

# **Green Infrastructure Strategy for Fareham Borough**

**(September 2014)**



**FAREHAM**  
BOROUGH COUNCIL

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## **Executive Summary**

- i This Green Infrastructure (GI) Strategy has been prepared by Fareham Borough Council to provide detailed evidence to support the development of its Local Plan. The Strategy builds work undertaken by the Partnership for Urban South Hampshire (PUSH); the Green Infrastructure Strategy (June 2010) and its Implementation Framework (October 2012).
- ii GI can be described as a network of multi-functional green spaces, green links and other green areas which link urban areas with the wider countryside. It can provide a range of economic, social, and environmental benefits. GI assets include waterways, gardens, allotments, street trees, parks and natural heritage amongst others.
- iii GI planning is an important means of ensuring that the benefits that green spaces and habitats provide are recognised as key features. The long term planning and management of green spaces is crucial for a strong high quality green infrastructure network. The development of a green infrastructure strategy serves to strengthen the mechanisms and relationships necessary to achieve this.
- iv The Green Infrastructure (GI) Strategy sets out the Council's approach to identifying existing GI and considering what potential enhancements or new provision could be made across the Borough.
- v Drawing on existing plans, policies, programmes produced by the Borough Council, its neighbouring authorities and at the sub-regional level, the Strategy puts forward a number of proposed projects, organised by settlement area, that could be pursued to deliver the GI objectives set out in the adopted (and emerging) Local Plan.

# **1 Introduction to Green Infrastructure**

## **1.1 Purpose of a Green Infrastructure Strategy**

- 1.1.1 The Green Infrastructure (GI) Strategy sets out the Council's approach to identifying existing GI and considering what potential enhancements or new provision could be made across the Borough. It provides an implementation plan for each of the GI projects identified and sets out the potential funding opportunities, key delivery partner and stakeholders and outline project timetable.
- 1.1.2 The GI Strategy builds on the sub-regional GI work undertaken by PUSH and consolidates all GI related projects identified in other evidence and policy documents (see Appendix A for the list of supporting documents that have informed the production of this Strategy) produced by the Council, its partners and neighbouring authorities. The Strategy has been written as part of the evidence-base to support the Fareham Borough Local Plan and to ensure that future development facilitates multi-functionality and connectivity of green space in line with the objective of the Local Plan Part 1: Core Strategy (referred to hereafter as Core Strategy)<sup>3</sup>.
- 1.1.3 Many of the projects in this Strategy are not considered policy per se, unless explicitly stated in the emerging Local Plan Part 2: Development Sites and Policies Plan (referred to hereafter as DSP Plan)<sup>4</sup> or in the policies set out in the Core Strategy<sup>5</sup>. However, the content of the Strategy may be viewed as a material consideration in planning decisions in line with Core Strategy policy CS4: Green Infrastructure, Biodiversity and Geological Conservation. The document should be viewed by developers, landowners, decision makers and other relevant stakeholders as a guide how GI decisions/investment could be targeted in the Borough.
- 1.1.4 The Strategy has been subject to focused consultation (see Appendix B) to ensure the strategy is robust and comprehensive. The Strategy will be a 'live' document, which will be updated as new information on individual projects comes available.

## **1.2 Requirement for a Green Infrastructure Strategy**

- 1.2.1 Fareham Borough Council is a member authority of Partnership for Urban South Hampshire, which produced a GI Strategy for the sub-region in 2010<sup>6</sup>. The GI Strategy for Fareham Borough seeks to interpret and implement the aims and objectives of the Partnership for Urban South Hampshire (PUSH) GI Strategy at the local level. This is achieved through identifying existing GI, and creating specific enhancements and new GI to be delivered through local

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<sup>3</sup> [Local Plan Part 1: Core Strategy \(August 2011\) Fareham Borough Council](#)

<sup>4</sup> [Local Plan Part 2: Development Sites and Policies Plan \(Publication Version\) \(2013\) Fareham Borough Council](#)

<sup>5</sup> See Paragraph 2.4.4 for full excerpt of relevant Core Strategy policies.

<sup>6</sup> [Green Infrastructure Strategy for the Partnership for Urban South Hampshire \(2010\) UE Associates](#)

projects. Furthermore, the supporting text for Local Plan Part 1: Core Strategy Policy CS4 commits the Council to developing its own GI Strategy.

- 1.2.2 This Strategy seeks to identify Borough-wide and cross-boundary GI network and the GI network at each of the settlement areas<sup>7</sup>: Fareham, Western Wards (including Whiteley), Portchester, Stubbington & Hill Head and Titchfield and c across the Borough. It recognises the ecosystem services<sup>8</sup> GI provides and establishes a framework for delivering a series of interventions and actions to strengthen and enhance the network. The Strategy has been written with the Objectives of the Core Strategy and the Local Plan Sustainability Appraisals<sup>91011</sup> in mind. It has been developed alongside the emerging DSP Plan informing its content.

### **1.3 Green Infrastructure Definition and Asset Types**

- 1.3.1 GI planning represents a way of increasing and enhancing semi-natural features and greenspaces (including rivers and lakes) such that spatial planning can maximise cost effective service provision as opposed to using man-made “grey” infrastructure as a first choice to support development. These economic efficiencies can be used to support and enhance the quality of places (including residential and employment sites), access to open air recreation, biodiversity gain, landscape enhancements, sustainable drainage and flood management and health benefits. Effective GI is organised through a carefully planned spatial network of interconnected and integrated features.
- 1.3.2 GI can be described as a network of multi-functional green spaces, green links and other green areas which link urban areas with the wider countryside. It is defined by the National Planning Policy Framework (NPPF) as: ‘A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities’<sup>12</sup>.
- 1.3.3 Natural England, the Government’s advisor on the natural environment, has produced guidance<sup>13</sup> on planning for GI. The guidance, provides a more detailed definition of GI, which is set out below:

*‘Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and*

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<sup>7</sup> [Settlement Profiles \(February 2008\) Fareham Borough Council](#)

<sup>8</sup> Ecosystem Service: the benefits and services our natural environment provides

<sup>9</sup> [Sustainability Appraisal of the Fareham Core Strategy \(December 2010\) UE Associates](#)

<sup>10</sup> [Sustainability Appraisal of the Fareham Borough Local Plan Part 2: Development Sites and Policies Plan \(January 2014\) UE Associates](#)

<sup>11</sup> [Sustainability Report on the Publication Welborne Plan, published for public representations \(January 2014\) UE Associates](#)

<sup>12</sup> [National Planning Policy Framework \(March 2012\)](#); Glossary, page 52., Communities and Local Government

<sup>13</sup> [Green Infrastructure Guidance \(January 2009\) Natural England](#)

*enhance the character and distinctiveness of an area with regard to habitats and landscape types.*

*Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside.'*

- 1.3.4 The above definition of GI has been used to shape the definition used in the Core Strategy (Core Strategy definition has been reproduced below) and is thus considered consistent with the national definition. The Core Strategy definition has in turn been adopted for the purposes of this Strategy.

