population is 65+ years (79.7%)⁶⁸.

⁶⁵ Home Office website. Equality Act 2010: <http://www.homeoffice.gov.uk/equalities/equality-act/>.

⁶⁶ Source: Resident population estimates, Neighbourhood Statistics <http://www.neighbourhood.statistics.gov.uk>. [Accessed 04th October 2013]

⁶⁷ Ibid.

⁶⁸ Ibid

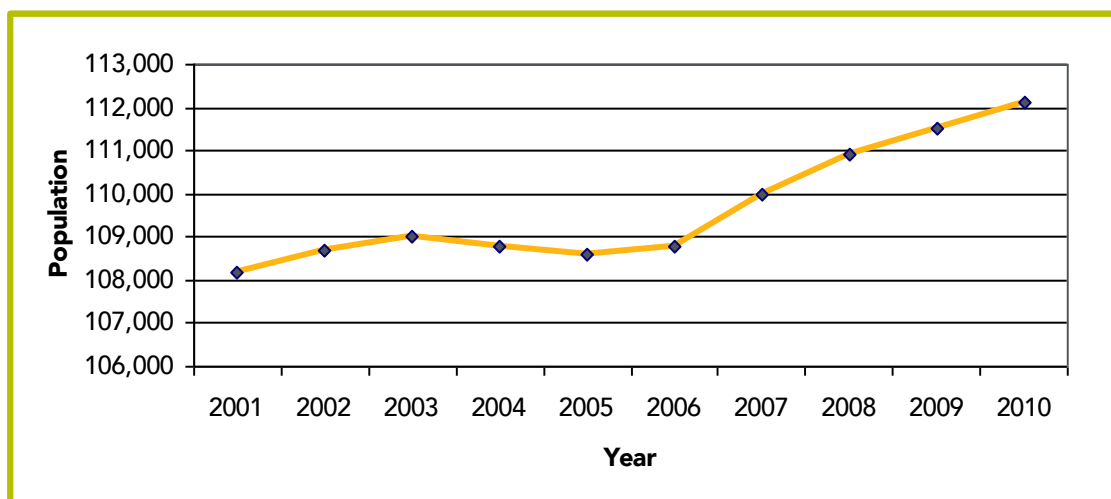


Figure 11.1: Population of Fareham 2001-2010⁶⁹

Table 11.1: Fareham predicted population change (Source: ONS 2008-based subnational population projections, published May 2010, www.statistics.gov.uk)

	2012	2015	2020	2025	2030
Predicted population of Fareham	112,800	114,600	118,200	122,200	126,200

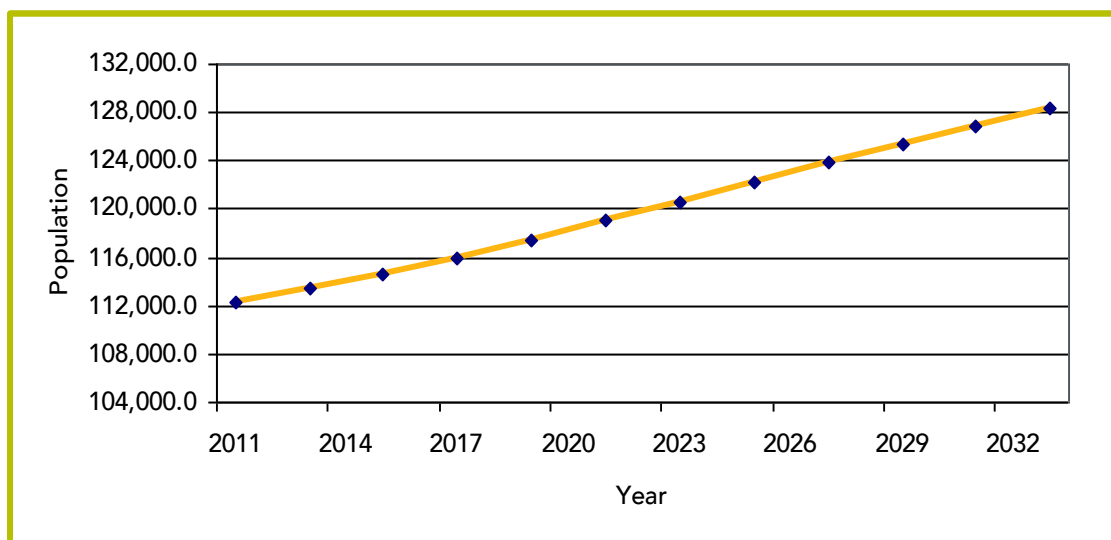


Figure 11.2: Predicted population change in Fareham 2011-2033⁷⁰

Age Structure

11.2.4 The population pyramid in Figure 11.3 shows the age profile of Fareham in 2011. As highlighted by the pyramid, the borough has a large working age population, mostly made up

⁶⁹ Ibid.

⁷⁰ ONS 2008-based subnational populations projections: <http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Sub-national+Population+Projections>

of those in the mid to latter half of their working lives⁷¹. Reflecting the large number of families in the borough, there are larger cohorts of children than nationally. The population of the borough is expected to age, with an increasing elderly population⁷².

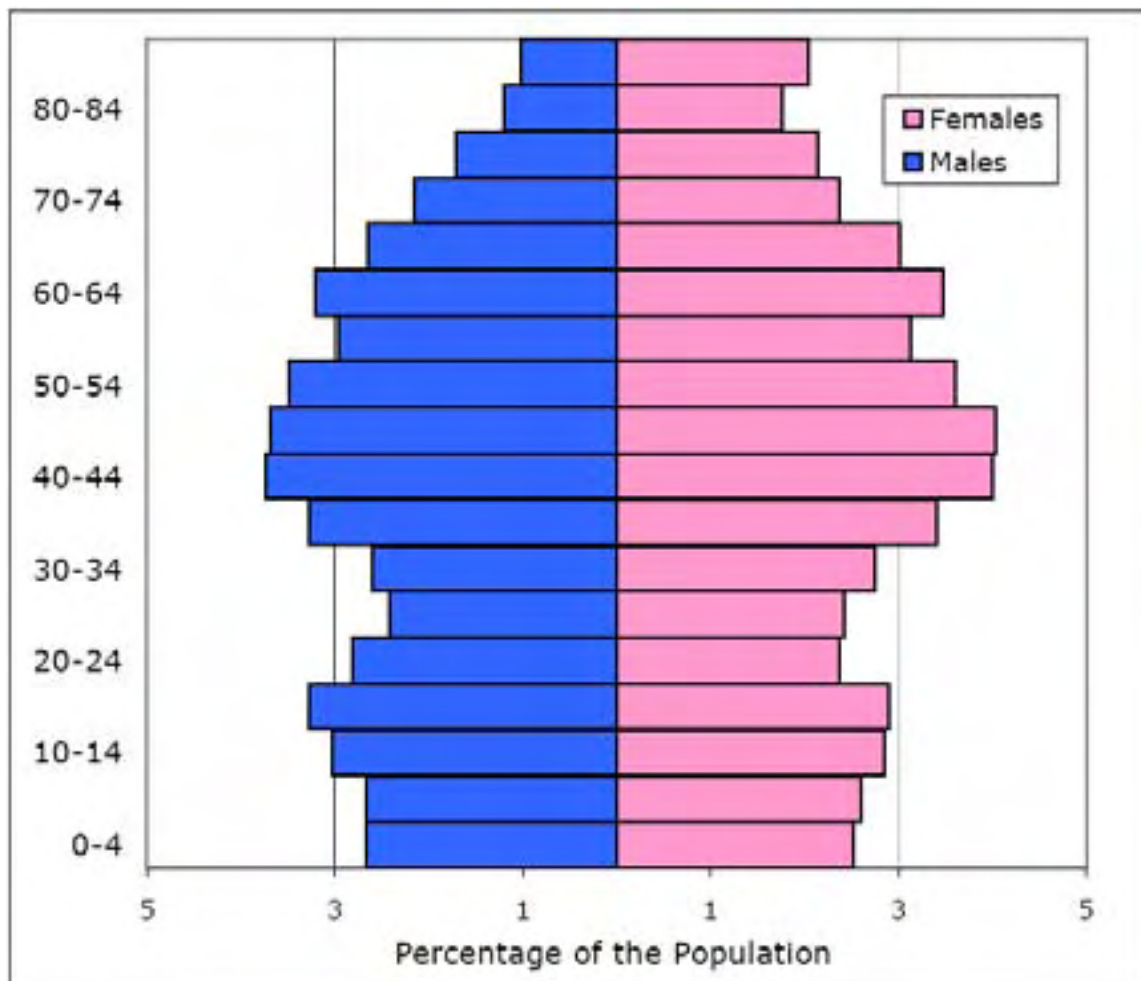


Figure 11.3: Fareham population pyramid⁷³

Ethnicity

11.2.5 The 2009 ethnic breakdown of Fareham, in comparison to regional and national averages, is shown in Table 11.2. Just 7.5% of the borough's population is from ethnic minorities. The data demonstrates that Fareham has a significantly lower proportion of population from ethnic minority groups compared either with South East (14.3%) or England (17.2%) averages⁷⁴.

⁷¹ Source: HCC (March 2012): Demographic Facts and Figures for Fareham: http://www3.hants.gov.uk/factsheet_2011_-_fareham.pdf

⁷² FBC: Pre-Submission Core Strategy

⁷³ Source: HCC (March 2012): Demographic Facts and Figures for Fareham: http://www3.hants.gov.uk/factsheet_2011_-_fareham.pdf

⁷⁴ ONS 2008-based subnational populations projections:

<http://www.ons.gov.uk/ons/taxonomy/index.html?nsl=Sub-national+Population+Projections> [Accessed 23rd March 2012]

Table 11.2: Population of ethnic groups (Source: ONS population estimates 2009)

Ethnic Group	% of Total Population		
	Fareham	South East	England
White British	92.5%	85.7%	82.8%
White other	2.8%	5.0%	4.7%
Mixed	1.1%	1.7%	1.9%
Asian	2.1%	4.2%	6.0%
Black	0.6%	1.8%	2.9%
Chinese or other	0.9%	1.5%	1.6%

Deprivation

11.2.6 In general, deprivation in Fareham is low. Based on the Indices of Multiple Deprivation 2010 (IMD)⁷⁵, the Borough is ranked as the 15th least deprived out of 326 Local Authority areas in England and is the second least deprived of the districts of Hampshire. Overall the Borough is within the top 10% least deprived local authority areas in England. Alongside this, Fareham has achieved the largest positive gain in IMD rankings of all Local Authority areas in Hampshire between 2004 and 2010⁷⁶.

11.2.7 The majority of the 75 Super Output Areas (SOAs)⁷⁷ in Fareham are ranked within the least deprived 50% in Hampshire⁷⁸. No SOAs are ranked within the 20% most deprived in England⁷⁹. The ten most deprived Super Output Areas in the Borough, and the ward in which they are located are set out below. These are in order of their IMD scores.

- ▶ 1022732: Fareham North West;
- ▶ 1022739: Fareham South;
- ▶ 1022738: Fareham South;
- ▶ 1022723: Fareham East;
- ▶ 1022734: Fareham North West;
- ▶ 1022781: Titchfield;
- ▶ 1022728: Fareham North;

⁷⁵ Based on the rank of average score

⁷⁶ DCLG (2010): Indices of Multiple Deprivation 2010: Local Authority Summaries:

<http://www.communities.gov.uk/publications/corporate/statistics/indices2010> , [Accessed 23rd March 2012]

⁷⁷ Super Output Areas (SOAs) are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales, with the aim of developing a range of areas that would be of consistent size and whose boundaries would not change. These were built from groups of the Output Areas (OAs) used for the 2001 Census.

⁷⁸ HCC: IMD2010 data: http://www.hampshirepoliceauthority.org/factsandfigures/figures-economics/deprivation_indices.htm

⁷⁹ Hants web <http://www.hampshirepoliceauthority.org/planning/factsandfigures/key-facts/kf-fareham.htm#deprivation>

- ▶ 1022761: Portchester East;
- ▶ 1022758: Park Gate; and
- ▶ 1022760: Portchester East.

11.2.8 As shown by Figure 11.4, which is shaded according to the SOA rankings for IMD, deprivation in Fareham is evenly distributed, with the slightly more deprived areas in the borough mostly being located in Fareham town, and in Fareham North West ward (in Hill Park). When compared to surrounding areas including those in Gosport, Havant and Portsmouth, deprivation across the borough is low.

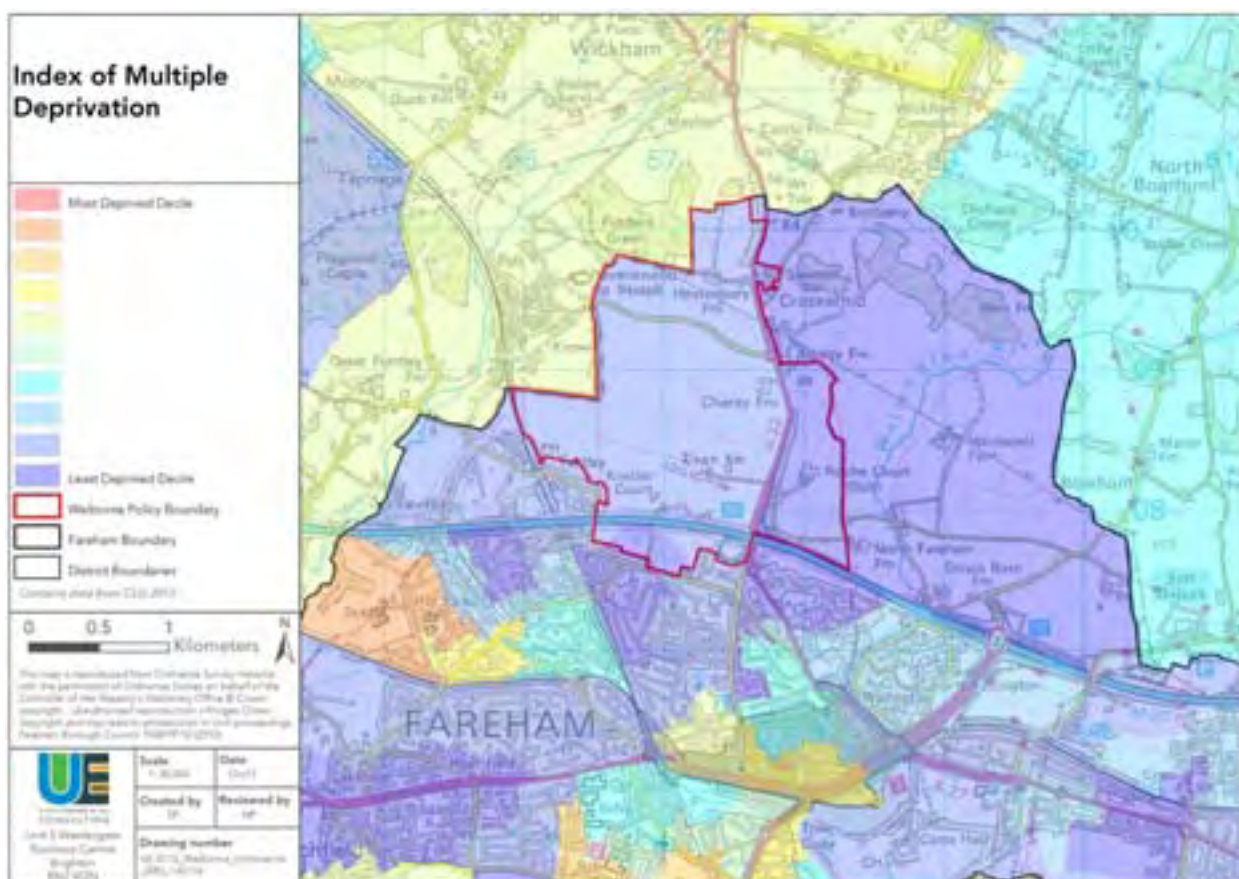


Figure 11.4: Indices of Multiple Deprivation in Fareham: overall scores

11.2.9 It should be noted that, of the deprivation which does exist in Fareham, the Borough experiences higher levels of deprivation within the following “sub domains”⁸⁰.

- ▶ Outdoors living environment;
- ▶ Geographical barriers to housing and services; and
- ▶ Adult skills.

⁸⁰ The Indices of Multiple Deprivation are comprised of seven ‘Domains’ to highlight different aspects of deprivation. These include Income; Employment; Health and Disability; Education and Skills; Barriers to Housing and Services; Crime; and Living Environment. These are subsequently separated into a number of further ‘Sub domains’.

Unemployment

11.2.10 Data from the ONS suggests that in the period July 2010 to June 2011, unemployment in Fareham was 4.4%, which was lower than the South East average (5.9%), and lower than the national average (7.7%). As highlighted by Figure 11.5, whilst unemployment in the borough was significantly below regional and national levels before the recent downturn in the economy, unemployment rose at a higher rate in Fareham than in the South East and England from 2008. More recently, unemployment in the borough has mirrored regional trends.⁸¹

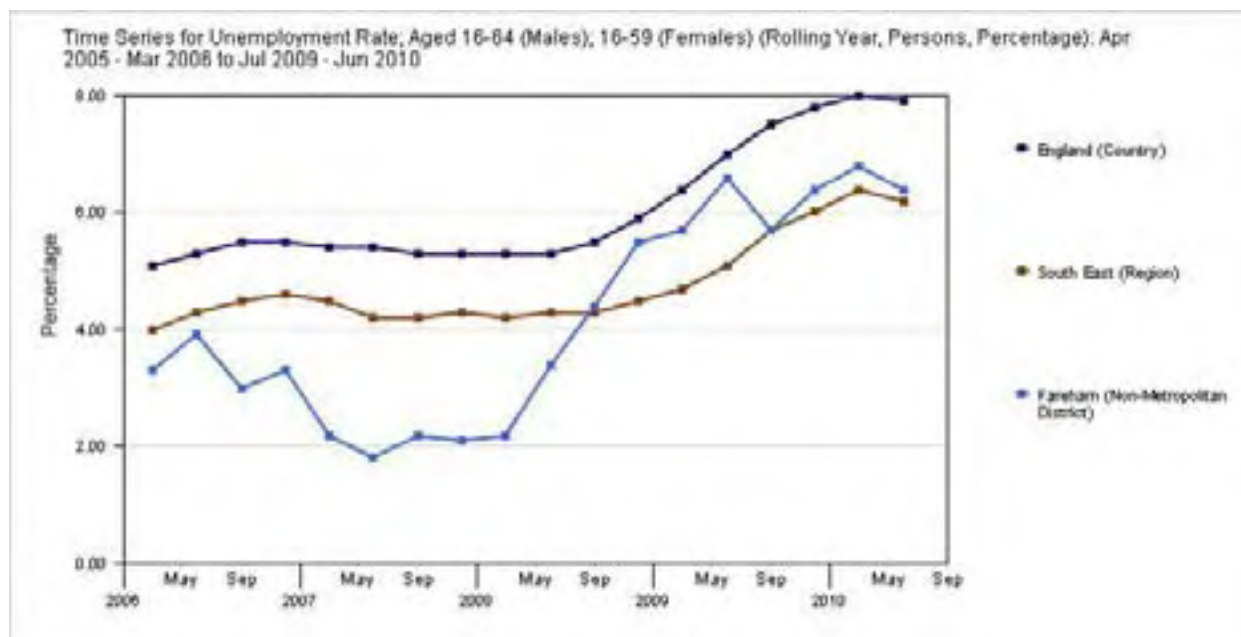


Figure 11.5: Unemployment in Fareham compared to the South East and England averages 2006-2010 (source ONS)⁸²

Crime

11.2.11 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 Wales⁸³. As shown by Table 11.3, crime rates for most types of offences in the borough have fallen since 2008, with the exception of the 'wounding or other act endangering life' category. Some residents, particularly older people however report a significant fear of crime.

⁸¹ Source: <http://www.neighbourhood.statistics.gov.uk> [Accessed 23rd March 2012]

⁸² Ibid

⁸³ Source, Home Office: <http://data.gov.uk/dataset/local-authority-recorded-crime-key-offences-2007-2009> [Accessed 23rd March 2012]

Table 11.3: Crime rates for different types of offences in Fareham, 2008-2011 ⁸⁴

Offence	April 2010 to March 2011	April 2009 to March 2010	April 2008 to March 2009
Violence against the person	1,223	1,219	1,386
Wounding or Other Act Endangering Life	14	10	6
Other Wounding	493	491	551
Harassment Including Penalty Notices for Disorder	263	297	322
Common Assault	388	358	411
Robbery	16	15	35
Theft from the Person	74	97	110
Criminal Damage Including Arson	945	1,104	1,535
Burglary in a Dwelling	133	208	219
Burglary Other than a Dwelling	249	293	340
Theft of a Motor Vehicle	66	97	90
Theft from a Motor Vehicle	348	380	456

Likely evolution of the baseline situation without the plan

11.2.12 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development 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 pressures on housing, services and infrastructure, with much of this need being met in the plan area.
- ▶ The rate of population ageing may slow as new residential development within the plan area 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.

⁸⁴ Source: Neighbourhood Statistics <http://www.neighbourhood.statistics.gov.uk> [Accessed 23rd March 2012]

11.3 Key Issues for Population and Quality of Life

11.3.1 Key issues for the population and quality of life sustainability theme relevant to Welborne are:

- ▶ Population growth in the borough will increase pressures on housing, services and infrastructure.
- ▶ 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 higher rate than regionally and nationally since the downturn in the economy in 2008.
- ▶ Whilst 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.

12 Soil

12.1 Summary of Policy and Plan Review

- 12.1.1 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.
- 12.1.2 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.

12.2 Baseline Data

- 12.2.1 As highlighted by the Soil Strategy for England⁸⁵, soil is a vital natural resource, with a range of key functions. These include:
- ▶ Nutrient cycling;
 - ▶ Water regulation;
 - ▶ Carbon storage;
 - ▶ Support for biodiversity and wildlife; and
 - ▶ Providing a platform for food and fibre production and infrastructure.
- 12.2.2 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.
- 12.2.3 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).
- 12.2.4 The Agricultural Land Classification 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.

⁸⁵ Defra (2011) Soil Strategy for England: <http://www.defra.gov.uk/publications/2011/04/08/pb13297-soil-strategy/>

12.2.5 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 12.1 illustrates ALC mapping available in the Welborne vicinity, which shows that a large proportion of the plan area is classified as Grade 2.

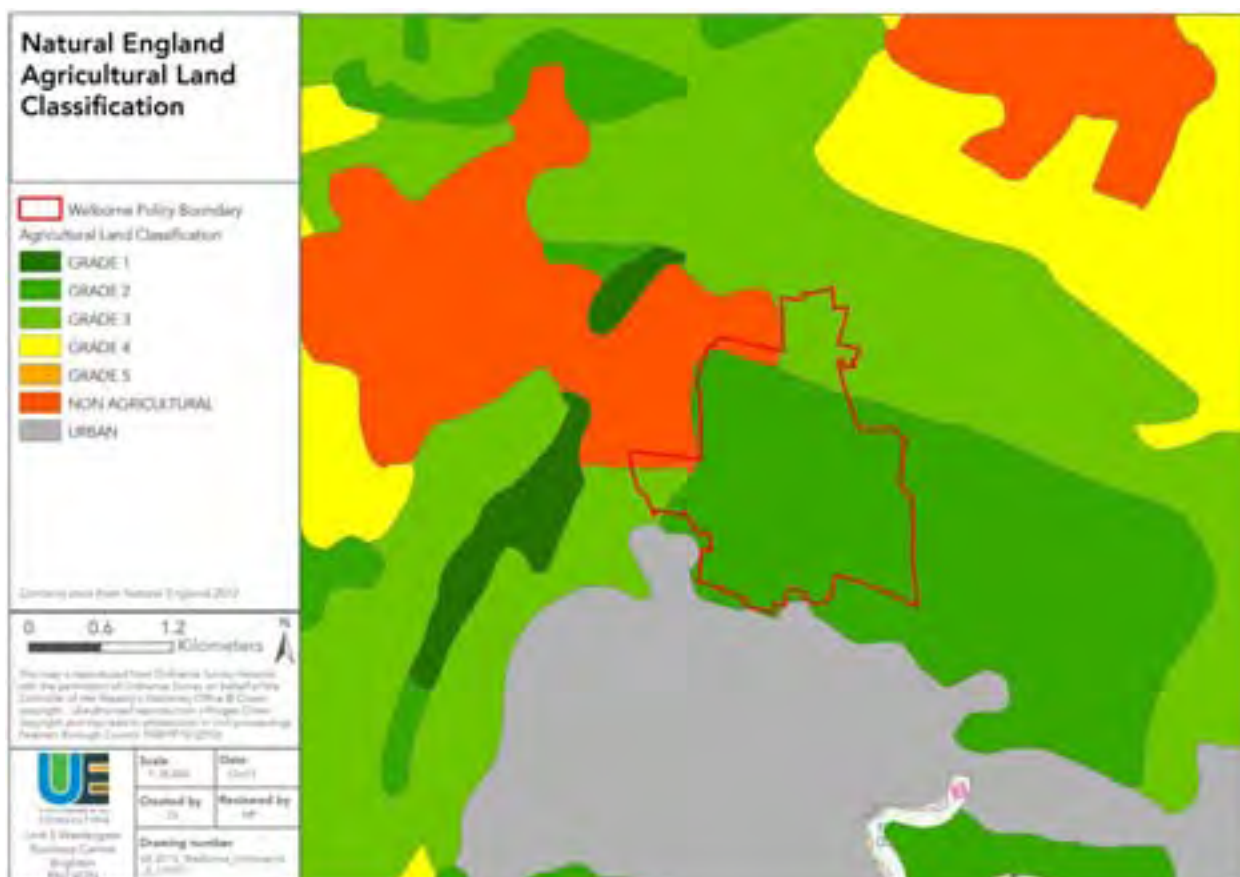


Figure 12.1: Agricultural Land Classification (Source: Natural England)

12.2.6 Post-1988 data is available on the interactive map provided by Multi-Agency Geographic Information for the Countryside, a screenshot of which is shown in Figure 12.2. This indicates that a significant area in the north of the site assessed as Grade 3a. Land within the policy boundary to the north and south of the M27 is Grade 3b which is excluded from the best and most versatile definition.

Likely evolution of the baseline situation without the plan

12.2.7 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to soils that may continue under such a scenario include:

- ▶ Losses of areas of best and most versatile agricultural land to development within the plan area under CS13.
- ▶ Soil erosion is likely to remain at similar levels as currently.

12.3 Key Issues for Soil

12.3.1 Key issues for the soil sustainability theme relevant to Welborne are:

- ▶ The plan area is underlain with areas of the best and most versatile agricultural land.
- ▶ Development proposed at Welborne will lead to a loss of soil resources, productivity and function.



Figure 12.2: Agricultural Land Classification (Source: MAGIC)

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13 Water

13.1 Summary of Policy and Plan Review

- 13.1.1 National water policies are primarily driven by the aims of the EC Water Framework Directive, 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. In terms of planning policy, NPPF requires the planning system to contribute to and enhance the natural and local environment by: 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.⁸⁶
- 13.1.2 National and regional strategies also have a focus on maintaining and protecting the availability of water. Portsmouth Water's Water Resource Management Plans provide the means of enabling water to be supplied and treated in the area covered by the plan. 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 objectives.
- 13.1.3 NPPF (Section 10: Meeting the challenge of climate change, flooding and coastal change) 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 risk⁸⁷. The Strategic Flood Risk Assessment for the PUSH area was completed in 2007.

13.2 Baseline Data

Watercourses

- 13.2.1 Welborne is situated within the catchment areas of two rivers, the River Meon and the Wallington River. The River Meon, which rises west of Petersfield, flows southwards west of Welborne near Knowle, and enters the Solent downstream of Titchfield. The Wallington River rises close to Waterlooville, and flows southwards into Portsmouth Harbour to the east of Fareham town centre.

⁸⁶ Department for Communities and Local Government (2012).

National Planning Policy Framework: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115939.pdf>

⁸⁷ Ibid

Water resources

- 13.2.2 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 area in terms of drinking water overlie the Portsdown Chalk Formation and Spetisbury Chalk Member. Welborne is likely to be supplied by Portsmouth Water, as they supply water to homes to the east of the Meon River. 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. Water supply and use is guided by the East Hampshire Abstraction Licensing Strategy.
- 13.2.3 Portsmouth Water is studying the River Wallington as part of its Water Framework Directive obligations. The results will inform the 2014 Business Plan and 2014 Water Resources Management Plan. The River Meon is already in “good” condition and Portsmouth Water is only studying the impact of abstraction on Titchfield Haven (Post Implementation Monitoring following the Habitats Review of Consents) which again will inform the 2014 Water Resources Management Plan. It has already implemented a licence reduction at Gaters Mill on the River Itchen. This was an output from the Habitats Directive Review of Consents. The revised licence conditions include a stepped monthly profile and a Minimum Residual Flow (MRF) condition. The WFD Investigations are now complete and Portsmouth Water has two schemes in the EA’s ‘National Environment Programme’ (NEP). An additional outcome is a potential variation to the licence at Maidell which is mainly to achieve the objectives of the Habitat Regulations in relation to Portsmouth Harbour.
- 13.2.4 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. Groundwater Source Protection Zones indicate the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. Designed to protect individual groundwater sources, these zones show the risk of contamination from any activities that might cause pollution in the area. In this context they are used to inform pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluting activities nearby. A Source Protection Zone, which is the source of the Maidell public water supply abstraction, lies east of Welborne. The eastern section of the policy area lies within Zone 2, while a small part of the area west of the A32 is within Zone 3. The Environment Agency sub-divides Source Protection Zones into four zones, as follows⁸⁸:
- ▶ **Zone 1 (Inner protection zone):** Any pollution that can travel to the borehole within 50 days from any point within the zone is classified as being inside zone 1. This applies at and below the water table. This zone also has a minimum 50 metre protection radius around the borehole. These criteria are designed to protect against the transmission of toxic chemicals and water-borne disease.
 - ▶ **Zone 2 (Outer protection zone):** The outer zone covers pollution that takes up to 400 days to travel to the borehole, or 25% of the total catchment area – whichever area is the

⁸⁸ Environment Agency website: <http://www.environment-agency.gov.uk/homeandleisure/37805.aspx>

biggest. This travel time was established as the minimum amount of time needed to dilute, reduce in strength or delay pollutants before they reach the borehole.

- ▶ **Zone 3 (Total catchment):** The total catchment is the total area needed to support removal of water from the borehole, and to support any discharge from the borehole.
- ▶ **Zone 4 (of special interest):** Where local conditions mean that industrial sites and other polluters could affect the groundwater source even though they are outside the normal catchment area.

13.2.5 In its Final Draft Water Resource Management Plan (WRMP) for 2014 Portsmouth Water has concluded that the Havant Thicket reservoir is no longer required. Revisions to demand forecasting indicate that, whilst the Company’s supply area will see an increase in both properties and population over the planning period, the growth is not as high as estimated in the WRMP. As a result of this and other factors, Portsmouth Water calculates that the Baseline Supply/Demand Balance under Average Conditions offers a surplus of supply over demand throughout the planning period; see Figure 13.1. A surplus also exists for the Baseline Peak Week and the Baseline Minimum Deployable Output scenarios.

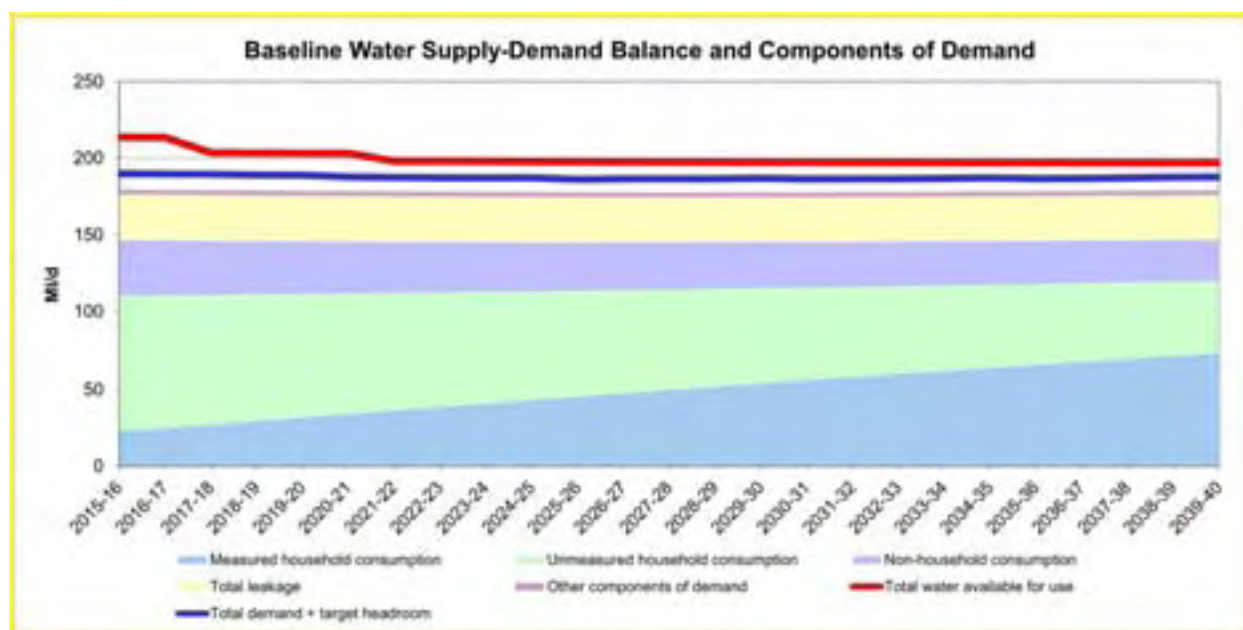


Figure 13.1: Portsmouth Waters’ Baseline Water Supply-Demand Balance (Source: Portsmouth Water, 2013)

13.2.6 As Portsmouth Water’s baseline supply-demand balance does not forecast a deficit over the planning period for Average, Peak and Minimum Deployable Output scenarios, the company is not seeking to promote any options for new supply or demand management. Its existing abstractions will continue within agreed parameters that were designed to protect the integrity of European sites in the region.

Water quality

- 13.2.7 In terms of the water quality of the two main watercourses in the area, the South East River Basin Management Plan⁸⁹ highlights the status and objectives of the Wallington River and River Meon. In 2009 the overall status of the part of the Wallington River was “moderate”. The river was not assessed as a “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 status of fish and invertebrates present. The River Basin Management Plan’s objective is for the river to achieve “good” status by 2027, highlighting that the river is unlikely to meet Water Framework Directive targets by 2015⁹⁰. The status of the River Meon was more favourable, with a “good” overall status, suggesting that the river will meet Water Framework Directive targets by 2015.
- 13.2.8 Welborne falls within the catchment area of two wastewater treatment works, Knowle and Peel Common. Neither has sufficient sewerage capacity to convey wastewater from the new community. Two main options are being considered. Firstly, Albion Water which operates the Knowle works has indicated that its infrastructure and treatment capacity could be upgraded to provide a sustainable solution to wastewater treatment, which would include a proportion of blackwater being supplied back to the new community for use in toilet-flushing and irrigation. Secondly, wastewater could be piped to Peel Common, but in this case a new main trunk sewer connection would be required. Whichever option is eventually preferred, it will need to be demonstrated that the receiving works can operate within the terms of its current discharge consents which have been set at a level which avoids negatively affecting European marine sites at the Solent.

Flooding

- 13.2.9 In relation to flood risk in the area, the Strategic Flood Risk Assessment (SFRA) carried out for South Hampshire has assessed in detail the causes and potential for flooding⁹¹. The NPPF Technical Guidance, ⁹²Flood Risk, 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 sites into one of four flood risk zones 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;

⁸⁹ Environment Agency and Defra (December 2009): River Basin Management Plan South East River Basin District

⁹⁰ The Water Framework Directive target is for all watercourses to meet “good” biological and chemical water quality by 2015.

⁹¹ Atkins on behalf of the Partnership for Urban South Hampshire (2007) Partnership for Urban South Hampshire Strategic Flood Risk Assessment

⁹² Department for Communities and Local Government (2012). *NPPF Technical Guidance*:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115548.pdf> [Accessed online 27th March 2012]

- ▶ **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.

13.2.10 The location of flood risk zones in proximity to Welborne are presented in Figure 13.2⁹³, which shows that flood risk is largely limited to an area to the east of the policy area adjoining the Wallington River. Whilst flooding from watercourses is not a significant constraint for most Welborne, flood risk from surface water run-off has the potential to be an issue⁹⁴.

Likely evolution of the baseline situation without the plan

13.2.11 If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development 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.
- ▶ New development in the borough has the potential to increase diffuse water pollution.
- ▶ The water quality of the Wallington River is unlikely to meet Water Framework Directive targets by 2015.

13.3 Key Issues for Water

13.3.1 Key issues for the air quality sustainability theme relevant to Welborne are:

- ▶ Groundwater quality is a significant issue, especially as the wider area is dependent on groundwater for drinking water. The presence of the Source Protection Zones east of the plan area will require the close management of surface water runoff and careful planning of groundworks, site investigation and remediation (if required).
- ▶ Whilst most of the plan area 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 the development of Welborne.
- ▶ The water quality of the Wallington River is unlikely to meet Water Framework Directive targets by 2015. The Welborne Plan should support ongoing improvements to the water quality of the river.

⁹³ Environment Agency: Interactive Flood Map [online]. Available from:

<http://www.environment-agency.gov.uk/homeandleisure/37837.aspx> [Accessed 21st December 2011].

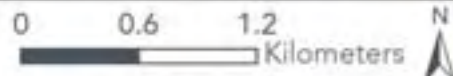
⁹⁴ PUSH Strategic Flood Risk Assessment: <http://maps.hants.gov.uk/push> [Accessed online 27th March 2012]

- ▶ Waste water will need to be effectively managed through the development of the Welborne Plan. Current capacity and infrastructure is insufficient for the needs of Welborne.