*'Green Infrastructure – The following areas can form part of networks of green infrastructure: parks and gardens - including urban parks, country parks and formal gardens; natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (eg cliffs, quarries and pits); green corridors - including river and canal banks, cycleways, and rights of way; outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) including tennis courts, bowling greens, sports pitches, golf courses; athletics tracks, school and other institutional playing fields, and other outdoor sports areas; amenity greenspace (most commonly, but not exclusively, in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens; provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters); allotments, community gardens, and city (urban) farms; cemeteries and churchyards; accessible countryside in urban fringe areas; river and canal corridors and green roofs and wall.'*

- 1.3.5 GI can provide a range of environmental, social and economic functions. For example, GI can be an urban park which may provide habitat for wildlife, micro-climate benefits, recreation opportunities and other such functions. Indeed the extent to which a GI asset provides different services/functions defines its multi-functionality.

- 1.3.6 Natural England's Framework for GI for the South East (2009)<sup>14</sup> identifies seven key functions of GI:

1. Conservation and enhancement of biodiversity, including the need to mitigate the potential impacts of new development;
2. Creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage;
3. Increasing recreational opportunities, including access to and

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<sup>14</sup> [The South East Green Infrastructure Framework \(2010\) Natural England](#)



- enjoyment of the countryside and supporting healthy living;
- 4. Improved water resource and flood management and sustainable design;
- 5. Making a positive contribution to combating climate change through adaptation and mitigation of impacts;
- 6. Sustainable transport, education and crime reduction;
- 7. Production of food, fibre and fuel.

**Table 1.1: Green Infrastructure Assets**

GI Asset	GI Asset Sub-type
Parks and Gardens	Urban parks, country parks, formal gardens
Green and Blue Corridors	River and canal corridors, the coast, cycleways, footpaths, bridleways, hedgerows & ditches, motorway & road verges, railway embankments
Natural and Semi-natural Urban Greenspaces	Woodlands, urban forests, scrub; grasslands downlands, commons; wetlands, open & running water; cliffs, quarries & pits; wastelands and derelict open land; accessible countryside in urban fringe areas e.g. peri-urban woodland/agricultural fields.
Amenity Greenspaces (commonly, but not exclusively in housing areas)	Informal recreation spaces, domestic gardens, copses, pocket parks, doorstep greens; provision for teenagers e.g. skateboard parks
Outdoor Sports Facilities (natural or artificial surface, public or private owned)	Golf courses, tennis courts, bowling greens, sports pitches, athletics tracks, school playing fields & other outdoor sports areas
Community Assets	Churchyards, cemeteries, woodland/green burial; community gardens, allotments, city (urban) farms
GI Design Features	Sustainable Urban Drainage features, Green roofs, green walls, and street trees

**Source: Fareham Borough Local Plan Part 1: Core Strategy, PUSH GI Strategy (2009) and The South East GI Framework (2010) and Natural England GI Guidance (2009)**

- 1.3.7 The term GI can refer to the structure of semi-natural features that provide the “green” fabric of villages, towns and cities (i.e. woodlands, parks, rivers and gardens), or engineered structures, for example, environmentally friendly solutions to energy supply and protection<sup>15</sup> or water management through Sustainable Drainage Systems (SuDS). GI consists of numerous features performing many different functions. These features can be referred to as ‘GI

<sup>15</sup> Benedict, M.A. & McMahon, E.T. (2006) Green Infrastructure: Linking Landscapes and Communities. Island Press

assets'; a term will be applied throughout the rest of this Strategy. Table 1.1 (see above) provides a breakdown of the assets that can form part of networks of GI. The table groups them according to the following asset type: Parks and Gardens, Natural and Semi-Natural Urban Greenspaces, Green and Blue Corridors, Outdoor Sports Facilities, Amenity Greenspace, Community Assets and GI Design Features.

- 1.3.8 GI is recognised as important approach to land use management and conservation; it is supported and has grown as a discipline in the UK following policy drivers that have been prepared at international, national and local levels.

## **2 Policy Context and Vision**

### **2.1 European Policy Perspective**

- 2.1.1 A number of internationally significant driving forces support and are relevant to Green Infrastructure (GI). The multifunctional nature of the subject brings it into contact with a wide range of other subjects. The European Union's Environment Directorate is presently encouraging and developing a European framework of GI and raising awareness amongst its 28 member states. A recent report, "LIFE building up Europe's Green Infrastructure (2010)"<sup>16</sup>, reinforces the importance of reducing habitat loss, degradation and fragmentation to strengthen the ecosystems and their functions in order to sustain crucial ecosystem services.
- 2.1.2 EU Biodiversity Strategy to 2020<sup>17</sup> recognises the importance of strengthening the EU One of the six target of the Strategy is to, '*Better protection and restoration of ecosystems and the services they provide, and greater use of green infrastructure*'. The Biodiversity Strategy includes a commitment for the Commission to develop a GI strategy to further integrating biodiversity considerations into other EU policies<sup>18</sup>.
- 2.1.3 In May 2013, the European Commission, in realising its commitment to GI, released a Green Infrastructure Strategy<sup>19</sup> which recognises the significant contribution of GI to growth, jobs, health, social welfare, climate change, disaster mitigation, and agricultural / environmental policy. The Strategy promotes GI across rural and urban areas within existing legal, policy and financial frameworks.

### **2.2 National Policy Perspective**

- 2.2.1 Despite not making direct reference to GI, the UK Government's 2005 sustainability strategy "Securing the Future"<sup>20</sup> is structured around five core principles, three of which are especially relevant to GI planning: (i) living within environmental limits, (ii) ensuring a strong, healthy and just society and (iii) achieving a sustainable economy.
- 2.2.2 Elements of the national sustainability strategy have since been progressed by Department Environment, Food and Rural Affairs (DEFRA) and the

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<sup>16</sup> [LIFE Building Up Europe's Green Infrastructure: Addressing Connectivity and Enhancing Ecosystem Functions \(2010\) European Commission](#)

<sup>17</sup> [European Commission \(2011\) The EU Biodiversity Strategy to 2020 \(Luxembourg: Publications Office of the European Union\)](#)

<sup>18</sup> [Communication from the Commission to the European Parliament, The Council, The European Economic and Social Committee and the Committee of the Regions \(T05/12\) 'urges the Commission to adopt a specific Green Infrastructure Strategy by 2012 at the latest, with biodiversity protection as a primary objective'. The European Parliament](#)

<sup>19</sup> [Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and Committee Enhancing Europe's Natural Capital: COM/2013/0249 \(2013\) European Commission](#)

<sup>20</sup> [Securing the Future: Delivering UK Sustainable Development Strategy \(2011\) Department for Environment, Food & Rural Affairs](#)

preparation of the UK National Ecosystem Assessment<sup>21</sup>. Published in June 2011, this research looked at the issue of how it might be possible to value in economic terms the worth of ecosystems, including urban greenspace. The UK National Ecosystem Assessment is the first analysis of the UK's natural environment in terms of the benefits it provides to society and continuing economic prosperity. It is based around the processes that link human societies and their wellbeing with the environment and emphasises the role of ecosystems in providing services that bring well-being to people.