Zones of Flood Risk

- Welborne Policy Boundary
- Flood Zone 2
- Flood Zone 3
- Fareham Town Centre

Contains data from Environment Agency



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Environmental Consulting
Unit 5 Westergate
Business Centre
Brighton
BN2 4QN

Scale
1:38,400

Date
Oct13

Created by
SP

Reviewed by
MP

Drawing number
UE-0115_Welborne_constraints
_Flooding_140116



Figure 13.2: Flood risk zones

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Appendix C: Analysis of Consultation Responses

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Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
Natural England	Aug-12	1	General	The extent of the baseline information is welcomed.	Scoping	-
		2	Chap5	Transport modelling work will need to be undertaken to assess the impact on air quality. Natural England will seek assurances that the increase in kg/m/ha/yr on relevant designated sites will be below 1% of the lower end of the critical load figure for the designated habitats. This could be done at the Environmental Impact Assessment stage to support a development proposal.	Scoping	Transport modelling work is currently being undertaken using the SRTM. Emissions data is available in kg per 12 hours for NOx, PM10, HC, CO and Carbon. Air quality is a consideration of both the SA and HRA of the plan, and more detailed work will be carried out at the project stage.
		3	Chap6	The Solent Disturbance and Mitigation Project should be considered in the biodiversity chapter and key findings noted to prompt later assessment.	Scoping	Reference to SDMP will be added to this chapter.
		4	Chap6	While it is unlikely that coastal birds would use the site, the indirect effects of development could be relevant. In the SA or HRA we would want to see what percentage of new inhabitants could be expected to visit the coast, how regularly, and what the likely impacts to site integrity are.	Scoping	The SA will look at the effects of different options, and the HRA will look at the impact on site integrity. We will use data from the SDMP. If this is insufficient following peer review, further visitor surveys to obtain this information will be considered.
		5	Chap6	Mitigation and avoidance measures, in line with those in the SDMP should be considered. The scale of the development may mean that locally planned on and off site measures to avoid and mitigate recreational impact on specific coastal sites may be required (e.g. Salterns Park and Browndown).	Scoping	Avoidance and mitigation measures will be a combination of ANGST, on and off site measures, plus some identified in the SDMP
		6	Chap6	NE welcomes and encourages the approach to provision of GI, in line with NPPF.	Scoping	-
Environment Agency	Aug-12	7	General	Supportive of the document. It is well thought out and easy to navigate. Supportive of the outlined themes and pleased to note the following topics have been given full consideration: • Biodiversity and geodiversity; • Climate change; • Soil ; • Water	Scoping	-
		8	Chap6	We support the key findings identified in box 6.2 (page 38). We welcome that potential impacts on wetland features have been identified. Pleased that the need to identify landscape scale biodiversity enhancement opportunities has been highlighted. We support steps to deliver enhancement within the Biodiversity Opportunity Areas and would encourage enhancement/restoration of the adjoining river Wallington. The Wallington catchment is of huge ecological importance. It will be important to protect from the impacts of development and seek opportunities to provide biodiversity gain.	Scoping	Development is not proposed very near to the Wallington but its catchment will be changed by development. The Wallington is not within a BOA so this may need to feed through to a policy in the plan (either on ecology or on the Wallington or both) and also to references in the sections on the overall development strategy and masterplanning. The thrust of the specific policy could be simply to require development proposals to protect and seek opportunities for enhancement etc, unless anything specific is flagged up in SA/HRA.
		9	Chap15	We are supportive of this section and are pleased land quality through remediation of contaminated land is acknowledged.	Scoping	-
		10	Chap16	Water conservation is critical and should be supported by metering and policies such as the Code for Sustainable Homes, starting with level 3.	Scoping	An Eco-Opportunities Study was undertaken to identify options for water efficiency and re-use and these will be considered during preparation of the plan. Portsmouth Water have confirmed they intend to meter water usage at all new developments.
		11	Chap16	We welcome the recommendation in Section 16.3.1 of the report that downstream flooding should be considered by the plan. The impacts upon downstream communities have the potential to be significant unless adequate measures are put in place. This is linked to the potential increase in flood risk from surface water runoff.	Scoping	No change needed to the SA as we are aware of surface water run off issues. It will be addressed in the plan and in more detail at the project stage through SUDS.
		12	Chap16	We recommend in this chapter, that there is strong emphasis put on the importance of bluewater infrastructure and the positive environmental outcomes it can bring to the local area.	Scoping	State the importance of blue infrastructure in the key issues box page 38.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
		13	16.3.1	We welcome the reference to the Water Framework Directive and identification in the Key Issues For The NCFN Plan, Water section that "waste water will need to be effectively managed through the development of the SDA. Current capacity and infrastructure is insufficient for the needs of the SDA" (Section 16.3.1: Box 16.1). However, there does not seem to be any supporting text to expand on this issue.	Scoping	We are currently working with Southern Water and Albion Water to identify a solution to the capacity issue. It is sufficient to identify the issue in the Scoping Report and then test options later.
		14	AppB	In Appendix B, section 6, we would recommend the following decision making criteria, " maintain and where possible improve water quality " as this seems to have been missed. Water quality should not just be protected and/or improved for nature conservation, but for all uses. This is in line with the requirements of the Water Framework Directive. It is important to consider the direct impacts of the development on water quality through pollution prevention and physical amendments but also the indirect ones i.e. the impact on waste water treatment and discharge.	Scoping	Add to decision making criteria
		15	16.2.6	We welcome Section 16.2.6 as it discusses groundwater vulnerability within the area and that through development, pollution prevention is required.	Scoping	-
		16	Chap16	Box 16.1 should include key message of groundwater protection through development as a whole, not just through careful surface water runoff.	Scoping	Add groundwater protection through development as a whole, not just through careful surface water mgt (i.e. groundworks, contamination/remediation).
		17	AppD	We are pleased to see that GP3 has been included within the PPP for Water. We would also advise Flood and Coastal Erosion Risk Management Strategy is included here.	Scoping	Include Flood and Coastal Erosion Risk Management Strategy in appendix.
		18	AppB	We would recommend that consideration is given to including how the potential options/proposals contribute to an overarching aspiration of reducing the risk of flooding through the development of the SDA. As an absolute minimum the plan should seek to ensure no increase in flood risk as a result of the development.	Scoping	Add to decision making criteria 5d.
		19	AppB	5. Support 5d and 5e. 6. Support 6b 7. Support objective 7 8. Support 8a	Scoping	-
		20	AppB	We recommend the importance of protecting groundwater in highly sensitive areas, such as in zone SPZ 1 is identified within section 8.	Scoping	Already included at 6b.
English Heritage	Aug-12	21	General	English Heritage commented on the previous version of the SA in 2009 and are pleased to see that the comments have been taken into account in this updated version.	Scoping	-
		22	Chap10	The sub-section on baseline data is rather more about explaining the baseline than identifying relevant data sources and, equally importantly, identifying gaps in the available data. English Heritage has published guidance on SAs in Strategic Environmental Assessment, Sustainability Appraisals and the Historic Environment. This sets out a wide range of potential information sources for the historic environment.	Scoping	Double-check EH guidance for additional relevant data sources: http://www.helm.org.uk/upload/pdf/Strat-env-ass.pdf
		23	Chap10	The historic development of the area appears to be solely about the development of Fareham, not the history of the proposed area of the SDA and its surroundings. I expected mention of the historic town of Wickham and the former Knowle Hospital, both nearby, and the Forest of Bere. Although there are references to historic landscape within both this chapter and chapter 12, I also expected further explanation of the historic landscape i.e. more of an indication why this area of landscape has developed the way it has.	Scoping	Add reference to historic development of Wickham, Knowle and Forest of Bere.
		24	Chap10	Although this chapter now identifies all the listed buildings within the NCFN Plan area, it omits to explore the relationship of these buildings with the surrounding environment – their setting and, in the case of the farmhouses, their functional relationship with their associated farmland, whether former or existing. One of the identified key issues is, quite rightly, the potential for the development of the SDA to have effects on the setting of historic environment features, but for such potential effects to be identified, there has to be a greater understanding of the significance of that setting, including viewpoints of heritage assets, within the SEA.	Scoping	Setting is considered in the SA but more detailed historic environment work will be done at the detailed masterplan and design stage.
		25	AppB	The EH guidance sets out a wide range of SA objectives and decision-making criteria or sub-objectives on pages 6 and 7. Although not all are applicable to this particular SA, I would suggest that the SA objectives include the two social objectives, which could be combined.	Scoping	The two social objectives are: <ul style="list-style-type: none"> • To improve and broaden access to, and understanding of, local heritage, historic sites, areas and buildings • To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities Criteria 2d amended.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
		26	AppB	The decision-making criterion in respect of archaeological remains should be assess, record <u>and preserve</u> archaeological features.	Scoping	Amended.
		27	AppB	I'm not sure why Q2b is "Conserve and enhance" whilst Q2c is "Protect and enhance" – I suggest both should be "preserve" in line with the English Heritage guidance.	Scoping	Amended.
		28	AppB	The guidance suggests "Will it provide for increased understanding and interpretation of the historic environment" as decision-making criterion, which is effectively Q2d, although the latter could include the word "interpretation".	Scoping	Amended.
		29	AppB	The guidance also suggests "Will it respect, maintain and strengthen local distinctiveness and sense of place" and "Will it promote high quality urban design" as decision-making criteria, which could perhaps be incorporated under SA Objective 1.	Scoping	Included within AAP objectives.
Portsmouth Water	Aug-12	30	Chap16	Hopefully our recent meeting with the Council has clarified our position on sustainability and the role of the Code for Sustainable Homes. The CAMS documents are out of date and the local water resources situation does not require effluent re use at the North Fareham SDA. We do not think that the higher levels of the Code are viable or justified for this site and they are not included in our WRMP. We are working on the River Wallington as part of our WFD Investigations and hope that a solution can be agreed shortly. Possible licence reductions will affect our current surplus but not our overall water resources balance.	Scoping	PW states that re-use of water on site is not strictly necessary as they have sufficient supply. PW concerned that rainwater will not provide water when it is most needed. PW concerned about the risk of cross contamination if greywater / blackwater is supplied to homes. PW concerned about householders being responsible for maintenance of greywater systems. PW states that Code level 5 cannot be met on site as it requires a step change and a different technology. Albion Water offer a completely different solution. PW are not convinced that Albion Water will be able to get the discharge consents due to likely effects on the Solent, Titchfield Haven and river Meon.
David Lock Associates on behalf of Buckland Development Limited	Aug-12	31	General	We have carefully considered the key issues that have been set out in the report and believe the broad principles to be sound. BDL will endeavour to address these key issues when preparing an outline planning application for the site and incorporate appropriate detailed design responses within the scheme. The nature of these responses will only emerge as detailed design work progresses and the basic development viability issues are explored in more detail. Throughout this work achieving sustainable economic growth will remain a core BDL objective, as required by the National Planning Policy Framework (NPPF).	Scoping	-
		32	General	BDL have a fundamental interest in the area and would welcome the opportunity to inform the detailed stages of the plan and, therefore, would appreciate being kept updated with the progress of the document and further consultation opportunities.	Scoping	-
RSPB	Aug-12	33	Chap6	Recreational disturbance to the Solent European sites is a key issue for consideration in respect of the North of Fareham SDA. This matter will, of course, be examined in more detail through the HRA process.	Scoping	-
		34	Chap6	However, we are concerned that the Sustainability Appraisal scoping report does not clearly reflect this issue, and indeed appears to contradict the need to protect the European sites from increased recreational pressures by reference to supporting access to the natural environment (Box 6.2).	Scoping	Promoting access to nature is a sound policy objective, aiming to benefit both communities and conservation. But agree that disturbance impacts should be identified.
		35	Chap6	Although the Sustainability Appraisal need not repeat the detailed assessment of recreational disturbance issues covered under the HRA, it should at least highlight the issue, and cross-reference to the HRA as appropriate. It certainly should not propose actions that would conflict with the protection of the European sites. Therefore, any action or objective that would encourage access to the natural environment should be carefully considered to ensure that it will not lead to additional pressure on the European sites or to other ecologically linked areas such as Brent goose feeding sites.	Scoping	Amended.
		36	AppB	We support other references in the scoping report to enhancing statutory and non-statutory wildlife interests through the delivery of the NCFN Plan, and consider that (in addition to the need to implement avoidance and mitigation measures) this objective should also be extended to enhance the interest features of the Solent European sites.	Scoping	Not amended; not entirely clear how NCFN can feasibly enhance the interest features of Solent European sites.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
		37	Chap6	We have recommended some further opportunities for achieving a net increase in biodiversity within the development site itself, in our recent response to the NCNF Options Consultation. We would like to see some of these examples also highlighted in the Sustainability Appraisal.	Scoping	Check response, amend where appropriate.
The Fareham Society	Aug-12	38	General	The document clearly outlines the main facts about the environmental issues likely to be significantly affected. The Society note the facts about the adverse impact the development will have on the landscape to the north of Fareham, the approach to the town from the north, and the loss of countryside. The landscape will be damaged by built development.	Scoping	-
		39	Chap4	Agree with the key issues for the plan relating to accessibility and transport identified in box 4.1.	Scoping	-
		40	Chap5	The Society is concerned about the impact of the development on air quality and would like to see further air quality testing in all the areas likely to be affected.	Scoping	-
		41	Chap6	Table 6.6 – mistake in title. It should say 'Portsmouth Harbour Biodiversity Opportunity Area'	Scoping	Amended.
		42	Chap8	Economy – what research has been done on the effect of congestion on the highway network on the ability of Fareham to attract new businesses?	Scoping	-
		43	Chap8/14	Is there an assessment of the skills available in the Borough, particularly of the unemployed, so that there is an effort to attract jobs that match available skills?	Scoping	-
		44	Chap10	Para 10.2.5 and 10.2.6 – Furzehall Farm Grade II listed has been omitted from the list of listed buildings just south of the NCNF Plan boundary. It is situated in a very vulnerable location just south of the motorway bridge.	Scoping	Amended.
		45	Chap10	Listed buildings adjacent to Wickham Road and close to the highway should be mentioned i.e. the cemetery and the Potteries as highway changes could affect them or their settings. Any locally listed buildings should also be included.	Scoping	Amended.
		46	Chap10	Roche Couth with its parkland settings is fully recorded by Hampshire Gardens Trust. Most of its main boundaries are largely unchanged and should not be in any way altered by development.	Scoping	Amended.
		47	Chap4/5/10	Since the redevelopment of Knowle, the car parking in the Square at Wickham is frequently full, particularly at weekends, causing cars to drive round looking for spaces emitting pollutants and affecting the ambiance and setting of the historic village. The SDA is an enormous threat to its historic setting and the main road cannot take a major increase in traffic.	Scoping	-
		48	Chap12	One of the original landscape sensitivity analyses made it clear that all areas of the SDA are sensitive, but some more than others. It is a high visibility site, particularly from the M27 and North Fareham, totally unlike Whiteley with its dense tree belts.	Scoping	-
Fareham Borough resident	Apr-13	1	Overall SA	The SA is generally a clear and competent assessment, but it suffers from inadequate evidence and there are parts of the High Level Assessment which will require a more robust use of the decision making criteria for the Sustainability Report which is to be published alongside the Pre-Submission Plan.	Options Assessment	Baseline and assessments have been updated.
Non-Fareham Borough residents	Apr-13	2	SA Objectives	Questions why SA objectives 5, 6, and 11 are only concerned with the health and quality of life of the new community, but not other communities close to the development such as Crockerhill.	Options Assessment	Appraisal objectives were set following consultation on the scoping report. However, assessment findings are now expanded to address neighbouring communities.
Fareham Borough resident	Apr-13	3	Transport	The resident presents an alternative assessment to the transport options	Options Assessment	Noted.
	Apr-13	4	Paragraph 3.3.48	There is insufficient evidence that the proposals in the draft plan focusing on junction 10 would provide "a transport network which promotes connectivity both internally and with Fareham town centre, and enhances existing walking and cycling routes, performs more sustainably than one which focuses traffic movements on junction 11"	Options Assessment	Baseline and assessments have been updated.
The Fareham Society, Fareham Borough resident, Non-Fareham Borough resident	Apr-13	5	Air Quality	A significant inadequacy of the SA is that it deals with air quality issues within the NCNF only. Evidence is needed to deal with air quality for residents of the roads in North Fareham and Wickham where there will be increases in traffic. Vehicles queuing to access the HWRC and within the HWRC will cause an increase in exhaust pollution and carbon emissions resulting in a decrease in air quality.	Options Assessment	Assessment findings are now expanded to address neighbouring communities.
Fareham Borough resident	Apr-13	6		Vehicles queuing to access the HWRC and within the HWRC will cause an increase in exhaust pollution and carbon emissions resulting in a decrease in air quality.	Options Assessment	Noted.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Apr-13	7	Employment Paragraph 3.3.34	Employment to the east of the A32 is away from the core development site so is likely to attract almost as many car journeys at employment land at junction 11.	Options Assessment	Noted.
	Apr-13	8		A more robust assessment for the location of employment is also required with negatives in relation to SA objectives 4, 5, 6, and 9 and '0' for objectives 10 and 11.	Options Assessment	Baseline and assessments have been updated.
The Fareham Society, Fareham Borough resident	Apr-13	9		The SA does not appear to address the NPPF requirement to seek to use areas of poorer quality land in preference to that of higher quality.	Options Assessment	The principle of locating a new community at the site was tested in higher tier plans (South East Plan and Fareham Core Strategy).
Bryan Jezeph Consultan	Oct-13	1		The SA does not mention the changes to the number of units proposed and the extended timeline to 2041. The Core Strategy trajectory planned for 5,350 dwellings by 2026 and the Inspector acknowledged this would create a shortfall. The Draft Welborne Plan further reduces this to 2,300 dwellings by 2026 and the SA does not make reference to the implications of this reduction. It will limit the ability of the site to provide facilities in the early phases of development for the first residents meaning they will have to travel off site to access them and this will generate traffic.	Sustainability Appraisal	Noted.
	Oct-13	2	Paragraph 1.3.1 The Study Area	The site is in competition with other major sites in the sub-region, in particular Whiteley and West of Waterlooville. Welborne has little to attract people over these sites as it is not as well related to the cities and has fewer services and facilities. Whiteley and West of Waterlooville are both more advanced in the planning process than Welborne. This competition from other sites would slow the completion rate in Welborne bringing into question the possibility of completing 2300 dwellings by 2026.	Sustainability Appraisal	Noted.
	Oct-13	3	Paragraphs 1.3.3; 4.2.1; 4.2.3; Table 4.1; Table 5.1	One of the major disadvantages of the site at Welborne is that it is only linked to the local network by two roads – the M27 and the A32. The surrounding network is close to capacity and the development Welborne will increase this pressure. The proximity of the strategic road network will increase out-commuting. The A32 northwards is the only alternative to the use of M27 or southwards on the A32 to Fareham town centre. The SA makes no reference to the traffic impact on Wickham.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	4	Table 5.1	There is no evaluation of the decision to reject the most sustainable option for the site boundary and to select option 2 with development on both sides of the A32.	Sustainability Appraisal	The allocation of land, including options east and west of the A32, has been evaluated at every stage of SA carried out since scoping.
	Oct-13	5	Paragraphs 6.4.13-14	There is no assessment of the reasons for locating the secondary school on the eastern side of the A32 and away from the main development. For residents in the northern part of Welborne, the school will be beyond reasonable walking distance and therefore increasing the reliance on the car and public transport when a central location on the western side could provide a much more sustainable solution. There are other issues because the SA also identifies the disadvantages of this location in terms of agricultural land quality and landscape sensitivity.	Sustainability Appraisal	Options for locating a secondary school east of the A32 have been assessed at each stage of SA since scoping, except for the current stage (because it is no longer proposed).
	Oct-13	6	Paragraph 6.4.16-17	The SA acknowledges that construction of the re-arranged junction 10 will have potential effects on the residential environment around Fareham Common and lead to the loss of BAP habitat and have (limited) effects on the historic environment and landscape quality. The improvements are actually detrimental to the objective of moving to sustainable modes of transport. The proximity of the M27 will encourage use of the car. Similarly, the location of the employment areas close to junction 10 will also encourage use of the car because companies will be attracted by the proximity of the M27. This will defeat the objectives of minimising the negative effects in respect of greenhouse gas emissions, air and noise pollution and will affect the quality of the public realm. It is acknowledged that the transportation issues are complex but there is no attempt in the evaluation to offer any means of mitigating the adverse impacts.	Sustainability Appraisal	Noted.
	Oct-13	7	Paragraph 4.2.2 (public transport)	The site is poorly located in terms of public transport and the SA highlights that Fareham station is 5km away. New public transport will have to serve the development in isolation because there are limited services to the north. It is relatively hilly with limited north-south links for cyclists. This will lead residents to rely on the car.	Sustainability Appraisal	Noted.
	Oct-13	8	Affordable housing	The delay in the provision of facilities, the difficulty in providing public transport and the relative isolation of the site makes it unattractive for the provision of affordable housing in the early phases. Residents who do not have access to cars can be very isolated. It will be difficult for them in the intervening period before community facilities and bus services are provided.	Sustainability Appraisal	Noted.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	9	Table 4.1	The SA recognises that the ageing population will have consequences for the provision of health services. There is no indication as to how this issue will be addressed. This will not be an attractive area for the elderly to move to as there will be few facilities in the early years. There will be no opportunity to walk to any shops or facilities. The increased demand for the ageing population needs to be met where facilities (e.g. health facilities) are already available.	Sustainability Appraisal	Noted.
	Oct-13	10	Paragraphs 2.5.1 and 10.1.3 (Mitigation)	The SA sets out some measures to mitigate adverse effects however it acknowledges there is uncertainty about how effective they will be. The range of negative effects appear to be extremely extensive and comprehensive. It is difficult to identify any issues that are not included in the list of negative effects.		Noted.
	Oct-13	11	Table 4.1	The SA notes that the number of housing completions in the Borough has declined since 2008 and the decline is not going to be arrested by the development of Welborne which is unlikely to meet even its reduced trajectory (which averages 237 dwellings p.a. in the first 10 years).	Sustainability Appraisal	Noted.
	Oct-13	12	Paragraph 1.4.3	It is questionable if the Strategy satisfies the priorities of the UK Sustainable Development Strategy.	Sustainability Appraisal	Noted.
	Oct-13	13	Section 4	The two strategic gas pipelines that run across the site have not been considered in the scoping report. There is no mention of how the pipelines could impact on the scale of development and how they may affect accessibility within the site. There is no indication within the scoping report if the buffer is likely to impact upon areas of ecological importance.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	14		The consequences of reducing the scale of development at Welborne and the extended time period for its delivery have not been examined in the SA. The figure in the Core Strategy of 5350 has been reduced to 2300 by 2026. The ultimate target has been reduced from 7500 to 6500 and the plan period extended to 2041. The Inspector of the Core Strategy stated that any shortfall should be deferred back to PUSH for re-distribution rather than to the remainder of the Borough but the issue of the shortfall has never been addressed. The situation has now been exacerbated by the lower target of housing up to 2026 and the extended time period to 2041. However the prospect that any of the other 9 districts in PUSH could accommodate the shortfall is impossible. Most of their Local Plans are well advanced and none have considered the possibility of absorbing any additional housing. There is clearly a shortfall although it is difficult to evaluate this at present. However it is clear that there is only one area that can accommodate the shortfall and that is the remainder of Fareham Borough.	Sustainability Appraisal	Noted.
BST Group	Oct-13	15	Section 6.5 – Cumulative effects assessment	We note that the cumulative effects of several policies of the Welborne Plan together are assessed in Table 6.3 but that no consideration is given to the likely significant effects of the Welborne Plan with other major plans for development in the area. The Strategic Environmental Assessment (SEA) Regulations do not define “cumulative” effects but Government guidance on SEA (Practical Guide to the SEA Directive, ODPM, 2005) states that the cumulative effect of the plan being assessed with other plans or programmes should be addressed, as well as the individual effects of different elements of the plan itself. There could be likely significant effects from the Welborne Plan with other plans, particularly with respect to issues such as water demand, traffic, air quality and recreational pressures on the nearby European designated sites in the Solent (albeit this should be covered in detail in the in-combination effects assessment of the Habitats Regulations Assessment). Other Plans are included at Appendix 3 of the Sustainability Appraisal (SA) Report and relevant ones include the Hampshire Local Transport Plan (2011) and the Hampshire County Council, Portsmouth City Council and Southampton City Council: Hampshire Minerals and Waste Core Strategy (2007), soon to be replaced by the Hampshire Minerals and Waste Plan, which has been found to be sound. We recommend that consideration is given to other Local Plans and Area Action Plans that may have been produced by neighbouring Local Planning Authorities in Hampshire. If there are no such plans that could lead to likely significant cumulative effects with the Welborne Plan, we suggest that this should be stated and justified in the SA Report. We consider that without a robust approach to the assessment of cumulative effects which reflects Government guidance on SEA, the Welborne Plan could be open to scrutiny. We recommend that this robust approach is incorporated into the next iteration of the SA Report, which should include the assessment of cumulative effects of major plans for development in adjacent boroughs. Therefore, at this stage, we do not consider the assessment of cumulative effects to be robust	Sustainability Appraisal	Baseline and assessments have been updated.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	16	Section 4 – Current and Future Characteristics of the Area and Existing Sustainability Issues	We consider that the level of detail in the baseline conditions of the Sustainability Appraisal (SA) Report is lacking for some disciplines. The large volume of up to date, publicly available primary data that has been collected for the scoping report for a forthcoming planning application for the Welborne site has not been fully incorporated into the baseline conditions. This data includes baseline information set out within the EIA Scoping Report and appendices submitted to Fareham Borough Council (FBC) in July 2013. The baseline conditions sections for certain disciplines set out below do not appear to be much more detailed than that prepared for the FBC Core Strategy Sustainability Appraisal. We provide comments on these disciplines below.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	17	Ecology	The baseline section of the report (paragraph 4.2.11) mentions the local Biodiversity Action Plan (BAP) and nearby designated sites but provides limited information on the habitats and species known to be present on site. None of the published ecological reports submitted with the EIA Scoping Report have been identified and there is no reference to a site-specific biological records search. Table 4.1 Key Sustainability Issues includes dormouse and great crested newt as constraints but no source for this information is provided and this is not mentioned in the baseline section. It is explained in Table 4.1 that dormice are near to the M27 and great crested newts near to Knowle. Appendix B Analysis of Consultation Responses of the SA Report contains the responses to consultation on the SA Scoping Report. Natural England requested that more references to the Solent Disturbance and Mitigation Project (SDMP) should be included and that the SA report should cross reference the findings of the Habitats Regulations Assessment (HRA). Whilst the HRA is mentioned at various points in the report, there is little detail on its content, progress and implications for the outcomes of the SA. We suggest that for robustness, the SA report takes into account the conclusions of the HRA, as reaffirmed by the draft National Planning Practice Guidance (2013).	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	18	Historic Environment	The baseline section cites desk-based evidence but we note that there is no mention of the considerable archaeological evaluation that has been undertaken at the site and subsequent consultation with Hampshire County Council completed as part of the aforementioned Scoping work. We consider that there is significant evidence within the Scoping work that could be used to expand this section and make it more relevant to the AAP. The trial trenching on the site identified limited iron medieval and bronze age evidence, including a potential long barrow. The Welborne Plan policies and the SA itself do acknowledge the need to preserve valuable remains in situ within the green infrastructure of the site, inferring knowledge of the results of these investigations. However, we consider that the SA Report (and Welborne Plan itself) should take account of the outcome of the consultation that has been undertaken to date with the County Archaeologist and FBC with respect to the approach to, and level of, archaeological evaluation required and the preparation of a Heritage Strategy and Management Plan. We request that the wording of the SA Report be amended to reflect these consultation responses, as it currently suggests that a future developer would be starting from first principles. We note that the lack of detailed data on the cultural heritage baseline was raised by English Heritage during Scoping (as evidenced in Appendix B of the SA Report). English Heritage suggested the additional datasets that it could provide and stated that the baseline should focus on the Strategic Development Area (SDA) rather than Fareham. It also suggested that the baseline should include information on the setting of historic buildings and views analysis. These comments do not appear to have been addressed in the current version of the SA Report despite a large amount of site-specific information that is now publicly available.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	19	Water Resources & Flood Risk	We consider that the baseline section from paragraph 4.279 onwards does not include flood risk information or information on the current status of water supply and demand. As both issues are considered later in the SA Report (at paragraphs 7.2.46 and 7.2.50), we recommend that these should also be described in the baseline section. Therefore, at this stage, we consider the SA Report's environmental baseline to be incomplete as it does not adequately define the environmental baseline of the Welborne Plan area.		Baseline and assessments have been updated.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	20	Section 9 - Monitoring	<p>Section 9.2 of the SA Report suggests monitoring measures that should be implemented. We consider the following monitoring measures to be ineffective or unjustified:</p> <p>Measuring and monitoring the carbon footprint of Welborne and setting target carbon dioxide emissions per household</p> <p>We question how this would be calculated and at what point, in light of a phased development.</p> <p>We also question how data would be obtained and whether it would cover embodied carbon in materials and the anticipated modal shift to sustainable forms of transport.</p> <p>We consider that the high level of assumptions required for these calculations could raise potential concerns around the validity of the data and the ability to enforce such measures.</p> <p>Therefore, at this stage, we consider this monitoring measure to be ineffective. We suggest that that further information is provided in the next iteration of the SA Report.</p> <p>Calculating the amount of loss of best and most versatile agricultural land</p> <p>As the Welborne site is allocated for development in the FBC Core Strategy so the loss of agricultural land has already been approved in principle, we question whether this is a useful monitoring measure.</p> <p>We suggest that this monitoring measure should be removed from the next iteration of the SA Report.</p>	Sustainability Appraisal	Monitoring framework updated.
	Oct-13	23	Table 4.1: Key Sustainability issues for the Welborne Plan	<p>Table 4.1: Key Sustainability issues for the Welborne Plan mentions the proximity of the Plan area to the M27 under the theme of Accessibility and Transportation but the baseline noise climate from the M27 itself is not mentioned. We question why the noise from the M27 affecting the suitability of various parts of the Plan area for residential development is not mentioned and why noise is not included as a Sustainability Theme with the other environmental disciplines given its relevance to quality of life, amenity and health. The noise climate is discussed in the SA Report when the potential locations for the secondary school are assessed but not with respect to the location of residential development. The Sustainability Appraisal for the New Community North of Fareham Plan Options Assessment (April 2013) considers the noise climate near the M27 (paragraph 3.3.26) and states that it is unlikely to be an issue so long as residential areas are directed away from the M27 corridor. Reducing noise from the M27 affecting new residents is mentioned throughout the report.</p>	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	24	Table 5.1: Summary of most sustainable masterplanning alternatives	<p>The draft Welborne Plan includes residential uses adjacent to the motorway but this is not mentioned in Table 5.1 Summary of most sustainable masterplanning alternatives, as a less sustainable option that has been taken forward. It is not clear how the noise constraints have been dealt with through plan evolution and iterative assessment. The SA Report should assess in more detail the options for locating housing and employment close to the motorway and evaluate the risks of noise impacts on housing close to the motorway.</p>	Sustainability Appraisal	Rationale for selection/rejection of alternatives has been updated.
	Oct-13	25	Recommendations	<p>It is noted that the preferred option for wastewater treatment has not yet been selected and the SA Report assesses two options. This is flagged by the SA Report as a deficiency of the Plan that should be remedied before it is finalised. It is recommended that the Plan and SA Report should retain flexibility in the final iterations so that the preferred option can be selected at the project level. The lack of final option selection is not considered to be a deficiency as both potential options are assessed</p>	Sustainability Appraisal	Baseline and assessments have been updated.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	26	7.2 Summary of appraisal by sustainability theme – biodiversity and geodiversity and Appendix B Analysis of Consultation Responses	Appendix B Analysis of Consultation Responses of the SA Report contains the responses to consultation on the SA Scoping Report. Natural England requested that more references to the Solent Disturbance and Mitigation Project should be included and that the SA report should cross reference the findings of the Habitat Regulations Assessment (HRA). Whilst the HRA is mentioned at various points in the report, including in section 7.2, there is little detail on its content, progress and implications for the outcomes of the SA. There are many references to mitigation being secured at the project level. The draft National Planning Practice Guidance (2013) reaffirms the need for an SA to take account of the conclusions of the HRA. The next iteration of the report should refer to the HRA more closely. The Welborne Plan assumes including the Knowle Triangle for either formal open space or semi-natural green space. This was found to be the most sustainable option during the options selection stage. The SA Report therefore assumes that the Knowle Triangle would be included as suitable green infrastructure. The SA Report states that Suitable Alternative Natural Greenspace (SANGs) and measures recommended by the Solent Disturbance and Mitigation Project (SDMP) would be implemented to mitigate the effects of recreational pressure on the European protected coastal sites. Although it is not technically incorrect to assume use of the Knowle Triangle as it is included in the Plan, it should be acknowledged by the SA Report that should this land not be made available alternative options for on and off site mitigation would be considered acceptable where it can be demonstrated that such measures are appropriate to mitigate any likely significant effects on the integrity of the protected sites, as defined by the Regulations. Such mitigation should include the ability to provide financial contributions towards other forms of mitigation. This is particularly important because the NPPF requires policies in Local Plans to be flexible and capable of adapting to changes of circumstances, including market signals. It also requires plans to be viable and achievable. The SA should test the options that exclude the Knowle triangle as that option has not yet be found to be achievable or viable.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	27	Appendix E – High level assessment of options	Whilst Appendix E assesses each option considered against the SA/SEA objectives, more transparency is needed on the reason for the score assigned for each option against each objective. It is suggested that narrative is included in the next iteration of the SA setting out the justification for assigning the positive and negative scoring to each option. This justification should draw on the up to date baseline environmental and socio-economic data available for the site (as discussed above with respect to section 4) and the anticipated likely significant effects of each option. The assessment of options relating to quantum of employment floorspace provided is not considered to be robust. Providing less than one job per household is only shown as having negative effects with respect to objective 9 – To strengthen the local economy and provide accessible jobs available to residents of the new community. This is considered correct, however providing less jobs on site (through a lower quantum of retail/commercial floorspace) would lead to negative effects with respect to other objectives, including the following:4 – To promote accessibility and travel by sustainable means (as residents would need to out-commute to work, increasing less sustainable car travel). 5 – To minimise carbon emissions at the new community and promote adaptation to climate change (carbon emissions would increase as a result of out-commuting)6 – To minimise air, water, light and noise pollution affecting the new community (increased car travel would increase emissions and noise).10 – To create vital and viable new centres which complement existing centres (with fewer jobs and therefore less retail/commercial floorspace on site, the centres created would be less vital and viable and less of a destination in themselves. The new community would out-commute to a greater extent, reducing the self-containment of Welborne. It is considered that the next iteration of the SA should assess the implications of the employment floorspace and job creation options more fully. Options for the scale of the district centre should be evaluated. A larger district centre would create more jobs and retain a higher proportion of local residents shopping expenditure. This would result in fewer off-site car borne shopping trips, and increase the self-containment of the settlement. These issues should be evaluated in the SA Report.	Sustainability Appraisal	Noted.
Buckland Development Limited	Oct-13	28	Paragraph 1.22	The Welborne Plan continues to evolve and with it the Concept Masterplan that will indicate the broad disposition of land uses. BDL welcome the comment that the... <i>concept masterplan, it will include planning policies setting out the broad type, location, amount and character of the development.</i>	Sustainability Appraisal	Noted.
	Oct-13	29		The document repeatedly uses the phrase... <i>areas of best and most versatile agricultural land</i> . Surveys confirm that Welborne is not sited on high grade agricultural land.	Sustainability Appraisal	The only publicly available data indicate that the site is either Grade 2, or part Grade 3a and part Grade 3b. Grades 2 and 3a are BMV. This is the basis for the assessment.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	30		The SA should only use the most currently defined area of Welborne. Use of plans showing more extensive areas is inaccurate and potentially confusing to members of the public.	Sustainability Appraisal	It was important to show how the site boundary was established from the broad area of search in the SA of the Draft Plan. The current report uses only the policy boundary.
	Oct-13	31	Page 51	This reference to the location of the secondary school is too specific because the Master Plan and disposition of land uses continues to evolve and change. The locational reference should be limited to ...west of A32.	Sustainability Appraisal	Noted.
	Oct-13	32	Page 56	BDL endorses the reference to private residential housing.	Sustainability Appraisal	Noted.
	Oct-13	33	Page 52	There is reference to higher housing densities on Pg52. Building at densities appropriate to new Garden City Principles does not compromise sustainable development principles.	Sustainability Appraisal	Noted.
CPRE	Oct-13	34	NTS Accessibility and Transport	Potential positive effects of the plan - Policies in the Draft Welborne Plan cannot make the outcome of the development better than the baseline in sustainability terms. They can merely attempt to define a way of making the development "less bad or adverse". This should not be confused with a positive impact which is how it has been presented in this document. Potential negative effects of the plan - Agree – but likely to be not strong enough - need to add impact north into Wickham, A32 and beyond into SDNP, and also south into Fareham Town	Sustainability Appraisal	Noted.
	Oct-13	35	NTS Air quality	Potential positive effects of the plan - Disagree – any measures in the plan will merely make the situation "less bad", they cannot make the situation better than the existing or status quo without Welborne. Potential negative effects of the plan - Agree – but not strong enough - need to add the points made in the original SE Plan SA – which are still unresolved	Sustainability Appraisal	Noted.
	Oct-13	36	NTS Biodiversity and geodiversity	Potential positive effects of the plan - Disagree – any measures in the plan will merely make the situation "less bad", they cannot make the situation better than the existing or status quo without Welborne. Potential negative effects of the plan - Disagree – it is simply not possible that the loss of this large extent of habitat can be offset. Having joined up small areas of habitat cannot be better than having one large area of joined up habitat!	Sustainability Appraisal	Noted.
	Oct-13	37	NTS Climate change	Potential positive effects of the plan - The flood risks have not been quantified and so an evaluation cannot be made at this stage – so how can this be deemed positive! Therefore Disagree – any measures in the plan will merely make the situation "less bad", they cannot make the situation better than the existing or status quo without Welborne. Potential negative effects of the plan - Agree to SUDS	Sustainability Appraisal	Noted.
	Oct-13	38	NTS Economic factors	Potential positive effects of the plan - This statement only holds true for Welborne, not the surrounding settlements. Potential negative effects of the plan - Disagree – potential competition with neighbouring settlement for services, goods and even workforce has not been taken into account. Competition with existing urban areas for funds and infrastructure has not been taken into account. The impact of in-migration on the existing inhabitants has not been taken into account leading to competition for jobs.	Sustainability Appraisal	Noted.
	Oct-13	39	NTS Health	Potential positive effects of the plan - This statement only holds true for Welborne, not the surrounding settlements. Potential negative effects of the plan - Disagree – loss of amenity and resultant health value through the loss of a large area of countryside near to existing urban areas. Impact on health of increased traffic and air pollution.	Sustainability Appraisal	Noted.
	Oct-13	40	NTS Historic Environment	Potential positive effects of the plan - Completely Disagree – there are no measures which can be considered positive relative to the already unspoilt nature of the historic assets. Sense of place will be completely destroyed and the key "existing landscape character" is that it is farmland. Potential negative effects of the plan - Not nearly strong enough – the impact on the historic properties cannot simply be offset. The separation of the historic village of Wickham from the urban realm will be virtually destroyed, as the gaps are far too narrow.	Sustainability Appraisal	Noted.
English Heritage	Oct-13	41		As you are aware, we made a number of comments on the Updated Scoping Report. We are grateful that the Council has made a number of changes in the Appraisal itself in response to our suggestions. However, we still consider that the Appraisal fails to fully recognise the historical significance of Wickham, Knowle and the Forest of Bere and to explain how the landscape of the Plan area has developed the way it has.	Sustainability Appraisal	Noted.
	Oct-13	42		We also consider that the Appraisal fails to fully recognise the significance of the setting of the heritage assets within and adjacent to the Plan area. Whilst we understand that a detailed assessment can only be undertaken at the detailed masterplanning and design stage, and the significance of setting should be explored in the Heritage Statement accompanying any applications, the relationship of the assets to their setting and the contribution of the setting to the significance of the asset could be explored more in the Appraisal to set the context and a marker that this is an important consideration in those later stages.	Sustainability Appraisal	Baseline and assessments have been updated.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	43	Chapter 9	Paragraph 2.5.2 states that monitoring proposals should seek to address data gaps as well as monitor the effects of the Plan, a principle that we support. However, Chapter 9 makes no mention of seeking to address data gaps. We also consider that the historic environment should be one of the themes to be monitored as being potentially significantly affected during the implementation of the Plan.	Sustainability Appraisal	Monitoring framework updated.
	Oct-13	44	Paragraph 4.2.44	Paragraph 4.2.44 refers to local authorities having the power to designate conservation areas. In fact, the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a <u>duty</u> on local authorities to 'from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance', and to designate those areas as conservation areas	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	45	Paragraph 4.2.46	Paragraph 4.2.46 refers to the 2011 Heritage at Risk Register. The most recent register is 2013, but it remains the case that no (Grade I or II*) listed buildings or scheduled monuments in the vicinity of the Plan area are identified as being at risk.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	46	Paragraph 4.2.47	Paragraph 4.2.47 indicates that the historic environment would fare better if the Plan was not implemented. Whilst this may be the case, there are some positive aspects for the historic environment arising from the proposed development. For example, the proposed development provides an opportunity for the discovery, recording and preservation of currently unknown archaeological remains and may provide funding for the conservation of the fabric of the heritage assets within the Plan area. Ideally, there would be opportunities arising from the proposed development to enhance or better reveal the significance of these assets.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	47	Table 5.1	Table 5.1 should include the most sustainable options for the historic environment.	Sustainability Appraisal	No specific options were tested for the historic environment but all of the options tested took account of the impact on the historic environment.
	Oct-13	48	Table 6.1	Embedding the principles of sustainability in every aspect of Welborne (Draft Welborne Plan Objective 4) is surely compatible with <u>all</u> the Sustainability Appraisal Objectives in Table 6.1.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	49	Paragraph 7.2.25	We welcome the recognition in paragraph 7.2.25 that the Plan area's historic environment extends beyond individual sites and features and the reference to the setting of sites and features (but see comments on setting above).	Sustainability Appraisal	Noted.
	Oct-13	50	Appendix G	In Appendix G Policy WEL17 is identified as having a negligible effect on Sustainability Objective 2. However, in Table 6.3 Policy WEL17 is identified as one of a number of Principles/Policies that will have significant cumulative, synergistic and indirect negative effect on Sustainability Objective 2. Furthermore, in Appendix F, Policy WEL17 is identified as having a likely adverse effect on Objective 2. We are not clear why the impact has been "downgraded" in Appendix G	Sustainability Appraisal	Baseline and assessments have been updated.
Environment Agency	Oct-13	51		Overall we feel the document gives a good assessment of the likely effects of the policies within the Welborne Plan. It gives good consideration about how measures such as Sustainable Drainage can be used to help gain positive and/or prevent negative impacts from the development.	Sustainability Appraisal	Noted.
	Oct-13	52	7.2.46-47	We have recently had significant discussion with yourselves about the issue of water efficiency. We are very supportive of the standards proposed in Policy WEL31 of the draft plan and we are pleased that the assessment has drawn out the importance of water efficiency for the overall sustainability of the development. Water efficiency should not only be looked at in relation to the amount required to supply the development. In several instances the introduction of water efficiency measures has been used to help address other issues such as climate change, therefore demonstrating how important these standards are in the whole. This is a point you have recognised in paragraph 7.2.46 which we strongly support. We also strongly agree with paragraph 7.2.47.	Sustainability Appraisal	Noted.
	Oct-13	53		In terms of waste water disposal, we have previously made you aware that there are difficulties with whichever solution finally comes forward. As we have discussed we are satisfied that there is a deliverable solution so whilst further work is required, this does not need to be completed at the plan preparation stage. We acknowledge that the Sustainability Appraisal has highlighted one of the options appearing more sustainable but neither of the options are easy options and both need more detailed work before a decision can be taken. There are currently unknowns and uncertainties about both options. We suggest that this appraisal may change as more information becomes available. The impact on the environment for both options will need to be considered as they are developed. As we have highlighted previously, the Peel Common option needs discussion with Southern Water to ensure that there is sufficient capacity. It is also likely that there will be upgrading of pipework required which needs to be undertaken in a timely manner in relation to the proposed development. In terms of connection to Knowle further work needs to be undertaken on the proposal to use blackwater recycling and the impact of this on the treatment works. Any additional flow to the works would need to be accommodated within the existing permit.	Sustainability Appraisal	Noted.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan

Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
Fareham Borough resident (01)	Oct-13	54		Over-reliance of the SA on walking, cycling and public transport. There should be no limits on car parking.	Sustainability Appraisal	Noted.
Fareham Borough resident (02)	Oct-13	55	7.2.1	Traffic assumptions incorrect and proposed improvements are unlikely to mitigate the problems, particularly with 6500 additional homes and commercial workers.	Sustainability Appraisal	Noted.
	Oct-13	56	7.2.28 -7.2.30	Query over the level of affordable homes to be provided and the impact it will have on the viability of the development. No viability evidence present	Sustainability Appraisal	Will be addressed by Publication Welborne Plan and Viability evidence.
Fareham Borough resident (03)	Oct-13	57	4.2.4	Questions why the document relies on 2001 census data and not the more recent 2011 census data.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	58	Table 5.1	Question as to why only one [small] supermarket will be built – will not provide for all and will mean there is still car movements to other supermarkets.	Sustainability Appraisal	Noted.
	Oct-13	59	6.1.4 (objective 3) / Table 3.2	Lack of/ withholding of data available regarding the proportion of traffic travelling north and the take-up of BRT over car use.	Sustainability Appraisal	The results of transport modelling will be published in support of the consultation on the proposed submission Welborne Plan.
	Oct-13	60	4.2.57	Lack of any detail/justification over the loss of significant amount of grade 3a BMV agricultural land.	Sustainability Appraisal	The principle of locating a new community at the site was tested in higher tier plans (South East Plan and Fareham Core Strategy).
Fareham Borough resident (04)	Oct-13	61		Objection to the principle of development but no specific comment relating to the SA or the Plan	Sustainability Appraisal	Noted.
Fareham Borough resident (05)	Oct-13	62	Chapter 6	No numerical data on traffic flows and emissions data included in the SA, despite FBC stating that it was available (App B – Natural England comment).	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	63	6.4.18	Endorsement of FBC transport proposals, which are also mentioned only very vaguely (i.e. not quantified) – SA should be more objective.	Sustainability Appraisal	Noted.
Fareham Borough resident (06)	Oct-13	64	4.2.34 – 4.2.39	General concerns regarding [the lack of] health provision at Welborne, but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	65	2.5.1 – 2.5.2	Objection to the principle of development but no specific comment relating to the SA or the Plan	Sustainability Appraisal	Noted.
	Oct-13	66	4.2.7 – 4.2.9	Concern over air quality and the lack of any assessment available to date.	Sustainability Appraisal	Noted.
	Oct-13	67	6.4.21 – 7.2.51	Concern over sewage treatment solutions but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	68	Table 5.1 (page 55)	Concern over buffer zone with Funtley but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
Fareham Borough resident (07)	Oct-13	69	NTS – air quality	No report on air quality – but statement in NTS table that there may be potential effects on air quality.	Sustainability Appraisal	Noted.
	Oct-13	70	NTS – biodiversity	Concern that loss of wildlife and biodiversity will be far greater than estimated, due to small size of buffers.	Sustainability Appraisal	Noted.
	Oct-13	71	NTS – climate change	There will not be any positive climate change effects – all comments should be in negative effects column.	Sustainability Appraisal	Noted.
	Oct-13	72	NTS – accessibility, transport, quality of life	Concern over transport, flooding and wastewater solutions and the fact that all will impact on quality of life, which has not been reflected in SA as it states that no negative impacts on quality of life have been identified.	Sustainability Appraisal	Noted.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	73	NTS – economic factors, health, housing, landscape	General concern over loss of agricultural land, the level of noise and pollution generated and the need for the level of housing. There are no positive effects from housing (not solely for Fareham’s need – provides for whole south) or on the landscape (also questions why landscape east of the A32 is considered more valuable than the west).	Sustainability Appraisal	Noted.
Fareham Borough resident (08)	Oct-13	74	7.2.16	Concern over flood risk evaluation but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	75	7.2	Concern over transport impacts but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	76	4.2.55	Concern that the change in character of Funtley, Knowle and Wickham has not been accurately reflected. Concern	Sustainability Appraisal	Noted.
	Oct-13	77	4.2.68 - 4.2.74	Concern that the level of housing planned for is not only for Fareham but also for the overspill from the neighbouring cities, but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	78	6.4.13 – 6.4.14	Safety concerns over the location of the secondary school to the east of the A32.	Sustainability Appraisal	Noted.
Fareham Borough resident (09)	Oct-13	79	Page 21 – Funtley buffer zone	Concern over the size of the buffer with Funtley but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	80	Traffic	Concern over transport impacts but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
	Oct-13	81	Self-containment	Concern over the level of self-containment proposed (40%) – no evidence provided that this has been achieved elsewhere in UK.	Sustainability Appraisal	Noted.
	Oct-13	82	General	Document seems overly biased towards positive effects of development and appears to have omitted many negative effects.	Sustainability Appraisal	Noted.
	Oct-13	83	Agricultural land	Concern that the development is being built on agricultural land when brownfield sites are still available, and the lack of any justification for this.	Sustainability Appraisal	Noted.
	Oct-13	84	Flooding	General concern over flooding with regards to Funtley but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
Fareham Borough resident (10)	Oct-13	85	All sections Compliance with the SEA Directive	The way in which the Borough Council is dealing with SA/SEA appears to breach the SEA Directive for the following reasons: <ul style="list-style-type: none"> • The sequencing of the SA reports, the options consultation and draft plan do not appear to be in compliance with Regulations 11 and 12 and Articles 4 and 6 of the Directive; • The SA report does not include any reasons for the selection of the reasonable alternatives; • The SA report does not include adequate, evidence based reasons for selecting the preferred alternatives included in the Draft Welborne Plan or for the rejection of the alternatives. • The SA is not based on robust, up-to-date information; for example the noise evidence already available to the public through the submission of the request for an Environmental Impact Assessment Scoping Opinion in July 2013. This noise evidence has significant implications for the location and form of development in Welborne. The SA reports and the published stages of the plan should operate together so that the consultees can consider each in the light of the other. The sequencing of the Welborne SA reports and the draft plan means that decisions have been made on content of the Draft Plan without taking account of this SA report or the opinions expressed in response to consultation on the SA Options Appraisal Report. This is also contrary to the SEA Directive. The content of the Draft Plan was approved without information from versions 5 and 6 of the SA Options Appraisal Report and the SA of the Draft Plan only appeared 6 months later. This SA report should include the opinions expressed in response to consultation on the SA Options Appraisal Report; it currently only includes the responses to the consultation on the SA Scoping Report. The lack of integration of the SA into the plan making process has made it significantly more difficult to respond to the consultations on the options and draft plan in an informed way. It has been made even more difficult by the inclusion of options not included in the New Community North of Fareham Options Consultation in the SA Options Appraisal Report. This is particularly important in relation to the options for retail floorspace, employment location and employment land use split, avoiding and mitigating the impact on internationally protected sites, the location of primary schools and to waste water treatment. In relation to reasonable alternatives the SA report should set out the reasons for the four masterplanning and four transport alternatives that were included in the Options Consultation carried out in 2012. No reasons have been set out to date in the SA process. In relation to the preferred alternatives selected for inclusion in the Draft Plan, Table 5.1 of the SA sets out whether or not the most sustainable alternative has been included; with some significant errors/misleading comments (see comments on Table 5.1). However it does not include any reasons for the decisions made. Appendix E sets out the findings of the assessments, but it does not explain them or draw any conclusions from them. In relation to the rejection of alternatives, the SA should document why the most sustainable locations for the District Centre, primary schools and the Secondary School have not been included in the Draft Plan. The current SA is totally silent on the reasons for their rejection. 	Sustainability Appraisal	Regular iterations of the HLA / Options Assessment were supplied to the Council between November 12 and April 13 to inform decision making on the content of the Draft Plan. Further iterative rounds of options appraisal have continued since April 13 to inform decision making on the content of the Publication Draft Plan. Additionally, various amendments have been made to the current Sustainability Report: <ul style="list-style-type: none"> - Revisions to chapter 4 (rationale for selection/rejection of alternatives); - Updated baseline data; - Updated assessments and conclusions; - Revised consultation analyses; - See also response to comments below re. Compliance with the Planning Advisory Service Guidance in 'Principles of plan making'
	Oct-13	86	All sections Compliance with SEA directive	The position in relation to the transport network is more complex. It is an issue with the most wide ranging and potentially most significant sustainability implications, but it has not been adequately dealt with at any stage in the planning process for Welborne, including the South East Plan, PUSH advice and strategies and the Fareham Core Strategy. No detailed and robust data has been available. The Draft Welborne Plan Transport Modelling Summary April 2013, states that the ongoing modelling of traffic impacts are in preliminary draft form at present and may be subject to change following checking and verification. The SA Options Appraisal Report makes no reference to the output from the transport modelling in the section on the transport network. If this evidence has been taken into account in the assessment, it was evidence that was 'in a preliminary draft form'. Eastleigh's Core Strategy transport modelling work has had to be repeated to establish agreed baseline traffic flows and to reassess the impacts of the various development options because the Highways Agency considered the transport model severely understates the traffic likely to be generated by the development proposed. Presumably the Welborne transport modelling will also need to be repeated before the options can be properly assessed and the most sustainable option identified.	Sustainability Appraisal	The SRTM has been through a revalidation exercise undertaken with the involvement of the Highways Agency and the results have informed the ongoing transport modelling.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	87	All sections. Compliance with the Planning Advisory Service Guidance in 'Principles of plan making' April 2013	The publication of the Sustainability Appraisal 6 months after the consultation on the draft plan follows on from the consultation on the SA Options Appraisal Report nine months after the options consultation. This clearly demonstrates that the SA process is being carried out as a 'looking back' exercise and is therefore not in accordance with best practice and the current Planning Advisory Service guidance in 'Principles of plan making', which states: "Carrying out a sustainability appraisal (SA) of your plans is an essential part of the plan-making process. It isn't a one-off exercise but needs to be integrated into the various stages of plan making. As it provides you with evidence, helps to test the evidence and helps with developing options, it can't just be done as a 'looking back' exercise at the end. It is also a legal requirement." The SA also does not accord with the PAS guidance because it does not set out the rationale for the options considered, together with evidence based reasons for selection of the preferred alternatives or for the rejection of alternatives. The production of an interim SA Report is in accordance with best practice, but the PAS guidance on the use of workshops or working groups to ensure that the views of organisations and the public can be taken account during the appraisal and facilitate an open and transparent assessment has not been followed. The guidance states: "It is also best practice for consultation to take place on SA during the plan preparation process for example, through the production of interim SA Report and through other means such as workshops and working groups. This will help to ensure that views of stakeholders can be taken into account during the appraisal and facilitate an open and transparent assessment. Ideally consultation on SA should be done alongside other engagement work, for example, through workshops to identify sustainability issues at the scoping stage and hold events that debate the effects of options." The lack of workshops, or working groups such as an appraisal panel, means that there appears to have been no independent critique of the SA. This has resulted in assessments that appear to be largely subjective and biased in favour of particular options and the options included in the Draft Plan. The assessments do not appear to be clearly related to the Sustainability Framework or the evidence base, and do not appear to have been prepared as part of an open and transparent process. The SA appears to do exactly what paragraph 2.5.6 states it has not attempted to do: it has "upgraded" the assessment results to more positive findings through a presumption that the proposed mitigation measures will offset potential negative effects. In my comments on the SA Options Appraisal I suggested less biased, more robust assessments of the transport network than the assessment included in the SA Options Appraisal but there has been no response from the Borough Council to any of the comments made on the appraisal. I have not attempted to repeat this because it needs to be carried out by representatives from many disciplines. There have been no separate non-technical summaries, the findings of the SA have not been incorporated within other promotional literature and the findings have not been presented in an accessible way. The content of Chapters 6 and 7 should form the basis of the non-technical summary once the assessments have been carried out in a more robust manner.	Sustainability Appraisal	The SA Options Assessment was not, nor was it intended to be, an assessment of the 2012 Options Consultation (see para 2.2.1 of Options Appraisal v.6). It assessed aspects of 2012 Options Consultation plus new options generated from a number of sources, to inform decision-making prior to selection of preferred options for Draft Plan. This approach was criticised which led to re-consultation on Draft Plan alongside full SA. Since then, the rationale for selection/rejection of options has been re-worked, the baseline has been updated, and assessments revised. Iterative options appraisals were conducted throughout 2013, providing the Council with multiple opportunities to consider the results of SA in its decision-making. SA information has been provided at each main stage of consultation on the plan, and consultation responses have been analysed and where appropriate incorporated into revised assessments, with a full log of all responses received being published here. A NTS was published as part of the Draft Plan SA (Oct13), and a further edition is published with the current report. Assessments at each stage have been prepared with reference back to baseline data as justification for assessment conclusions, and the baseline has been substantially revised as the evidence base has progressed.
	Oct-13	87	All sections	The assessments, also do not accord with the following PAS guidance: <ul style="list-style-type: none"> When using symbols or other ways of presenting information regarding the likely effects (e.g. positive, negative, uncertain), always explain and justify the choice of symbol with reference to the baseline situation relevant to the SA objective (thus demonstrating an evidence based, baseline-led approach). Use quantitative modelling where this is likely to be helpful. For example, the results of transport modelling may be helpful in distinguishing between spatial options in terms of their likely impacts on air quality, amenity and climate change. The appraisal should explore how options, preferred options and policies will be effectively delivered on the ground to help avoid an unrealistic assessment. For example, if the evidence base suggests that policies to ensure a certain level of affordable housing in new development have not been fully implemented in the past, the appraisal of any similar policy might need to be cautious in its assessment. Consider the effects of the plan on neighbouring areas. For example, is the plan likely to displace environmental problems or lead to increased traffic generation in adjacent authorities? The SA does not explain and justify the choice of the positive/negative symbols with reference to the baseline situation and does not demonstrate that an evidence based approach has been used. For example there is no reference to how the results of transport modelling helped in distinguishing between spatial options in terms of their likely impacts on air quality, amenity and climate change. It does not appraise how mitigation such as the use of 'sustainable modes of transport' will be effectively delivered and makes unrealistic assumptions about its impact. It does not consider or use evidence on the likely effects of the plan on neighbouring areas, particularly through increased traffic generation. 	Sustainability Appraisal	
	Oct-13	88	Table 5.1	Employment land use split: - There was no reference to 'employment land use split' in the options consultation.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-making, and was not limited to those presented in the Options 2012 consultation.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
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	Oct-13	89	Table 5.1	Transport network: - The Sustainability Appraisal Options Assessment in relation to the Transport Network was not robust as it was based on inadequate evidence and did not properly relate to the decision making criteria. It cannot be used to determine which option is most sustainable and therefore it cannot be claimed that the most sustainable option has been included in the Draft Welborne Plan. The scores in Appendix F WEL17 should be revised in a similar way to my suggestions in my comments on the Sustainability Appraisal Options Assessment. This exercise demonstrates that the most sustainable option cannot be identified by such a subjective high level assessment. It is essential that a detailed assessment of the transport options is now carried out as part of the next stage of the SA process, assuming that robust data is now available from the modelling work, if the most sustainable option is to be identified. This would require new sections on Road Transport and Access in Chapter 6 and Accessibility and transportation in chapter 7.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	90	Table 5.1	Use of Fareham Common - There was no reference to the use of Fareham Common in the options consultation.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-
	Oct-13	91	Table 5.1	Use of land at Pink's Sawmills: - There was no reference to the use of Pink's Sawmills in the options consultation.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-making, and was not limited to those presented in the Options 2012 consultation.
	Oct-13	92	Table 5.1	Location of Primary Schools: - None of the published options showed a primary school site to the east of the A32. The SA Options Assessment (version 6) indicates that there negative impacts from locating the primary school to the east of the A32 which would have to be mitigated. However no need to mitigate any negative impacts from locating the primary school to the west of the A32 was identified.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-making, and was not limited to those presented in the Options 2012 consultation.
	Oct-13	93	Table 5.1	Avoiding and mitigating the impact on internationally protected sites – There were no references to SANGS or the Solent Disturbance and Mitigation Project in the published options.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-making, and was not limited to those presented in the Options 2012 consultation.
	Oct-13	94	Table 5.1	Household Waste Recycling Centre: - No sites for the HWRC were identified in the options consultation.	Sustainability Appraisal	The SA Options Appraisal considered a wide range of options to inform Draft Plan decision-making, and was not limited to those presented in the Options 2012 consultation.
	Oct-13	95	Chapter 6	In addition to the need to properly assess all of the reasonable transport options rather than only Policy WEL17, the content of paragraph 6.4.18 is based on an "upgraded" assessment resulting in more positive findings through a presumption that the proposed mitigation measures will offset potential negative effects, contrary to the statement in paragraph 2.5.6.	Sustainability Appraisal	Baseline and assessments have been updated.
Fareham Borough resident (11)	Oct-13	96	Traffic and Travel	Concern over the traffic and pollution impacts from increased cars, and also the loss of agricultural land, but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
Fareham Borough resident (12)	Oct-13	97	NTS	Objection to the principle of development but no specific comment relating to the SA or the Plan.	Sustainability Appraisal	Noted.
Fareham Borough resident (13)	Oct-13	98		Support the response of the Funtley Village Society. Object to the width of the green buffer at Funtley which should be wider. Concerns over transport, loss of agricultural land, the loss of dark skies and the negative effect on existing residents due to a loss of access to the countryside.	Sustainability Appraisal	Noted.
Fareham Borough resident (14)	Oct-13	99		Objection to the principle of development but no specific comment relating to the SA or the Plan. Questions about the Examination process were raised.	Sustainability Appraisal	Council Officers responded to queries about the Examination process.
Fareham Borough resident (15)	Oct-13	100		Raises questions about the type of housing that will be built. Raises concerns about:7000 homes being too high to be sustainable Self-containment of employment cannot be achieved. The noise impact for new residents. The development giving rise to pollution. Traffic. The safety of students having to cross the A32 to get to school. The loss of agricultural land.	Sustainability Appraisal	The mix of housing will be dealt with in the Publication Plan and subsequent planning applications. The option of 7000 homes has been assessed in the SA.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
The Fareham Society	Oct-13	101		The document is long and complex and unlikely to be read by the general public. It would have been more helpful if it had been published for consultation at the same time as the Draft Plan to assist in understanding the Council's reasons for the chosen policies. There also does not appear to be sufficient evidence to support the SA, particularly in relation to transport, waste water treatment, the location of the district centre, schools and the provision of greenspace. It is unhelpful that the Council has not responded to the Fareham Society's previous consultation responses on Welborne.	Sustainability Appraisal	Noted.
	Oct-13	102	Transport	The Council's response to the Fareham Society's Freedom of Information request confirms that the transport data in the planning of Welborne so far has been incomplete and untested or un-validated and potentially misleading. This data is not in a suitable form to be used in the SA and any decisions on transport networks based on it, including the proposals for Junction 10 must be premature.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	103	Transport	There are significant problems with the trip rates in the transport modelling and these were reported to Eastleigh's Cabinet on the 26th September 2013. The Society can only assume that the same trip rates were used in the modelling for Welborne and the transport modelling work will have to be repeated. Presumably this explains why a full and validated data set as promised in response to the FOI request is still not available.	Sustainability Appraisal	The SRTM has been through a revalidation exercise undertaken with the involvement of the Highways Agency and the results have informed the ongoing transport modelling
	Oct-13	104	Transport	What degree of self-containment is being used as to inform the transport modelling? Does the modelling take account of the cumulative impact of surrounding development and does it include data for commercial vehicles? It is essential to know this before proper sustainability assessments can be undertaken.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	105	non-technical summary & Table 5.1	The assessments included in the 'non-technical summary', Table 5.1 and appendices E, F and G do not appear to have been carried out on an objective basis and appear to be biased in favour of the draft plan policies. For example line 99 in Appendix E is inadequate and misleading. Are the tables biased because they have been prepared without any independent multi-disciplinary input?	Sustainability Appraisal	Consultation with a range of parties has been carried out at each main stage, with revisions to the assessment process made accordingly.
	Oct-13	106	Air quality	The SA is inadequate because it deals with air quality issues within the NCNF only. It is essential that evidence is provided re air quality in relation to the roads outside the NCNF where there will be significant increases in traffic including North Hill, Kiln Road, Highlands Road, Park Lane, Trinity Street and Wickham Road and through Wickham Village.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	107	Agricultural land	The SA does not appear to address the NPPF requirement to seek to use areas of poorer quality land in preference to that of higher quality. These issues do not appear to have been addressed in the SA.	Sustainability Appraisal	The principle of locating a new community at the site was tested in higher tier plans (South East Plan and Fareham Core Strategy).
	Oct-13	108	Transport	There is so much missing from this SA and there is too much reliance on public transport, cycling and the behavioural change that will be required for the mitigation of the transport proposals; how are the measures quantified/assessed?	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	109	Objective 6	The SA Objectives should also deal with issues affecting the areas surrounding Welborne.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	110	Chapter 4	Noise is included but not adequately dealt with. Noise should be included as a key sustainability issue for Welborne in the light of the evidence submitted at the time of the request for an Environmental Impact Assessment Scoping Opinion in July 2013.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	111		N.B. Uplands Lodge should be included in paragraph 4.2.42.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	112	Para 5.2.6	Para 5.2.6 should state that 4 of the less sustainable masterplanning options summarised in Table 5.1 may be taken forward for inclusion in the Welborne Plan, the location of the District Centre should be included in the list.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	113	Para 5.2.7	Para 5.2.7 should state that a detailed assessment of the transport options will also be undertaken. This is necessary because only early unvalidated data sets were available from the transport modelling at the time the SA Options Assessment was carried out.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	114	Table 5.1: Site Boundary	The option included within the Draft Welborne Plan is closest to Option 3, not option 2 which includes employment development at junction 11.	Sustainability Appraisal	Conflict between SA options numbering and Options 2012 numbering – clarify (see para 3.3.1 of Options Appraisal v.6).
	Oct-13	115	Table 5.1: Location of district centre	The statement on the location of the District Centre in Table 5.1 is wrong. It is shown in the South-east corner of the site on the Preferred Concept Masterplan, not in a 'largely central location'. The site included in the Draft Welborne Plan is not the site that was assessed as most sustainable in the SA Options Assessment. The most sustainable site, option 4, was more centrally located to improve accessibility for the greatest no. of new residents. The site included in the Draft Welborne Plan is almost the same as option1, but because the Draft Plan does not include any housing to the east of the site, it should now have the same negative scores as option 2.	Sustainability Appraisal	Baseline and assessments have been updated.

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Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
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	Oct-13	116	Table 5.1: Employment Location	The claim that the most sustainable location is included within the Draft Welborne Plan is misleading. The land east of A32 at Pook Lane was not included in any of the options. In Appendix F WEL9, in relation to the employment proposed to the east of the A32, should be scored with the same negatives as for the employment at Junction 11.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	117	Table 5.1: Household Waste Recycling Centre	The claim that the most sustainable location is included within the Draft Welborne Plan is grossly misleading. The only options were 'HWRC on-site' or 'no HWRC'. More site specific options for the HWRC should be considered, including sites outside Welborne.	Sustainability Appraisal	Noted.
	Oct-13	118	Table 5.1: Location of Primary Schools	The claim that the most sustainable location is included within the Draft Welborne Plan is wrong. The options consultation did not include a primary school to the east of the A32 and the later SA of the options did not show that having one school to the east of the A32 would be the most sustainable.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	119	Table 5.1: GI Avoiding and mitigating the impact on international protected sites:	The claim that the most sustainable location is included within the Draft Welborne Plan is not accurate. The options consultation did not include any reference to SANGS or the SDMP. The High Level Assessment in Appendix E appears to be biased against reducing the size of the development which should be recorded as having a positive effect on SA3, SA6, SA7 and SA8. There is currently insufficient evidence to demonstrate that SANGs will work as robust and attractive alternative locations, for example for dog walking for Welborne residents, to prevent a negative impact on local European Sites. It must be remembered that the Eastern Wards are already very deficient in Natural Green Space.	Sustainability Appraisal	Noted.
	Oct-13	120	Chapters 6 and 7	There is too much reliance on monitoring which can only quantify the impact when the damage has been done.	Sustainability Appraisal	Noted.
	Oct-13	121	WEL15 Section	This document does not include any info to justify that Policy WEL15 proposes the most sustainable location for the Secondary School. A site to the west of the A32 would be a more accessible location Welborne residents and would therefore be more sustainable	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	122	Detailed Assessment Matrix	There does not appear to be adequate evidence to support the assessments, particularly in relation to the location of the district centre and schools and to transport, noise, air quality and waste water treatment.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	123	Detailed Assessment Matrix	The use of 'positive/negative' is unhelpful, for example on page 2/16, SA Objective 7, it states that the 'effect of policy on this SA Objective depends on the success of the development principles and policies related to biodiversity and green infrastructure provision'; it should be recorded as 'uncertain'.	Sustainability Appraisal	Assessment acknowledges that potential for both positive / negative effects exists, and records certainty as being low
	Oct-13	124	Detailed Assessment Matrix	The Society could comment on very many of the 'scale of significance', 'positive or negative' and 'supporting comments' set out in Appendix G, but has set out some examples below.	Sustainability Appraisal	Noted.
	Oct-13	125	Detailed Assessment Matrix	Page 1/16 SA Objective 3, to conserve and enhance the character of the landscape, the Society believes that the allocations will have a major negative impact on the landscape.	Sustainability Appraisal	Noted.
	Oct-13	126	Detailed Assessment Matrix	Page 2/16, SA Objectives 4 and 6 are closely related and should both have the negative impact as 'moderate' (major?)	Sustainability Appraisal	Noted.
	Oct-13	127	Detailed Assessment Matrix	Page 4/16, SA Objective 3, to conserve and enhance the character of the landscape, the Society believes that the employment proposed will have a major negative impact on the landscape.	Sustainability Appraisal	Noted.
	Oct-13	128	Detailed Assessment Matrix	Page 5/16 SA Objective 8, should have the negative assessment as 'major' because the land to the east of the A32 is shown as Grade 2 on the Land Classification map (Fig 18.1 SA Scoping report for Fareham Site Allocations May 2012).	Sustainability Appraisal	Noted.
	Oct-13	129	Detailed Assessment Matrix	Page 7/16 SA Objective 6 should be recorded as having at least a 'moderate' negative impact because of the extra traffic generated by a secondary school in this edge of development location.	Sustainability Appraisal	Noted.
	Oct-13	130	Detailed Assessment Matrix	Page 9/16 SA Objective 4 should be recorded as having a 'major' negative impact because the all —moves junction will attract significant additional traffic onto the surrounding roads rather than 'supporting sustainable modes of transport'. SAs 5 and 6 should also be recorded as having a 'major' negative impact because of the emissions from the additional traffic generated by the all-moves Junction 10.	Sustainability Appraisal	Noted.

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	Oct-13	131	Detailed Assessment Matrix	Pages 13/16-16/16 The waste water treatment section appears to be subjective with little evidence to support the assessments. The impact should be noted as uncertain. There do not appear to be any examples of the Knowle treatment process being operated on such a large scale that would provide the evidence that this could be an adequate and satisfactory solution. There is no mention in the Knowle section about solid waste lorries regularly leaving the site for disposal elsewhere. Surely there should be a possible negative impact because of the effect of an enlarged treatment works at Knowle on the River Meon.	Sustainability Appraisal	Noted.
Funtley Village Society	Oct-13	132		Seek an enhanced buffer between Funtley and Welborne in accordance with the principle that Welborne is a separate standalone settlement with a distinctive identity.	Sustainability Appraisal	Noted.
	Oct-13	133		Questions why the latest census data (2011) has not been used.	Sustainability Appraisal	Noted.
	Oct-13	134		Document is hard to read due to the way it is laid out.	Sustainability Appraisal	Noted.
	Oct-13	135		Document is biased in favour of the Welborne Plan e.g. the non-technical summary lists and amplifies lots of positive effects that are unfunded and aspirational whereas there is only brief summary of the negative effects of the plan. For example the section 'Population and quality of life' under the 'potential negative effects of the Plan' heading had the summary 'none highlighted by the SA process' – we find this barely credible in that such a huge development would have an enormous negative impact on the quality of life for the surrounding communities vis à vis increased noise pollution, significantly increased local traffic, loss of open green space and prime agricultural land to name a few.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	136		Concern over the increased traffic flows travelling north up the A32 and impact on Wickham and surrounding communities.	Sustainability Appraisal	Noted.
	Oct-13	137		Development of offices and industrial units will impact on other units in Fareham Borough where there is already a high vacancy rate.	Sustainability Appraisal	Noted.
	Oct-13	138	Section 7.2	The high cost of buses in and around Fareham could mean that bus travel is not attractive in Welborne.	Sustainability Appraisal	Noted.
	Oct-13	139	Map 7.2	Funtley Road is classified as a spine street. It has a single lane railway bridge operated by traffic light and would not be suitable to heavy traffic	Sustainability Appraisal	The diagram does not accurately reflect the proposals for Funtley Road, which are that there will be no direct access for private vehicles to Welborne. This will be amended in the Publication version of the Plan.
Funtley Village Society and Wallington Village Resident Association	Oct-13	140		· Concerns that the Sub-Regional Transport Model (SRTM) is not fit for purpose so the expected transport load is not yet known and this will have impacts on the road network and the environment. The assumption on the level of self-containment (believed to be 40%) is not realistic.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	141		· Concern that BRT is not funded so may not be delivered and concern that its take-up has been overstated. This could adversely affect the quality of life of existing residents and have a significant environmental impact.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	142		· SA fails to explain the exceptional circumstance which justifies building Welborne on grade 3a agricultural land and the impact this will have on food production capacity.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	143		· SA fails to take account of the cumulative environmental impact of other greenfield developments being planned in South Hampshire.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	144		· The EA has not conducted a flood risk assessment to assess the downstream flooding implications of Welborne so this will be raised as a non-compliance issue at Examination. Downstream flooding of the River Wallington and River	Sustainability Appraisal	Noted.
	Oct-13	145		It is understood, the SUDS from West of Waterlooville MDA is now discharging into and thus adding to the water flow of the River Wallington. This highlights the need for the Welborne SUDS system to be most carefully examined by the environment Agency (EA)	Sustainability Appraisal	Noted.
	Oct-13	146		· The secondary school should be located west of the A32 as this is the most sustainable location.	Sustainability Appraisal	Noted.
	Oct-13	147		· The district centre should be located centrally as this is the most sustainable location, is less likely to attract external vehicles and less likely to compete with Fareham town centre.	Sustainability Appraisal	Noted.
	Oct-13	148		· The quality of life of existing Borough residents ought not be affected by Welborne in terms of its environmental impact, especially in relation to traffic congestion, air quality and loss of views.	Sustainability Appraisal	Noted.