- 2.2.3 Published in June 2011 the Environment White Paper “The Natural Choice: Securing the Value of Nature”<sup>22</sup> sets out the Government’s vision for the natural environment over the next 50 years, and details intended actions to achieve this vision. GI is directly referred to within the white paper, together with the intention of establishing Green Infrastructure Partnership (GIP)<sup>23</sup> to help develop GI in England. The GIP, formerly co-ordinated by DEFRA and Department for Communities and Local Government (DCLG), aids knowledge exchange between over 300 partner organisations. On 1 April 2014 Government facilitation of the GIP ended, but DEFRA hopes that it will continue into the future. In addition, other intended actions are relevant to GI such as establishing Local Nature Partnerships (LNP)<sup>24</sup> and Nature Improvement Area (NIA)<sup>25</sup>.
- 2.2.4 The White Paper focuses on protecting and improving the natural environment whilst growing a green economy with people and nature being reconnected. However, as highlighted by The Environment, Food and Rural Affairs Committee, the aims of the White Paper have not been well integrated into the policies of government departments and there remain challenges regarding the policy relating to NIA and LNPs<sup>26</sup>.
- 2.2.5 Building on the Natural Environment White Paper, the UK Government produced a Biodiversity Strategy for the UK<sup>27</sup>. This Strategy for England provides a comprehensive picture of how we are implementing the UK’s international and EU commitments and sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.

#### *Most Relevant National Planning Policy and Guidance*

- 2.2.6 In March 2012 the Coalition Government consolidated national planning policy guidance for England into a single document, the National Planning

<sup>21</sup> [UK National Ecosystem Assessment \(June 2011\)](#)

<sup>22</sup> [The Natural Choice : Securing the Value of Nature \(2011\) HM Government](#)

<sup>23</sup> Green Infrastructure Partnership: A forum for consolidating and building the required knowledge and skills for more green infrastructure at the local, city-wide and landscape scales.

<sup>24</sup> Local Nature Partnerships (LNPs): partnerships of a broad range of local organisations, businesses and people who aim to help bring about improvements in their local natural environment. Fareham Borough is within the Hampshire and Isle of Wight Local Nature Partnership area.

<sup>25</sup> Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

<sup>26</sup> [House of Commons Environment, Food and Rural Affairs Committee \(July 2012\) Natural Environment White Paper: Fourth Report of Session 2012–13 \(The Stationary Office\)](#)

<sup>27</sup> [Biodiversity 2020: A Strategy for England’s Wildlife and Ecosystem Services \(August 2011\) Defra](#)

Policy Framework (NPPF)<sup>28</sup>. The NPPF contains numerous references to GI (or assets that could be considered GI under the definition set out in Table 1). The full policy text of the relevant paragraphs of the NPPF is provided in Appendix C, but specific excerpts are summarised below.

- 2.2.7 Sustainability is a central theme of the NPPF. Paragraph 6 states: *‘the purpose of the planning system is to contribute to the achievement of sustainable development’*. Paragraph 9 makes reference to the quality of the built and natural environment in sustainability, specifically in *‘moving from a net loss of bio-diversity to achieving net gains for nature’* and *‘improving conditions in which people, live, work, travel and take leisure’*. Reflecting the individuality of each location, paragraph 10 says to achieve sustainable development in different areas, local circumstances and opportunities need to be taken into account in plans and decision making.
- 2.2.7 The NPPF requires local plans to plan effectively to take account of, *‘changing of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape’* (paragraph 99). GI has a key role to play in mitigating the effects of environmental and climate change. As set out in paragraph 114, a strategic approach should be applied to Local Plans, *‘planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure’*. Paragraph 165 says policies should be informed by up to date information including an assessment of ecological networks, both existing and potential.
- 2.2.8 The NPPF puts a *‘duty to cooperate’* where, for example, strategic planning issues cross administrative boundaries, into policy in paragraph 178. These strategic planning issues are set out in paragraph 156. Bullets 3 and 6 in paragraph 156 incorporate GI related issues such as flood risk, climate change mitigation and adaptation, coastal management and conservation and enhancement of the natural environment. Local Planning Authorities will be expected to work closely with LNP<sup>29</sup> in developing the evidence base supporting a Local Plan (paragraph 165) and when addressing ecological issues at the strategic level (paragraph 180).
- 2.2.9 Furthermore, as set out in paragraph 157, in preparing Local Plans, local planning authorities will be expected to, *‘positively plan for the development of infrastructure’* (Bullet 1), and through, *‘co-operation with neighbouring authorities, public, voluntary and private sector organisations’* (Bullet 3), should, *‘contain a clear strategy for enhancing the natural, built and historic environment, and supporting Nature Improvement Areas where they have been identified’* (Bullet 8).

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<sup>28</sup> [National Planning Policy Framework \(March 2012\) Department for Communities and local Government\)](#)

<sup>29</sup> Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

- 2.2.10 In early 2014, the Government published its on-line Planning Practice Guidance (PPG)<sup>30</sup> documents. This document additional detail on how the policies of the NPPF should be applied. The document does not set out additional policy and therefore is not discussed in detail. However, the relevant parts the PPG have been set out in Appendix C and Appendix D and have been considered during the preparation of this document.

## **2.3 PUSH Green Infrastructure Strategy**

The PUSH Green Infrastructure Strategy<sup>31</sup> was prepared by UE Associates and was adopted in June 2010. The Strategy is now being carried forward by the Partnership under the governance of the Sustainability and Community Delivery Panel<sup>32</sup>.