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Knowle Village Residents Association (KVRA)	Oct-13	149	General	It is difficult to comment on the proposed masterplan if it's likely to change.	Sustainability Appraisal	Noted.
	Oct-13	150	Transport	The addition of junctions to Knowle Road would result in a loss of separateness for Knowle and will erode the village's sense of community.	Sustainability Appraisal	Noted.
	Oct-13	151	Transport	The increased traffic will increase the time taken to travel in and out of Knowle Village, cause more accidents and should be taken as an indication that the project is not viable.	Sustainability Appraisal	Noted.
	Oct-13	152	Biodiversity	The Knowle Road verges are vast and host a significant number of habitats and has grown and matured since 2003. Verges in the UK make up a vast amount of land which is home to thousands of species of insects, birds, mammals, and hunting ground, for example for Kestrels. On the basis of the loss of verges and the impact it has on peoples existing settlement and enjoyment these plans do not aspire to the Biodiversity 2020 outcomes. Outcome 1 Priority species (for example Kestrels)Outcome 3 Species (HRA-Habitats Regulations Assessment is required)Outcome 4 People	Sustainability Appraisal	Noted.
	Oct-13	153	Buffer zones	The buffer zones around Knowle, Wickham and Funtley should be increased from 50m to between 100-200m to maintain the sense of separateness. The Knowle Triangle should not be developed. The density of development adjacent to the buffer zones should be reduced.	Sustainability Appraisal	Noted.
	Oct-13	154	Transport	Concerns raised re the use of Mayles Lane by Welborne residents due to road's poor structure. concerns re potential gridlock. The A32 would have to be widened to accommodate junctions or roundabouts. Doubts raised re predicted 2% increase in traffic travelling north to Wickham.	Sustainability Appraisal	Noted.
	Oct-13	155	Sewage and wastewater	There is insufficient capacity for wastewater to be treated by Albion Water. Would Knowle residents charges be increased? Would there be a new site on Welborne? Certainty is needed.	Sustainability Appraisal	Noted.
	Oct-13	156	Traffic impact assessment	Concerns re potential gridlock. The A32 would have to be widened to accommodate junctions or roundabouts. Doubts raised re predicted 2% increase in traffic travelling north to Wickham.	Sustainability Appraisal	Noted.
	Oct-13	157	Noise and air quality	Mitigation measures are required to prevent noise and air quality issues from impacting Welborne residents. Air quality will decline further due to traffic and energy requirements arising from the new homes.	Sustainability Appraisal	Noted.
	Oct-13	158	Loss of agricultural land	The appraisal fails to explain what the "exceptional circumstances" are to permit the use of Grade 3 agriculture land for this development as stated in Current Planning Policies. Definitely taking 270 hectares of 'best and most versatile' agricultural land out of the national land bank is reckless and short sighted. With climate change and global security threats the need to have the capacity to grow our own food is paramount. Housing should be built on lower quality land.	Sustainability Appraisal	The principle of locating a new community at the site was tested in higher tier plans (South East Plan and Fareham Core Strategy).
Oct-13	159	Self-containment	The predicted level of 40% self-containment is flawed. This figure has not been achieved in other communities and is likely to be 15% or less.	Sustainability Appraisal	Noted.	
Oct-13	160	Employment	The assumptions are flawed. The proposed employment areas would not necessarily provide jobs for Welborne residents resulting in residents travelling elsewhere and people travelling in to Welborne – causing further congestion.	Sustainability Appraisal	Noted.	
Graham Moyse (landowner)	Oct-13	161		Supportive of the identification of their land within the Plan but concerned that some of the proposals are in conflict with the findings of the SA. Concerned about the location of the secondary school east of the A32 as it is disconnected from the main site and requires crossing a main road. The SA indicates that locating it west of the A32 is the most sustainable option. Paragraph 6.4.13 states "In terms of potential adverse effects, the development of the school east of the A32 will lead to the loss of approximately 9ha of the best and most versatile agricultural land. It would situated [on] an area which has a higher landscape sensitivity than the west of plan area..." The inappropriate location of the secondary school is further reinforced by Paragraph 6.4.15 which states "the easy access of the school from the strategic road network may undermine the use of sustainable modes of transport...potential road safety issues may arise from pupils, parents and staff crossing the road corridor, with implications for accessibility..." The use of part of the Knowle Triangle for playing fields associated with the secondary school has already been assessed and found to be acceptable in environmental terms and it is requested that the location of the secondary school be amended accordingly. This approach would also enable the land east of the A32 to be identified for a more suitable use and the school located in a position to best secure the needs of the community without having to cross the A32. At this juncture it is worth noting that the SA concludes a 50m buffer between Knowle and Welborne is more than sufficient to protect the identities of each settlement. The site is sufficiently large enough to incorporate this requirement whilst also providing ample space for the secondary school playing pitches.	Sustainability Appraisal	Baseline and assessments have been updated.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
Hampshire County Council	Oct-13	162		The County Council has previously submitted comments relating to the inadequacy of the green infrastructure so is not sure on what basis the judgment has been made that Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside.	Sustainability Appraisal	Noted.
	Oct-13	163	4.2.40-44	Fails to identify that nationally significant archaeological remains may be present and need to be treated in the same way as designated heritage assets (NPPF 139). The Neolithic Long Barrow identified on the Welborne site falls in this category.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	164	4.2.47	For some of the archaeological features the baseline situation could be a deterioration of the monuments given that the area is currently under plough. Were the significant features, e.g. the long barrow, to be preserved in situ and managed as grass (e.g. within green infrastructure as proposed) this would improve the baseline situation.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	165	7.2.27	Paragraph 7.2.27 states that the archaeological evaluation will be undertaken in consultation with English Heritage. This should instead read in consultation with Hampshire County Council archaeologists or in consultation with the archaeological advisors to FBC.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	166		Supports the objective of conserving and enhancing biodiversity but also notes that, notwithstanding the relatively low existing biodiversity within the site, achieving the required enhancements will be a challenge, given the high density of development and the fact that a substantial proportion of identified green infrastructure lies outside of the red line.	Sustainability Appraisal	Noted.
Highways Agency	Oct-13	167		Wish to be involved with any proposal that may impact on the M27. No further comment beyond what was said on the SA Options Assessment and EIA Scoping Opinion.	Sustainability Appraisal	Continue to involve the HA in plan-making and consult them on any planning application.
Homes and Community Agency	Oct-13	168		No comment	Sustainability Appraisal	Noted.
Natural England	Oct-13	169		No further comment beyond what was said on the SA Options Assessment	Sustainability Appraisal	Noted.
Portsmouth Water	Oct-13	170		I want to raise the issue of the Governments 'Red Tape Challenge' and the suggestion that Councils could only specify Level 1/2 of the Code (Building Regs) unless higher standards were included in the local Water Resources Management Plan. We are about to publish the SoR on our Draft WRMP 2014 and the associated Draft Final WRMP 2014. Our plan is not based on higher levels of the Code and we are no longer considered to be 'Seriously Water Stressed'. Have you considered the Governments proposals? Has there been further guidance to Councils about the viability of water efficiency standards? It would be good to hear what the Environment Agency and Natural England think about water supply and disposal in the area.	Sustainability Appraisal	A meeting was held during the consultation period with Portsmouth Water and the Environment Agency in which agreement was reached that the Publication Welborne Plan should include a policy requiring the standard of 105 l/p/d (equivalent to Code level 4) to be met in new homes.
	Oct-13	171		Good to see reference to the EA Licensing Strategies and Portsmouth Water's Water Resources Management Plan, and recognition that the company has a surplus. The WFD Investigations are now complete and Portsmouth Water has two schemes in the EA's 'National Environment Programme' (NEP). An additional outcome is a potential variation to the licence at Maindell which is mainly to achieve the objectives of the Habitat Regulations in relation to the Harbour.	Sustainability Appraisal	Noted.
Scotia Gas Networks	Oct-13	172		No specific comment relating to the SA or the Plan. Repeated comments previously received about needing detailed site layouts to establish whether pipeline diversions would be required.	Sustainability Appraisal	Noted.
Wallington Village Community Association	Oct-13	173		The Welborne Sustainability Appraisal is considered to be fundamentally flawed for the following reasons: It is incomplete: in that it fails to adequately address the potentially very significant consequences of Welborne on the Motorway and local road networks. Traffic congestion, Motorway noise and Air Quality issues are given scant regard.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	174		It is disingenuous if not dishonest, to portray the notion that a series of "Planning policies" will ever mitigate the Environmental damage that Welborne will cause.	Sustainability Appraisal	Noted.
	Oct-13	175		To its credit, the appraisal recognises the relative immaturity of the Welborne plan and highlights a number of key issues which have yet to be resolved. Of these, the traffic impact assessment and mitigation measures, the means of handling wastewater and mitigation of M27 noise are but 3 examples.	Sustainability Appraisal	Noted.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	176		The appraisal correctly identifies that the land to the East of the A32 is the most sensitive in landscape terms; the proposal therefore to site B8 Warehousing, close to the motorway in this area is incongruous. Such units offer very little in terms of employment opportunities and the negative impacts in terms of HGV movements and damage to landscape quality, far outweigh the very limited benefit. Given the huge amount of B8 capacity across southern Hampshire, that is currently lying unused; this appears a most peculiar way to use what is effectively "the Gateway to Welborne" as viewed from the motorway.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	177		Support the principle of monitoring the plan's performance in delivering sustainability objectives, but consider that too much is being left until delivery stage, indicating that the plan is too immature to be taken forward in its current form.	Sustainability Appraisal	Noted.
The Wickham Society	Oct-13	178		The Local Plan Part 3: New community North of Fareham Plan April 2013 (The Welborne Plan) stated (para. 1.35) that further detailed testing would be undertaken as a next stage of the overall development plan and published as a Full Sustainability Appraisal (SA). This appraisal has now been published and comments have been invited. We expected that the above statement on detailed testing meant that quantitative data and measurements should underpin the SA and the Welborne Plan.	Sustainability Appraisal	Noted.
	Oct-13	179		Urban Edge environmental Consulting have been employed by Fareham Borough Council to provide a series of sustainability documents of which the Appraisal (SA) is the latest. The Company acknowledges that "there are a number of limitations and difficulties surrounding the appraisal process carried out for the SA stemming largely from the nature of strategic assessment at the plan level using secondary data." They report that "in most cases assessment has been undertaken without details of environmental limits. In some cases data has not been available. They suggest because of this lack of data," assessment conclusions are informed appraisals rather than affirmative decisions."	Sustainability Appraisal	Noted.
	Oct-13	180		The evidence base for the SA is offered in the Updated Scoping Report (July 2012). There are few detailed measurements or quantitative evidence for any of the prime factors which will affect the sustainability of the new town. The Consultants opinions are therefore of no value in assessing whether or not the proposal is viable.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	181	Agricultural land	The SA acknowledges that much of the arable land to the west of the A32 and on which it is proposed to build Welborne is classified as A3. Defra considers that this should only be developed in exceptional circumstances. There has been no discussion in the preparation of the Planning documents of the relative importance of food production.	Sustainability Appraisal	Noted.
	Oct-13	182	Landscape quality	No evidence is provided, on how landscape quality was measured. It is clear that it forms a critical component of a significant green space which is important for the well-being of surrounding communities. The scoping report includes CPRE's assessment showing the high tranquillity value of the site. They point out that this will change with urbanisation.	Sustainability Appraisal	Noted.
	Oct-13	183	Biodiversity	Doubt that biodiversity on site will be improved by development. Where are the detailed ecological surveys to investigate species abundance and diversity within the site? Where is the detailed evidence that would allow informed comparison between agricultural countryside and an urban area based on the Garden City principle? At present the assessment of Biodiversity in the SA and Welborne Plan is purely speculative!	Sustainability Appraisal	Noted.
	Oct-13	184	Noise and air pollution	Where are the measurements of current noise levels and air pollution? Without such measurements it's not possible to gauge what remedial measures are necessary. The SA observations on air pollution are based on sites south of the motorway. No quantitative estimates of noise levels over the site are provided. The SA states that road traffic and domestic emissions are major causes of pollution, but this is not quantified. Without baseline measurements it's impossible to assess potential damage and suggest mitigation.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	185	Population and containment	The SA suggests that Welborne will have a high degree of self containment. One job per household is proposed. 6500 dwellings = 15000 people. There may be 4000 people working outside Welborne. For comparison, it would be useful to know what proportion of the workforce in Gosport use the Gosport/Fareham BRT for work. It's likely that many Welborne residents will use their car.	Sustainability Appraisal	Noted.
	Oct-13	186	Transport	It would appear that important decisions on transport infrastructure might be made without any clear idea of the effect that these additions might have because the quantifiable data is not available. Traffic problems are already acute in Wickham and the Highways Agency consider the M27 to be near saturation. The A32 between Wickham and Fareham is a crowded commuter route.	Sustainability Appraisal	Baseline and assessments have been updated.
	Oct-13	187	Transport	It's likely that the elevated nature of the M27 with only a single road underpass and two minor connections to Fareham will mean that much of the non BRT Welborne traffic will come north through Wickham to join the minor roads east and west to Portsmouth and Southampton. It's important that detailed evidence is forthcoming.	Sustainability Appraisal	Baseline and assessments have been updated.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
	Oct-13	188	Wastewater	The SA makes only very general statements about the treatment of wastewater. It appears that a treatment works relating to that operated by Albion with outflow into the River Meon is the preferred option. Presumably this is because of offsite technical difficulties and cost of connecting to the Peel Common works. The River Meon flows from the Albion works into the Titchfield haven Nature reserve which is a RAMSAR and NNR. We need detailed studies of the constituents in the outflow and their effect on eutrophication downstream. This could alter the population dynamics of the stream invertebrates which form the base of the foodweb with many important bird species at its head. Such a change is clearly not sustainable.	Sustainability Appraisal	Noted.
	Oct-13	189	Economics	The reliability of the info re economic activity and population growth used to inform the SA is questionable and when combined with existing problems re unemployment and empty retail units, produces a level of uncertainty re future projections which the SA does not address.	Sustainability Appraisal	Noted.
	Oct-13	190		Publicly available evidence supporting the plan is limited. Does this mean that the plan will be progressed without the required infrastructure being put in place?	Sustainability Appraisal	Refer to Infrastructure Delivery Plan.

Analysis of Consultation Responses

Sustainability Appraisal / Strategic Environmental Assessment of the Welborne Plan

Organisation	Date	Comment ID	Para	Comments	Document	Summary of FBC reaction, if any needed
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Appendix D: PPP Review

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Appendix D: Review of Policies, Plans and Programmes



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Review of Policies, Plans and Programmes

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
Accessibility and Transport		
<p>Department for Transport : Creating Growth, Cutting Carbon; Making Sustainable Local Transport Happen (January 2011)</p>	<p>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.”</p>	<p>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.</p>
<p>Department for Transport: Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (November 2008)</p>	<p>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.</p>	<p>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.</p>
<p>National Planning Policy Framework (2012)</p>	<p>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.</p> <ul style="list-style-type: none"> - Support sustainable transport development including; infrastructure, large scale facilities, rail freight, roadside facilities, ports and airports. - Protect and exploit opportunities for sustainable transport modes, including designing and locating developments to maximise sustainable modes and minimise day to day journey lengths. 	<p>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.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
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.
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.
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. 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 forms of transport directly or indirectly depend, and the key to continued casualty reduction and • 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>	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.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<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>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 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>
<p>National Policy Statements (NPS): Ports NPS (Jan 2012)</p>	<p>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.</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>	<p>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.</p>
<p>National Policy Statements (NPS): National Networks NPS* * This NPS has not been published in draft yet</p>	<p>It is a National Policy Statement (NPS) and provides the framework for decisions on proposals for new road and rail development.</p>	<p>N/A</p>



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
(2012). Pending the publication of the consultation document, a statement of current Strategic Rail Freight Interchange (SRFI) policy has been placed in the Libraries of both Houses and published on the Department's website.	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.	
National Policy Statements (NPS): Aviation NPS* * This NPS has not been published in draft yet (2012).	It is a National Policy Statement (NPS) and provides the framework for decisions on aviation proposals. 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.	N/A
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.
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 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; 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	The DPD should seek to support a limitation of air pollution and maximise 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.
Hampshire County Council: Hampshire Local Transport Plan 2011-31 (2011)	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	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.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	helping to meet local and national targets for carbon and air quality.	
Biodiversity and Geodiversity		
EC Sixth Environmental Action Programme 2002-2012 (2002)	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.	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.
EC Biodiversity Strategy (1998)	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.	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 sub regional ecological networks.
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.
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.
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.
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)	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),	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

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	<p>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>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>
<p>Conservation of Habitats and Species Regulations 2010</p>	<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>	<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.</p>
<p>Making Space for Nature: a review of England's wildlife sites and ecological network (2010)</p>	<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 have been made which are united under five key themes:</p> <ul style="list-style-type: none"> (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. (ii) There is a need to properly plan ecological networks, including restoration 	<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>

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	<p>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 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</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>control and making it easier for people to take positive action. (iv) <u>International and EU leadership</u> 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. 	
UK National Ecosystem Assessment (2011)	<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 services on human well-being and what are the knowledge constraints on more informed decision making? 	<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>
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 	<p>The DPD should seek to address the objectives of the biodiversity strategy by fully addressing biodiversity considerations through the DPD's development process. In particular the DPD should support new development which avoids</p>

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	<p>equivalent to an area the size of Warwickshire</p> <ul style="list-style-type: none"> - 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>sensitive areas and seeks to support sub regional biodiversity networks.</p>
<p>TCPA Biodiversity by Design: A Guide for Sustainable Communities (2004)</p>	<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>
<p>National Planning Policy Framework (2012))</p>	<p>Replacing PPS9 (Biodiversity and Geological Conservation), 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; • 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</p>	<p>The DPD should aim to promote development which protects and 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>

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	<p>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>	
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.
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.
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.
CABE Making Contracts Work for Wildlife: How to Encourage Biodiversity in Urban Parks (2006)	Advises on how to make the most of the potential for biodiversity in urban parks and it shows how the commitment of individuals and employers can make the difference between failure and inspiring success.	The DPD should seek to increase the biodiversity value of built up 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	The Framework seeks the following outcomes for the region: Trees and woodlands supporting the development of sustainable	The DPD should aim to protect trees and woods and recognise their value to landscape, biodiversity, climate change mitigation and

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England: 2004	<p>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. 	<p>adaptation, environmental quality and for the public realm. Planting of trees within the development sites should be encouraged.</p>
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 • 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 	<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. The DPD also should recognise the benefits of improved biodiversity infrastructure for climate change adaptation.</p>

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(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 recreational use arising from planned strategic development in the Solent area, in relation to disturbance impacts on overwintering birds within the SPAs	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>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>
Climate Change		
<p>UN Framework Convention on Climate Change (1992)</p>	<p>Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.</p>	<p>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</p>

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		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.
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.
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.
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.
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 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	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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	advice and awareness raising.	
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>
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.
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

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		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 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 	<p>The DPD should seek to facilitate a limitation 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.</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</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

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	their local impact reports.	theme) that are relevant to the application in question.
<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)	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.	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.
EU The Lisbon Strategy (2000, revised 2005)	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.	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.
National Planning Policy Framework (2012)	<p>Replacing PPS1(Delivering Sustainable Development), 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 - Building a strong competitive economy;</p> <p>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 	Sustainable economic development which supports environmental improvements, improves community cohesion and enhances the vitality and vibrancy of urban and rural areas should be a central aim of the DPD.



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	<p>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;</p> <ul style="list-style-type: none"> • 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. 	
DfES Education and Skills: Delivering Results, A Strategy to 2006 (2002)	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.	The DPD should encourage the provision of new educational and learning facilities to help improve skills and increase opportunities.
HM Treasury: Science & innovation investment framework 2004-2014 (2004)	Describes how the UK should attract the highest-skilled people and companies which have the potential to innovate turn innovation into a commercial opportunity.	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.
DEFRA Securing the Future - UK Government sustainable development strategy (2005)	Sets a broad-ranging policy agenda for achieving sustainable development in the 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.	The DPD, in addition to securing the provision of high quality 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	The DPD should support the growth of Information & Communications Technology by encouraging and facilitating the expansion of high speed ICT networks across site allocations.

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	a centre for investment by world-leading companies.	
Partnership for Urban South Hampshire: Economic Development Strategy (2006)	<p>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:</p> <ol style="list-style-type: none"> 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.
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)	<p>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;</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>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>	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

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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 disadvantaged areas than elsewhere.	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 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 	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.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<ul style="list-style-type: none"> • 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 	
<p>South East Regional Public Health Group: The South East England Health Strategy (2008)</p>	<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>
<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 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 	<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>

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	<ul style="list-style-type: none"> • Provide more secure cycle parking • Promotion of safe cycling • Monitoring cycle accident data 	
Historic Environment		
UNESCO World Heritage Convention (1972)	Aims of the Convention are: defining cultural and natural heritage; recognising the protection and conservation; understanding the value; and establishing 'the World Heritage fund'.	The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the DPD.
Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)	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.	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.
Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)	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.	Archaeological assets, both potential and realised should be provided with full consideration through the development of the DPD.
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 support development which protects, and where 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>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>



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<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. 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>	
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 Heritage Protection Bill (2008)	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 engagement within the heritage protection system.	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	The protection and enhancement of cultural heritage assets and settings should be a key consideration for the DPD.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	beyond.	
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> <p>Principle 5: Decisions about change must be reasonable, transparent and consistent</p> <p>Principle 6: Documenting and learning from decisions is essential.</p>	The DPD should seek to ensure that the principles set out in the document are reflected by new development.
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.
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	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>a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Delivering a wide choice of high quality homes; and Requiring good design;</p> <p>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	The DPD should ensure the provision of high quality, well located and affordable housing appropriate for local residents' needs, whilst promoting high environmental standards.



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	more quickly; more affordable homes; and greener homes - with high environmental standards and flagship developments leading the way.	
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.
South East Regional Housing Board: Regional Housing Strategy 2008- 2011 (2008)	<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 s 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>
Fareham Borough Council: Homelessness Strategy (2007)	<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 	The DPD should ensure the provision of a wide range of high quality, well located and affordable housing appropriate for local residents' needs.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<p>recovering from the effects of substance misuse.</p> <ul style="list-style-type: none"> • 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 	
Fareham Borough Council: Housing Strategy 2009-2012 (2009)	<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> <p>To facilitate the provision of additional affordable housing across all tenures within the borough thus working towards achieving a Balanced Housing Market;</p> <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. 	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.
Localism Act (2011)	<p>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:</p> <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. 	The DPD should reflect the greater local power, both within the community and in the councils, that the act provides.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<ul style="list-style-type: none"> • 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 	
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.
South Downs Joint Committee: The South Downs Management Plan 2008-13 (2008)	<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. 	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.

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Material Assets (including energy and waste)		
EC Sixth Environmental Action Programme 2002-2012 (2002)	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 preference to waste recovery and recycling.	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.
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 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 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.
National Planning Policy Framework (2012)	<p>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 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</p>	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 sterilisation of certain minerals resources and related infrastructure.

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	<p>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>	
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)	<p>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 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>	The DPD should have due regard to the NPPF principle (Meeting the challenge of climate change, flooding and coastal change) for renewable energy applications.
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 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.	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.

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<p>ODPM PPS10: Planning for Sustainable Waste Management (2005)*</p> <p>*The Waste Planning Policy Statement will remain in place until the National Waste Management Plan is published.</p>	<p>Planning authorities are encouraged to deliver sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.</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>
<p>DEFRA Waste Strategy for England (2007)</p>	<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>
<p>DTI Micro Generation Strategy (2006)</p>	<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>
<p>Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)</p>	<p>The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.</p>	<p>The DPD should encourage efficient design of new development; and help facilitate the provision of localised renewable energy provision.</p>
<p>Hampshire County Council, Portsmouth City Council and Southampton City Council: Hampshire Minerals and Waste Core Strategy (2007)*</p> <p>*Soon to be replaced by the emerging Hampshire Minerals and Waste Plan which has recently been examined and found sound</p>	<p>The Strategy was produced jointly by the County Council, in partnership with Portsmouth and Southampton City Councils and the New Forest National Park Authority. It sets out the overarching planning strategy for minerals and waste until 2020, and features a 'resource management' approach that increases the reuse, recycling and recovery of wastes to reduce waste production, landfilling and the amount of primary materials extracted. A new single Hampshire Waste and Minerals Plan will be developed shortly.</p>	<p>DPDs should be in general conformity with adopted and emerging minerals and waste plans.</p>
<p>Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (1998)*</p> <p>*Soon to be replaced by the emerging Hampshire Minerals and Waste Plan which has recently been examined and found sound</p>	<p>Although these Minerals and Waste Local Plans have been mostly superseded by the Hampshire Minerals and Waste Core Strategy (2007), there are still some site specific policies that have been retained until the Hampshire Mineral Plan and Hampshire Waste Plan are adopted. These policies are:</p> <p>Policy 19 - Preferred Areas - Mineral Policy 21 - Safeguarded Areas - Mineral Policy 38 - Preferred Areas - Waste Policy 43 - Preferred Sites - Waste</p>	<p>DPDs should be in general conformity with adopted and emerging minerals and waste plans.</p>
<p>Fareham Borough Council: Environmental Sustainability Strategy, Towards a Greener Fareham (2010)</p>	<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>	<p>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.</p>

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	<ul style="list-style-type: none"> • Reducing the carbon footprint of the Borough • Managing natural resources more effectively • Adapting to climate change 	
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, predictable 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, predictable 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, predictable 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, predictable 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 : Electricity Networks 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, predictable 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 : 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, predictable and accountable.	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

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	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.	guidance in the Overarching NPS, the technology specific NPS and any other NPSs that are relevant to the application in question.
<p>National Policy Statements : Hazardous Waste*</p> <p>*This NPS is not in force (Consultation started 14 July 2011 and ended 20 October 2011 – not yet designated)</p>	<p>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;</p> <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.
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)	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	The DPD should have due regard to the NPPF ‘promoting healthy community’ and ‘Supporting high quality communications infrastructure’ principles.



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	<p>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 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>

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Chief Secretary to the Treasury: Every Child Matters - Change for Children - Green Paper (2003)	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.	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.
EU Sustainable Development Strategy (2006)	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.	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.
ODPM Warm Homes and Energy Conservation Act (2000)	Requires the Government to develop and instigate a strategy to eradicate fuel poverty in England by 2016 and Wales by 2018.	The DPD should help facilitate the provision of affordable, high quality and energy efficient housing.
ODPM Sustainable Communities: Building for the Future (2003)	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.	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.
ODPM & Home Office: Safer Places: The Planning System and Crime Prevention (2004)	Practical guide to designs and layouts that may help with crime prevention and 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.	The DPD should draw on this guide by promoting design and layout 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.
Countryside Agency: The Countryside in and	A vision for the landscape of urban/rural fringe environments and how to	The provision of a high quality multifunctional green infrastructure



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Around Towns – A vision for connecting town and country in the pursuit of sustainable development (2005)	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.	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 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.
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; 	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.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<ul style="list-style-type: none"> • 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. 	
<p>Hampshire Strategic Partnership: Shaping our future together- the Hampshire Sustainable Community Strategy 2008-2018 (2008)</p>	<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> <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 	<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.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<ul style="list-style-type: none"> • 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 	
<p>Network Fareham: A Sustainable Community Strategy for Fareham 2010-2020 (2009)</p>	<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>	<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.</p>
<p>Fareham Borough Council: Independence, Access and Choice A Strategy For Older People In Fareham 2008 – 2013 (2008)</p>	<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. 	<p>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.</p>
<p>Equality Act 2010*</p> <p>*Most of the provisions came into force in October 2010. Further provisions came into force in April 2011. Some provisions are outstanding (2012).</p>	<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> <p>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.</p>	<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.</p>

Soil

DEFRA: Safeguarding our Soils: A Strategy for

The Soil Strategy for England outlines the Government’s approach to

The DPD should seek to limit the loss of the highest quality agricultural



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
England (2009)	<p>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 	<p>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.</p>
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 from that remediation; • 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 	<p>The DPD should seek to limit the loss of higher quality agricultural land and valued geology.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<p>person, is presented.</p> <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>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) (England and Wales) Regulations (2003)</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 environmental objectives are being set, including ecological targets for surface waters.</p>	<p>The DPD 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>National Planning Policy Framework (2012)</p>	<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 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</p>



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<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>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 for England and Wales (2001, reviewed 2005)	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 human uses.	The DPD should promote development which limits the risk of flooding, improves water quality and facilitates water conservation and reuse.
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: Groundwater Protection:	The Environment Agency is the statutory body responsible for the protection and management of groundwater resources in England & Wales. The	The DPD should seek to protect the quality and quantity of



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
Policy and Practice (2007)	<p>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).</p> <p>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.</p>	<p>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.</p>
POS, LGA: Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (2006)	<p>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.</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>
Defra and Environment Agency, River Basin Management Plan South East River Basin District (2009)	<p>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 improvements are possible by 2015 and how the actions will make a difference to the local environment – the catchments, estuaries, the coast and groundwater.</p> <p>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>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.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
Partnership for Urban South Hampshire: PUSH Integrated Water Strategy (2008)	<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. 	The DPD should seek to support the recommendations outlined by the strategy and secure their implementation through development.
Atkins, Environment Agency, Partnership for Urban South Hampshire: Partnership for Urban South Hampshire Strategic Flood Risk Assessment (2007)	<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>	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.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
<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.</p> <p>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>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<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. 	
<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
<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, predicable 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>	N/A
<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>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the Fareham Borough Council LDF in terms of sustainability issues
	<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 E: SA Framework

Please see insert.

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SA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the New Community North of Fareham Plan

#	SA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Sustainability theme(s)
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 the adverse impact on the landscape setting of neighbouring settlements including gaps between settlements	Landscape; Historic environment
		Q3b	Protect and enhance the setting of Portsdown Hill	
		Q3c	Protect views to and from the South Downs National Park	
		Q3d	Protect and enhance landscape features within the new community	
		Q3e	Maintain and enhance woodland / hedgerow cover and management	

SA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the New Community North of Fareham Plan

#	SA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Sustainability theme(s)
4	To promote accessibility and encourage travel by sustainable means	Q4a	Encourage walking and cycling	Transportation and accessibility; Population and quality of life; Air quality; Climate change
		Q4b	Create a safe transport network	
		Q4c	Provide appropriate travel choices for all of the new community residents	
		Q4d	Actively encourage 'smarter choices'	
		Q4e	Provide frequent high quality rapid transit links	
		Q4f	Provide good public transport to nearby centres	
		Q4g	Promote mixed use development with good accessibility to local services that will limit the need to travel	
5	To minimise carbon emissions at the new community and promote adaptation to climate change	Q5a	Reduce energy consumption from non-renewable resources	Air quality; Climate change; Material assets
		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 affecting the new community	Q6a	Maintain and where possible improve air quality	Air quality; Population and quality of life; Water
		Q6b	Protect groundwater, especially in the most sensitive areas (i.e. source protection zones)	
		Q6c	Maintain and where possible improve water quality	
		Q6d	Limit light pollution	
		Q6e	Limit noise pollution and the impact of motorway noise pollution on new residents	



SA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the New Community North of Fareham Plan

#	SA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Sustainability theme(s)
7	To conserve and enhance biodiversity	Q7a	Protect and enhance internationally and nationally designated habitats	Biodiversity and geodiversity
		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 in line with the aims of the Biodiversity Opportunity Areas	
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials)	Q8a	Minimise water consumption	Material assets; Soil; Water
		Q8b	Support sustainable levels of water abstraction	
		Q8c	Use land efficiently	
		Q8d	Minimise the loss of best and most versatile agricultural land	
		Q8e	Encourage recycling of household waste	
		Q8f	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 new community	Q9a	Provide accessible jobs for the population at the new community	Population and quality of life; Economic factors
		Q9b	Provide a range of jobs and premises	
		Q9c	Facilitate skills enhancement	
		Q9d	Support working from home	
		Q9e	Contribute to a low carbon economy	

SA Framework

Sustainability Appraisal / Strategic Environmental Assessment of the New Community North of Fareham Plan

#	SA Objective	Indicator / Decision making criteria: - Will the option/proposal help to...		Sustainability theme(s)
10	To create vital and viable new centres which complement existing centres	Q10a	Meet the day to day needs of residents of the new community near to where they live	Population and quality of life; Economic factors
		Q10b	Support the vitality and viability of nearby existing 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 new community	Q11a	Provide accessible and appropriate healthcare services and facilities for all of the new community residents	Health; Population and quality of life
		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 leisure and community facilities that are accessible by all	

Appendix F: Options Assessment April 2013

Please see insert.

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New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
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Site boundary

1	Concept Masterplan Options 1/2: Land west and east of A32, including land north of M27J11	0	--	--	--	--	--	--	0	0	0
2	Concept Masterplan Option 3: Land west and east of A32, not including land north of M27J11	0	--	--	-	-	-	-	0	0	0
3	Concept Masterplan Option 4: Land west of A32 only	0	-	-	+	+	+	+	-	+	+

Use of land in Winchester District

4	Further Variation 2a: Housing on part (Knowle buffer)	+	0	-	0	0	0	-	0	0	0	-
5	Further Variation 2b: Playing fields or other formal open space (Knowle buffer)	0	0	+	0	0	0	0	0	0	0	+
6	Semi-natural greenspace	0	0	+	0	0	0	+	0	0	0	+

Location of district centre

7	Alternative DC Option 1: Adjacent to A32	0	0	0	0	0	0	0	0	0	0	0
8	Alternative DC Option 2: Adjacent to A32 and Knowle Road junction	0	0	0	-	0	0	0	0	-	-	-
9	Alternative DC Option 3: Halfway along Knowle Road	0	0	0	0	0	0	0	0	0	0	0
10	Alternative DC Option 4: Centre of site	0	0	0	+	0	0	0	0	+	+	+

Number of local and district centres

11	Two new centres, plus better use of Knowle	0	0	0	-	0	0	0	0	-	-	-
12	Three new centres	0	0	0	+	0	0	0	0	+	+	+
13	Four new centres	0	0	0	+/?	0	0	0	0	+/?	+/?	+/?

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
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Retail floorspace

14	Core Strategy level of provision: up to 9,000sqm	0	0	0	-	-	-	-	0	0	0	0
15	More than Core Strategy	0	0	0	-	-	-	-	0	0	0	0
16	Less than Core Strategy (e.g. 6,000sqm)	0	0	0	+	+	+	+	0	0	0	0

Location of secondary school

17	Alternative School Option 1: near Funtley	0	0	0	+	+	+	0	0	0	+	+
18a	Alternative School Option 2a: south of Roche Court (potentially sharing some facilities with Boundary Oak Sch)	0	?	0	0	0	0	--/+	0	0	0	0
18b	Alternative School Option 2b: north of Roche Court (potentially sharing some facilities with Boundary Oak Sch)	0	?	0	0	0	0	-/+	0	0	0	0
19	Near Knowle, with playing fields in Knowle triangle (additional option)	0	0	0	0	0	0	0	0	0	0	0

Secondary school capacity and catchment

20	Meets NCNF needs only	0	0	0	+	+	+	+	0	0	+	+
21	Larger (also serving parts of Fareham)	0	0	0	0	-	-	-	0	0	0	0
22	Smaller	0	0	0	-	-	-	-	0	0	-	-

Health

23	Provide 9 GPs and a 1,000sqm facility to cater for NCNF population	0	0	0	+	+	+	0	0	0	+	+
24	Provide 6 GPs and a 650sqm facility, with some residents relying on existing services	0	0	0	-	-	-	0	0	0	-	-

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11

Community facilities

25	Dispersal of facilities across the site	0	0	0	+	+	+	0	0	0	+	+
26	One multi-use facility	0	0	0	-	-	-	0	0	0	+	+

Quantum of housing

27	High: 7,500 (Concept Masterplan Options 1/2)	++	-	-	+	--	--	--	--	0	0	0
28	Mid: 6,500 (Concept Masterplan Option 3)	+	-	-	+	-	-	-	-	0	0	0
29	Low: 5,400 (Concept Masterplan Option 4)	+	-	-	+	-	-	-	-	0	0	0

Housing density

30	30 dwellings per hectare	0	0	0	0	0	0	-	0	0	0	0
31	35 - 38dph	0	+	+	+	0	0	+	0	0	0	?
32	40dph	0	++	++	++	0	0	++	0	0	0	?

Affordable housing

33	0% provision	-	0	0	0	0	0	0	0	0	-	0
34	20% provision	+	0	0	0	0	0	0	0	0	+	0
35	30-40% provision (as in the Core Strategy)	++	0	0	0	0	0	0	0	0	++	0

Affordable housing mix

36	More affordable rent, less intermediate homes	0	0	0	0	0	0	0	0	0	0	0
37	Less affordable rent, more intermediate homes	0	0	0	0	0	0	0	0	0	0	0



New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11

Employment location

38	Largely at junction 11	0	--	--	--	--	--	--	--	0	0	0
39	Largely at Dean Farm and junction 10	0	-	-	+	+	+	+	-	+	+	+

Employment land use split

40	Between 49% and 56% B1 floorspace, with the remainder made up of B2 and B8 floorspace	0	0	0	+	+	+	0	0	+	+	0
41a	60% B1 floorspace, with the remainder split between B2 and B8 (as discussed in the Core Strategy)	0	0	0	+/-	+/-	+/-	0	0	+/-	+/-	0
41b	Lower amounts of B1 with higher provision of B2/B8	0	0	0	-	-	-	0	0	-	-	0

Quantum of employment floorspace

42	One job per household (i.e. 12.1sqm per dwelling)	0	0	0	0	0	0	0	0	+	0	0
43	Less than one job per household	0	0	0	0	0	0	0	0	-	0	0

Public transport

44	Bus Rapid Transit penetrates site	0	0	0	++	+	0	0	0	++	++	++
45	Rail halt at Knowle / Funtley	0	0	0	+/?	+/?	0	-/?	0	+/?	+/?	+/?
46	New / re-routed local bus service	0	0	0	+	+	0	0	0	+	+	+

Smarter choices

47	Compulsory full Framework Travel Plan and subsequent site specific Travel Plans setting out how modal share will be met	0	0	0	++	++	++	0	0	0	0	++
48	Reliance on new public transport, walking and cycling infrastructure to deliver modal share	0	0	0	+	+	+	0	0	0	0	+

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
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Transport network

49	Junction 11 upgrades and link road, plus some improvements at J10 (Concept Masterplan Option 1)	0	-	-	+/-	-	-	--	-	+	+	0
50	Upgrade junction 10 to all-moves (Concept Masterplan Options 2, 3 and 4)	0	0	0	+	0	0	0	0	+	+	0
51	Upgrade junction 10 to all-moves with east-facing slip leaving M27 just east of Funtley	0	0	0	+	0	0	0	0	+	+	0

Balance of public and private open space

52	More garden space and less public open space	+	0	0	0	0	0	-	0	0	0	+
53	Less garden space and more public open space	0	0	+	0	0	0	+	0	0	+	+

Green Infrastructure Strategy

54	Green Infrastructure Strategy from Concept Masterplan	+	0	+	+	+	+	+	+	+	+	+
----	---	---	---	---	---	---	---	---	---	---	---	---

Energy

55	Concept Masterplan Energy Option 1: Site wide energy generation	+	0	0	0	++	-/?	0	0	0	0	0
56	Concept Masterplan Energy Option 2: Individual building energy generation	+	0	0	0	+	0	0	0	0	0	0
57	Concept Masterplan Energy Option 3: Energy efficiency	++	0	0	0	+	0	0	0	0	0	0

Water

58	Reducing water usage	0	0	0	0	+	+	+	+	0	0	0
59	Rainwater harvesting	0	0	0	0	+	+	+	+	0	0	0
60	Grey water recycling	0	0	0	0	+	+	+	+	0	0	0
61	Black water recycling	0	0	0	0	+	+	+	+	0	0	-/?



New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11

Household waste recycling centre

62	Include HWRC on site	0	0	0	+	0	0	0	+	0	0	0
63	No HWRC on site	0	0	0	-	0	0	0	-	0	0	0

Use of Fareham Common

64	Housing on part	+	0	-	0	0	-	-	0	0	0	-
65	Green infrastructure - local food production or other formal open space	0	0	+	0	0	0	0	0	0	0	+
66	Green infrastructure - semi-natural / agricultural as at present	0	0	+	0	0	0	+	0	0	0	+

Use of land at Pinks Sawmills

67	Exclude from site boundary	0	0	0	0	0	0	0	0	0	0	0
68	Allocate as housing	0	-	0	-	-	-	0	0	0	-	-
69	Allocate as mixed-use site for employment and HWRC	0	-	0	+	0	0	0	+	0	0	0

High level development principles

70	Retain Core Strategy vision for NCNF, including high level of self-containment and exemplar energy efficiency	0	0	0	++	++	++	0	0	0	+	++
71	Revise vision to encourage self-containment, and promote renewable energy and thermal efficiency	0	0	0	+	+	+	0	0	0	++	+

Additional development principles

72	Include additional development principles focusing on character & distribution of land uses	0	0	+	+	+	0	0	+	+	+	+
73	Do not include additional development principles	0	0	0	0	0	0	0	0	0	0	0

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
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Comprehensive approach

74	Comprehensive approach to development which accords with Concept Masterplan	+	+	+	+	+	+	+	+	+	+
75	Piecemeal development	0	0	0	0	0	0	0	0	0	0

Maintaining settlement separation

76	Allocate 50m settlement buffer at Knowle (north), Funtley and Wickham	++	+	+	0	0	0	+	0	++	+	+
77	Allocate a greater than 50m buffer around these settlements	+	++	++	0	0	0	++	0	+	++	+

Design principles

78	General design principles, including character areas, Design Statements, layouts and adaptability	+	+	+	+	+	+	+	+	+	+	+
79	Strategic Design Code SPD against which development phases can be assessed	+	+	+	+	+	+	+	+	+	+	+

Location of primary schools

80	Locate all three primary schools west of the A32	0	0	0	+	+	+	0	0	0	0	+
81	Locate two primary schools west of the A32, and one to the east	0	?	0	+	+	+	-/+	0	0	0	+

Pre-school provision

82	Provision of at least 50 nursery spaces at each primary school with additional facilities at District and Local Centres	0	0	0	+	+	+	0	0	0	+	+
83	Market decides	0	0	0	?	?	?	0	0	0	?	?

Cycling and pedestrian linkages

84	Provision of strategic north-south link from Wickham to Fareham	0	0	0	+	+	+	0	0	0	0	+
85	Provision of pedestrian/cycle bridge over A32 to serve the secondary school	0	0	0	+	+	+	0	0	0	0	+

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11

Market housing mix		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
86	As per policy (1bed 0-10%; 2bed 10-20%; 3bed 50-65%; 4bed 10-20%; 5+bed 0-10%)	++	0	0	0	0	0	0	0	0	0	0
87	Market decides	+	0	0	0	0	0	0	0	0	0	0
Market housing flexibility		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
88	50% Lifetime Homes provision	++	0	0	++	0	0	0	0	0	++	++
89	25% Lifetime Homes provision	+	0	0	+	0	0	0	0	0	+	+
90	No Lifetime Homes provision	0	0	0	0	0	0	0	0	0	0	0
Private rented housing		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
91	Secure 5-10% of dwellings for long-term private rent	++	0	0	0	0	0	0	0	++	0	0
92	No secured provision	+	0	0	0	0	0	0	0	+	0	0
Extra care provision		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
93	Provide 120 units (2 schemes)	++	0	0	++	0	0	0	0	0	++	++
94	Provide 60 units (1 scheme)	+	0	0	+	0	0	0	0	0	+	+
95	Provide for NCNF needs only (19 units)	0	0	0	0	0	0	0	0	0	0	0

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1 SA2 SA3 SA4 SA5 SA6 SA7 SA8 SA9 SA10 SA11

Avoiding and mitigating the impact on internationally protected sites

96	Mitigate all impacts offsite through contributions to the SDMP	0	0	0	0	0	0	-	0	0	0	0
97	Mitigate all impacts through SANGs by requiring additional GI land offsite	0	0	-/+	+	0	0	-/+	0	0	0	0
98	Mitigate impacts through a combination of SANGs and contributions to SDMP	0	0	-/+	+	0	0	+	0	0	0	0
99	Reduce size of development to reduce impact	-	0	0	0	0	0	-	+	-	-	0

Green corridors and connections

100	Enhance existing network	0	0	+	+	+	+	+	0	+	+	+
101	Create entirely new network of connections to countryside	0	0	+	+	+	+	+	0	+	0	+

Energy and carbon reduction

102	Code for Sustainable Homes Level 4	+	0	0	0	+	+	0	0	0	0	0
103	Zero carbon	++	0	0	0	++	++	0	0	0	0	0
104	No specified standard (in line with Building Regulations)	-	0	0	0	-	-	0	0	0	0	0

Water efficiency

105	125 litres per person per day (in line with Building Regulations Part G)	-	0	0	0	0	0	-	-	0	0	0
106	105l/p/d (CSH Level 4 requirement)	+	0	0	0	0	0	+	+	0	0	0
107	80l/p/d (CSH Level 6 requirement)	++	0	0	0	0	0	++	++	0	0	0

New Community North of Fareham: High Level Assessment of Options

SEA Objectives

SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
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Waste water treatment

108	Treatment at Peel Common with new pipe going through Fareham town centre	0	-	0	0	-	0	?	--	0	0	0
109	Treatment at Peel Common with new pipe going around Fareham through countryside	0	0	-	0	-	0	?	--	0	0	0
110	Treatment at Knowle, water supplied back to NCNF for toilet flushing or discharged into R. Meon after 3ary treatment	0	0	?	0	+	0	?	-	0	0	0
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11

Key to the High Level Assessment Matrix

++	Likely strong positive effect
+	Likely positive effect
0	Neutral/no effect
-	Likely adverse effect
--	Likely strong adverse effect
+/-/?	Uncertain effects

SEA 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 at the new community and promote adaptation to climate change
- 6 To minimise air, water, light and noise pollution affecting the new community
- 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 new community
- 10 To create vital and viable new centres which complement existing centres
- 11 To create a healthy and safe new community

Appendix G: Detailed Assessment Summer 2013

Please see insert.