- 2.3.1 The purpose of the PUSH Strategy is to identify existing GI, consider what enhancements or introductions should be made and to recommend how the GI might be delivered. Building upon existing GI related work will enable 'quick wins' to be realised and make the most of the benefits of an established and structured approach to GI delivery. The guiding principles for GI use connectivity and multifunctionality to create a robust network of green spaces to address identified deficits and needs. These principals have been carried forward into the Fareham GI Strategy.
- 2.3.2 The PUSH Strategy identifies a GI architecture consisting of four geographic zones with common characteristics (see Figure 2.1 below). Within this framework, the Strategy recommends four GI Areas (See Figure 2.2) which provide the themes within which a number of Strategic Initiatives have been identified: The Green Grid, Coast for People, Wildlife and Improved Water, The Forest of Bere Land Management Initiative, Country Parks and Woodlands and Greener Urban Design. These initiatives are supported by 46 smaller 'City/Town' or 'Local Scale' projects. The projects and initiatives relating to Fareham Borough are detailed under their respective settlement area Chapters (see Chapters 6-11).
- 2.3.3 The proposed projects are intended to provide enhancements to and introductions of GI across the sub-region. Some of the projects are already in progress. For example, the Environment Agency are progressing various river restoration initiatives and a multi-agency approach has been adopted to address recreational disturbance along the European protected sites along the Solent Coast. However, some projects have already been completed or have been abandoned. Where a project has been abandoned, it will not be taken forward through the Fareham GI Strategy unless otherwise stated.
- 2.3.4 The PUSH Strategy highlights the importance of an integrated and holistic approach to GI by the constituent authorities of the sub-region in order to facilitate the planned changes and growth aspirations of the sub-region. However, the Strategy recognises the need to undertake further work to develop the detail of each initiative/project; particularly in terms of

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<sup>30</sup> [Planning Practice Guidance \(March 2014\) Department for Communities and Local Government](#)

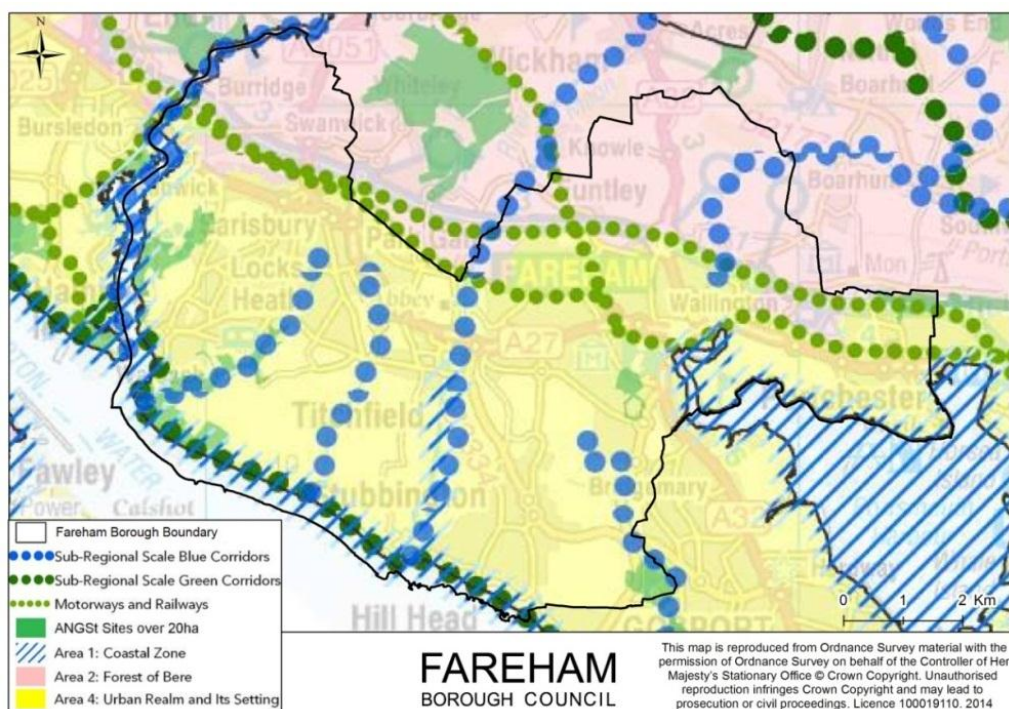
<sup>31</sup> [Green Infrastructure Strategy for the Partnership for Urban South Hampshire \(2010\) UE Associates](#)

<sup>32</sup> <http://www.push.gov.uk/work/sustainability-and-social-infrastructure.htm>



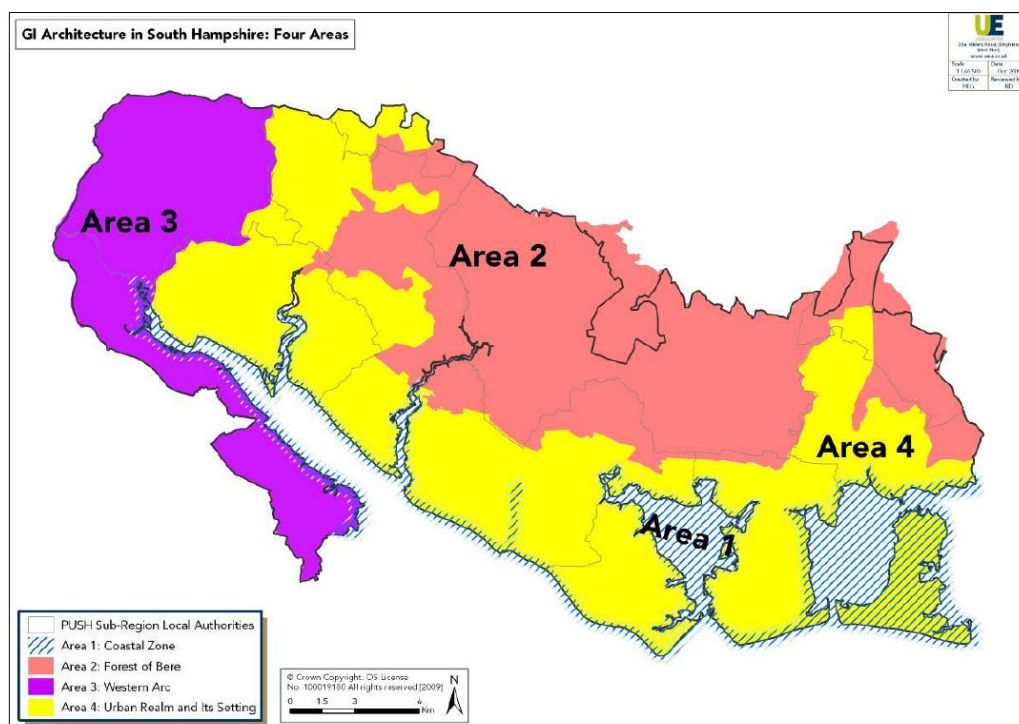
implementation.