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DETAILED ASSESSMENT MATRIX

Concept Masterplan Option 3: Land west and east of the A32, not including land north of M27 J11, delivering up to 6.500 houses

	No.	SA 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									
ives	1	To provide good quality and sustainable housing for all.	Masterplan Option 3 will facilitate the development of 6,500 houses in Welborne. This will increase the availability of housing locally.	+	+	+	On-going	Permanent	Sub-regional	High	Medium	Major	Positive	Yes	<p>The option proposes the delivery of up to 6,500 dwellings. This will help meet local and sub-regional housing needs.</p> <p>The extent to which the option will provide a mix of dwelling sizes and types to support the local housing market will however depend on the type and tenure of housing and the proportion of affordable housing to be delivered.</p>
	2	To conserve and enhance built and cultural heritage.	<p>The development of Masterplan Option 3 may have effects on the setting of cultural heritage assets. Due to the proposed location of development, effects on the historic environment will take place both to the west and east of the A32.</p> <p>To the west of the A32 the option will affect the setting of the Grade II* listed Dean Farmhouse. To the east of the A32, the proposals will affect the setting of the two listed buildings at Boundary Oak School and North Fareham Farmhouse and potentially the listed building at Crockerhill Industrial Park. The proposals will also affect the historic setting of the landscape of the area, including linked to the setting of Fort Nelson on Portsdown Hill to the east (although it should be noted that land will not be developed to the north of Junction 11 of the M27, the area closest to Portsdown Hill, under this option).</p>	-	-	-	On-going	Permanent	Local	High	Medium	Moderate	Negative	Yes	<p>The design and layout of development areas in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage.</p> <p>New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and the townscape and landscape of the area. The historic environment and setting of the area should be used to promote local distinctiveness. Archaeological finds should be appropriately catalogued by the relevant bodies. Local authority conservation and archaeological departments should be fully involved in the progression of Welborne.</p>
	3	To conserve and enhance the character of the landscape.	There are likely to be inevitable effects on landscape quality from the development of 6,500 dwellings, employment land and associated infrastructure in the vicinity of Welborne. Option 3 will also lead to development to the east of the A32, which has been deemed to be of higher landscape sensitivity than the west of the road.	--	--	--	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	<p>The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity.</p> <p>The impact of the proposed new development on local landscape quality will depend on the design and layout of development and the incorporation of buffer zones and the development of green infrastructure networks.</p>
	4	To promote accessibility and encourage travel by sustainable means.	The effect of the proposals depend on the degree to which sustainable transport networks are effectively integrated within the planning of Welborne. However it is likely that the development of 6,500 dwellings will increase the viability of public transport networks and support the implementation of new walking and cycling routes.	+	+	+	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	<p>The scale of development proposed for Welborne under this option, 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. This will need to be closely managed through the implementation of measures to promote public transport use and walking and cycling.</p>
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of 6,500 new dwellings through the Welborne Plan is likely to lead to inevitable increase in greenhouse gas emissions through increasing the built footprint of Fareham Borough.	--	--	--	On-going	Permanent	International	Low	Medium	Moderate	Uncertain	Yes	<p>The extent to which Welborne minimises greenhouse gas emissions depends on a range of factors, including the effective integration and use of sustainable transport networks, the extent to which energy efficient design is included in new development and the layout of development.</p>

SEA Object															
	6	To minimise air, water, light and noise pollution affecting the new community.	The extent to which Welborne minimises air, noise, water and light pollution depends on the design and layout of development, green infrastructure networks, the use of low noise road surfacing, high quality drainage systems, appropriate lighting design and other factors. However the scale of development will lead to inevitable effects on air, water, light and noise pollution without effective mitigation and avoidance measures.	--	--	--	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	The development of 6,500 dwellings and associated infrastructure will also have shorter term effects on air quality, noise pollution and tranquillity during the construction phase.
	7	To conserve and enhance biodiversity.	The development of Welborne with this level of housing has the potential to lead to a range of pressures on habitats, species and sites in the wider area without a range of mitigation, avoidance and enhancement measures. The effect of the option on biodiversity depends on the introduction of effective measures to reduce the negative impacts associated with development, including habitat loss, fragmentation, disturbance and pollution and the provision of areas which will support biodiversity. New development in the new community should be accompanied by a net gain in biodiversity, both in terms of habitats and species, through the enhancement and creation of new habitats.	-	-	-	On-going	Permanent	Local	High	Low	Moderate	Negative	Yes	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The integration of green infrastructure and enhanced biodiversity networks within Welborne should be also a priority to help minimise effects and support biodiversity enhancements.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of the Welborne will lead to the loss of areas of the best and most versatile agricultural land. The scale of development proposed to take place under the option will also require a high degree of resource use, including during construction. The development of Welborne will also place additional pressures on sub-regional water resources through increasing water demand. Whilst Portsmouth Water have stated that there is currently sufficient water available for Welborne, this may change as the effects of climate change take place in the timeframe of the plan to 2041.	-	-	-	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	Welborne will also lead to increases in the production of waste. The full range of measures to protect water and land resources and limit resource use will be required during the development and construction of Welborne.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Housing numbers of up to 6,500 dwellings in Welborne will increase the local market for goods, services and amenities. This will support the economic vitality of the Welborne and the surrounding area.	+	++	++	On-going	Permanent	Sub-regional	High	High	Moderate	Negative	No	An increase in economic activity will support an increase in employment opportunities locally.
	10	To create vital and viable new centres which complement existing centres	The development of 6,500 dwellings in Welborne will enlarge the catchment areas for district and local centres within the new community.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Negative	No	This will support the vitality and viability of centres. The proposed level of housing also has the potential to support existing centres in the vicinity of the NCNF.
11	To create a healthy and safe new community	The development of 6,500 houses in Welborne has the potential to increase the viability of the new community's health, leisure and community facilities. This will increase the amenities available for local people. The viability of public transport networks may also be supported by an increased population, further increasing accessibility to these services.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Improved accessibility to services, facilities and amenities will support the health and wellbeing of residents of Welborne.	

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive	
	Negative effect	-		Major		Major			
	Positive effect	+		Moderate		Moderate			
	Major positive effect	++		Minor		Minor			
	Neutral environmental effect			Negligible		Negligible			

DETAILED ASSESSMENT MATRIX

Concept Masterplan Option 4: Land west of A32 only (facilitating potentially less than 6,000 dwellings)

No.	SA 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									
1	To provide good quality and sustainable housing for all.	Masterplan Option 4 will facilitate the development of approximately 6,000 houses in Welborne. This will increase the availability of housing locally.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	Yes	The option proposes the delivery of up to 6,000 dwellings. This will help meet local and sub-regional housing needs. The extent to which the option will provide a mix of dwelling sizes and types to support the local housing market will however depend on the type and tenure of housing and the proportion of affordable housing to be delivered.
2	To conserve and enhance built and cultural heritage.	To the west of the A32 the option will affect the setting of the Grade II* listed Dean Farmhouse.	-	-	-	On-going	Permanent	Local	Medium	Medium	Minor	Negative	Yes	However the scope and scale of impacts on the local historic environment depends largely on the design and layout of new development and the extent to which it protects and enhances the fabric and setting of existing cultural heritage assets.
3	To conserve and enhance the character of the landscape.	Whilst inevitable landscape effects will take place due to the scale of development proposed by the option, Masterplan Option 4 will locate development to the west of the A32 corridor. This area has been deemed to be of lower sensitivity for landscape than to the east of the A32.	-	-	-	On-going	Permanent	Sub-regional	Medium	High	Moderate	Negative	Yes	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The scope and scale of effects on landscape quality however also depend on measures to preserve key landscape features, the implementation of high quality design and layout within Welborne and the incorporation of high quality green infrastructure networks.
4	To promote accessibility and encourage travel by sustainable means.	The effect of the proposals depend on the degree to which sustainable transport networks are effectively integrated within the planning of Welborne. However it is likely that the development of 6,000 dwellings will increase the viability of public transport networks and support the implementation of new walking and cycling routes.	+	+	+	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The scale of development proposed for Welborne under this option, 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. This will need to be closely managed through the implementation of measures to promote public transport use and walking and cycling.
5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of 6,000 new dwellings through the Welborne Plan is likely to lead to inevitable increase in greenhouse gas emissions through increasing the built footprint of Fareham Borough.	--	--	--	On-going	Permanent	International	Low	Medium	Moderate	Uncertain	Yes	The extent to which Welborne minimises greenhouse gas emissions depends on a range of factors, including the effective integration and use of sustainable transport networks, the extent to which energy efficient design is included in new development and the layout of development.
6	To minimise air, water, light and noise pollution affecting the new community.	The extent to which Welborne minimises air, noise, water and light pollution depends on the design and layout of development, green infrastructure networks, the use of low noise road surfacing, high quality drainage systems, appropriate lighting design and other factors. However the scale of development will lead to inevitable effects on air, water, light and noise pollution without effective mitigation and avoidance measures.	--	--	--	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	The development of 6,000 dwellings and associated infrastructure will also have shorter term effects on air quality, noise pollution and tranquillity during the construction phase.

7	To conserve and enhance biodiversity.	<p>The development of Welborne with this level of housing has the potential to lead to a range of pressures on habitats, species and sites in the wider area without a range of mitigation, avoidance and enhancement measures.</p> <p>The effect of the option on biodiversity depends on the introduction of effective measures to reduce the negative impacts associated with development, including habitat loss, fragmentation, disturbance and pollution and the provision of areas which will support biodiversity. New development in the new community should be accompanied by a net gain in biodiversity, both in terms of habitats and species, through the enhancement and creation of new habitats.</p>	-	-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	Yes	<p>A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The integration of green infrastructure and enhanced biodiversity networks within Welborne should be also a priority to help minimise effects and support biodiversity enhancements.</p>
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	<p>The development of the Welborne will lead to the loss of areas of the best and most versatile agricultural land.</p> <p>The scale of development proposed to take place under the option will also require a high degree of resource use, including during construction.</p> <p>The development of Welborne will also place additional pressures on sub-regional water resources through increasing water demand. Whilst Portsmouth Water have stated that there is currently sufficient water available for Welborne, this may change as the effects of climate change take place in the timeframe of the plan to 2041.</p>	-	-	-	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	<p>Welborne will also lead to increases in the production of waste.</p> <p>The full range of measures to protect water and land resources and limit resource use will be required during the development and construction of Welborne.</p>
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	<p>Welborne will increase the local market for goods, services and amenities. This will support the economic vitality of the surrounding area.</p> <p>However a smaller population in Welborne will slightly limit the local market for goods, services and amenities compared to options with a larger population. This may limit economic vitality.</p>	+	+	+	On-going	Permanent	Local	Medium	Low	Minor	Positive	No	<p>A smaller population would however require fewer jobs overall.</p>
10	To create vital and viable new centres which complement existing centres	<p>A small reduction in the proposed size of the Welborne will slightly limit the overall catchments for district and local centres. However a more compact new community focussed on the area west of the A32 will help concentrate the catchment areas for the district and local centres developed in Welborne.</p>	+	+	+	On-going	Permanent	Local	Medium	Low	Minor	Positive	No	
11	To create a healthy and safe new community	<p>A smaller population in Welborne has the potential to reduce the viability of the new community's health, leisure and community facilities, reducing the amenities available for local people. The viability of public transport networks may also be undermined by a smaller population, further reducing accessibility to these services.</p> <p>However the more compact nature of Welborne under this option will help concentrate the catchment areas for the district and local centres developed in the new community. This will help improve the viability of their services and facilities and their accessibility for residents..</p>	-	-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	No	<p>A more compact Welborne as proposed by the option may also promote an increased level of walking and cycling, promoting healthier lifestyles.</p>

Key		Magnitude of significance is illustrated as:		Negative		Positive	
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Severe		Superior	
	Negative effect	-		Major		Major	
	Positive effect	+		Moderate		Moderate	
	Major positive effect	++		Minor		Minor	
	Neutral environmental effect			Negligible		Negligible	

DETAILED ASSESSMENT MATRIX

Alternative School Option 1: near Funtley

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			The proposal seeks to deliver secondary school provision for the new community.
	2	To conserve and enhance built and cultural heritage.	The proposed school site is not located close to designated historic environment sites.										Neutral		The proposed secondary school site is not located close to designated historic environment assets. The Grade II* listed Dean Farmhouse (the closest designated historic environment site) is located approximately 700m to the east of the school site.
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.										Neutral		Located west of the A32, the proposed school would be located in an area which has lower landscape sensitivity than the east of study area.
	4	To promote accessibility and encourage travel by sustainable means.	The proposed policy for the new secondary school in Welborne highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route. The location of the school would also benefit from existing pedestrian and cycle access from south of the M27		++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will support this objective through encouraging the use of sustainable modes of transport, discouraging car use and promoting mixed use development with good accessibility and which limits the need to travel.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The proposed secondary school policy seeks to encourage accessibility and the use of sustainable transport modes. This will support a limitation of greenhouse emissions. The effective implementation of the Green Infrastructure Strategy and flooding and sustainable drainage systems policy will also support climate change adaptation in the new community.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposed policy for the new secondary school in Welborne highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route.
	6	To minimise air, water, light and noise pollution affecting the new community.	The proposed secondary school policy seeks to encourage accessibility and the use of sustainable transport modes. Existing air quality issues in this area may have some impacts on the quality of the public realm in the vicinity of a new school at this location however.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	This will support this objective through limiting emissions from school-related transport (including nitrogen dioxide and particulates).
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.										Neutral		The biodiversity and green infrastructure policies will help support opportunities for maximising the biodiversity value of the school site. The site is approximately 350m from the Funtley Triangle SINC, which is a poor unimproved wet grassland and the Great Beamond Coppice SINC, which is Ancient Semi-Natural Woodland.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.										Neutral		Effect of the new secondary school at this location depends on the implementation of other policies in the plan.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.										Neutral		
	10	To create vital and viable new centres which complement existing centres	The proposed policy for the new secondary school highlights that school will be well connected and integrated with Welborne.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support this objective through supporting the vitality and viability of the new community and helping to meet the day to day needs of residents of the new community near to where they live.

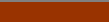









11	To create a healthy and safe new community	The proposed policy for the new secondary school in the new community states that the school should be well connected to new and existing pedestrian and cycle routes and green corridors. This will support health and wellbeing through promoting more active modes of travel to school.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	This will support health and wellbeing and community cohesion in the new community.
		Funtley's location next to the M27 may have implications from the health and wellbeing of pupils due to air and noise quality issues.												

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Alternative School Option: Near Knowle, with playing fields in Knowle triangle

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			The proposal seeks to deliver secondary school provision for the new community.
	2	To conserve and enhance built and cultural heritage.	The proposed school site is not located close to designated historic environment sites.									Neutral			The proposed secondary school site is not located close to designated historic environment assets. The Grade II listed Knowle Hospital and Hospital Chapel (the closest designated historic environment sites) are located in the centre of Knowle at a minimum of 500, west of the proposed school site.
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			Located west of the A32, the proposed school would be located in an area which has lower landscape sensitivity than the east of study area.
	4	To promote accessibility and encourage travel by sustainable means.	The proposed policy for the new secondary school in Welborne highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route.	0	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will support this objective through encouraging the use of sustainable modes of transport, discouraging car use and promoting mixed use development with good accessibility and which limits the need to travel.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The proposed secondary school policy seeks to encourage accessibility and the use of sustainable transport modes. This will support a limitation of greenhouse emissions. The effective implementation of the Green Infrastructure Strategy and flooding and sustainable drainage systems policy will also support climate change adaptation in the new community.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposed policy for the new secondary school in Welborne highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route.
	6	To minimise air, water, light and noise pollution affecting the new community.	The proposed secondary school policy seeks to encourage accessibility and the use of sustainable transport modes.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support this objective through limiting emissions from school-related transport (including nitrogen dioxide and particulates).
	7	To conserve and enhance biodiversity.	The Knowle Triangle contains an area of ancient woodland. This may be affected by pupils crossing the area to access playing fields.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	The biodiversity and green infrastructure policies will help support opportunities for maximising the biodiversity value of the school site. The potential location of the school is close to Knowle Copse, Dash Wood and Ravens Wood SINC, which is an Ancient Semi-Natural Woodland. This is unlikely to be affected by locating the school at this location.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	The proposed policy for the new secondary school highlights that school will be well connected and integrated with the new community.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support this objective through supporting the vitality and viability of Welborne and helping to meet the day to day needs of residents of the new community near to where they live.
	11	To create a healthy and safe new community	The proposed policy for the new secondary school in the new community states that the school should be well connected to new and existing pedestrian and cycle routes and green corridors. This will support health and wellbeing through promoting more active modes of travel to school.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support health and wellbeing and community cohesion in the new community.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

The Duration Column is listed as:

Positive effect	+
Major positive effect	++
Neutral environmental effect	

significance is illustrated as:

Moderate				Moderate	
Minor				Minor	
Negligible				Negligible	

DETAILED ASSESSMENT MATRIX

Location of secondary school at a site of at least nine hectares east of the A32

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			The proposal seeks to deliver secondary school provision for Welborne.
	2	To conserve and enhance built and cultural heritage.	The proposed school site is unlikely to affect the fabric or setting of designated historic environment sites. The proposed school buildings will be located approximately 700m north of the Grade II listed building at Boundary Oak School/Roche Court and 700m south of the Grade II listed building at Pinks Sawmill, the closest designated sites.									Neutral			Consideration should however be given to a buffer around Roche Court to protect its landscape setting.
	3	To conserve and enhance the character of the landscape.	Located east of the A32, the proposed school would be located in an area which has higher landscape sensitivity than the west of plan area. This has the potential to lead to effects on landscape quality through visual impacts. Effects on tranquillity through noise and light pollution may however be limited by the location of the school close to the A32, which currently has effects on noise quality and light pollution in the area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The impact of the proposed new development on local landscape quality will depend on the design and layout of development and the incorporation of buffer zones and the development of green infrastructure networks.
	4	To promote accessibility and encourage travel by sustainable means.	The location of the school near to the A32, will have mixed implications for this SA Objective. Whilst the A32 is likely to be a key public transport corridor for Welborne, the easy access of the school from the strategic road network may undermine the use of sustainable modes of transport. The proposed school site is located on the eastern side of the A32. As most residential development will be located on the west of the road, potential road safety issues may arise from pupils, parents and staff crossing the road corridor, with implications for accessibility.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	The new school site should be well connected by new and existing pedestrian and cycle routes, and provided with bus stops. High quality pedestrian and cycle crossings of the A32 should also accompany the development of the secondary school at this location. However, WEL15 and WEL20 provide for an at-grade crossing and a pedestrian/cycle bridge to ensure safe access.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The implications for accessibility highlighted under SA Objective 4 above may lead to increases in greenhouse gas emissions linked to school transport.	-	-	-	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	The new school should be well connected by new and existing pedestrian and cycle routes, and provided with bus stops. High quality pedestrian and cycle crossings of the A32 should also accompany the development of the secondary school at this location.
	6	To minimise air, water, light and noise pollution affecting the new community.	The school is likely to be a trip generator, with implications for air and noise quality in the area. The location of the school close to the A32 is however less likely to lead to significant effects on air and noise quality due to the existing presence of the road. The proposed location of the school is situated at the edge of a Source Protection Zone 3.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	The policy should seek to ensure that surface run off is managed from the school to protect the SPZ.

7	To conserve and enhance biodiversity.	The development of a school at this location is unlikely to have significant adverse effects at this location. The proposed school site is located adjacent to two areas of Biodiversity Action Plan habitat (lowland mixed deciduous woodland), including to the south of the site along the A32 and on the eastern edge of the site. These will be retained. The nearest designated biodiversity sites are at Blake's Copse SINC (which is located 800m to the north of the proposed school site) and Carpenter's Copse SINC (which is located approximately 650m to the north east of the site). Both are areas of Ancient Semi-Natural Woodland.									Neutral			The proposed biodiversity and green infrastructure policies for Welborne will help support opportunities for maximising the biodiversity value of the school site and help link biodiversity features present locally such as the BAP habitat.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of the school site at this location will lead to the loss of approximately 9ha of the best and most versatile agricultural land.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The proposed school site is located in an area of Grade 2 agricultural land.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The delivery of a new school of this size will improve educational opportunities in Welborne.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
10	To create vital and viable new centres which complement existing centres	The proposed school site is accessible to the likely location of the district centre.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposal will support this objective through supporting the vitality and viability of the district centre.
11	To create a healthy and safe new community	The proposed school site is located on the eastern side of the A32. As most residential development will be located on the west of the road, potential road safety issues may arise from pupils, parents and staff crossing the road corridor.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	High quality pedestrian and cycle crossings of the A32 should accompany the development of the secondary school at this location.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-			Major		Major	
	Positive effect	+			Moderate		Moderate	
	Major positive effect	++			Minor		Minor	
	Neutral environmental effect				Negligible		Negligible	

DETAILED ASSESSMENT MATRIX

Provision of a secondary school which is the right size to meet the needs of the population living in Welborne

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			The secondary school policy seeks to ensure that the school is sufficiently landscaped to minimise the visual and impact of the school to the east.
	4	To promote accessibility and encourage travel by sustainable means.	By limiting school intake to those living in Welborne, the policy will limit the scope for reducing travel distance to school for those secondary school students living in the immediate vicinity of the plan area, including Funtley and Knowle. This limits accessibility improvements to secondary schools for those living in the vicinity of Welborne.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The policy for the new secondary school in Welborne also however highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route. This will support accessibility for those students living within the new school's catchment area.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	By limiting school intake to those living in Welborne, the policy will reduce the scope for reducing travel distance to school for those secondary school students living in the immediate vicinity of the plan area, including Funtley and Knowle.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	This will do less to limit greenhouse gas emissions from school-related transport. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.
	6	To minimise air, water, light and noise pollution affecting the new community.	The policy will reduce the potential for reducing travel distance for secondary school students living in the immediate vicinity of the plan area, including Funtley and Knowle.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	This will do less to limit emissions from school-related transport (including nitrogen dioxide and particulates), with fewer associated benefits for air quality in the vicinity of existing schools and existing school routes. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.										Neutral		
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.										Neutral		Effect of the new secondary school at this location depends on the implementation of other policies in the plan.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.										Neutral		

10	To create vital and viable new centres which complement existing centres	Through focusing on meeting the secondary school provision requirements of Welborne, and not surrounding communities, the option will limit the cohesion of Welborne with surrounding areas including north Fareham, Knowle and Funtley.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Secondary school students in Knowle are currently within the catchment area of Swanmore College of Technology. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, approximately 8km away. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away. Areas to the east of the A32 currently fall within the catchment of Cams Hill School, approximately 3.5km from these areas.
11	To create a healthy and safe new community	Through focusing on meeting the secondary school provision requirements of Welborne, and not surrounding communities, the option will limit the scope for improving education provision for those living in the vicinity of Welborne.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, approximately 8km away. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away. Areas to the east of the A32 currently fall within the catchment of Cams Hill School, approximately 3.5km from these areas.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Widen school provision - a secondary school which meets the needs of the population living in Welborne as well as pupils in nearby settlements

No.	SA 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									
1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			
3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			
4	To promote accessibility and encourage travel by sustainable means.	The option seeks to widen school intake to other parts of Fareham as well as those living within the new community. This will support accessibility for those secondary school students living in close vicinity of the new community.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The policy for the new secondary school in Welborne also highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route. This will support accessibility for those students living within the new school's catchment area. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.
5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The option seeks to widen school intake to other parts of Fareham as well as those living within the new community. This will help reduce greenhouse gas emissions from school transport through reducing the distance travelled for some.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.
6	To minimise air, water, light and noise pollution affecting the new community.	The option seeks to widen school intake to other parts of Fareham as well as those living within the new community. This will support air quality by helping to limit emissions from school-related transport (including nitrogen dioxide and particulates)	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.
7	To conserve and enhance biodiversity.	No significant effects at this level of detail.									Neutral			
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
10	To create vital and viable new centres which complement existing centres	Through helping to meet the secondary school provision requirements of the new community and surrounding communities, the option will promote the cohesion of the new community with surrounding areas including north Fareham, Knowle and Funtley.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Secondary school students in Knowle are currently within the catchment area of Swanmore College of Technology. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, approximately 8km away. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away. Areas to the east of the A32 currently fall within the catchment of Cams Hill School, approximately 3.5km from these areas.

11	To create a healthy and safe new community	Through focusing on meeting the secondary school provision requirements for surrounding communities as well as the new community, the option will help improve education provision for those living in the vicinity of Welborne.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The option will also support health and wellbeing by improving access to secondary schooling for those living in surrounding areas and improving community access to school sports facilities.
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Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-			Major			Major	
	Positive effect	+			Moderate			Moderate	
	Major positive effect	++			Minor			Minor	
	Neutral environmental effect				Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

Smaller school provision - secondary school which meets some of the needs of the population living in Welborne, but some pupils from Welborne will have to attend other existing secondary schools in the local area

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral				
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral				
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral				
	4	To promote accessibility and encourage travel by sustainable means.	<p>By limiting school intake to those living in the new community, the policy will reduce the scope for reducing travel distance to school for those secondary school students living in the immediate vicinity of the NCNF site, including Funtley and Knowle.</p> <p>This limits accessibility improvements to secondary schools for those living in the vicinity of the new community.</p> <p>The option also risks secondary school provision in the new community being too small for the community's needs. This may require some pupils to travel longer distances to other schools in the wider area.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The policy for the new secondary school in the new community also however highlights the need for school to be well connected by new and existing pedestrian and cycle routes, provided with bus stops and no more than 500m from a stop on the BRT route. This will support accessibility for those students living within the new school's catchment area.	
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	<p>By limiting school intake to those living in the new community, the policy will reduce the scope for reducing travel distance to school for those secondary school students living in the immediate vicinity of the NCNF, including Funtley and Knowle.</p> <p>The option also risks secondary school provision in the new community being too small for the community's needs. This may require some pupils to travel longer distances to other schools in the wider area, with associated increases in greenhouse gas emissions from school transport.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	<p>This will do less to limit greenhouse gas emissions from school-related transport.</p> <p>Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.</p>	
	6	To minimise air, water, light and noise pollution affecting the new community.	<p>The option will reduce the potential for reducing travel distance for secondary school students living in the immediate vicinity of the NCNF site, including Funtley and Knowle.</p> <p>The option also risks secondary school provision in the new community being too small for the community's needs. This may require some pupils to travel longer distances to other schools in the wider area, with associated increases in emissions.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	<p>This will do less to limit emissions from school-related transport (including nitrogen dioxide and particulates), with fewer associated benefits for air quality in the vicinity of existing schools and existing school routes. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, which is located approximately 8km away from the village. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away.</p>	
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.										Neutral			
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.										Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.										Neutral			

10	To create vital and viable new centres which complement existing centres	Through focusing on meeting the secondary school provision requirements of the new community, and not surrounding communities, the option will limit the cohesion of the new community with surrounding areas including north Fareham, Knowle and Funtley. The option also risks secondary school provision in the new community being too small for the community's needs. This has the potential to limit the cohesive effect of the new secondary school.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Secondary school students in Knowle are currently within the catchment area of Swanmore College of Technology. Children of secondary school age in Knowle are currently within the catchment area of Swanmore College of Technology, approximately 8km away. Children of secondary school age in Funtley are currently within the catchment area of Henry Cort Community College, approximately 3km away. Areas to the east of the A32 currently fall within the catchment of Cams Hill School, approximately 3.5km from these areas.
	11	To create a healthy and safe new community	Through focusing on meeting the secondary school provision requirements of the new community, and not surrounding communities, the option will limit the scope for improving education provision for those living in the vicinity of the NCNF. The option also risks secondary school provision in the new community being too small for the community's needs. This may require some pupils to travel longer distances to other schools in the wider area, discouraging healthier modes of school travel such as walking and cycling.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No

Key

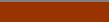









The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Locate Primary schools next to the district, village and local centres

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			The effect of the option depends on the design and layout of school sites as well as measures to create a high quality built environment.
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			The effect of the option depends on the design and layout of school sites and measures to create a high quality built environment which protects landscape features and minimises adverse impacts on the landscape setting of neighbouring settlements.
	4	To promote accessibility and encourage travel by sustainable means.	Locating primary schools next to local centres will support this objective through encouraging the use of sustainable modes of transport, discouraging car use and promoting mixed use development with good accessibility and which limits the need to travel.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	Locating primary schools next to centres is likely to improve accessibility to walking and cycling routes and public transport networks.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	Through encouraging the use of sustainable modes of transport for school journeys (see SA Objective 4), the option will help limit greenhouse gas emissions from primary school transport.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The policy for the new schools in Welborne highlights the need for schools to be in reasonable walking distance of pupils' homes. It also highlights that safe routes to school by foot, bicycle or public transport are essential for all primary schools.
	6	To minimise air, water, light and noise pollution affecting the new community.	Through encouraging the use of sustainable transport modes for school journeys (see SA Objective 4), the option will help limit effects on air and noise quality from primary school transport.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support this objective through limiting emissions from school-related transport (including nitrogen dioxide and particulates).
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.									Neutral			The biodiversity and green infrastructure policies will help support opportunities for maximising the biodiversity value of the school sites.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Locating new schools close to Welborne's centres will improve accessibility to employment opportunities.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	New schools will be an employment generator.
	10	To create vital and viable new centres which complement existing centres	Through helping ensure that primary schools are well connected and integrated with district, village and local centres in the new community, the option will support the vitality of these centres.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The location of schools in Welborne's centres will increase footfall in the week. This will support this objective through supporting viability of Welborne's centres and helping to meet the day to day needs of residents near to where they live.
	11	To create a healthy and safe new community	Through maximising access to schools by foot, bicycle or public transport, the option will support health and wellbeing through promoting more active modes of travel to school. By locating schools close to centres, the option will help to form the identity of the new community through facilitating a high level of demand for community use of school facilities.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	This will support health and wellbeing and promote community cohesion in the new community.














Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Community facilities: one multi-use facility

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			The effect of the proposal depends on the location, design and layout of the single facility.
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			The effect of the proposal depends on the location, design and layout of the single facility.
	4	To promote accessibility and encourage travel by sustainable means.	The option seeks to implement a single centre for community facilities. Whilst the centre has the potential to be well linked by public transport links (if transport links are focussed on the centre) the option is likely to increase the distance of community facilities from some residential areas.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	No	A single centre is less likely to be accessible to residential areas of Welborne than a number of localised neighbourhood centres.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	Through the development of a single centre for community facilities, fewer users are likely to walk and cycle to the centre than they would do to neighbourhood facilities. It will also increase the need to travel. In this context the option will reduce the scope for limiting greenhouse gas emissions.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	A single centre is less likely to be accessible by walking and cycling than localised neighbourhood facilities.
	6	To minimise air, water, light and noise pollution affecting the new community.	Through the development of a single centre for community facilities, fewer users are likely to walk and cycle to the centre than neighbourhood facilities. It will also increase the need to travel. This will reduce the scope for limiting emissions and noise pollution from transport.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	A single centre is less likely to be accessible by walking and cycling than localised neighbourhood facilities.
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.									Neutral			
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Through focussing community need on the one centre, the option may increase the viability of Welborne's centre.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
	10	To create vital and viable new centres which complement existing centres	The option may increase the strength of the Welborne's centre as a viable centre. However the development of one single centre will reduce the scope for the creation of neighbourhood centres which act as key hubs for local people.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	This has the potential to reduce the vitality and vibrancy of local neighbourhoods. A single centre will also do less to maintain and strengthen neighbourhood distinctiveness and sense of place.
	11	To create a healthy and safe new community	<p>The option seeks to develop a single centre for community facilities. Whilst the centre has the potential to be well linked by public transport links (if transport links are focussed on the centre) the option is likely to increase the distance of community facilities from residential areas. This will discourage healthier modes of travel such as walking and cycling.</p> <p>The creation of a single centre also has the potential to reduce the vitality of neighbourhood centres. This will reduce the liveability and cohesion of new neighbourhoods developed through Welborne.</p>	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	No	A single centre is less likely to be accessible to residential areas of Welborne than localised neighbourhood facilities. This may reduce accessibility to health, leisure and sports facilities.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Junction 10 Option 1: New on slip-road and off slip road immediately to the west of the existing junction

	No.	SA 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	To provide good quality and sustainable housing for all.	The eastbound off slip proposed as part of the option is likely to affect at least one house. The westbound on-slip has the potential to affect the setting of residential areas to the south west of the junction (including at Potters Avenue) by increasing noise pollution.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	It is uncertain whether the routing of the eastbound off slip will avoid the loss of the building. However if loss of the building is avoided, the setting of the house is likely to be significantly affected.
	2	To conserve and enhance built and cultural heritage.	Noise from the eastbound off slip-road may have some additional but small effects on noise quality in the vicinity of the Grade II* listed Dean Farmhouse. However, under this option the distributor road from the motorway is not diverted within 100m of the building.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	However the construction and operation of the new off and on slips to the motorway as part of this option is unlikely to significantly affect the fabric and setting of existing cultural heritage assets in the area, including the listed buildings.
	3	To conserve and enhance the character of the landscape.	A new on and off slip-road west of the existing junction will lead to land-take to the south and north of the motorway, including at Fareham Common. This will affect landscape and townscape quality in the area (although it should be noted that the existing motorway already has significant effects on the quality of the public realm in the area).	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The proposed slip roads will be located in an area of lower landscape sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	A new on and off slip-road will improve accessibility by car to the M27 to and from Welborne. The Option 1 configuration would focus strategic road infrastructure on one part of the Welborne site, and would not cause severance in other parts of the site, or between the site and Fareham. However, it could make the A32 and Junction 10 unmanageable to cross, worsening pedestrian/cycle connections to Fareham in that area.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	Yes	The option is unlikely to support accessibility by non-car modes.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport linked to Welborne.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	
	6	To minimise air, water, light and noise pollution affecting the new community.	The new eastbound and westbound slip road proposed to the west of the existing junction will contribute to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	It should however be noted that noise and air quality and light pollution is currently significantly affected by the existing presence of the motorway.
	7	To conserve and enhance biodiversity.	The proposed routes of the two slip roads will not affect locally designated biodiversity sites. There is however potential for an area of Biodiversity Action Plan habitat (lowland deciduous woodland) to be affected to the east of the junction on the north side of the M27.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through the routing and construction of the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads as part of the wider green infrastructure strategy for Welborne to contribute to sub-regional biodiversity networks.

8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the eastbound off slip-road will lead to the loss of the Grade 3b agricultural land to the north of the M27. However, this land would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.									Neutral			Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Improved access to Welborne from the strategic road network through two new slip roads has the potential to lead to economic benefits.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Through encouraging businesses to locate in Welborne.
10	To create vital and viable new centres which complement existing centres	Uncertain effects. An improvement in accessibility for motorised vehicles from Welborne may undermine the viability of district and local centres through encouraging people to travel elsewhere for facilities, amenities and opportunities	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	No	However improving road connections to Welborne may support the viability of centres through encouraging businesses to locate in the new community.
11	To create a healthy and safe new community	An increase in noise and air pollution and an encouragement of the use of the private car by road improvements may have implications for health and wellbeing.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	The option may also have implications for road safety through encouraging the use of the private car.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

Junction 10 Option 2: New on and off slip-roads located with new underpass 600m to the west of the existing junction

	No.	SA 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	To provide good quality and sustainable housing for all.	The two slip roads proposed as part of the option also have the potential to affect the quality of the residential environment adjoining Funtley Road and Funtley Hill, and new residential areas within Welborne.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	No buildings are likely to be lost as part of the option however.
	2	To conserve and enhance built and cultural heritage.	The construction and operation of the eastbound off slip-road may have some additional effects on noise quality in the vicinity of and the visual setting of the Grade II listed Church of St Francis. The proposed distributor road from the eastbound off slip road will also pass within 100m of the Grade II* listed Dean Farmhouse. This may affect its setting.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The proposed slip road begins close to the listed church.
	3	To conserve and enhance the character of the landscape.	A new on and off slip-road 600m west of the existing junction will lead to land-take to the south and north of the motorway, including at Fareham Common. This will affect landscape and townscape quality in the area (although it should be noted that the existing motorway already has significant effects on the quality of the public realm in the area).	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The proposed slip roads will be located in an area of lower landscape sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne.	-	-	-	On-going	Permanent	Local	Medium	Medium	Minor	Negative	Yes	The option is unlikely to support accessibility by non-car modes.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport linked to Welborne.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	
	6	To minimise air, water, light and noise pollution affecting the new community.	The new eastbound and westbound slip road proposed 600m west of the existing junction will contribute to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	It should however be noted that noise and air quality and light pollution is currently significantly affected by the existing presence of the motorway.
	7	To conserve and enhance biodiversity.	The westbound on slip has the potential to lead to land-take on two areas of Biodiversity Action Plan habitat on Fareham Common (lowland mixed deciduous woodland), part of which has been proposed for designation as SINC.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through the routing and construction of the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads as part of the wider green infrastructure strategy for Welborne to contribute to sub-regional biodiversity networks.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the eastbound off slip-road and westbound on slip will lead to the loss of the Grade 3b agricultural land to the south and north of the M27. However, land to the north would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Improved access to Welborne from the strategic road network through two new slip roads has the potential to lead to economic benefits.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Through encouraging businesses to locate in Welborne.

10	To create vital and viable new centres which complement existing centres	Uncertain effects. An improvement in accessibility for motorised vehicles from Welborne may undermine the viability of district and local centres through encouraging people to travel elsewhere for facilities, amenities and opportunities	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	No	However improving road connections to Welborne may support the viability of centres through encouraging businesses to locate in the new community.
	11	To create a healthy and safe new community	An increase in noise and air pollution and an encouragement of the use of the private car by road improvements may have implications for health and wellbeing.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

Junction 10 Option 3: New on and off slip-roads located with new underpass 600m to the west of the existing junction, with replacement westbound offslip also connecting to new underpass

	No.	SA 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	To provide good quality and sustainable housing for all.	The three new slip roads proposed as part of the option also have the potential to affect the quality of the residential environment adjoining Funtley Road and Funtley Hill, and new residential areas within Welborne.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	No buildings are likely to be lost as part of the option however.
	2	To conserve and enhance built and cultural heritage.	The construction and operation of the eastbound off slip-road may have some additional effects on noise quality in the vicinity of and the visual setting of the Grade II listed Church of St Francis. The proposed distributor road from the eastbound off slip road will also pass within 100m of the Grade II* listed Dean Farmhouse. This may affect its setting.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The proposed slip road begins close to the listed church.
	3	To conserve and enhance the character of the landscape.	A new on and off slips, and replacement slip-road 600m west of the existing junction will lead to land-take to the south and north of the motorway, including at Fareham Common. This will affect landscape and townscape quality in the area (although it should be noted that the existing motorway already has significant effects on the quality of the public realm in the area). However, some improvements may result from removal of the current circular offslip.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The proposed slip roads will be located in an area of lower landscape sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne.	-	-	-	On-going	Permanent	Local	Medium	Medium	Minor	Negative	Yes	The option is unlikely to support accessibility by non-car modes.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport linked to Welborne.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	
	6	To minimise air, water, light and noise pollution affecting the new community.	The new eastbound and westbound slip road proposed 600m west of the existing junction will contribute to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	It should however be noted that noise and air quality and light pollution is currently significantly affected by the existing presence of the motorway.
	7	To conserve and enhance biodiversity.	The westbound on slip has the potential to lead to land-take on two areas of Biodiversity Action Plan habitat (lowland mixed deciduous woodland) on Fareham Common, part of which has been proposed for designation as SINC.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through the routing and construction of the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads as part of the wider green infrastructure strategy for Welborne to contribute to sub-regional biodiversity networks.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the new and replacement slip roads will lead to the loss of the Grade 3b agricultural land to the south and north of the M27. However, land to the north would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Improved access to Welborne from the strategic road network through three slip roads has the potential to lead to economic benefits.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Through encouraging businesses to locate in Welborne.