**Figure 2.1: PUSH Green Infrastructure Architecture Relevant to Fareham Borough**



Source: Green Infrastructure Strategy for PUSH (June 2010) (see Figure 5.1)

**Figure 2.2: Distribution of PUSH Green Infrastructure Areas**



Source: Green Infrastructure Strategy for PUSH (June 2010)

- 2.3.5 In 2010 PUSH adopted the Green Infrastructure Implementation Framework<sup>33</sup>, the Framework was developed to inform the plans and proposals of the partner authorities and assist in the implementation of the identified Strategic Initiatives and GI projects contained in the PUSH GI Strategy (i.e. through the identification of project champions, costing and funding mechanisms).
- 2.3.6 A GI Implementation Progress Report<sup>34</sup> was discussed at the PUSH Joint Committee, 24<sup>th</sup> June 2014. The report proposes that the PUSH GI Strategy and the Framework documents are reviewed; initial work has commenced although, at the time of writing, no completion date for the review has been confirmed.

## **2.4 Planning Green Infrastructure at the Local Plan Level**

- 2.4.1 Despite the detailed sub-regional work, local level GI planning is still pertinent as this represents a distinct scale all of its own. This GI Strategy does not repeat the work of PUSH Strategy but instead will focus on implementation and delivery including the delivery of the projects. The PUSH strategic GI projects are very much a starting point for further consideration and deliberation. The Fareham GI Strategy has been able to draw on these recommendations and now begins to tailor GI planning at the local level by integrating it with the sub-regional work, where appropriate. The Strategy also provides a spatial illustration of how can be delivered on where projects can be delivered on the ground.
- 2.4.2 The Core Strategy (adopted in August 2011) is the first document of a three part 'new style' Local Plan for the Borough (the other Local Plans include the Development Sites and Policies Plan and The Welborne Plan). The Core Strategy sets out the strategic policies for the Borough of Fareham including the approach to GI; the aim of Strategic Objective 11 is:
- 'To protect and enhance access to green infrastructure, the countryside, coast and historic environment whilst protecting sensitive habitats or historic features from recreational pressure, and protect the separate identity of settlements, including through the designation of strategic gaps.'*
- 2.4.3 Strategic Objective 11 directly addresses GI but, given the relatively wide definition and scope of GI, other Objectives of the Core Strategy are also pertinent to this Strategy. In particular the objectives of the Core Strategy seeks to support centres through promoting a mix of uses, including public space (Strategic Objective: 4); to contribute to quality pedestrian and cycle links to reduce dependence on the car (Strategic Objective: 5); improve the natural environment through high quality design, sustainability and maintenance standards (Strategic Objective: 10); and to safeguard and ensure the prudent use and management of natural resources and to help adapt to climate change, manage pollution and natural hazards and avoid inappropriate development in areas at risk of flooding (Strategic Objective 12).

<sup>33</sup> PUSH Green Infrastructure Implementation Framework (October 2012) PUSH

<sup>34</sup> [http://www.push.gov.uk/item\\_11-push\\_green\\_infrastructure\\_gi\\_implementation\\_framework.pdf](http://www.push.gov.uk/item_11-push_green_infrastructure_gi_implementation_framework.pdf)



The relevant Strategic Objectives of the Core Strategy are set out in full in Appendix E.

2.4.4 Furthermore, the Core Strategy includes two policies which specifically refer to GI, both of which are reproduced below:

**Policy CS4 Green Infrastructure, Biodiversity and Geological Conservation**

*Habitats important to the biodiversity of the Borough, including Sites of Special Scientific Interest, Sites of Importance for Nature Conservation, areas of woodland, the coast and trees will be protected in accordance with the following hierarchy of nature conservation designations:*

*(i) International - Special Protection Areas (SPA), Special Areas of Conservation (SAC) and RAMSAR;*

*(ii) National - Sites of Special Scientific Interest (SSSI) and National Nature Reserves;*

*(iii) Local - Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above;*

*(iv) Sites of Nature Conservation Value*

*Where possible, particularly within the identified Biodiversity Opportunity Areas, site will be enhanced to contribute to the objective and target set out in the in UK, Regional, County and Local Biodiversity Action Plan. Green Infrastructure networks, which buffer and link established sites, whilst also enabling species to disperse and adapt to climate change will be maintained and enhanced.*

*Networks of accessible multi-functional Green Infrastructure will be planned around existing green spaces in urban, urban fringe and rural areas and will be appropriate to the extent and distribution of the existing and proposed population.*

*Development Proposals will be permitted where Green Infrastructure provision in accordance with the Green Infrastructure Strategy has been integrated within the development where this is appropriate. Development proposals will provide for appropriate access to greenspace for informal recreation to avoid adverse impacts from recreation and other impacts on European and Ramsar sites and on nationally and locally important sites.*

*Green Infrastructure will be created and safeguarded through:*

*Investing in appropriate management, enhancement and restoration, and the creation of new resources including parks, woodland and trees, and wildlife habitats;  
Not permitting development that compromises its integrity and therefore that of the overall green infrastructure framework*

*In order to prevent adverse effects upon sensitive European sites in and around the Borough, the Council will work with other local authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreational pressure and development. This will include a suite of mitigation measures, with adequate provision of alternative recreational space for access management measures within and around the European sites and mitigation for impacts on air quality due to road traffic, supported by developer contributions where appropriate. Development likely to have an individual or cumulative adverse impact will not be permitted unless the necessary mitigation measures have been secured.*

*The Council will, through its Annual Monitoring Report, Local Air Quality Management and ongoing visitor surveys and related activities, scrutinise the effectiveness of the joint strategic approach to avoidance and mitigation of effects on European sites. It will adjust the rate, scale and/or distribution of housing or employment development across the Borough to respond to the findings of new evidence where appropriate, including the Solent Disturbance and Mitigation Project in order to preserve the integrity of European sites.*

*Sites of geological importance will be protected and enhanced.*

### **Policy CS21 Protection and Provision of Open Space**

*The Borough Council will safeguard and enhance existing open spaces and establish networks of Green Infrastructure to add value to their wildlife and recreational functions. Development which would result in the loss of or reduce the recreational value of open space, including public and private playing fields, allotments and informal open space will not be permitted, unless it is of poor quality, under-used, or has low potential for open space and a better quality replacement site is provided which is equivalent in terms of accessibility and size.*

*Proposals for new residential development will be permitted provided that, where existing provision is insufficient to provide for the additional population, public open space is provided as follows:*

- *Parks and Amenity Open Space 1.5 ha / 1,000 population*
- *Outdoor Sport – 1.2 ha / 1,000 population*
- *Children's Play Equipment – 14 pieces of equipment per 1,000 1-12 year olds*
- *Youth Facilities – 1 youth facility/MUGA per settlement area*

*In addition to these types of open spaces, where existing provision is insufficient to provide for the additional population, the Borough Council will seek the provision of accessible greenspace which meets the standards set out in the South East Green Infrastructure Framework including Accessible Natural Green Space Standards.*

- 2.4.5 Combined, the policies commit to the protection, enhancement, creation and restoration of GI. It recognises that functional integrity should not be undermined and that the GI requires proper coordinated consideration. The Fareham GI Strategy seeks to ensure that the Core Strategy policies can be effectively delivered, whilst also informing the production of the DSP Plan.

## **2.5 Sustainability Appraisal and Habitats Regulations Assessment Considerations**

- 2.5.1 In order to produce an effective GI Strategy that will encourage the facilitate sustainable development in the Borough, the objectives of the Local Plan Sustainability Appraisal (SA)<sup>35 36</sup>, including the recommendations of the Habitat Regulations Assessment (HRA)<sup>37</sup>, have been fully taken into account in the preparation of this document.

### **Sustainability Appraisal**<sup>38</sup>

- 2.5.6 GI has an important role to play with respect to Sustainability Appraisal (SA). SA seeks to ensure that sustainable development is achieved through integration of environmental, social and economic considerations into the plan's preparation. Furthermore, it provides 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.

<sup>35</sup> [Sustainability Appraisal of the Fareham Core Strategy \(December 2010\) UE Associates](#)

<sup>36</sup> [Sustainability Appraisal of the Fareham Borough Local Plan Part 2: Development Sites and Policies Plan \(January 2014\) UE Associates](#)

<sup>37</sup> [Habitats Regulation Assessment for the Fareham Borough Local Plan Part 2: Development Sites and Policies Plan \(January 2014\) UE Associates](#)

<sup>38</sup> Incorporating Strategic Environmental Assessment

- 2.5.6 Given the wide scope of GI it can play an integral part in the realising the objectives of the SA. The SA has been developed using a number of Sustainability Objectives. These SA Objectives are set out in bold and the associated GI response summarised in Table 2.1 below.

**Table 2.1: Sustainability Appraisal Objectives**

<p><b>SA3: To conserve and enhance the character of the landscape</b> Possible options for habitat creation, including through SANGS<sup>39</sup> and the habitat creation initiative.</p>
<p><b>SA4: To promote accessibility and encourage travel by sustainable means</b> Provision of sustainable modes of transport and improved cycle facilities and link's to walking and cycling routes.</p>
<p><b>SA5: To minimise carbon emissions and promote adaptation to climate change</b> Contribute toward the reduction in the carbon emissions through the promotion of renewable energy projects (including renewable heat opportunities).</p>
<p><b>SA6: To minimise air, water, light and noise pollution</b> Addressing air pollution issues, particularly in areas within and affected by the Air Quality Management Areas through measures including, the promotion of non-motorised travel modes and increased public transport usage.</p>
<p><b>SA7: To conserve and enhance biodiversity</b> Avoidance and mitigation measures including recommendations to avoid the loss of Priority Habitats or other important ecological features. The GI Strategy provides a framework for the Council to address the issues associated with the SDMP<sup>40</sup>.</p>
<p><b>SA8: To conserve and manage natural resources (water, land, minerals, agricultural land, materials)</b> The Plan can be expected to result a general increase in the consumption of water and materials, however, it is considered to make a significant contribution to the best use of land including the potential for habitat creation opportunities.</p>

#### Habitats Regulations Assessment

- 2.5.2 GI has a key role to play with respect to Fareham Borough Local Plan HRA. The Conservation of Habitats and Species Regulations 2010 (referred to hereafter as the Habitat Regs)<sup>41</sup> require local authorities to ensure that proposed developments will not adversely affect features belonging to internationally important conservation sites. Fareham Borough contains numerous sites of international importance along the Solent coastline<sup>42</sup>. This places significant pressure on GI as a possible means of aiding the mitigation of any potential adverse effects on international sites, particularly through

<sup>39</sup> See Glossary for definition of SANGS

<sup>40</sup> See Glossary for definition of SANGS

<sup>41</sup> <http://www.legislation.gov.uk/uksi/2010/490/made>

<sup>42</sup> See Figure 3.1below

diverting recreational pressure, but also potential providing other ecosystem services. The GI Framework (see Table 4.1 below) and transposed into this GI Strategy for Fareham Borough gives full consideration to the requirements of the HRA, in particular, through Theme II: Maximising Biodiversity Opportunities, Adapting to Climate Change and Protecting European sites.

- 2.5.3 The HRA considerations that seek to protect international sites have been incorporated into the DSP Plan<sup>43</sup>. Policies DSP14: Sites for Brent Geese and Waders and DSP15: Recreational Disturbance on the Solent Special Protection Areas are of particularly relevance to this GI Strategy. The policy seeks mitigation measures to address the adverse impacts on the sites. In order to help meet the objectives of Policy DSP 14 and Policy 15, GI may be used to address impact on the international sites, by providing provide scope for the identification of habitat creation and alternative recreation sites as a response to coastal squeeze, sea level rise and coastal management practices<sup>44</sup>. GI can also be comprised of alternative recreational sites (also known as Suitable Alternative Natural Green Spaces (SANGS)<sup>45</sup> that can reduce pressure and disturbance of internationally important sites.

## **2.6 Vision for Green Infrastructure in Fareham Borough**

- 2.6.1 The GI Vision of the PUSH GI Strategy recognises the importance addressing local needs, especially to support sustainable housing and economic development, with an emphasis on high quality design and stewardship of the natural and built environment. As the Fareham Borough GI Strategy seeks to build upon and deliver the PUSH GI Strategy, it is considered appropriate to adopt the vision contained in the PUSH document, albeit with a minor adaptations, to make it more pertinent to local circumstances of Fareham Borough. The vision for the Fareham Borough GI Strategy is set out below:

*“To provide a long term framework (to 2026) to shape and enhance an integrated and multifunctional green infrastructure network of Fareham Borough and 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”.*

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<sup>43</sup> See for example DSP7: New Residential Development Outside of the Defined Urban Settlement Boundaries; DSP13: Nature Conservation and Enhancement; DSP14: Sites for Brent Geese and Waders; DSP15: Recreational Disturbance on the Solent Special Protection Areas; and DSP54: New Moorings

<sup>44</sup> [North Solent Shoreline Management Plan \(December 2010\) New Forest District Council \(Policy Unit 5A23\)](#)

<sup>45</sup> Suitable Alternative Natural Green Space (SANGS) is the name given to green space that is of a quality and type suitable to be used as mitigation within the Thames Basin Heaths Planning Zone. A similar mitigation response has been suggested for the Solent SPA sites.