10	To create vital and viable new centres which complement existing centres	Uncertain effects. An improvement in accessibility for motorised vehicles from Welborne may undermine the viability of district and local centres through encouraging people to travel elsewhere for facilities, amenities and opportunities	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	No	However improving road connections to Welborne may support the viability of centres through encouraging businesses to locate in the new community.
	11	To create a healthy and safe new community	An increase in noise and air pollution and an encouragement of the use of the private car by road improvements may have implications for health and wellbeing.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

Junction 10 Option 4: New on slip-road immediately to the west of the existing junction and new off slip-road close to Funtley

	No.	SA 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	To provide good quality and sustainable housing for all.	<p>The westbound on-slip has the potential to affect the setting of residential areas to the south west of the junction (including at Potters Avenue) by increasing noise pollution.</p> <p>The eastbound off slip proposed as part of the option also has the potential to affect residential the quality of the residential environment adjoining Funtley Road, and new residential areas within Welborne. Option 4 passes in closest proximity to Funtley of all five options and so is assessed as having a major impact.</p>	-	-	--	Ongoing	Permanent	Local	High	Low	Moderate	Negative	No	No buildings are likely to be lost as part of the option however.
	2	To conserve and enhance built and cultural heritage.	<p>The construction and operation of the eastbound off slip-road may have some additional effects on noise quality in the vicinity of and the visual setting of the Grade II listed Church of St Francis.</p> <p>The proposed distributor road from the eastbound off slip road will also pass within 100m of the Grade II* listed Dean Farmhouse. This may affect its setting.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The proposed eastbound off slip road begins close to the Church.
	3	To conserve and enhance the character of the landscape.	The location of the eastbound off-slip would require substantial banking with significant visual impacts for residents of Funtley.	-	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The proposed slip roads will be located in an area of lower landscape sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	<p>A new on and off slip-road will improve accessibility by car to the M27 to and from Welborne.</p> <p>But the option would result in a degree of severance in the southern part of the Welborne site, and between the site and Fareham, especially for pedestrians/cyclists.</p>	-	-	-	On-going	Permanent	Local	Medium	Medium	Minor	Negative	Yes	The option is unlikely to support accessibility by non-car modes.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A new on and off slip-road will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport linked to Welborne.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	
	6	To minimise air, water, light and noise pollution affecting the new community.	The new eastbound and westbound slip road proposed to the west of the existing junction will contribute to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	It should however be noted that noise and air quality and light pollution is currently significantly affected by the existing presence of the motorway.
	7	To conserve and enhance biodiversity.	Depending on where the off-slip begins, there is potential for the eastbound off-slip to affect an area of Biodiversity Action Plan habitat close to Funtley (lowland meadow and rush pasture and eutrophic standing water).	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through the routing and construction of the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads as part of the wider green infrastructure strategy for Welborne to contribute to sub-regional biodiversity networks.

8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the eastbound off slip-road will lead to the loss of the Grade 3b agricultural land to the north of the M27. However, this land would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.									Neutral		No	Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Improved access to Welborne from the strategic road network through two new slip roads has the potential to lead to economic benefits.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Through encouraging businesses to locate in Welborne.
10	To create vital and viable new centres which complement existing centres	Uncertain effects. An improvement in accessibility for motorised vehicles from Welborne may undermine the viability of district and local centres through encouraging people to travel elsewhere for facilities, amenities and opportunities	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	No	However improving road connections to Welborne may support the viability of centres through encouraging businesses to locate in the new community.
11	To create a healthy and safe new community	An increase in noise and air pollution and an encouragement of the use of the private car by road improvements may have implications for health and wellbeing.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The option may also have implications for road safety through encouraging the use of the private car.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

BRT Option 1: Dedicated segregated route for BRT within Welborne site

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	Depending on its route and design, the development of a segregated route for the BRT (including associated infrastructure such as BRT stops) has the potential to impact on local heritage assets, including unknown buried assets.	-	-	-	On-going	Permanent	Local	Low	Low	Negligible	Negative	Yes	Where appropriate the route of the BRT should seek to avoid effects on the listed buildings present on the site, including the two buildings at Boundary Oak School, and Dean Farmhouse, and those adjacent to it, including Mill House (Forest Lane) and North Fareham Farm. The design of the BRT (and stops) in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage. Archaeological finds in the route of the BRT should be appropriately catalogued by the relevant bodies, and local authority conservation and archaeological departments should be fully involved in route development.
	3	To conserve and enhance the character of the landscape.	A segregated BRT will lead to increased land-take within Welborne, with potential increased effects on landscape and townscape quality. The overall effect of a segregated route for the BRT on landscape quality however depends on the design and route of the facility.	-	-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	Yes	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The current proposed route options for the BRT are located to the west of the A32. The impact of the BRT on local landscape quality will depend on its route and design.
	4	To promote accessibility and encourage travel by sustainable means.	A segregated BRT will support accessibility by improving journey times for users of the rapid transit system. It also has the potential to improve linkages with walking and cycling networks through opportunities to utilise the segregated corridor as a key green infrastructure link.	++	++	++	On-going	Permanent	Sub-regional	High	Medium	Major	Positive	No	A segregated BRT will help ensure consistent journey times. This offers an increased improvement over conventional buses running in mixed traffic. A segregated BRT will also improve perceptions of service quality (including comfort and capacity), encouraging its use.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of a high quality BRT will support climate change mitigation through encouraging modal shift from the private car and reducing emissions. Climate change adaptation may also be supported by opportunities to utilise the segregated corridor as a key green infrastructure link.	+	+	+	On-going	Permanent	International	Low	Medium	Moderate	Positive	Yes	To maximise its effectiveness in limiting greenhouse gas emission, the BRT should utilise low emission vehicles.
	6	To minimise air, water, light and noise pollution affecting the new community.	The BRT will help limit air and noise pollution through promoting modal shift from the private car. A segregated BRT also offers opportunities for improving green infrastructure networks through the development of a green corridor along the BRT route. This has potential benefits for air and noise quality.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A segregated BRT is however likely to require additional lighting. This has the potential to increase light pollution.

7	To conserve and enhance biodiversity.	Additional land take required for a segregated BRT has the potential to increase effects on biodiversity through habitat loss and fragmentation. The development of a segregated BRT however has the potential to contribute to biodiversity networks through the development of green corridors alongside the proposed route.	-/+	-/+	-/+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive and negative	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These assets should be where possible preserved and enhanced through the development of the BRT route.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of a segregated BRT will lead to the loss of areas of the best and most versatile agricultural land. However, this land would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral in this respect.									Neutral		No	A segregated BRT will lead to an increased level of land-take than a shared road use BRT.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The integration of high quality public transport networks such as the BRT within Welborne will improve access to employment opportunities. A dedicated segregated route is likely to maximise this positive effect. Economic benefits also have the potential to arise from the more efficient movement of people and a reduction in congestion.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	An efficient public transport system can be an effective catalyst for stimulating local economic development.
10	To create vital and viable new centres which complement existing centres	The introduction of the BRT will improve accessibility to Welborne's district centre.	+	++	++	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A well connected centre will support its vitality and viability.
11	To create a healthy and safe new community	The BRT will promote access to health, leisure and recreational facilities. A segregated BRT may also provide opportunities for the development of new green infrastructure corridors in Welborne incorporating walking and cycling links. This will promote healthier lifestyles.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Improved accessibility to services, facilities and amenities will support the health and wellbeing of residents of Welborne.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-			Major		Major	
	Positive effect	+			Moderate		Moderate	
	Major positive effect	++			Minor		Minor	
	Neutral environmental effect				Negligible		Negligible	

DETAILED ASSESSMENT MATRIX

BRT Option 2: On-road BRT route

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	Depending on its route and design, the development of an on road route for the BRT is likely to have limited impacts on unknown buried assets, in comparison to constructing a new route.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Where appropriate the route of the BRT should seek to avoid effects on the listed buildings present on the site, including the two buildings at Boundary Oak School, and Dean Farmhouse, and those adjacent to it, including Mill House (Forest Lane) and North Fareham Farm. The design of the BRT (and stops) in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage. Archaeological finds in the route of the BRT should be appropriately catalogued by the relevant bodies, and local authority conservation and archaeological departments should be fully involved in route development.
	3	To conserve and enhance the character of the landscape.	An on-road BRT will reduce land-take within Welborne. This will help limit effects on landscape and townscape quality. The overall effect of a segregated route for the BRT on landscape quality however depends on the design and route of the facility.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The current proposed route options for the BRT are located to the west of the A32. The impact of the BRT on local landscape quality will depend on its route and design.
	4	To promote accessibility and encourage travel by sustainable means.	An on-road BRT may do less to improve journey times for users of the rapid transit system than a segregated route. An on-road route may also reduce perceptions of safety for pedestrians and cyclists. Perceptions of service quality (including comfort and capacity) may also be reduced by an on-road network.	++	++	++	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	Whilst an on-road BRT will continue to bring a range of benefits for accessibility, the on road design of the network may limit the success of the BRT as a contributor to modal shift from the private car.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of a high quality BRT will support climate change mitigation through encouraging modal shift from the private car and reducing emissions. However an on-road network may limit the success of the BRT in encouraging modal shift from the private car. This has the potential to do less to limit greenhouse gas emissions.	+	+	+	On-going	Permanent	International	Low	Medium	Moderate	Positive	Yes	To maximise its effectiveness in limiting greenhouse gas emission, the BRT should utilise low emission vehicles.
	6	To minimise air, water, light and noise pollution affecting the new community.	The BRT will help limit air and noise pollution through promoting modal shift from the private car.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	An on road BRT is likely to require less lighting than a segregated network. This will help limit light pollution.
	7	To conserve and enhance biodiversity.	An on-road BRT would help limit habitat loss and fragmentation.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These assets should be where possible preserved and enhanced through the development of the BRT route.

8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of an on-road BRT will help limit the loss of areas of the best and most versatile agricultural land.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	Yes	An on-road BRT will help limit land-take when compared to a segregated BRT.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The integration of high quality public transport networks such as the BRT within Welborne will improve access to employment opportunities. But the benefits of the scheme may not be maximised with a shared use route. Economic benefits also have the potential to arise from the more efficient movement of people and a reduction in congestion.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	An efficient public transport system can be an effective catalyst for stimulating local economic development.
10	To create vital and viable new centres which complement existing centres	The introduction of the BRT will improve accessibility to Welborne's district centre.	+	++	++	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A well connected centre will support its vitality and viability.
11	To create a healthy and safe new community	The BRT will promote access to health, leisure and recreational facilities and promote modal shift to healthier modes of travel. An on-road design of the BRT may have implications for road safety for pedestrians and cyclists.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Improved accessibility to services, facilities and amenities will support the health and wellbeing of the residents of Welborne.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-			Major			Major	
	Positive effect	+			Moderate			Moderate	
	Major positive effect	++			Minor			Minor	
	Neutral environmental effect				Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

BRT Option 3: BRT route on roads with priority measures

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	Depending on its route and design, the development of an on road route for the BRT has the potential to have limited impacts on unknown buried assets, in comparison to constructing a new route.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Where appropriate the route of the BRT should seek to avoid effects on the listed buildings present on the site, including the two buildings at Boundary Oak School, and Dean Farmhouse, and those adjacent to it, including Mill House (Forest Lane) and North Fareham Farm. The design of the BRT (and stops) in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage. Archaeological finds in the route of the BRT should be appropriately catalogued by the relevant bodies, and local authority conservation and archaeological departments should be fully involved in route development.
	3	To conserve and enhance the character of the landscape.	An on-road BRT will reduce land-take within Welborne. This will help limit effects on landscape and townscape quality. The overall effect of a segregated route for the BRT on landscape quality however depends on the design and route of the facility.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The current proposed route options for the BRT are located to the west of the A32. The impact of the BRT on local landscape quality will depend on its route and design.
	4	To promote accessibility and encourage travel by sustainable means.	An on-road BRT may do less to improve journey times for users of the rapid transit system than a segregated route. An on-road route may also reduce perceptions of safety for pedestrians and cyclists. Perceptions of service quality (including comfort and capacity) may also be reduced by an on-road network. However priority measures will support the effective functioning of the BRT for all road users.	++	++	++	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	Whilst an on-road BRT will continue to bring a range of benefits for accessibility, the on road design of the network may limit the success of the BRT as a contributor to modal shift from the private car. Priority measures will however improve the ease of use of the network for walkers and cyclist and other road users. This will support this objective.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of a high quality BRT will support climate change mitigation through encouraging modal shift from the private car and reducing emissions. Whilst an on-road network may limit the success of the BRT in encouraging modal shift from the private car, priority measures will support its effective functioning as a high quality public transport network. This will support a limitation of greenhouse gas emissions.	+	+	+	On-going	Permanent	International	Low	Medium	Moderate	Positive	Yes	To maximise its effectiveness in limiting greenhouse gas emission, the BRT should utilise low emission vehicles.
	6	To minimise air, water, light and noise pollution affecting the new community.	The BRT will help limit air and noise pollution through promoting modal shift from the private car.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	An on road BRT is likely to require less lighting than a segregated network. This will help limit light pollution.

7	To conserve and enhance biodiversity.	An on-road BRT would help limit habitat loss and fragmentation.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These assets should be where possible preserved and enhanced through the development of the BRT route.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of an on-road BRT will help limit the loss of areas of the best and most versatile agricultural land.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	Yes	An on-road BRT will help limit land-take when compared to a segregated BRT.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The integration of high quality public transport networks such as the BRT within Welborne will improve access to employment opportunities. Priority measures will help to maximise these benefits. Economic benefits also have the potential to arise from the more efficient movement of people and a reduction in congestion.	+	+	++	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	An efficient public transport system can be an effective catalyst for stimulating local economic development.
10	To create vital and viable new centres which complement existing centres	The introduction of the BRT will improve accessibility to Welborne's district centre.	+	++	++	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	A well connected centre will support its vitality and viability.
11	To create a healthy and safe new community	The BRT will promote access to health, leisure and recreational facilities and promote modal shift to healthier modes of travel. An on-road design of the BRT may have implications for road safety for pedestrians and cyclists. This will be in part mitigated by the priority measures proposed by the option.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Improved accessibility to services, facilities and amenities will support the health and wellbeing of the residents of Welborne.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive	
	Negative effect	-		Major		Major			
	Positive effect	+		Moderate		Moderate			
	Major positive effect	++		Minor		Minor			
	Neutral environmental effect			Negligible		Negligible			

DETAILED ASSESSMENT MATRIX

Treatment at Peel Common through construction of new pipeline

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	A buried pipeline would be less likely to affect the setting of cultural heritage assets, but there may be some disturbance of below-ground historic environment assets during construction, including designated sites and archaeological finds.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	There are a number of designated historic environment features and areas of importance between Welborne and Peel Common, including in Fareham town centre. These include numerous listed buildings, and Fort Fareham, which is a Scheduled Ancient Monument. Effects on the historic environment will depend on the route of the pipeline and the mitigation and avoidance measures implemented.
	3	To conserve and enhance the character of the landscape.	The effect of the pipeline on landscape quality depends on its routing. If routed through the countryside, there may be some effects on landscape quality.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	It is likely that the pipeline will be buried. This will limit potential effects on landscape quality.
	4	To promote accessibility and encourage travel by sustainable means.	No significant effects at this level of detail.									Neutral			
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The transport of wastewater 5km from Welborne to Peel Common has the potential to increase greenhouse gas emissions from the treatment of wastewater from Welborne.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	As an alternative to treating wastewater on site the option will lead to greater energy and carbon costs due to the need to pump waste over a longer distance.
	6	To minimise air, water, light and noise pollution affecting the new community.	No significant effects at this level of detail.									Neutral			The option concerns the location of treatment rather than considering whether wastewater is treated or not.
	7	To conserve and enhance biodiversity.	Biodiversity impacts will be unclear until more is known about precise routes for the wastewater pipe. Potential impacts on biodiversity may include habitat loss and fragmentation, changes to the water table. Peel Common discharges via a long sea outfall to the Solent, which is an internationally important biodiversity site; impacts from increased pollutant load are possible, although the EA is unlikely to licence unacceptable discharges.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Minor	Uncertain	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to potential routes for the pipeline. Protected species are also present in the area. See also HRA.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The removal of wastewater from site for treatment at Peel Common, approximately 5km from the plan area, will do less to promote the sustainable management of wastewater in Welborne.	-	-	-	On-going	Permanent	Local	High	Medium	Moderate	Negative	Yes	Large-scale, centralized water treatment systems are slow to accommodate changes in supply or demand. A more localised, networked water treatment system for Welborne has the potential to encourage the development and use of innovative approaches to waste water management which are tailored to minimise environmental impacts.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			
	11	To create a healthy and safe new community	No significant effects at this level of detail.									Neutral			

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-			Major			Major	
	Positive effect	+			Moderate			Moderate	
	Major positive effect	++			Minor			Minor	
	Neutral environmental effect	0			Negligible			Negligible	

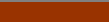
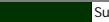










DETAILED ASSESSMENT MATRIX

Treatment at Knowle, water supplied back to Welborne for toilet flushing or discharged into R. Meon after treatment

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	There may be some disturbance of historic environment assets during construction, including designated sites and archaeological finds. The option removes the need for a long distance pipeline however. This will reduce potential effects on cultural heritage assets to the south of Welborne, including in Fareham town centre.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	Knowle has seven listed structures, including the three buildings at Great Funtley Farm, the Mill House, two buildings at Knowle Hospital, and the farm cottage in the northwest of the village.
	3	To conserve and enhance the character of the landscape.	The effect of the treatment plant on landscape quality depends on the design, layout and extent of new land-take of the facility.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	Such a facility is likely to have some effects on landscape quality in the immediate area however.
	4	To promote accessibility and encourage travel by sustainable means.	Treatment at Knowle is likely to require slurry to be removed from site by lorry. Increased lorry movements on the local road network will not help to promote accessibility or sustainable transport.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Route selection and fleet improvements could help to reduce impacts to Knowle residents.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A localised facility will prevent the need to transport wastewater 5km from Welborne to Peel Common. This will help limit energy costs and greenhouse gas emissions by removing the need to pump wastewater from Welborne to Peel Common.	+	+	+	On-going	Permanent	International	Low	Medium	Moderate	Positive	No	A localised treatment of wastewater from Welborne will limit energy and carbon costs.
	6	To minimise air, water, light and noise pollution affecting the new community.	Although possibly not affecting the new community, increase lorry movements could have negative air and noise pollution on Knowle residents. Wastewater discharges to the Meon are likely to increase pollutant loads (within consented limits).	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Route selection and fleet improvements could help to reduce impacts to Knowle residents.
	7	To conserve and enhance biodiversity.	Biodiversity impacts will be unclear until more is known about precise design and layout of the wastewater treatment centre. Potential impacts on biodiversity may include habitat loss and fragmentation, and changes in the water table. The River Meon flows towards the Solent at Titchfield Haven which is an internationally important biodiversity site; impacts from increased pollutant load are possible, although the EA is unlikely to licence unacceptable discharges.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Minor	Uncertain	No	The potential location of the site is within the Meon Valley Biodiversity Opportunity Area. (Biodiversity Opportunity Areas are regional priority areas of great opportunity for the restoration and creation of Biodiversity Action Plan habitats). Protected species are also likely to be present in the area. See also HRA.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	A more localised and networked water treatment system for Welborne has the potential to encourage the development and use of innovative approaches to waste water management which are tailored to minimise environmental impacts. This will support the sustainable management of wastewater in Welborne.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			
	11	To create a healthy and safe new community	There is a potential health and safety concern associated with the supply of blackwater back to the community for irrigation, although the extent of this risk is unclear at present.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The risk needs to be investigated further prior to establishing mitigation measures.



Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

A32 Option 1: Inclusive treatment, as per page 25 of Transport Strategy

	No.	SA 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	To provide good quality and sustainable housing for all.	The approach to development along the A32 as proposed by this option has the potential to reduce road noise from the A32 through slowing down traffic. Landscape buffers will also be included along much of the route.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This may improve the residential environment of areas of Welborne located close to the corridor.
	2	To conserve and enhance built and cultural heritage.	The approach to development along the A32 as proposed by this option has the potential to reduce road noise from the A32 through reducing traffic speed. This has the potential to have benefits for the setting of the two listed buildings present at Boundary Oak School (100m and 180m away from the road) Dean Farmhouse (250m from the road) and the listed building on the site of Pink Sawmills (130m from the road).	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Road noise can have a significant impact on the setting of cultural heritage assets.
	3	To conserve and enhance the character of the landscape.	The option seeks to limit speeds along the A32. This has the potential to improve landscape and townscape quality through reducing noise pollution. The option also seeks to incorporate landscape buffering along much of the route. This will support the quality of the townscape in Welborne. The option will also promote a sense of place in the vicinity of the A32	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	The option seeks to ensure that the A32 provides high quality landscaped walking and cycling routes along both sides of the A32 with formal crossing points at main junctions and other key locations. This will improve accessibility for pedestrians and cyclists in both north-south and east-west axes.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The creation of a built frontage and a regulation of traffic along the route through well spaced junctions will encourage the use of alternative modes of transport to the car.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The option will encourage the use of sustainable modes of transport such as walking and cycling. This will help limit greenhouse gas emissions from transport.	+	+	+	On-going	Permanent	International	Low	Medium	Moderate	Positive	No	The option seeks to ensure that the A32 provides high quality landscaped walking and cycling routes along both sides of the A32 with formal crossing points at main junctions and other key locations. This will improve accessibility for pedestrians and cyclists in both north-south and east-west axes. The creation of a built frontage and a regulation of traffic along the route through well spaced junctions will also encourage the use of alternative modes of transport to the car.
	6	To minimise air, water, light and noise pollution affecting the new community.	By reducing traffic speeds along the A32, the option will help limit noise pollution in the vicinity of the corridor. The option will encourage the use of sustainable modes of transport such as walking and cycling. This will support a regulation of air and noise pollution.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The baseline noise monitoring carried out for the area indicates that existing noise levels are over 60 decibels during the day up to 100m from the road.

7	To conserve and enhance biodiversity.	The option seeks to incorporate landscape buffering along much of the route. This will support the quality of the townscape in Welborne. This includes the incorporation of the part of the eastern side of the corridor close to Boundary Oak School which is currently mixed deciduous woodland. This may help improve north-south biodiversity linkages along the A32 corridor.	+	+	+	On-going	Permanent	Local	Low	Low	Negligible	Positive	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These assets should be where possible preserved and enhanced through the development of the A32 corridor.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The option will promote permeability between the western and eastern sides of the A32 corridor. This has the potential to in particular improve the vitality of parts of Welborne located to the east of the A32.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Through reducing the role of the A32 as a barrier between the west and east of Welborne, the option will help improve accessibility to employment and economic opportunities.
10	To create vital and viable new centres which complement existing centres	The option will help increase permeability between the western and eastern sides of the A32 corridor. This will promote journeys across the A32 to centres in Welborne from residential areas located to the east of the corridor. The option will also help deliver a sense of place for the proposed district centre located in the vicinity of the southern part of the A32.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Well connected centres will support their vitality and viability.
11	To create a healthy and safe new community	The option seeks to ensure that the A32 provides high quality landscaped walking and cycling routes along both sides of the A32 with formal crossing points at main junctions and other key locations. This will promote the use of healthier modes of travel such as walking and cycling.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The option also will help improve accessibility to health, leisure and recreation opportunities for those living to the east of the A32 by reducing the role of the A32 as a barrier to other parts of Welborne.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

A32 Option 2: Development turns its back on A32, with no built frontage on main road and intention to speed up traffic as much as possible

	No.	SA 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	To provide good quality and sustainable housing for all.	The approach to development along the A32 as proposed by this option has the potential to increase road noise from the A32 through speeding up traffic.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	This may affect the quality of residential areas located close to the corridor.
	2	To conserve and enhance built and cultural heritage.	The approach to development along the A32 as proposed by this option has the potential to increase road noise from the A32 through speeding up traffic. This has the potential to adversely affect the setting of the two listed buildings present at Boundary Oak School (100m and 180m away from the road) Dean Farmhouse (250m from the road) and the listed building on the site of Pink Sawmills (130m from the road).	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Road noise can have a significant impact on the setting of cultural heritage assets.
	3	To conserve and enhance the character of the landscape.	The option has the potential to increase speeds along the A32. This has the potential to have impacts on landscape and townscape quality through contributing to noise pollution and affecting tranquillity.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity.
	4	To promote accessibility and encourage travel by sustainable means.	Through limiting built frontage on the A32 and facilitating unimpeded traffic flows on the route, the options has the potential to affect accessibility and permeability between the west and east of the A32. This may particularly affect those living to the east of the A32, as district and local centres for Welborne are currently expected to be located to the west of the road corridor.	-	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	Through focussing development away from the road frontage, the option has the potential to stimulate a barrier effect for pedestrians and cyclists crossing the road.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	Through creating a barrier effect between the west and east side of the A32 and encouraging free flowing traffic on the road, the option will discourage modal shift from the private car.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	This will do less to limit greenhouse gas emissions from transport.
	6	To minimise air, water, light and noise pollution affecting the new community.	Through encouraging higher traffic speeds along the A32, the option will increase noise pollution in the vicinity of the corridor. The baseline noise monitoring carried out for the area indicates that existing noise levels are over 60 decibels during the day up to 100m from the road.	-	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	The southern part of the A32 corridor is currently heavily influenced by noise from the M27.
	7	To conserve and enhance biodiversity.	The option's effect on biodiversity is uncertain. By ensuring that no built frontage is on the A32, the option provides opportunities for improvement of the road corridor as a key north/south biodiversity corridor as part of the wider green infrastructure network. Part of the eastern side of the corridor close to Boundary Oak School is currently mixed deciduous woodland.	+	+	+	On-going	Permanent	Local	Low	Low	Negligible	Positive	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development,. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These assets should be where possible preserved and enhanced through the development of the A32 corridor.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The option has the potential to reduce permeability between the western and eastern sides of the A32 corridor. This may affect the vitality of parts of Welborne located to the east of the A32.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Through creating a barrier between the west and east of the A32, the option may reduce accessibility to employment and economic opportunities.

10	To create vital and viable new centres which complement existing centres	The option has the potential to reduce permeability between the western and eastern sides of the A32 corridor. This may reduce journeys across the A32 to centres from residential areas located to the east of Welborne.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	A well connected centre will support its vitality and viability.
	11	To create a healthy and safe new community	Through encouraging higher traffic speeds along the A32, the option will reduce road safety for pedestrians and cyclists crossing the corridor.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major			Major	
	Positive effect	+		Moderate			Moderate	
	Major positive effect	++		Minor			Minor	
	Neutral environmental effect			Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

Quantum of housing: 6,000 dwellings

	No.	SA 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									
atives	1	To provide good quality and sustainable housing for all.	The development of 6,000 houses in Welborne will increase the availability of housing locally.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	Yes	The option proposes the delivery of up to 6,000 dwellings. This will help meet local and sub-regional housing needs. The extent to which the option will provide a mix of dwelling sizes and types to support the local housing market will however depend on the type and tenure of housing and the proportion of affordable housing to be delivered.
	2	To conserve and enhance built and cultural heritage.	The development of 6,000 houses in the plan area may have effects on the setting of cultural heritage assets. Due to the proposed location of development, effects on the historic environment will take place both to the west and east of the A32. To the west of the A32 the option will affect the setting of the Grade II* listed Dean Farmhouse. To the east of the A32, the proposals will affect the setting of the two listed buildings at Boundary Oak School and North Fareham Farmhouse and potentially the listed building at Crockerhill Industrial Park. The proposals will also affect the historic setting of the landscape of the area, including linked to the setting of Fort Nelson on Portsdown Hill to the east (although it should be noted that land will not be developed to the north of Junction 11 of the M27, the area closest to Portsdown Hill, under this option).	-	-	-	On-going	Permanent	Local	High	Medium	Moderate	Negative	Yes	The design and layout of development areas in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage. New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and the townscape and landscape of the area. The historic environment and setting of the area should be used to promote local distinctiveness. Archaeological finds should be appropriately catalogued by the relevant bodies. Local authority conservation and archaeological departments should be fully involved in the progression of Welborne.
	3	To conserve and enhance the character of the landscape.	There are likely to be inevitable effects on landscape quality from the development of 6,000 dwellings, employment land and associated infrastructure in the vicinity of Welborne. The option will also lead to development to the east of the A32, which has been deemed to be of higher landscape sensitivity than the west of the road.	--	--	--	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	The Landscape Capacity Analysis highlights that there is a perceptible difference in landscape character between the east and west of the A32, with the eastern part of the site of higher sensitivity. The impact of the proposed new development on local landscape quality will depend on the design and layout of development and the incorporation of buffer zones and the development of green infrastructure networks.
	4	To promote accessibility and encourage travel by sustainable means.	The effect of the proposals depend on the degree to which sustainable transport networks are effectively integrated within the planning of Welborne. However it is likely that the development of 6,000 dwellings will increase the viability of public transport networks and support the implementation of new walking and cycling routes.	+	+	+	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The scale of development proposed for Welborne under this option, 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. This will need to be closely managed through the implementation of measures to promote public transport use and walking and cycling.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of 6,000 new dwellings through the Welborne Plan is likely to lead to inevitable increase in greenhouse gas emissions through increasing the built footprint of Fareham Borough.	--	--	--	On-going	Permanent	International	Low	Medium	Moderate	Uncertain	Yes	The extent to which Welborne minimises greenhouse gas emissions depends on a range of factors, including the effective integration and use of sustainable transport networks, the extent to which energy efficient design is included in new development and the layout of development.

SEA Object																
6	To minimise air, water, light and noise pollution affecting the new community.	The extent to which the Welborne Plan minimises air, noise, water and light pollution depends on the design and layout of development, green infrastructure networks, the use of low noise road surfacing, high quality drainage systems, appropriate lighting design and other factors. However the scale of development will lead to inevitable effects on air, water, light and noise pollution without effective mitigation and avoidance measures.	--	--	--	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	The development of 6,000 dwellings and associated infrastructure will also have shorter term effects on air quality, noise pollution and tranquillity during the construction phase.		
7	To conserve and enhance biodiversity.	The development of Welborne with this level of housing has the potential to lead to a range of pressures on habitats, species and sites in the wider area without a range of mitigation, avoidance and enhancement measures. The effect of the option on biodiversity depends on the introduction of effective measures to reduce the negative impacts associated with development, including habitat loss, fragmentation, disturbance and pollution and the provision of areas which will support biodiversity. New development in the new community should be accompanied by a net gain in biodiversity, both in terms of habitats and species, through the enhancement and creation of new habitats.	-	-	-	On-going	Permanent	Local	High	Low	Moderate	Negative	Yes	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also likely to be present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The integration of green infrastructure and enhanced biodiversity networks within Welborne should be also a priority to help minimise effects and support biodiversity enhancements.		
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The development of the Welborne will lead to the loss of areas of the best and most versatile agricultural land. The scale of development proposed to take place under the option will also require a high degree of resource use, including during construction. The development of Welborne will also place additional pressures on sub-regional water resources through increasing water demand. Whilst Portsmouth Water have stated that there is currently sufficient water available for Welborne, this may change as the effects of climate change take place in the timeframe of the plan to 2041.	-	-	-	On-going	Permanent	Sub-regional	High	High	Major	Negative	Yes	Welborne will also lead to increases in the production of waste. The full range of measures to protect water and land resources and limit resource use will be required during the development and construction of Welborne.		
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Housing numbers of up to 6,000 dwellings in Welborne will increase the local market for goods, services and amenities. This will support the economic vitality of the Welborne and the surrounding area.	+	++	++	On-going	Permanent	Sub-regional	High	High	Moderate	Negative	No	An increase in economic activity will support an increase in employment opportunities locally.		
10	To create vital and viable new centres which complement existing centres	The development of 6,000 dwellings in Welborne will enlarge the catchment areas for district and local centres within the new community.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Negative	No	This will support the vitality and viability of centres. The proposed level of housing also has the potential to support existing centres in the vicinity of the Welborne.		
11	To create a healthy and safe new community	The development of 6,000 houses in Welborne has the potential to increase the viability of the new community's health, leisure and community facilities. This will increase the amenities available for local people. The viability of public transport networks may also be supported by an increased population, further increasing accessibility to these services.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	Improved accessibility to services, facilities and amenities will support the health and wellbeing of residents of Welborne.		

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive	
	Negative effect	-		Major		Major			
	Positive effect	+		Moderate		Moderate			
	Major positive effect	++		Minor		Minor			
	Neutral environmental effect			Negligible		Negligible			



DETAILED ASSESSMENT MATRIX

Average density of 30 dwellings per hectare

No.	SA 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									
1	To provide good quality and sustainable housing for all.	A lower density of development has the potential to lead an increased size of dwellings with larger sized gardens. This may increase the cost of housing availability, with implications for affordability in the new community.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	No	However, if an appropriate mix of housing is facilitated by the development of the new community, the option may support this objective.
2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			The effect of the proposal depends on the location, design and layout of development.
3	To conserve and enhance the character of the landscape.	A lower density of development has the potential to increase the impact of the new community on the landscape through contributing to sprawl.	-	-	-	Ongoing	Permanent	Local	High	Low	Moderate	Negative	No	Lower density of housing also reduces opportunities for the effective management of greenspace as part of the green infrastructure strategy.
4	To promote accessibility and encourage travel by sustainable means.	Lower density development reduces the effectiveness and viability of public transport provision and pedestrian and cycle networks. Increased distances between housing and key facilities is also likely to discourage walking and cycling and increase residents' dependence on motorised forms of transport.	-	-	-	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	This will reduce accessibility for those living in the new community.
5	To minimise carbon emissions at the new community and promote adaptation to climate change.	Lower density development will increase the need to travel, encourage the use of motorised forms of transport and discourage walking and cycling. This will contribute to additional greenhouse gas emissions from the new community. Lower density of housing reduces opportunities for the effective management of greenspace as part of the green infrastructure strategy. This may undermine efforts to support adaptation to climate change, including linked to aspects such as flood risk, water resources and urban heat island effect..	-	-	-	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	Through increasing residents' dependence on motorised forms of transport, lower density development will do less to support climate change mitigation.
6	To minimise air, water, light and noise pollution affecting the new community.	Lower density development will increase the need to travel and encourage the use of motorised forms of transport. This will have implications for air and noise quality.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	Increased travel by motorised forms of transport will contribute to an increase in emissions of pollutants such as nitrogen dioxide and particulates and have implications for noise quality.
7	To conserve and enhance biodiversity.	Uncertain effects. A lower density of housing will increase the area of natural or semi-natural greenspace that is likely to be required for the built footprint of the new community. However increased sizes of gardens within the new community may augment the biodiversity value of new development areas when compared to the relatively low biodiversity value of intensively farmed arable land that currently exists in much of the area. Effect of the option depends on the effective management of green infrastructure within the new community to support sub-regional biodiversity networks.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive and negative	No	A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The proposals for the new community should also support green networks and support the improvement of biodiversity linkages in the area.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Lower density development in the new community is less likely to minimise the loss of best and most versatile agricultural land or promote an efficient use of resources.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	No	Lower densities also reduce opportunities for the effective management of greenspace as part of the green infrastructure strategy. This is likely undermine efforts to manage natural resources.

SEA Objectives



9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Lower density development may undermine the economic viability of Welborne by encouraging car use.	-	-	-	Ongoing	Permanent	Local	Medium	High	Minor	Negative	No	Through increasing residents' dependence on motorised forms of transport, lower density development may encourage residents to travel further afield for economic opportunities.	
	10	To create vital and viable new centres which complement existing centres	The option may undermine the viability of new centres in the new community by undermining accessibility by non car modes and encouraging car use.	-	-	-	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	Larger concentrations of population stimulate the provision of more services and facilities through supporting centres. This includes through promoting accessibility to centres and creating a 'critical mass' of population.
			Lower density development also has the potential to reduce the vitality and viability of neighbourhood centres.	-	-	-	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	Increased sprawl stimulated by lower density development reduces the effectiveness and viability of public transport provision and pedestrian and cycle networks. Increased distances between housing and key facilities is also likely to discourage walking and cycling and increase residents' dependence on motorised forms of transport.
11	To create a healthy and safe new community	Lower density development has the potential to discourage walking and cycling and encourage the use of motorised forms of transport. This will undermine healthier lifestyles. Lower density development also has the potential to reduce the vitality of neighbourhood centres. This will reduce the liveability and cohesion of new neighbourhoods developed through the Welborne Plan.	-	-	-	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	Increased sprawl stimulated by lower density development reduces the effectiveness and viability of public transport provision and pedestrian and cycle networks. Increased distances between housing and key facilities is also likely to discourage walking and cycling and increase residents' dependence on motorised forms of transport.	