## 3 **Planning for Green Infrastructure**

### 3.1 **Preparing the Strategy**

- 3.1.1 The preparation of this Strategy has followed clear sequential steps in which have been followed in order to identified the suite of potential projects proposed. These steps are summarised below.
1. **Baseline:** Baseline information has been collected, collated and analysed to understand the existing resource, current GI service provision and any deficiencies based on need. This is presented in map format (see Figure 3.1) as well as text.
  2. **GI Framework:** The baseline review has been used to inform and develop a GI Framework. The Framework is intended to guide the way in which GI is to be protected, enhanced, restored or created to provide strong levels of multifunctionality and a well-connected network of GI features.
  3. **Designing the Local GI Network:** Each of the five settlement areas has been analysed in terms of GI asset types. The GI Framework (see Table 1.1) has then been used as a guide to select certain aspects of the GI network to be protected, enhanced, restored and recreated to maximise benefits and address the needs of each settlement area.
  4. **Planning Delivery:** The GI Strategy is the starting point for a long term initiative to plan for GI in the Borough (and GI linkages beyond into neighbouring districts, where appropriate). As circumstance change (for example, as new funding streams come available, new GI related evidence or Guidance become available or a specific project/intuitive is abandoned) the Strategy will need to be revised to take account of such conditions. As such, the Strategy will be 'live' document that will be subject to periodical updating, as appropriate.

### 3.2 **Baseline Characteristics Affecting Green Infrastructure in Fareham Borough**

- 3.2.1 The GI identified for each settlement area, will deliver a range of economic, social and environmental benefits. The benefits are well documented, (CABE, 2009<sup>46</sup>; Landscape Institute 2009<sup>47</sup>; and Natural England 2009<sup>48</sup>) and have been reflected within the Framework set out in Table 4.1.
- 3.2.2 The following sections describe the key issues reviewed as part of the GI baseline. Each section identifies key challenges, issues and any deficiencies associated with each topic. Sections are then used to guide and inform further detailed baseline analysis of each of the five settlement areas.

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<sup>46</sup> [Open space strategies: Best Practice Guidance \(2009\) CABE](#)

<sup>47</sup> [Green Infrastructure: Connected and Multifunctional Landscapes. Position Statement \(2009\) Landscape Institute](#)

<sup>48</sup> [South East Green Infrastructure Framework; From Policy into Practice \(2009\) Natural England](#)

### **3.3 Access and Recreation**

- 3.3.1 The Countryside Access Plans (CAP)<sup>49</sup> and the Forest of Bere<sup>50</sup> and Solent<sup>51</sup> CAP supplements have identified several issues relating to access to the countryside. The CAPs, which should be read in conjunction the County Overview CAP, forms part of Hampshire County Council's the Rights of Way Improvement Plan (ROWIP). The CAPs seeks to improve sustainable transport links (including cycling, walking and equestrian routes) from the urban areas to the wider countryside and address fragmentation of the Public Right of Way (PROW) network for example around the Meon Valley area near Titchfield. The fragmentation of routes has led to high reliance on travel via car to visit countryside sites/areas rather than have to cross busy roads to link up to off-road routes. The CAP also recognises the demand for coastal access, which must be balanced with the protection of the important ecological designations along the Solent.
- 3.3.2 Fareham Borough's coastline faces many challenges as it is a popular destination for access to open space but also is an area of internationally important nature conservation interest. Portsmouth Harbour, The Hamble, Fareham Creek and the Solent Coastline itself are important locations for recreation with sailing, windsurfing, kitesurfing and fishing being common activities. There is also a recognition of the lack of local 'greenspace' which may be additional putting pressure on existing sites of ecological value. The harbours are popular tourist destinations and support a variety of marine businesses and farming, in addition to being important wildlife havens.
- 3.3.3 A number of long distance walking routes and cycling routes are available within the Borough that cover a range of scales. The National Cycle Network's (NCN) long distance cycle route, South Coast Route 2 that runs from Kent to Cornwall passing through the Borough. This links with the NCN22 route from London to the Isle of Wight. In addition, Fareham Borough also has a number of long distance routes such as the Hampshire Millennium Pilgrims Trail, Seafarers Walk, Meon Valley Trail and the Solent Way. These form important regional/sub-regional routes, which transcend local authority boundaries.
- 3.3.4 Fareham Borough also has a number of good quality large open spaces for recreation and leisure. Of particular note is Warsash Common, a designated SINC (Site of Importance for Nature Conservation) with a wide variety of habitats. It was designated as a Local Nature Reserve (LNR) in 2010, reflecting its significance for both people and wildlife. Titchfield Haven National Nature Reserve (NNR) covers 150ha of the Meon Valley and encompasses a mosaic of natural habitats. River, fen, pools, reedbed and meadow are carefully managed, giving protection to a range of special wildlife. Holly Hill Country Park is the best known of the Borough's parks and was bought by the Borough Council in 1954. Holly Hill Woodland Park historic

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<sup>49</sup> [The Hampshire Countryside Access Plan: County Overview 2008-2013 \(2008\) Hampshire County Council](#)

<sup>50</sup> [The Hampshire Countryside Access Plan for the Forest of Bere 2008-2013 \(2008\) Hampshire County Council](#)

<sup>51</sup> [The Hampshire Countryside Access Plan for the Solent 2008-2013 \(2008\) Hampshire County Council](#)



parkland, covering some 35 ha, has been subject to a number of restoration programmes to create extensive waterfalls and lakes. The site has two distinctive areas - Winnards Copse with its more formal landscape, lakes and ornamental exotic species and Cawtes Copse with its mix of native woodland species, some of which is ancient semi-natural woodland. The Council is also in the process of securing land to develop a new park at Cold East Hospital and additional open space at Daedalus Airfield.

- 3.3.5 Fareham's Greenspace Study (May 2007)<sup>52</sup> (also known as PPG17 Assessment) and its Addendum (January 2013)<sup>53</sup> indicates that there is generally a good range and provision of greenspace and parks and amenity open space in the Borough although there are certain areas of the Borough which experience qualitative and quantitative deficiencies. The Study Addendum suggests increasing provision through land acquisition and securing permissive access rights and enhancing protecting existing open space provision. According to the Playing Pitch Study<sup>54</sup> there is an oversupply of senior pitches seen throughout the Borough. However, there is an acknowledged deficiency in junior pitches.