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

0% affordable housing

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	The provision of 0% affordable housing in Welborne will do less to ensure that a mix of dwelling sizes and types are built to support local housing needs. This is also less likely to meet the needs of specific groups (e.g. the elderly, disabled, young, families).	-	--	--	Ongoing	Permanent	Local	High	High	Moderate	Negative	No	The 2012 Housing Needs Assessment suggests that there is a need for an additional 171 affordable homes each year to address current and newly arising housing need within Fareham Borough. This assumes that the 'backlog' of housing need will be addressed over 14 years. A policy of 0% affordable housing will not help reduce this backlog.
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			The effect of the policy depends on the design and layout of new housing in the new community.
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			The effect of the option depends on the design and layout of new housing and green infrastructure in the new community.
	4	To promote accessibility and encourage travel by sustainable means.	A 0% provision of affordable housing will reduce accessibility to employment and leisure opportunities within the new community for those who cannot afford to live Welborne.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	No significant effects at this level of detail.									Neutral			
	6	To minimise air, water, light and noise pollution affecting the new community.	No significant effects at this level of detail.									Neutral			
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.									Neutral			
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	A more limited housing mix may reduce the vitality and vibrancy of Welborne, affecting the local economy.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	A 0% provision of affordable housing will reduce accessibility to employment opportunities within the new community for those who cannot afford to live in Welborne.
	10	To create vital and viable new centres which complement existing centres	A more limited housing mix may reduce the vitality and vibrancy of Welborne and its neighbourhood centres.	-	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	A wider range of housing types and tenure will support the provision of a broader range of services and facilities through supporting local centres and promote the vitality of the new community.
	11	To create a healthy and safe new community	A limited housing mix has the potential to reduce the vitality of neighbourhoods and their centres. This will reduce the liveability and cohesion of new neighbourhoods developed through the Welborne Plan.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Minor	Negative	No	The provision of 0% affordable housing in Welborne will not ensure that a mix of dwelling sizes and types are built to support local housing needs. This is also less likely to meet the needs of specific groups (e.g. the elderly, disabled, young, families). This has the potential to reduce the cohesiveness of the new community.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect	0		Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Between 49% and 56% B1 floorspace, with the remainder made up of B2 and B8 floorspace

	No.	SA 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	To provide good quality and sustainable housing for all.	A reduced provision of B2 (General industrial) and B8 (Storage or distribution) may support a higher quality residential environment. This includes through limiting effects on air and noise quality (including from transport linked to these uses) and promoting a higher quality built environment.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The effect of the option however depends on the design and layout of both employment and housing land in the new community as well as measures to create a high quality built environment.
	2	To conserve and enhance built and cultural heritage.	A reduced provision of B2 (General industrial) and B8 (Storage or distribution) may support a higher quality built environment. This includes through limiting effects on air and noise quality (including from transport linked to these uses) and promoting employment land types which have the potential to have fewer effects on historic environment assets and their settings.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The effect of the option however depends on the design and layout of both employment and housing land in the new community as well as measures to create a high quality built environment.
	3	To conserve and enhance the character of the landscape.	A reduced provision of B2 (General industrial) and B8 (Storage or distribution) may support a higher quality built environment with fewer impacts on landscape quality. This includes through limiting effects on air and noise quality (including from transport linked to these uses) and promoting a higher quality built environment.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The effect of the option however depends on the design and layout of both employment and housing land in the new community as well as measures to create a high quality built environment.
	4	To promote accessibility and encourage travel by sustainable means.	A higher proportion of B1 use types may increase (and improve accessibility to) employment opportunities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive		B1 use typically provides more jobs in the same floorspace as B2/B8.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A reduced provision of B2 (General industrial) and B8 (Storage or distribution) has the potential to limit emissions in Welborne through restraining the development of more highly polluting activities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This includes through limiting greenhouse gas emissions from energy intensive uses and from transport and distribution activities.
	6	To minimise air, water, light and noise pollution affecting the new community.	A reduced provision of B2 (General industrial) and B8 (Storage or distribution) may support improved air and noise quality in the vicinity of the new community through limiting transport related emissions.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The option also has the potential to limit light pollution.
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail. The effect of the option on biodiversity depends on the introduction of effective mitigation measures to reduce the negative impacts associated with development, including habitat loss, fragmentation, disturbance and pollution and the provision of areas which will support biodiversity. New development in the new community should be accompanied by a net gain in biodiversity, both in terms of habitats and species, through the enhancement and creation of new habitats.									Neutral			A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The proposals for the new community should also support green networks and support the improvement of biodiversity linkages in the area.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			

9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	A higher provision of the B1 Employment Use Class has the potential to encourage a more diverse range of economic activities in Welborne. Whilst a higher proportion of B1 use types may increase employment opportunities, demand is lower so there may be increased vacancy rates as a result of this option.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This has the potential to offer a increased range of employment opportunities for residents of Welborne.	
	10	To create vital and viable new centres which complement existing centres	An increased provision of B1 Employment land has the potential to contribute to the vitality and viability of centres in Welborne through widening economic activity and creating more jobs than B2/B8 uses.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The option has the potential to encourage a more diverse range of economic activities in the new community.
	11	To create a healthy and safe new community	A reduced level of B2 (General industrial) and B8 (Storage or distribution) has the potential to support the development of higher quality built environment in the new community. This includes through limiting effects on air and noise quality.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	This will increase residents' satisfaction with their neighbourhoods as places to live, and associated benefits for health and wellbeing.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-			Major			Major	
	Positive effect	+			Moderate			Moderate	
	Major positive effect	++			Minor			Minor	
	Neutral environmental effect				Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

Lower amounts of B1 with higher provision of B2/B8

	No.	SA 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	To provide good quality and sustainable housing for all.	A higher provision of B2 (General industrial) and B8 (Storage or distribution) may contribute to a lower quality residential environment. This includes through increasing air and noise quality issues (including from transport linked to these uses), and contribution to a poorer quality built environment.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The effect of the option however depends on the design and layout of employment land in Welborne as well as measures to create a high quality built environment.
	2	To conserve and enhance built and cultural heritage.	A higher provision of B2 (General industrial) and B8 (Storage or distribution) may contribute to a poorer quality built environment. This includes through potential effects on noise quality (including from transport linked to these uses), and promoting employment land types which have the potential to affect the fabric and setting of historic environment assets present locally.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The effect of the option however depends on the design and layout of employment land in Welborne, especially in the vicinity of historic environment assets as well as measures to create a high quality built environment.
	3	To conserve and enhance the character of the landscape.	A higher provision of B2 (General industrial) and B8 (Storage or distribution) may contribute to impacts on landscape quality. This includes through effects on noise quality and tranquillity (including from transport linked to these uses), and a contribution to a poorer quality built environment.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The effect of the option however depends on the design and layout of employment land in the new community as well as measures to create a high quality built environment which protects landscape features and minimises the adverse impact on the landscape setting of neighbouring settlements.
	4	To promote accessibility and encourage travel by sustainable means.	A higher proportion of B2/B8 use types may reduce (and limit accessibility to) employment opportunities.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	B1 use typically provides more jobs in the same floorspace as B2/B8.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A higher provision of B2 (General industrial) and B8 (Storage or distribution) has the potential to increase emissions from Welborne through promoting the development of more highly polluting activities.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	This includes through increasing greenhouse gas emissions from energy intensive uses and from transport and distribution activities.
	6	To minimise air, water, light and noise pollution affecting the new community.	An increased provision of B2 (General industrial) and B8 (Storage or distribution) may lead to reduced air and noise quality in the vicinity of the new community through increasing transport-related emissions.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	The option also has the potential to increase light pollution.
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail. The effect of the option on biodiversity depends on the introduction of effective mitigation measures to reduce the negative impacts associated with development, including habitat loss, fragmentation, disturbance and pollution and the provision of areas which will support biodiversity. New development in Welborne should be accompanied by a net gain in biodiversity, both in terms of habitats and species, through the enhancement and creation of new habitats.									Neutral			A number of habitats, sites and areas of biodiversity value exist in close proximity to the proposed areas of development. Protected species are also present in the area. Specific biodiversity features on-site include trees, woodlands and hedgerows. These should be preserved within development areas. The proposals for the new community should also support green networks and support the improvement of biodiversity linkages in the area.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			

9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	A lower provision of the B1 Employment Use Class has the potential to encourage a less diverse range of economic activities in the new community. Whilst a higher proportion of B2/B8 use types may place limits on employment opportunities, demand is higher so there may be lower vacancy rates as a result of this option.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	This has the potential to offer a more limited range of employment opportunities for residents of Welborne.
10	To create vital and viable new centres which complement existing centres.	An lower provision of B1 Employment land has the potential to limit the vitality and viability of centres in Welborne through constraining the range of economic activities present locally.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The option has the potential to lead to a less diverse range of economic activities in the new community.
11	To create a healthy and safe new community.	A higher provision of B2 (General industrial) and B8 (Storage or distribution) has the potential to result in a lower quality built environment in Welborne. This includes through increasing effects on air and noise quality and road safety issues.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	This may have implications for the health and wellbeing of residents community cohesion.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major			Major	
	Positive effect	+		Moderate			Moderate	
	Major positive effect	++		Minor			Minor	
	Neutral environmental effect			Negligible			Negligible	

DETAILED ASSESSMENT MATRIX

Less than one job per household

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.								Neutral				
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.								Neutral				
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.								Neutral				
	4	To promote accessibility and encourage travel by sustainable means.	By providing fewer jobs locally, the option is likely to stimulate out commuting from Welborne for employment purposes.	--	--	--	On-going	Permanent	Local	High	Medium	Moderate	Negative	No	The option will undermine the premise of Welborne being self contained.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	No significant effects at this level of detail.								Neutral				
	6	To minimise air, water, light and noise pollution affecting the new community.	No significant effects at this level of detail.								Neutral				
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.								Neutral				
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.								Neutral				
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	A provision of less than one job per household in Welborne will reduce the availability of employment opportunities in the new community.	-	-	-	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	No	The option will limit the availability of accessible local jobs for residents of Welborne.
	10	To create vital and viable new centres which complement existing centres	Reduced employment provision has the potential to reduce the vitality and viability of centres in Welborne through limiting access to local jobs.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	
	11	To create a healthy and safe new community	No significant effects at this level of detail.								Neutral				

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Allocate land at Crockerhill Industrial Park for housing

SEA Objectives	No.	SA 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									
	1	To provide good quality and sustainable housing for all.	The site is located at a less accessible location in the far north east corner of Welborne. This reduces its suitability as a residential site.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	No	Pinks Sawmill currently comprises B2 or B8 employment uses. The site is unlikely to provide a high quality residential environment if these uses are retained.
	2	To conserve and enhance built and cultural heritage.	One Grade II building, an early C18th house, is located on the site fronting Forest Lane. Impacts on the setting and fabric of the building will depend on the design and layout of new residential development at this location.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	Yes	A high quality built environment may augment the setting of the building. The existing proposals are unlikely to affect the "green" outlook over fields at the front of the building as the fields are located outside of the proposed development boundary.
	3	To conserve and enhance the character of the landscape.	Uncertain effect. Impacts on the landscape quality at this location will depend on design and layout of new residential development at this location.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Neutral	Uncertain	Yes	As a brownfield site, with current B2 and B8 employment land, a well designed built environment incorporating high quality green infrastructure has the potential to support landscape quality.
	4	To promote accessibility and encourage travel by sustainable means.	The site is situated at a less accessible location in the far north eastern section of Welborne.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	This may reduce the accessibility of the proposed residential site without the implementation of close links with Welborne's public transport infrastructure.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The limited accessibility of the site may promote car use, stimulating an increase in greenhouse gas emissions.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The site is situated at a less accessible location in the far north eastern part of the plan area.
	6	To minimise air, water, light and noise pollution affecting the new community.	The limited accessibility of the site may promote car use, stimulating an increase in air and noise pollution.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The site is situated at a less accessible location in the far north eastern part of the plan area.
	7	To conserve and enhance biodiversity.	Whilst no land take on designated biodiversity sites will take place as a result of the option, development at this location may have some effects on the integrity of the two SINCS present in the area.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	Blake's Copse is located on the far side of the A32 from the site, directly to the north west. Carpenter's Copse SINC is located approximately 100m to the east of the site. Both are areas of Ancient Semi-Natural Woodland. Residential development at this location has the potential to improve ecological networks to these sites if designed appropriately.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The development of the site as residential may lead to the loss of existing jobs in the industrial park.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The site currently comprises B2 and B8 employment land.
	10	To create vital and viable new centres which complement existing centres	The site is located at a less accessible location in the far north east corner of the plan area at some distance to proposed district centre.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Negative	No	The location is also at some distance from existing centres. More housing to the north may however help to support the proposed local centre located in the north of Welborne.
	11	To create a healthy and safe new community	The location of the site in the far north east corner of Welborne may lead to residents finding it more difficult to access services and amenities, including health and leisure facilities.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Negative	No	The limited accessibility of the site may discourage healthier modes of travel such as walking and cycling and promote car use.

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Moderate			Major		
	Positive effect	+		Minor			Moderate		
	Major positive effect	++					Minor		



	Neutral environmental effect			Negligible			Negligible	
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DETAILED ASSESSMENT MATRIX

No HWRC on site

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			
	4	To promote accessibility and encourage travel by sustainable means.	The option will require bulky household waste from the Welborne to be taken elsewhere for processing.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Negative	No	This has the potential to increase waste-related traffic flows over a wider area. However locating the HWRC elsewhere in the Borough will increase its accessibility to residents of other areas.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The option will require bulky household waste from the new community to be taken elsewhere for processing. This has the potential to increase carbon emissions linked to the transport of waste from the new community.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Negative	No	
	6	To minimise air, water, light and noise pollution affecting the new community.	The option will require bulky household waste from the new community to be taken elsewhere for processing. This has the potential to increase emissions linked to the transport of waste from the new community.	-	-	-	On-going	Permanent	Local	Low	Medium	Negligible	Negative	No	
	7	To conserve and enhance biodiversity.	No significant effects at this level of detail.									Neutral			
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Through not incorporating a Household Waste Recycling Site within the new community, the option has the potential to undermine the reuse and recycling of waste in Welborne.	--	--	--	On-going	Permanent	Local	Medium	Medium	Minor	Negative	No	If taken elsewhere, it will be less certain that waste produced from the new community will be recycled rather than incinerated or landfilled.
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			
	11	To create a healthy and safe new community	No significant effects at this level of detail.									Neutral			

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

DETAILED ASSESSMENT MATRIX

Green Infrastructure Strategy from Concept Masterplan

	No.	SA 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									
Objectives	1	To provide good quality and sustainable housing for all.	The implementation of the Green Infrastructure Strategy will support the quality of residential environment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This includes through promoting a high quality built environment, regulating air and noise pollution, supporting climate change adaptation and improving the quality of residential neighbourhoods.
	2	To conserve and enhance built and cultural heritage.	The implementation of the Green Infrastructure Strategy will help improve the setting of cultural heritage assets within and in the vicinity of the new community. Green infrastructure improvements are proposed by the GI Strategy to take place in the vicinities of the six listed buildings within the plan area (the two listed buildings at Boundary Oak School, and Downbarn Farmhouse, North Fareham Farmhouse, Dean Farmhouse and at Pink's Sawmill. These include the protection and expansion of woodland belts, semi natural greenspace and other GI features. This will support their setting.	+	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	In addition to the protection and enhancement of landscape features proposed through the strategy (see SA Objective 3 below) the GI Strategy seeks to utilise Portsdown Hill, an important sub-regional historic landscape asset, as a key view from the new community.
	3	To conserve and enhance the character of the landscape.	The GI Strategy highlights the key landscape features to be protected and enhanced in Welborne, including the central chalk downs, buffers to existing settlements, woodland belts to provide screening and to break views, and the visual separation of Wickham through tree planting. This is closely informed by the Landscape Study (2012). The strategy also sets out the four landscape character types within Welborne and how it seeks to reflect these landscape influences.	+	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	In this context the Green Infrastructure Strategy will support landscape quality in Welborne and promote the integration of the new community with the surrounding landscape.
	4	To promote accessibility and encourage travel by sustainable means.	The GI Strategy sets out an interconnecting network of walking and cycling routes within Welborne with links to adjoining settlements and the wider countryside. These include 'Drives and Avenues' which form a grid of strategic routes which run east - west and north - south and connect key land use areas.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will promote accessibility by non-motorised modes of transport and support modal shift from the private car. It will also help link new and improved public transport networks proposed for the area. Accessibility will also be supported by the contribution of a well-developed multifunctional green infrastructure network to a high quality built environment in Welborne.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The GI Strategy sets out an interconnecting network of walking and cycling routes within Welborne with links to adjoining settlements, public transport nodes and the wider countryside. This will promote accessibility by non-motorised modes of transport and modal shift from the private car, helping to limit greenhouse gas emissions from transport.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The green infrastructure strategy also facilitates the development of a multifunctional and cohesive network of open space which will help manage extreme weather events (including high temperatures), manage water resources, support biodiversity adaptation to climate change and help reduce soil erosion.
	6	To minimise air, water, light and noise pollution affecting the new community.	The development of a high quality multifunctional green infrastructure network will help regulate air, noise and light pollution.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This includes through promoting the use of non-motorised modes of transport, filtering diffuse pollution (including air and water pollution), and buffering noise and light.

7	To conserve and enhance biodiversity.	<p>The GI Strategy illustrates the variety of semi-natural greenspace proposed in Welborne and highlights the habitat types to be implemented within semi natural or informal open spaces in a given area of the plan. These habitat types are designed to reflect local Biodiversity Action Plan targets.</p> <p>The GI Strategy also seeks to develop biodiversity networks through wildlife corridors connecting different typologies and habitats, including woodland, downland and meadow.</p>	+	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>The GI Strategy set out in the Preferred Concept Masterplan allows for 77.88ha of semi natural green space.</p> <p>The proposals will help to link key biodiversity sites in the vicinity of the plan area including the eleven SINCs located within or close to the proposed new community. This will support sub-regional biodiversity networks.</p> <p>Although the existing plan area is primarily comprised of arable land of relatively low intrinsic ecological value, it nonetheless has the potential to support notable species. The implementation of the GI Strategy therefore provides significant opportunities for enhancing the biodiversity value of the area.</p>
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The implementation of the GI Strategy will support the sustainable management of water resources in the plan area. The GI Strategy will also promote the multifunctional use of open spaces, improving the efficiency of land use. New allotments are also proposed for Welborne. This will support the conservation of the soils resource.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	A significant proportion of plan area has been categorised as the best and most versatile agricultural land. The proposals for the production of local food through allotments recognises the potential for food production in Welborne.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The provision of a high quality and multifunctional green infrastructure network in the new community will support new employment opportunities, including linked to conservation, maintenance and the management of green infrastructure.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The implementation of the GI Strategy also has the potential to increase volunteering opportunities in Welborne.
10	To create vital and viable new centres which complement existing centres	The implementation of the GI Strategy will support the vitality of neighbourhood and district centres through promoting a high quality built environment, improving connectivity by pedestrian and cycle links and improving accessibility.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help strengthen local distinctiveness and sense of place, and complement high quality urban design
11	To create a healthy and safe new community	The GI Strategy sets out a range of sizes of open spaces, from larger central spaces which serve the whole plan area to smaller local open spaces within each of the areas of development. It also seeks to establish a balance between areas of built form and open space. The strategy includes provision for parks and amenity open space (23.9ha.); allotments (2.35ha.); sports pitches (13ha. combined with school sites); playing pitches (6ha. outside school sites); semi natural green space (including allowance for additional areas of community food production) (77.88ha.); and play areas. The aim is that everyone will be within 200m of the primary open space network.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>This provision will support health and wellbeing in the new community through promoting healthier and more active lifestyles, improving the satisfaction of residents with their neighbourhoods as a place to live, enhancing accessibility to leisure and recreation opportunities and supporting air and noise quality.</p> <p>The quantity of open space within the redline is broadly in accordance with the levels set out in the Fareham Core Strategy and with national guidance of open space provision (Fields in Trust, Planning and Design for Outdoor Sport and Play, 2008).</p>

Key

The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

Mitigate impacts on internationally designated sites through SANGs by requiring additional GI land on or adjacent to the site

	No.	SA 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	To provide good quality and sustainable housing for all.	The introduction of additional GI land on or adjacent to the site of Welborne will support the quality of residential environment.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This includes through promoting a high quality built environment, regulating air and noise pollution, supporting climate change adaptation and improving the quality of residential neighbourhoods.
	2	To conserve and enhance built and cultural heritage.	The implementation of the Green Infrastructure Strategy will help improve the setting of cultural heritage assets within and in the vicinity of the new community.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	The measures proposed through this option will be in addition to proposed green infrastructure improvements in Welborne.
	3	To conserve and enhance the character of the landscape.	The introduction of additional GI land on or adjacent to the site of Welborne will support landscape and townscape quality.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	By enhancing the setting of Welborne through supporting an landscape scale approach to Natural Greenspace.
	4	To promote accessibility and encourage travel by sustainable means.	The introduction of additional GI land on or adjacent to the site of Welborne through SANGs will improve access to greenspace in Welborne.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This will also promote accessibility by non-motorised modes of transport by supporting modal shift from the private car through improving walking and cycling networks. It will also help link new and improved public transport networks proposed for the area.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The introduction of additional GI land on or adjacent to the site of Welborne will increase the number of carbon sinks (due to additional tree planting) and help limit greenhouse gas emissions from transport through encouraging walking and cycling.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	In terms of climate change adaptation, additional Accessible Natural Greenspace will help improve the resilience of Welborne to extreme weather events (including high temperatures), support the management of water resources, facilitate biodiversity adaptation to climate change and help reduce soil erosion.
	6	To minimise air, water, light and noise pollution affecting the new community.	The introduction of additional GI land on or adjacent to the site of Welborne will help regulate air, noise and light pollution.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This includes through promoting the use of non-motorised modes of transport, filtering diffuse pollution (including air and water pollution), and buffering noise and light.
	7	To conserve and enhance biodiversity.	The introduction of additional GI land on or adjacent to the site of Welborne through a SANGs approach will support sub-regional biodiversity networks and help increase the biodiversity value of the area. The provision of Suitable Accessible Natural Greenspace within and close to Welborne will help divert residents from using internationally designated sites in the wider sub-region. It is anticipated that the provision of attractive SANGs is capable of meeting the majority of the new population's need for daily informal recreation such as walking and dog walking.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	Yes	A naturalised approach to greenspace through such approaches as creating meadow areas on slopes, wild flower planting, differential mowing around the edges of open spaces and naturalising streams will improve the biodiversity value of the new community. However, due to the attractiveness of the Solent coastline for recreational visitors, it is unlikely to be possible to divert all new visits to the coast through the provision of SANGs. A mixture of SANGs and other approaches such as through the Solent Disturbance and Mitigation Project is likely to be an appropriate mechanisms for protecting internationally designated sites in the wider sub-region.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The introduction of additional GI land on or adjacent to the site of Welborne through SANGs will promote the multifunctional use of open spaces.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			

11	To create a healthy and safe new community	The introduction of additional GI land on or adjacent to the site of Welborne will provide opportunities for individuals and communities to engage and connect with their local environment and provide foci for educational activity, community events and social activities.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	This will support residents' health and wellbeing through benefits for both physical and mental health.

Key								
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-			Major		Major	
	Positive effect	+			Moderate		Moderate	
	Major positive effect	++			Minor		Minor	
	Neutral environmental effect				Negligible		Negligible	

DETAILED ASSESSMENT MATRIX

Mitigate all impacts offsite through contributions to the Solent Disturbance and Mitigation Project

	No.	SA 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	To provide good quality and sustainable housing for all.	No significant effects at this level of detail.									Neutral			
	2	To conserve and enhance built and cultural heritage.	No significant effects at this level of detail.									Neutral			
	3	To conserve and enhance the character of the landscape.	No significant effects at this level of detail.									Neutral			
	4	To promote accessibility and encourage travel by sustainable means.	No significant effects at this level of detail.									Neutral			
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	No significant effects at this level of detail.									Neutral			
	6	To minimise air, water, light and noise pollution affecting the new community.	No significant effects at this level of detail.									Neutral			
	7	To conserve and enhance biodiversity.	Mitigating all impacts offsite through contributions to the Solent Disturbance and Mitigation Project is unlikely to be sufficient to mitigate effects on biodiversity arising as a result of the development of Welborne.	--	--	--	On-going	Permanent	International	High	Medium	Severe	Negative	No	The Solent Disturbance and Mitigation Project (SDMP) includes an avoidance and mitigation strategy intended to address the impacts of development across the sub-region. However, it is not designed to cope with the additional impact of a development on the scale of Welborne. The SDMP also mostly focuses on wintering waterfowl. Natural England have highlighted that taking this approach would not be acceptable due to the scale of development proposed through the new community.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	No significant effects at this level of detail.									Neutral			
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			
	11	To create a healthy and safe new community	No significant effects at this level of detail.									Neutral			

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe			Superior	Positive
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

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DETAILED ASSESSMENT MATRIX

Mitigate impacts on internationally designated sites through a combination of SANGs and contributions to SDMP

	No.	SA 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	To provide good quality and sustainable housing for all.	The introduction of additional GI land on or adjacent to the site of Welborne will support the quality of residential environment.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This includes through promoting a high quality built environment, regulating air and noise pollution, supporting climate change adaptation and improving the quality of residential neighbourhoods.
	2	To conserve and enhance built and cultural heritage.	The implementation of the Green Infrastructure Strategy will help improve the setting of cultural heritage assets within and in the vicinity of the new community.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	The measures proposed through this option will be in addition to proposed green infrastructure improvements in Welborne.
	3	To conserve and enhance the character of the landscape.	The introduction of additional GI land on or adjacent to the site of Welborne will support landscape and townscape quality.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	By enhancing the setting of Welborne through supporting an landscape scale approach to Natural Greenspace.
	4	To promote accessibility and encourage travel by sustainable means.	The introduction of additional GI land on or adjacent to the site of Welborne through SANGs will improve access to greenspace in Welborne.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This will also promote accessibility by non-motorised modes of transport by supporting modal shift from the private car through improving walking and cycling networks. It will also help link new and improved public transport networks proposed for the area.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The introduction of additional GI land on or adjacent to the site of Welborne will increase the number of carbon sinks (though new tree planting) and help limit greenhouse gas emissions from transport through encouraging walking and cycling.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	In terms of climate change adaptation, additional Accessible Natural Greenspace will help improve the resilience of Welborne to extreme weather events (including high temperatures), support the management of water resources, facilitate biodiversity adaptation to climate change and help reduce soil erosion.
	6	To minimise air, water, light and noise pollution affecting the new community.	The introduction of additional GI land on or adjacent to the site of Welborne will help regulate air, noise and light pollution.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This includes through promoting the use of non-motorised modes of transport, filtering diffuse pollution (including air and water pollution), and buffering noise and light.
	7	To conserve and enhance biodiversity.	The introduction of additional GI land on or adjacent to the site of Welborne through a SANGs approach will support sub-regional biodiversity networks and help increase the biodiversity value of the area. The provision of Suitable Accessible Natural Greenspace within and close to Welborne will help divert residents from using internationally designated sites in the wider sub-region. It is anticipated that the provision of attractive SANGs is capable of meeting the majority of the new population's need for daily informal recreation such as walking and dog walking.	+	++	++	On-going	Permanent	Sub-regional	High	Medium	Major	Positive	No	Due to the attractiveness of the Solent coastline for recreational visitors, it is unlikely to be possible to divert all new visits to the coast through the provision of SANGs. Therefore a mixture of a SANGs approach and contributions through the Solent Disturbance and Mitigation Project as proposed by this option is likely to be a more appropriate mechanism for protecting internationally designated sites in the wider sub-region.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The introduction of additional GI land on or adjacent to the site of Welborne through SANGs will promote the multifunctional use of open spaces.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	No	
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral			
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral			

11	To create a healthy and safe new community	The introduction of additional GI land on or adjacent to the site of Welborne will provide opportunities for individuals and communities to engage and connect with their local environment and provide foci for educational activity, community events and social activities.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	This will support residents' health and wellbeing through benefits for both physical and mental health.

Key								
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive
	Negative effect	-		Major		Major		
	Positive effect	+		Moderate		Moderate		
	Major positive effect	++		Minor		Minor		
	Neutral environmental effect			Negligible		Negligible		

DETAILED ASSESSMENT MATRIX

Reduce size of development to reduce impacts on internationally designated biodiversity sites

	No.	SA 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	To provide good quality and sustainable housing for all.	Reducing the size of Welborne is less likely to meet local and sub-regional housing demand in the area.	-	--	--	On-going	Permanent	Local	High	High	Moderate	Negative	No	A reduction in housing numbers is less likely to meet borough-wide housing need. For example the 2012 Housing Needs Assessment suggests that there is a need for an additional 171 affordable homes each year to address current and newly arising housing need within Fareham Borough.
	2	To conserve and enhance built and cultural heritage.	Whilst a reduction of the size of Welborne may reduce impacts on cultural heritage assets in the area, this may be limited by lower density development being taken forward.	+	+	+	On-going	Permanent	Local	Low	Low	Negligible	Positive	No	However the scope and scale of impacts on the local historic environment depends largely on the design and layout of new development and the extent to which it protects and enhances the fabric and setting of existing cultural heritage assets.
	3	To conserve and enhance the character of the landscape.	A reduction of the size of Welborne has the potential to limit impacts on landscape quality through reducing the adverse impact on the landscape setting of neighbouring settlements and reducing impacts on views from the South Downs National Park.	+	+	+	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The scope and scale of effects on landscape quality however also depend on measures to preserve key landscape features, the implementation of high quality design and layout within Welborne and the incorporation of high quality green infrastructure networks. The effect of lower housing numbers may also be limited by lower density development being taken forward.
	4	To promote accessibility and encourage travel by sustainable means.	A reduction of the size of Welborne has the potential to limit the viability of new and improved public transport linkages and networks, the provision of high quality walking and cycling networks and the provision of accessible services and facilities.	-	-	-	On-going	Permanent	Local	Medium	High	Minor	Negative	No	This has the potential to encourage the use of the private car.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	A reduction of the proposed size of Welborne will limit greenhouse gas emissions through reducing the built footprint of the new settlement. However a smaller population may reduce the viability of new public transport networks in Welborne, discouraging modal shift from the private car.	+/-	+/-	+/-	On-going	Permanent	Local	Low	Low	Negligible	Positive and negative	No	It may also reduce the viability of measures to adapt to the likely effects of climate change, such as the development of high quality multifunctional green infrastructure networks.
	6	To minimise air, water, light and noise pollution affecting the new community.	A reduction of the size of Welborne will limit air and noise emissions through limiting its population. The option also has the potential to limit light pollution (although potential benefits in this context from a lower population may be limited by lower density development being taken forward).	+/-	+/-	+/-	On-going	Permanent	Local	Low	Low	Negligible	Positive and negative	No	A smaller population may however reduce the viability of new public transport networks in Welborne, discouraging modal shift from the private car. It may also reduce the viability of measures which will help regulate air, noise and light pollution, such as the development of high quality multifunctional green infrastructure networks.

7	To conserve and enhance biodiversity.	Whilst a reduction in the proposed size of Welborne may reduce pressures on designated biodiversity sites, a reduced population is unlikely to fully prevent impacts on biodiversity without on-site and off-site measures to protect and enhance biodiversity assets and networks in the vicinity of the plan area. Potential benefits for biodiversity from a smaller population may be minimised with lower density development.	+	+	+	On-going	Permanent	Local	Low	Medium	Negligible	Positive	Yes	A simple reduction of Welborne's proposed population will not protect and enhance biodiversity assets and networks without the implementation of additional measures. The Welborne Plan should therefore implement a range of initiatives to avoid and mitigate against impacts on biodiversity, including high quality green infrastructure networks, expansion and improvement of Accessible Natural Greenspace, inclusion of appropriate features and design, improving biodiversity linkages between existing and future sites of biodiversity importance, and other measures to maximise the biodiversity value of Welborne.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Whilst a reduction in the proposed population of Welborne will limit land-take on the best and most versatile agricultural land if similar densities are used, potential benefits may be limited by lower density development. A smaller population will however reduce pressures on water resources.	+	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	The full range of measures to protect water and land resources will continue to be required with a reduced size of Welborne.
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	A smaller population in Welborne will limit the local market for goods, services and amenities, limiting the vitality of the local economy.	-	-	-	On-going	Permanent	Local	Medium	High	Minor	Negative	No	This will do less to provide accessible jobs for residents of the new community.
10	To create vital and viable new centres which complement existing centres	A reduction in the proposed size of Welborne will limit the catchments for district and local centres.	-	--	--	On-going	Permanent	Local	High	High	Moderate	Negative	No	This will reduce the vitality and viability of local centres.
11	To create a healthy and safe new community	A smaller population in Welborne has the potential to reduce the viability of the settlement's health and leisure facilities, reducing the amenities available for local people. The viability of public transport networks may also be undermined by a smaller population, further reducing accessibility to these services.	-	-	-	On-going	Permanent	Local	Medium	Medium	Minor	Negative	No	This may have implications for the health and wellbeing of residents of Welborne.

Key									
The 'Duration' column is noted as:	Major negative effect	--	Magnitude of significance is illustrated as:	Negative	Severe		Superior	Positive	
	Negative effect	-		Major		Major			
	Positive effect	+		Moderate		Moderate			
	Major positive effect	++		Minor		Minor			
	Neutral environmental effect			Negligible		Negligible			

Appendix H: High Level Assessment of the Publication Draft Welborne Plan

Please see insert.

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Development Principles

WEL1	Sustainable Development	+	+	+	+	+	+	+	+	+	+
WEL2	High Level Development Principles	++	+	++	++	+	++	++	+	++	++

Allocation of Land and the Comprehensive Approach

WEL3	Allocation of Land	++	+/-/?	--	+/-/?	-	-	+/-/?	--	++	+	+/-/?
WEL4	Comprehensive Approach	+	+	+	+	+	+	+	+	+	+	+

Maintaining Settlement Separation

WEL5	Maintaining Settlement Separation	0	++	++	0	0	+	+	++	0	0	+
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Character Areas, Design Principles and Heritage Assets

WEL6	General Design Principles	+	++	++	+	+	+	0	0	0	0	++
WEL7	Strategic Design Code	++	++	++	+	+	+	0	0	0	0	+
WEL8	Protection and Enhancement of the Historic Environment	0	++	++	0	0	0	0	0	0	+	0

Economy and Self-Containment

WEL9	Employment	+	+/-/?	-	+/-/?	--	+/-/?	+/-/?	+/-/?	++	++	+
WEL10	The District Centre	+	+	+	++	+	+	0	0	++	++	++
WEL11	The Local Centre	0	+	+	++	+	0	0	0	++	++	++
WEL12	Community Hub	0	0	0	+	+	0	0	0	+	+	+
WEL13	Community Buildings	0	0	0	+	0	0	0	0	+	++	++

Publication Draft Welborne Plan
High Level Assessment January 2014

SA Objectives

		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
WEL14	Healthcare Services	0	0	0	+	0	0	0	0	0	++	++
WEL15	Primary and Pre-School Provision	0	0	0	++	+	+	0	0	+	+	++
WEL16	Secondary School Provision	0	0	0	++	+	+	0	0	+	+	++
Homes												
WEL17	Market Housing	++	0	0	+	0	0	0	0	0	0	+
WEL18	Affordable Housing	++	0	0	+	0	0	0	0	0	+	+
WEL19	Specialist Accommodation for Older People	++	0	0	++	0	0	0	0	0	+	++
WEL20	Wheelchair Adapted Homes	++	0	0	++	0	0	0	0	0	+	++
WEL21	Custom Build Homes	++	0	0	+	0	0	0	0	0	+	+
WEL22	Gypsies, Travellers and Travelling Showpeople	++	+	+	+	0	+	+	0	0	+	+
Transport, Access and Movement												
WEL23	Transport Principles for Welborne	0	0	0	++	+	+	0	0	++	++	+
WEL24	Strategic Road Access	-	-	-	+	-	-	+/-/?	-	++	+	+/-/?
WEL25	Local Road Transport and Access	-	-	0	+	-	-	+/-/?	0	++	+	+
WEL26	Public Transport	0	0	0	++	+	+	0	0	++	++	+
WEL27	Encouraging Sustainable Choices	0	0	0	++	+	+	0	0	+	++	++
WEL28	Walking and Cycling	0	0	0	++	+	+	0	0	+	++	++

Green Infrastructure, Biodiversity and Landscape

WEL29	On-site Green Infrastructure	+	+	++	++	++	++	+	+	+	+	++
WEL30	Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-Site Green Infrastructure	0	0	+	0	0	+	++	+	0	0	++
WEL31	Conserving and Enhancing Biodiversity	0	+	++	0	0	+	++	+	0	0	0
WEL32	Strategic Green Infrastructure Corridors and Connections	0	+	++	++	++	+	++	+	+	++	++
WEL33	Structural Landscaping	0	++	++	0	+	+	++	+	0	+	+
WEL34	Detailed Landscaping	0	++	++	0	++	++	++	+	0	+	++
WEL35	Governance and Maintenance of Green Infrastructure	+	+	+	+	+	+	+	+	+	+	+

Energy, Water and Waste

WEL36	Energy	++	+/-/?	+/-/?	0	++	+/-/?	0	++	+	0	+
WEL37	Water Efficiency, Supply and Disposal	+	+/-/?	+/-/?	+/-/?	+/-/?	+/-/?	+/-/?	++	0	0	+
WEL38	Water Quality and Aquifer Protection	0	0	0	0	0	++	+	++	0	0	+
WEL39	Flooding and Sustainable Drainage Systems	+	0	+	0	++	++	++	+	0	0	+
WEL40	Household Waste Recycling Centre and Recycling	0	0	0	0	0	+	0	++	0	0	0

Delivering the New Community

WEL41	Phasing and Delivery	+	0	0	+	0	0	0	0	+	+	+
WEL42	Safeguarding Land for Specific Development	+	0	0	+	0	0	0	0	+	+	+
WEL43	Development Construction and Quality Control	0	0	0	+	0	+	0	+	++	0	+

Key to the High Level Assessment Matrix

- ++ Likely strong positive effect
- + Likely positive effect
- 0 Neutral/no effect
- Likely adverse effect
- Likely strong adverse effect
- +/-/? Uncertain effects

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 at the new community and promote adaptation to climate change
- 6 To minimise air, water, light and noise pollution affecting the new community
- 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 new community
- 10 To create vital and viable new centres which complement existing centres
- 11 To create a healthy and safe new community

Appendix I: Detailed Assessment of the Publication Draft Welborne Plan

Please see insert.

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DETAILED ASSESSMENT MATRIX

WEL3 - Allocation of Land - Land north of Fareham, east and west of the A32 (not including land at J11) is allocated for around 6,000 new homes, c.20ha of employment land, District Centre, Local Centre, secondary school, three primary schools, the central park, settlement buffers, and community, green and grey infrastructure

No.	SA 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									
1	To provide good quality and sustainable housing for all.	WEL3 will facilitate the delivery of approximately 6,000 houses. This will increase the availability of housing locally and for the wider sub-region, including market housing, private rented, affordable, adaptable, extra care and accommodation for older people.	+	+	++	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The policy proposes the delivery of up to 6,000 dwellings. This will help meet local and sub-regional housing needs. The extent to which the policy provides a mix of dwelling sizes and types to support the local housing market will depend on how policies WEL17-22 are implemented.
2	To conserve and enhance built and cultural heritage.	The development of c.6,000 dwellings, 20ha of employment land and associated uses will affect the setting of cultural heritage assets in and around Welborne, including to the west and east of the A32. To the west of the A32 the option will affect the setting of the Grade II* listed Dean Farmhouse and the recently discovered Neolithic long barrow. To the east of the A32, the proposals will affect the setting of the Lodge and Boundary Oak School, including the historic parkland at Roche Court. The setting of North Fareham Farmhouse and Mill House (Forest Lane), lying just outside the eastern policy boundary, will also be affected. In the wider area, views from and the setting of, historic landscapes and views associated with Fort Nelson on Portsdown Hill, the Forest of Bere, and historic settlement of Wickham will be altered. Secondary effects on listed buildings in the wider area are also possible, particularly those close to the A32 in Fareham and Wickham. The site contains a number of features on the Historic Environment Record, and it is likely that further archaeological finds will be recorded during development.	-	-	--	On-going	Permanent	Local	Medium	Medium	Minor	Negative	Yes	The design and layout of development areas in the vicinity of the listed buildings and known heritage assets should seek to enhance the features' setting, communicate their importance and utilise them to promote local distinctiveness, in accordance with WEL8. New development should incorporate designs which complement and enhances individual heritage assets and their setting, records their character and importance, preserves and enhances them where possible, and interprets and presents them to the local community. Proposals will need to be consistent with the Heritage Strategy and Historic Environment Management Plan that will be agreed with the Council and its archaeological advisors prior to the first stages of development, as required by WEL8. However, the scale and scope of development to take place in the area is likely to lead to some residual effects on historic environment assets within and in the vicinity of Welborne.

DETAILED ASSESSMENT MATRIX

WEL3 - Allocation of Land - Land north of Fareham, east and west of the A32 (not including land at J11) is allocated for around 6,000 new homes, c.20ha of employment land, District Centre, Local Centre, secondary school, three primary schools, the central park, settlement buffers, and community, green and grey infrastructure

3	To conserve and enhance the character of the landscape.	<p>Landscape sensitivity analyses show that the centre of the proposed allocation is an area of low landscape sensitivity, but that the site's fringes to the north, south, east and west are medium sensitivity, while areas of high sensitivity associated with the Forest of Bere and Portsdown Hill lie to the north and east respectively. Initial Zone of Theoretical Visibility work undertaken by the site promoters confirms that the eastern part of the allocation in particular is likely to be most visible from Portsdown Hill to the east.</p> <p>The Welborne Plan sets out a response to these constraints, including an accompanying landscape strategy which aims to prevent or significantly reduce views of Welborne from Wickham and the South Downs National Park to the north, and defines character areas within the policy boundary. WEL 6&7 require development to consider the landscape setting of character areas and respond with high quality design, while WEL29-35 contain strategic green infrastructure, structural and detailed landscaping requirements, including protection of existing features within the policy boundary. WEL5 implements settlement buffers to protect the visual integrity of neighbouring settlements at Funtley, Knowle and Wickham.</p> <p>However, the nature and scale of Welborne as a new community will nevertheless lead to residual effects on landscape character in the area.</p>	-	-	--	On-going	Permanent	Sub-regional	Medium	High	Moderate	Negative	Yes	<p>Policies WEL5-7 and 29-35 set out the planning response to landscape impacts associated with delivering the plan. WEL4 requires the preparation of a comprehensive masterplan for the site to be prepared and agreed with the Council during the early stages of development. The masterplan will be required to demonstrate how landscape impacts have been considered within the design and layout of the community, and how existing features are incorporated within it. Subsequent phases will then be required to adhere to both the Welborne Plan and comprehensive masterplan.</p>
4	To promote accessibility and encourage travel by sustainable means.	<p>As a strategic allocation of land, Welborne is in a relatively accessible location with good access to strategic and local roads, and the opportunity to connect to public transport, walking and cycling routes. But many of these roads are already subject to congestion at peak time, especially the M27, A27 and A32. The very close proximity of the motorway suggests that an over-reliance on private car transport could be an outcome of the plan, and the allocation of employment land adjacent to the motorway is likely to contribute to congestion. However, the plan incorporates several changes to the strategic and local road network, as well as public transport, walking and cycling links, to encourage sustainable transport and mitigate the effects of congestion. A range transport interventions tested within the Sub-Regional Transport Model shows the significant decreases in traffic flow on parts of the strategic road network are achievable, for instance AM peak-hour traffic would decrease on M27 westbound from J11. Nonetheless, traffic growth on certain road will be unavoidable, including the A32 north to Wickham and south through Fareham, and M27 west from J10.</p>	+/-	+/-	+/-	On-going	Permanent	Sub-regional	Medium	Medium	Mixed	Positive & Negative	Yes	<p>The effect of the proposals depend on the degree to which sustainable transport networks are effectively integrated within the planning of Welborne. In this context the policies on transportation and green infrastructure (WEL23-35) promote the use of sustainable modes of transport and accessibility, including connections to Bus Rapid Transit, local bus routes, new strategic walking and cycling routes, and connections to existing routes. The spatial distribution of land uses has taken account of the need to reduce travel demand where possible, by positioning trip generating uses (e.g. centres, schools, retail) in sustainably accessible locations. Requirements for a transport strategy and travel planning during implementation and operational stages target behavioural change to achieve the desired level of modal shift. The success of this combination of measures will be the governing factor in embedding sustainable travel patterns from the outset.</p>

DETAILED ASSESSMENT MATRIX

WEL3 - Allocation of Land - Land north of Fareham, east and west of the A32 (not including land at J11) is allocated for around 6,000 new homes, c.20ha of employment land, District Centre, Local Centre, secondary school, three primary schools, the central park, settlement buffers, and community, green and grey infrastructure

SEA Objectives																
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of 6,000 dwellings, 20ha of employment land and associated uses will increase greenhouse gas emissions, during both construction and operation, by increasing the built footprint of Fareham Borough, its population and economic activity. The magnitude of the impact in relation to the international significance of the issue is considered to be low. The plan seeks to address its carbon emissions through sustainable transport measures (see above) as well as by promoting energy efficiency and good design, and by requiring developments to be supplied at least partially from renewable and low carbon energy sources. Although Welborne is not situated in an area of flood risk, WEL39 requires flood risk assessments to be prepared to reduce the risk of surface water flooding or increasing flood risk off-site, and comprehensively planned approach to sustainable drainage systems is stipulated.	-	-	-	On-going	Permanent	International	Low	Medium	Moderate	Negative	Yes	The extent to which Welborne successfully minimises carbon emissions will depend on the effective implementation of integrated sustainable transport networks, (WEL23-28&32) and energy efficient design WEL36. The risk of flooding on and off-site will be managed through WEL39. Nonetheless, a residual carbon emission impact is predicted as a result of the allocation of land.	
	6	To minimise air, water, light and noise pollution affecting the new community.	Lying adjacent to the M27 and A32, parts of the Welborne area currently suffer from noise and air pollution. The plan responds to this by allocating more sensitive uses (i.e. residential) outside of the 63dB zone, away from main transport routes. A water source protection zone to the east of Welborne is largely protected through the allocation of land mainly to the west of the A32, outside of the main area of risk. Sustainable drainage schemes will be required to take account of the SPZ in accordance with WEL38. The plan will nonetheless contribute to increasing noise and air pollution, during both construction and operation, predominantly by increasing traffic volumes on new and existing roads. Welborne can also be expected to increase ambient light pollution across the site, which is largely undeveloped at present, and these impacts are likely to be most acute for existing residents in Funtley, Knowle, north Fareham and Forest Lane.	-	-	--	On-going	Permanent	Sub-regional	Medium	High	Moderate	Negative	Yes	The plan's distribution of development and provisions for green infrastructure will help to reduce the negative effects of noise, air and light pollution on residents within and near to Welborne. Policies 38&39 on sustainable drainage and aquifer protection will manage the risk of water pollution.	

DETAILED ASSESSMENT MATRIX

WEL3 - Allocation of Land - Land north of Fareham, east and west of the A32 (not including land at J11) is allocated for around 6,000 new homes, c.20ha of employment land, District Centre, Local Centre, secondary school, three primary schools, the central park, settlement buffers, and community, green and grey infrastructure

		7	To conserve and enhance biodiversity.	<p>The Welborne site is largely arable land of relatively low intrinsic ecological value. However, remnants of ancient semi-natural woodland survive at the western site boundary near Knowle and along the east verge of the A32 southern section. Sites of Importance to Nature Conservation on site or adjacent include: Knowle Copse, Dash Wood and Ravens Woods; Ravenswood Row; Blakes Copse; Martin's Copse; Birchfrith Copse; and Fareham Common. These locally important habitats are all at risk of impact during both construction and operation and will need special consideration to ensure their continued contribution to nature conservation. Initial field survey work has confirmed that the site supports a range of nationally and European protected species, including badger, bats, birds, dormouse, great crested newt and reptiles. The local population status of these species may be at risk unless suitable avoidance, mitigation and enhancement measures are incorporate into the development plan. Looking further afield, Botley Woods SSSI, which lies between strategic development areas at Welborne and north Whiteley, could be subject to cumulative effects from both developments, particularly with regard to recreational use.</p> <p>A range of internationally important habitats and species assemblages exist at the Solent coastline which may also be subject to increasing recreational impact in combination with other developments, while significant effects on the New Forest, River Itchen and Butser Hill are possible but less likely. Impacts to international designations are assessed in the accompanying HRA.</p>	-	-	--	On-going	Permanent	Local to International	Low	Medium	Major	Negative	Yes	<p>The Welborne Plan's response to the risk of ecological impacts seeks to address impacts at each level of geographic significance. WEL31 requires development proposals to protect and enhance existing patches of species-rich habitat and populations of protected species on-site. WEL29 and WEL 32 seek to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented. WEL30 aims to ensure that disturbance impacts to internationally important sites can be adequately avoided and mitigated by contributing to coastal management measures and enhancing accessibility to areas of semi-natural greenspace both on-site and adjacent, while acknowledging the need to manage recreational access to SINCs to reduce the risk of adversely affecting the ecology of these sites.</p>
		8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	<p>Pre-1988 agricultural Land Classification maps indicate that the majority of land within the policy area is classified as being of Grade 2 agricultural value. Post-1988 maps indicate that approximately 60% of the site is classified as being Grade 3a (mainly the northern section) with the remainder being Grade 3b (mainly the south of the site). Both Grades 2 and 3a are classed as best and most versatile agricultural land. Allocating the site for Welborne will result in a loss of BMV land, the principle of which has been tested in higher tier plans (the South East Plan and Fareham Core Strategy). Additionally, significant areas towards the periphery of the site are allocated as Minerals Safeguarded Areas. Development of the scale proposed at Welborne will lead to significant water and resource use during both construction and operational stages.</p>	--	--	--	On-going	Permanent	Sub-regional	Medium	Medium	Moderate	Negative	Yes	<p>While the loss of BMV agricultural land will be unavoidable if development objectives for the site are to be met, opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources, in accordance with the Hampshire Minerals and Waste Plan. The plan's response to the need to manage resource use - including waste management, and energy and water efficiency - is set out in policies WEL36, 37 and 40.</p>

DETAILED ASSESSMENT MATRIX

WEL3 - Allocation of Land - Land north of Fareham, east and west of the A32 (not including land at J11) is allocated for around 6,000 new homes, c.20ha of employment land, District Centre, Local Centre, secondary school, three primary schools, the central park, settlement buffers, and community, green and grey infrastructure

9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The development of 6,000 dwellings, 20ha of employment land and associated uses will increase the local market for goods, services and amenities, and provide high quality premises for new and expanding businesses in the sub-region. Measures to encourage indigenous economic growth during operation are promoted, for example a business incubator facility, and requirements for local employment and skills training during construction are included within the implementation plan, helping to support the economic vitality of Welborne and the surrounding area.	+	+	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The Welborne Plan has moved away from the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment. In addition this could drive up the required amount of employment floorspace and negatively affect the sub-regionally agreed "Cities First" approach.
10	To create vital and viable new centres which complement existing centres	The allocation of land facilitates development of a new District Centre, Local Centre and Community Hub to provide for the needs of the new community without unduly competing with existing centres. Requirements for green infrastructure and structural and detailed landscaping will contribute towards developing local distinctiveness.	+	+	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	This will be supported by the other policies in the Welborne Plan, which focus on the provision of educational, community, retail and sustainable transport networks to promote self-containment within the new community.
11	To create a healthy and safe new community	The allocation of land will facilitate the delivery of new health facilities, including GP surgeries, dental and pharmacy facilities, while promoting healthy living through new sports, recreational and sustainable transport networks.	+	+	++	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	This will be supported by the other policies in the Welborne Plan, which focus on the provision of allotments, formal and informal play spaces and access to natural greenspace.

Key

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

DETAILED ASSESSMENT MATRIX

WEL9 - Employment - c.20ha of employment land immediately north of the M27

No.	SA 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									
1	To provide good quality and sustainable housing for all.	The policy seeks to ensure that the amenity of nearby residential areas is not affected by the new employment land proposed and that, where possible, employment development is positioned to help mitigate the impact of road traffic noise from the M27.		+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support the built environment and townscape quality of nearby residential areas.
2	To conserve and enhance built and cultural heritage.	The development of c.20ha of employment floorspace at the locations proposed through the policy has the potential to have effects on the setting of cultural heritage assets. Due to the proposed location of development, effects on the historic environment will take place both to the west and east of the A32. To the west of the A32 the option may affect the setting of the Grade II* listed Dean Farmhouse. To the east of the A32, the proposals may affect the setting of the Lodge at Boundary Oak School. The proposals may also affect the historic setting of the landscape of the area, including the setting of Fort Nelson on Portsdown Hill to the east (although it should be noted that land will not be developed to the north of Junction 11 of the M27, the area closest to Portsdown Hill).		-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	Yes	The design and layout of development areas in the vicinity of the listed buildings should seek to enhance the buildings' setting and complement their curtilage, in accordance with WEL8. New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non designated sites and the townscape and landscape of the area. The historic environment and setting of the area should be used to promote local distinctiveness. Archaeological finds should be appropriately catalogued in consultation with the Council and its archaeological advisors, in accordance with the agreed Heritage Strategy and Historic Environment Management Plan. Policies WEL8 and 33-34 set out detailed provisions for the historic environment and landscape and townscape quality. However due to the scale and scope of development to take place in the area there is potential for employment land at this location to lead to some residual effects on historic environment assets.
3	To conserve and enhance the character of the landscape.	Landscape sensitivity analyses show that allocated employment land to the west of the A32 is in an area of low landscape sensitivity, but that the site's fringes to east are medium sensitivity and associated with Portsdown Hill. This is confirmed by Zone of Theoretical Visibility work undertaken by the site promoters.		-	--	On-going	Permanent	Local	High	High	Moderate	Negative	Yes	Policies WEL5-7 and 29-35 set out the planning response to landscape impacts associated with delivering the plan. While many of these policies will help to minimise landscape and visual impacts through design, layout and landscaping commensurate with the 'parkland' character area, together with implementation of a high quality GI network, developing employment land at this location is nonetheless predicted to have residual effects on landscape character.

DETAILED ASSESSMENT MATRIX

WEL9 - Employment - c.20ha of employment land immediately north of the M27

SEA Objectives	4	To promote accessibility and encourage travel by sustainable means.	Development of c.20ha of employment land adjacent to the M27 will add to congestion on the local and strategic road network, while the very close proximity of the motorway suggests that an over-reliance on private car transport could result. The plan incorporates changes to the road network, as well as public transport, walking and cycling links, to encourage sustainable transport and mitigate the effects of congestion. Transport modelling indicates that some benefits may be achieved, but traffic flows on the M27 and A32 would be likely to increase. The allocation seeks to reduce the need to travel by locating employment close to the District Centre, including its links to bus and BRT, and by providing well connected walking and cycling networks.	-/+	-/+	On-going	Permanent	Sub-regional	Low	Low	Mixed	Positive/negative	Yes	The planning response is set out by policies on transportation and green infrastructure (WEL23-35) which promote the use of sustainable modes of transport and accessibility, including connections to BRT, local bus routes, new strategic walking and cycling routes, and connections to existing routes. Requirements for a transport strategy and travel planning during implementation and operational stages target behavioural change to achieve the desired level of modal shift.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The development of employment floorspace and associated uses will increase greenhouse gas emissions, during both construction and operation, by increasing the built footprint of Fareham Borough, its population and economic activity. The magnitude of the impact in relation to the international significance of the issue is considered to be negligible. The area is not subject to flood risk.	-	-	On-going	Permanent	International	Negligible	Medium	Moderate	Negative	Yes	The extent to which employment development minimises greenhouse gas emissions depends on a range of factors, including the effective integration and use of sustainable transport networks, the extent to which energy efficient design is included in new development and the layout of development. Whilst many of the plan's policies will support a limitation of greenhouse gas emissions, there will be an unavoidable increase in emissions as a result of the development of employment land.
	6	To minimise air, water, light and noise pollution affecting the new community.	Locating employment development in this location is an efficient use of land on which more sensitive uses would be constrained as a result of noise and air pollution from the M27. Employment land to the east of the A32 will be situated within SPZ2, and so strict adherence to WEL38 will be particularly important here. Noise and air pollution impacts are likely to arise from construction activities and, during operation, traffic movements will also contribute to these impacts.	--	--	On-going	Permanent	Local	Medium	High	Moderate	Negative	Yes	The extent to which air, noise, water and light pollution is minimised depends on the design and layout of development, green infrastructure networks, the use of low noise road surfacing, high quality drainage systems, appropriate lighting design and other factors. In this context a number of proposed policies will help limit effects from the development of the employment land.
	7	To conserve and enhance biodiversity.	Site development, including 20ha of employment land, will increase pressures on habitats, species and designated sites if implemented without a range of avoidance, mitigation and enhancement measures. However it is not anticipated that employment uses at the locations proposed will lead to the loss of features of ecological importance. Occasional flocks of curlew were observed in the pasture south of Pook Lane during overwintering bird surveys but this area is not scheduled for development.	-	-	On-going	Permanent	Local	Low	Low	Negligible	Negative	Yes	The plan's response to the risk of ecological impacts requires development proposals to protect and enhance existing fragments of species-rich habitat and populations of protected species on-site (WEL31). WEL29 and WEL 32 seek to increase the overall area of semi-natural habitat within the site, which could contribute to an increase in biodiversity within the site if correctly implemented.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	A small part of the employment allocation to the west is within a Minerals Safeguarding Area, while all of it is classified as grade 3b agricultural land according to post-1988 maps. Development of the scale proposed at is predicted to lead to significant water and resource use during both construction and operational stages.	-	-	On-going	Permanent	Local	Low	Low	Minor	Negative	Yes	Opportunities to extract minerals deposits prior to development should be explored to avoid sterilising these resources. The plan's response to the need to manage resource use - including waste management, and energy and water efficiency - is set out in policies WEL36, 37 and 40.

DETAILED ASSESSMENT MATRIX

WEL9 - Employment - c.20ha of employment land immediately north of the M27

9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	Site development, including 20ha of employment land, will increase employment opportunities and support the economic vitality of Welborne and the surrounding area. This will be supported by a promotion of a range of employment land types, including offices and industrial / warehousing and measures to support start-ups and the growth of small businesses, while requirements for local employment and skills training during construction are included within the implementation plan.	+	++	On-going	Permanent	Sub-regional	High	High	Major	Positive	No	An increase in economic activity will support an increase in employment opportunities locally. The adjacency of employment areas to the District Centre and the development of a Business Incubation Centre will also support the economic viability of the main centre of Welborne. The Welborne Plan has moved away from the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment. In addition this could drive up the required amount of employment floorspace and negatively affect the sub-regionally agreed "Cities First" approach.
10	To create vital and viable new centres which complement existing centres	The development of 20ha of employment land and associated uses will increase the local market for goods, services and amenities, and provide high quality premises for new and expanding businesses in the sub-region. Measures to encourage indigenous economic growth during operation are promoted, for example a business incubator facility, and requirements for local employment and skills training during construction are included within the implementation plan, helping to support the economic vitality of Welborne and the surrounding area.	+	+	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	
11	To create a healthy and safe new community	The employment land allocation is partly intended to reduce the negative health impacts of noise and air pollution emanating from the M27.	+	+	On-going	Permanent	Local	Medium	Medium	Minor	Positive	No	

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

DETAILED ASSESSMENT MATRIX

WEL24 - Strategic Road Access - Improvements to create an all moves M27 J10 and associated works, and improvements to off-site J9 and J11 if required

NOTE: Exact design is yet to be finalised but likely features include new on and off slip-roads located with new underpass 600m to the west of the existing junction, with replacement westbound off-slip also connecting to new underpass

	No.	SA 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									
ves	1	To provide good quality and sustainable housing for all.	The three new slip-roads proposed as part of the solution could affect the quality of the residential environment at Funtley (dwellings on Funtley Road) and north Fareham (dwellings on Funtley Hill, Kiln Road and Potters Avenue) by increasing noise and light pollution.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Noise screening measures, use of low noise road surfacing, and low-spill lighting design could be installed to reduce impacts to existing homes if project-level impact assessment indicates that a significant increase in noise or light pollution would occur.
	2	To conserve and enhance built and cultural heritage.	The construction and operation of the eastbound off slip-road may have some additional noise and visual impacts on the setting of the Grade II listed Church of St Francis. Noise from the eastbound off slip-road may worsen the impact of existing road noise in the vicinity of the Grade II* listed Dean Farmhouse.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	However the construction and operation of the new off and on slips to the motorway as part of this option is unlikely to significantly affect the fabric and setting of known cultural heritage assets in the area, given the existing influence of the motorway.
	3	To conserve and enhance the character of the landscape.	New on and off slip-roads west of the existing junction will lead to land-take to the south of the motorway at Fareham Common. This will affect landscape and townscape quality in the area (although it should be noted that the existing motorway already has a significant influence on the quality of the public realm in the area). However, some improvements may result from removal of the current circular off-slip.	-	-	-	Ongoing	Permanent	Local	High	Low	Moderate	Negative	Yes	Landscape capacity analyses indicate that Fareham Common is an area of medium landscape sensitivity. Slip-roads both north and south of the M27 could include planted vegetation buffer zones to screen the visual impact from existing and newly developed areas to the north and south.
	4	To promote accessibility and encourage travel by sustainable means.	Converting J10 to all moves will alleviate congestion on parts of the strategic road network. For example, AM peak-hour traffic between junctions 10 and 11 will decrease eastbound and westbound, while traffic on A27 Eastern Way will decrease northbound and southbound. The preferred option helps to reduce the severance impact of a more westerly eastbound off-slip, while also avoiding congestion that would occur under the gyratory scenario at the A32 Wickham Road (J10 Option A).	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	WEL24 also seeks to incorporate BRT and bus priority measures at J10, safe cycle and pedestrian access between Fareham and Welborne, and improvements to J9&11 if needed.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	New on and off slip-roads will improve accessibility to the M27 to and from Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport.	-	-	-	On-going	Permanent	International	Negligible	Medium	Moderate	Negative	Yes	By seeking to incorporate BRT/bus priority measures, cycle and pedestrian access into the road proposals, and improve linkages across the M27 for these modes of transport, WEL24 will help limit greenhouse gas emissions by promoting modal shift.

DETAILED ASSESSMENT MATRIX

WEL24 - Strategic Road Access - Improvements to create an all moves M27 J10 and associated works, and improvements to off-site J9 and J11 if required

NOTE: Exact design is yet to be finalised but likely features include new on and off slip-roads located with new underpass 600m to the west of the existing junction, with replacement westbound off-slip also connecting to new underpass

SEA Object															
6	To minimise air, water, light and noise pollution affecting the new community.	The new slip-roads proposed to the west of the existing junction will contribute to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Noise screening measures, use of low noise road surfacing, low-spill lighting design and planted vegetation buffer zones could be installed to reduce impacts to existing homes if project-level impact assessment indicates that significant increases in air, noise or light pollution would occur. It should however be noted that noise, air quality and light pollution is currently significantly influenced by the existing presence of the motorway. The incorporation of BRT/bus priority measures, and improved cycle and pedestrian access will support accessibility by sustainable modes of transport, helping to limit air, noise and light pollution.	
7	To conserve and enhance biodiversity.	The westbound on slip has the potential to lead to land-take at two areas of priority habitat (lowland mixed deciduous woodland) on Fareham Common, part of which is a SINC. The northern part of the dumbbell is also situated adjacent to an area of priority woodland habitat.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through the routing and construction for the slip roads. Appropriate planting and habitat creation should also take place alongside the construction of the slip roads and the new road links as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.	
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the new and replacement slip roads will lead to the loss of the Grade 3b agricultural land to the south and north of the M27. However, land to the north would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land north of the M27.	-	-	-	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	No	Land to the north and south of the M27 at this location is classified as Grade 3b agricultural land on post-1988 maps.	
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The strategic road network improvements resulting from three new slip-roads at J10 will enhance access to new employment areas in Welborne. This will support economic investment.	+	+	+	On-going	Permanent	Sub-Regional	Medium	Medium	Moderate	Positive	No	The policy also seeks to incorporate BRT/bus priority measures, and improved cycle and pedestrian access between Fareham and Welborne helping to promote accessibility to employment opportunities.	
10	To create vital and viable new centres which complement existing centres	An improvement in accessibility for motorised vehicles to the Strategic Road Network from Welborne may support the viability of centres by encouraging businesses to locate in the new community.	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	Integration of BRT/bus, cycle and pedestrian routes with the improved junction will also support the viability and vitality of the district centre.	
11	To create a healthy and safe new community	An increase in noise, air and light pollution and an encouragement of the use of private car transport could negatively affect health and wellbeing. The policy may also have implications for road safety by increasing traffic.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The policy however seeks to integrate BRT/bus, cycle and pedestrian access into the junction improvement, and enhance linkages between Fareham and Welborne to encourage active travel. Mitigation for air, noise and light pollution is given above.	

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

DETAILED ASSESSMENT MATRIX

WEL25 - Local Road Transport and Access - Improvements to A32, new spine network of routes within Welborne, including main north-south route parallel to A32, closure of Pook Lane to through traffic, and a series of off-site improvements to the local road network

	No.	SA 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									
tives	1	To provide good quality and sustainable housing for all.	Welborne is likely to increase traffic flow on roads in the local area, including Wickham, Knowle, Funtley and Fareham, during both construction and operation. This policy aims to mitigate increasing traffic flow by improving the layout, circulation and capacity of key junctions which are expected to receive significantly more traffic. Nonetheless, residential amenity in homes close to these junctions may be adversely affected.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Noise screening measures, use of low noise road surfacing, and low-spill lighting design could be installed to reduce impacts to existing homes if project-level impact assessment indicates that a significant increase in noise or light pollution would occur.
	2	To conserve and enhance built and cultural heritage.	Noise from a busier A32 is likely to worsen the impact of existing road noise in the vicinity of the Grade II listed Boundary Oak School gatehouse (The Lodge). Similarly, the setting of listed buildings and conservation areas close to the A32 may deteriorate, including: at Fareham, the Barn at Furzehall, Gate Piers at No.61(Uplands), Furzehall Farmhouse, The Potteries; at Wickham, Wickham Bridge, Bridge House, Chesapeake Mill, Church of St Nicholas and associated structures.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Noise screening measures, use of low noise road surfacing, and low-spill lighting design could be installed to reduce impacts to existing homes if project-level impact assessment indicates that a significant increase in noise or light pollution would occur.
	3	To conserve and enhance the character of the landscape.	Local road transport and access improvements are unlikely to significantly affect landscape character, although some small scale impacts on the character of the townscape could occur as a result of junction re-configurations in Fareham and Wickham.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Junction improvements could be accompanied by measures to lessen townscape impacts, such as area of new planting, high quality street furniture and signage, interpretation boards for features of local interest.
	4	To promote accessibility and encourage travel by sustainable means.	Traffic modelling indicates that proposed development is likely to increase traffic flows on local roads in the area. For instance, in the AM peak-hour, traffic flow heading north towards Wickham will increase; traffic at the western end of Knowle road will increase westbound and eastbound; and southbound traffic on A32 Wickham Rd (north of Southampton Rd) will increase. The policy is designed to keep traffic moving, prevent rat-running and implement BRT/bus priority measures to facilitate sustainable travel choices.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The benefits of WEL25 will be further supported by WEL26-28 & 32, which encourage travel by sustainable modes and provide new walking and cycling routes and road crossings across the A32.
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	Local road transport and access improvements will enhance accessibility between the M27 and Welborne by private car. This will contribute to an increase in greenhouse gas emissions from transport linked to Welborne.	-	-	-	On-going	Permanent	International	Negligible	Medium	Moderate	Negative	Yes	By seeking to incorporate BRT/bus priority measures, cycle and pedestrian access into the road proposals, WEL25 will help limit greenhouse gas emissions by promoting modal shift.

DETAILED ASSESSMENT MATRIX

WEL25 - Local Road Transport and Access - Improvements to A32, new spine network of routes within Welborne, including main north-south route parallel to A32, closure of Pook Lane to through traffic, and a series of off-site improvements to the local road network

SEA Object															
6	To minimise air, water, light and noise pollution affecting the new community.	Junction improvements on the local road network will facilitate an increase in traffic movements, contributing to an increase in noise, air and light pollution in the immediate area.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Noise screening measures, use of low noise road surfacing, low-spill lighting design and planted vegetation buffer zones could be installed to reduce impacts to existing homes if project-level impact assessment indicates that significant increases in air, noise or light pollution would occur. It should however be noted that noise, air quality and light pollution is currently significantly influenced by the existing presence of the local roads in these locations. The incorporation of BRT/bus priority measures, and improved cycle and pedestrian access will support accessibility by sustainable modes of transport, helping to limit air, noise and light pollution.	
7	To conserve and enhance biodiversity.	Proposed improvements to the A32, Knowle Road and the internal spine network could negatively affect or lead to small scale loss of valuable habitats, including ancient woodland remnants along the south-eastern edge of A32, and the Knowle Road verges which consultation respondents have indicated are botanically rich. Off-site junction improvements are unlikely to lead to significant ecological impacts.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Habitat loss should be minimised through careful route planning and design of construction methods for the spine network. Appropriate planting and habitat creation should also take place alongside the construction of the spine network as part of the wider landscaping and GI strategy for Welborne, to contribute to sub-regional biodiversity networks.	
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	Construction of the internal spine network will lead to the loss of areas of Grade 3a and 3b agricultural land to the north of the M27. However, this land would be lost to other forms of development in Welborne if the option is not taken forward, and so the option is assessed as neutral with respect to agricultural land.									Neutral		No	Land to the north of the M27 is classified as part Grade 3a, part 3b agricultural land on post-1988 maps.	
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The internal spine network and off-site junction improvements will enhance access to new employment areas in Welborne. This will support economic investment.	+	+	+	On-going	Permanent	Sub-Regional	Medium	Medium	Moderate	Positive	No	The improvements also seek to incorporate BRT/bus priority measures, and improved cycle and pedestrian access between Fareham, Welborne and the wider area, helping to promote accessibility to employment opportunities.	
10	To create vital and viable new centres which complement existing centres	The internal spine network and connections with BRT/bus, walking and cycling routes will help to link key nodes within the new community, including its centres, employment areas, schools and residential areas, contributing significantly to the vitality and viability of Welborne. Off-site junction improvements will help to mitigate traffic impacts on existing centres.	+	++	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	The benefits of WEL25 will be further supported by WEL26-28 & 32, which encourage travel by sustainable modes and provide new walking and cycling routes and road crossings across the A32.	
11	To create a healthy and safe new community	Off-site junction improvements are intended to reduce traffic and road safety impacts on the local road network, but may result in increased noise, air and light pollution in their immediate vicinity, which could negatively affect health and wellbeing.	-/+	-/+	-/+	Ongoing	Permanent	Local	Medium	Low	Mixed	Positive and negative	Yes	The policy seeks to integrate BRT/bus priority measures, cycle and pedestrian access into road network improvements, and enhance linkages between Fareham, Welborne and the wider area to encourage active travel. Mitigation for air, noise and light pollution is given above.	

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



DETAILED ASSESSMENT MATRIX

WEL36 - Energy - Optimised energy efficiency through building design, layout, orientation, landscaping and materials; 10% of residential buildings to Passivhaus standards; energy supply to maximise low / zero carbon technology including district heating

	No.	SA 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	To provide good quality and sustainable housing for all.	By seeking to optimise energy efficiency in new dwellings, and requiring 10% to be built to 'Passivhaus' standards, the policy will promote the development of high quality housing which is healthy, warm and economical to run.	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Installation of smart meters (which are being rolled-out nationally) will further assist residents in managing their energy use, reducing costs and energy consumption.
	2	To conserve and enhance built and cultural heritage.	New renewable energy infrastructure could negatively affect the setting and fabric of cultural heritage assets if inappropriately designed or located.	-	-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	Yes	The technological selection, location, design and layout of new renewable energy infrastructure should seek to avoid negative effects on the fabric of cultural heritage assets and complement the setting of the historic environment.
	3	To conserve and enhance the character of the landscape.	New renewable energy infrastructure could negatively affect landscape and townscape character if inappropriately designed or located.	-	-	-	On-going	Permanent	Local	Medium	Low	Minor	Negative	Yes	The technological selection, location, design and layout of new renewable energy infrastructure should seek to complement landscape character and quality.
	4	To promote accessibility and encourage travel by sustainable means.	No significant effects at this level of detail.									Neutral		No	
	5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The policy's focus on energy efficiency and utilisation of low and zero carbon technologies in Welborne will help to minimise carbon emissions.	+	+	++	Ongoing	Permanent	International	Low	High	Moderate	Positive	No	
	6	To minimise air, water, light and noise pollution affecting the new community.	Depending on which technologies are installed, new renewable energy infrastructure (e.g. wind turbines or CHP) could increase noise or air pollution.	-	-	-	On-going	Permanent	Local	Low	Low	Negligible	Negative	Yes	The technological selection, location, design and layout of new renewable energy infrastructure should seek to avoid noise and air pollution.
	7	To conserve and enhance biodiversity.	Depending on which technologies are installed, new renewable energy infrastructure (e.g. wind turbines) could negatively affect protected species such as bats and birds. But wind turbines are not discussed in the policy justification and the policy gives no spatial specification, meaning that the likelihood and significance of possible impacts cannot be assessed at the current stage.									Neutral		Yes	Proposals for renewable energy installations will need to demonstrate that they can be delivered without significant ecological impacts.
	8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	The policy's focus on energy efficiency and utilisation of low and zero carbon technologies in Welborne will support the sustainable use of natural resources.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
	9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	The policy's focus on energy efficiency and utilisation of low and zero carbon technologies in Welborne will support the development of a green economy locally.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	For example, supply, installation and maintenance of renewable energy infrastructure will provide local employment opportunities, and the use of sustainable building techniques will help promote a culture of 'green innovation'.
	10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral		No	
	11	To create a healthy and safe new community	High standards of energy efficiency in new homes will support the health and wellbeing of residents, by providing warmer, drier and healthier homes, and helping to limit fuel poverty.	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	

DETAILED ASSESSMENT MATRIX

WEL37 - Water Efficiency, Supply and Disposal - Water efficiency measures and water meters to achieve residential consumption rates of no greater than 105 litres per person per day; phased provision of water supply and wastewater conveyance and treatment infrastructure to service new and existing buildings, and to meet required environmental (discharge) standards

NOTE: No current preferred option for wastewater treatment - wastewater may be treated at Peel Common or Knowle wastewater treatment works

No.	SA 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									
1	To provide good quality and sustainable housing for all.	By achieving high water efficiency in new dwellings, and installing water meters to all new homes, the policy will promote the development of high quality housing which is economical to run.	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
2	To conserve and enhance built and cultural heritage.	<u>Knowle</u> : There may be some disturbance of historic environment assets during construction, including designated sites and archaeological finds. The option removes the need for a long distance pipeline however. This will reduce potential effects on cultural heritage assets to the south of Welborne, including in Fareham town centre. <u>Peel Common</u> : A buried pipeline would be less likely to affect the setting of cultural heritage assets, but there may be some disturbance of below-ground historic environment assets during construction, including designated sites and archaeological finds.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	There are a number of designated historic environment features and areas of importance between Welborne and Peel Common, including in Fareham town centre. These include numerous listed buildings, and Fort Fareham, which is a Scheduled Ancient Monument. Effects on the historic environment will depend on the route of the pipeline and the mitigation and avoidance measures implemented. Knowle has seven listed structures, including the three buildings at Great Funtley Farm, the Mill House, two buildings at Knowle Hospital, and the farm cottage in the northwest of the village. Adherence to WEL8 will require the selected option to be implemented in accordance with the Heritage Strategy and Historic Environment Management Plan.
3	To conserve and enhance the character of the landscape.	<u>Knowle</u> : The effect of an expanded treatment plant on landscape quality depends on the design, layout and extent of new land-take at the facility. <u>Peel Common</u> : The effect of the new pipeline on landscape quality depends on its routing. If routed through the countryside, negative effects on landscape character are likely during construction and early stages of operation.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	It is likely that a pipeline to Peel Common would be buried, thereby limiting operational effects on landscape character. Site-level landscaping proposals (e.g. bunds or tree planting) may be sufficient to mitigate the effects of expanding Knowle works. Specific mitigation proposals will need to be drawn up during selection and design of the preferred option.
4	To promote accessibility and encourage travel by sustainable means.	Treatment at <u>Knowle</u> is likely to require slurry to be removed from site by lorry. Although possibly not affecting the new community, increased lorry movements will not help to promote accessibility or sustainable transport. <u>Peel Common</u> : Construction of a new pipeline would generate significant volumes of construction traffic, and several roads (including the M27) would need to be crossed, adversely affecting local accessibility in the short to medium term.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Specific mitigation proposals will need to be drawn up during selection and design of the preferred option. HGV route-planning, road upgrades and fleet improvements could help to reduce impacts to Knowle residents.
5	To minimise carbon emissions at the new community and promote adaptation to climate change.	The energy costs associated with pumping wastewater 5km from Welborne to <u>Peel Common</u> would increase the carbon footprint of developing the new community. The <u>Knowle</u> option is less likely to have significant impacts in this respect.	-	-	-	On-going	Permanent	International	Negligible	Low	Moderate	Negative	Yes	The most sustainable option in relation to this objective would be to treat wastewater at Knowle, thereby avoiding the need to pump waste over a much longer distance.

DETAILED ASSESSMENT MATRIX

WEL37 - Water Efficiency, Supply and Disposal - Water efficiency measures and water meters to achieve residential consumption rates of no greater than 105 litres per person per day; phased provision of water supply and wastewater conveyance and treatment infrastructure to service new and existing buildings, and to meet required environmental (discharge) standards

NOTE: No current preferred option for wastewater treatment - wastewater may be treated at Peel Common or Knowle wastewater treatment works

SEA Objectives														
6	To minimise air, water, light and noise pollution affecting the new community.	Although possibly not affecting the new community, increased lorry movements could have negative air and noise pollution impacts on <u>Knowle</u> residents. Short-term impacts are also likely during construction for both options. Wastewater discharges to the Meon (<u>Knowle</u>) or Solent (<u>Peel Common</u>) could increase pollutant loads (e.g. nitrogen) but it is likely that discharge consent parameters (permitted pollutant loads) for the quality of treated wastewater would remain broadly in line with the discharge consents of the current works. No strategically significant effects are predicted for water efficiency and supply proposals.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	Specific mitigation proposals will need to be drawn up during selection and design of the preferred option. HGV route-planning, road upgrades and fleet improvements could help to reduce impacts to Knowle residents.
7	To conserve and enhance biodiversity.	Wastewater discharges could increase pollutant loads (e.g. nitrogen) in the receiving waters. <u>Peel Common</u> discharges via a long sea outfall to the Solent, whereas <u>Knowle</u> discharges to the River Meon which flows towards the Solent at Titchfield Haven. In both cases the ultimate receiving water is an internationally important biodiversity site. Adverse ecological effects from increased pollutant loads are possible, but it is likely that discharge consent parameters (permitted pollutant loads) for the quality of treated wastewater would remain broadly in line with the discharge consents of the current works. Site-specific ecological impacts will be unclear until more is known about the scale, design and layout of an expanded <u>Knowle</u> works, and/or the preferred route for a pipeline to <u>Peel Common</u> . Ecological impacts may include habitat loss and fragmentation, changes to the water table and impacts to protected species.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	Given that both options ultimately meet with SAC/SPA designations at the Solent, it is likely that any increase in the volume of discharges would require a reduction in pollutant concentrations prior to a licence being issued. This will require investment in both cases to achieve treatment to higher standards prior to discharge. The accompanying HRA also addresses wastewater discharge impacts on internationally designated sites. Site specific mitigation proposals for construction impacts will need to be drawn up during selection and design of the preferred option.
8	To conserve and manage natural resources (water, land, minerals, agricultural land, materials).	<u>Knowle</u> : This option would involve recycling treated blackwater back into Welborne for use in toilet-flushing and irrigation. Overall water efficiency could therefore be maximised. <u>Peel Common</u> : This option does not contribute to improved water efficiency. Overall water efficiency will be enhanced by the policy's requirement for a per capita water consumption limit of 105 litres per day.	+	+	++	On-going	Permanent	Local	High	Medium	Moderate	Positive	No	
9	To strengthen the local economy and provide accessible jobs available to residents of the new community.	No significant effects at this level of detail.									Neutral		No	
10	To create vital and viable new centres which complement existing centres	No significant effects at this level of detail.									Neutral		No	

DETAILED ASSESSMENT MATRIX

WEL37 - Water Efficiency, Supply and Disposal - Water efficiency measures and water meters to achieve residential consumption rates of no greater than 105 litres per person per day; phased provision of water supply and wastewater conveyance and treatment infrastructure to service new and existing buildings, and to meet required environmental (discharge) standards

NOTE: No current preferred option for wastewater treatment - wastewater may be treated at Peel Common or Knowle wastewater treatment works

		11 To create a healthy and safe new community	<p><u>Knowle</u>: There is a potential risk that the dual supply of water to dwellings required in this option could lead to cross-contamination of potable and non-potable water supplies, leading to health and safety concerns, although the extent of this risk is unclear at present.</p> <p><u>Peel Common</u>: This option would not have associated health and safety risks. No strategically significant effects are predicted for water efficiency and supply proposals.</p>	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	No	The risk needs to be investigated further to inform option selection, and prior to establishing mitigation measures.
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Key

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



Urban Edge Environmental Consulting Ltd

Unit 5 | Westergate Business Centre | Brighton | BN2 4QN

T: 01273 68 67 66 | E: enquiries@ueec.co.uk

www.ueec.co.uk |  [@UrbanEdgeEnviro](https://twitter.com/UrbanEdgeEnviro)

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Urban Edge Environmental Consulting Ltd

Unit 5 | Westergate Business Centre | Brighton | BN2 4QN

T: 01273 68 67 66 | E: enquiries@ueec.co.uk

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