### **3.4 Biodiversity**

- 3.4.1 Fareham Borough is an important area for biodiversity, especially along the Solent coastlines. The Fareham Local Biodiversity Action Plan (FLBAP) (August 2008)<sup>55</sup> seeks to focus resources to conserve and enhance biodiversity by means of local partnerships, taking account of both national and local priorities. The FLBAP sets out the ecological designations, habitats and priority species in the Borough and recognises that the successful development of GI is dependent on a coordinated approach towards the planning and delivery of green space (including rivers, canals and other water areas). The FLBAP is now out-of-date and the Council is considering whether it should be replaced and in what form. However, much of the information, particularly biodiversity data supporting the Plan, is still considered relevant. As such, the GI Strategy has drawn upon this Plan, where appropriate.
- 3.4.2 The FLBAP recognises the important role GI can play in maintaining and enhancing the quality of life in the region through (amongst other things):
- support and enhancement of biodiversity assets including: buffering the most sensitive sites (in particular Internationally protected sites including the Solent and Southampton Water and Portsmouth Harbour SPAs) from adverse effects of disturbance and other impacts;
  - provide access to wildlife in appropriate locations;
  - provide an ecological network to both mitigate and help wildlife adapt to pressures arising from climate change and other environmental changes; and
  - contributing to sustainable water resource management, safeguard floodplains and enhance water quality in river corridors and coastal

<sup>52</sup> [Fareham's Greenspace Study \(May 2007\) Fareham Borough Council](#)

<sup>53</sup> [Fareham's Greenspace Study Addendum 2 \(January 2014\) Fareham Borough Council](#)

<sup>54</sup> [Fareham Playing Pitch Strategy \(July 2012\) Ashley Godfrey Associates](#)

<sup>55</sup> [Fareham Local Biodiversity Action Plan \(August 2008\) Fareham Borough Council](#)

areas.

- 3.4.3 Fareham Borough sustains a rich and varied biodiversity, which is reflected in the range of ecological designations including the internationally important European sites, the Solent and Southampton Water and Portsmouth Harbour Special Protection Areas (SPA) (and there supporting sites) and Ramsar sites and the Solent Maritime Special Area of Conservation (SAC), and the nationally recognised Sites of Special Scientific Interest (SSSI) to the locally designated Sites of Importance for Nature Conservation (SINC). The Borough Council supports the ongoing of survey of habitats and species and designation of Sites of Importance for Nature Conservation in collaboration with its partners, including: Hampshire County Council and Natural England.

At the time of writing, there a number of key ecological designations with the Borough:

- 112 SINCs
- 6 LNRs
- 1 NNR (Titchfield Haven)
- 6 SSSI (Downend Chalk Pit, Portsdown Hill, Portsmouth Harbour. Upper Hamble Estuary and Wood, Lee-on-the-Solent to Itchen Estuary and Titchfield Haven)
- 2 Ramsar (Solent & Southampton Water and Portsmouth Harbour)
- 2 SPAs (Portsmouth Harbour and Solent & Southampton Water)
- 1 SAC (Solent Maritime)

- 3.4.4 The internationally important sites are already protected by European legislation, but are under pressure from climate change, the increasing demand for water, effluent discharge, agricultural runoff, increased recreational use and potentially from air pollution, primarily caused by traffic. The development proposed in the Borough and other parts of South Hampshire could potentially have a significant effect on these sites. Assessment in accordance with the Habitats Regulations (HRA) has been undertaken to ensure that any such effects are avoided or mitigated.

- 3.4.5 The harbour, Fareham Creek and Hamble river are important for their range and variety of habitats that support a diverse assortment of species. The harbours are part of a large estuarine basin with extensive mud and sand flats supporting rare eelgrass. The area is significant for wintering wildfowl, waders and breeding birds. The intertidal mudflats are important for species such as the ringed plover and black-tailed godwit and provide an overwintering site for five percent of the world's population of dark-bellied Brent Geese<sup>56</sup>.

- 3.4.5 Titchfield Haven National Nature Reserve and Hook-with-Warsash, Gull Coppice, and Kites Croft and Swanwick Local Nature Reserves are all located in the Borough. There are many other habitats that are of local value for wildlife. For example, hedgerows, road verges, river valleys and farmland which act as wildlife corridors; and gardens and open spaces in built up areas

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<sup>56</sup> [Joint Nature Conservation Committee\( 2011\) Solent Maritime](#)



form part of the overall wildlife diversity of the Borough. The FLBAP<sup>57</sup> (or its similar replacement document) provides the basis for future action to preserve and enhance biodiversity.

3.4.6 Future development should enhance habitats and protect species to help to achieve biodiversity objectives as set out in the Hampshire<sup>58</sup> and Fareham Biodiversity Action Plans and to enhance the identified Biodiversity Opportunity Areas at the Forest of Bere, Meon Valley, Hamble Valley, The Solent, Portsdown Hill and Portsmouth Harbour. There are a number of Biodiversity Opportunity Areas (BOAs) that lie either within or border Fareham (Hampshire Biodiversity Partnership, 2012<sup>59</sup>). Each BOA is accompanied by an individual Statement which sets out the target and opportunities that could enhance and protect area, these are summarised below.

- The Forest of Bere (BOA 10) – Target opportunities to enhance/expand Lowland Heath, Lowland Dry Acid Grassland, Lowland Mixed Deciduous Woodland, Wet Woodland and Lowland Meadow
- Portsdown Hill (BOA 11) – Target opportunities to enhance/expand the following habitats and/or assets: Lowland Calcareous Grassland
- Portsmouth Harbour (BOA 19) - Target opportunities to enhance/expand the following habitats and/or assets: Coastal Grazing Marsh, Coastal Salt Marsh and Purple Moor Grass and Rush Pastures
- The Solent (BOA 20) - Target opportunities to enhance/expand the following habitats and/or assets: Coastal Grazing Marsh, Coastal Salt Marsh, Managed shore realignment, Vegetated shingle, River valley flood plain, Wet woodland/alder carr, Reedbeds, Acid grassland, Unimproved neutral grassland and Heathland
- The Hamble Catchment (BOA 21) – Target opportunities to enhance/expand the following habitats and/or assets: Wet Woodland, Lowland Meadow, Lowland Mixed Deciduous, Woodland, Purple Moor Grass and Rush Pastures, Ponds, Hedgerows and other ecological corridors
- Meon Valley (BOA 35) Target opportunities to enhance/expand the following habitats and/or assets: Purple Moor Grass and Rush Pastures, Wet Woodland, Lowland Meadow, Reedbed and lowland fen.

3.4.7 Biodiversity within the Borough, especially in the coastal areas, is under threat from urban development, climate change (including coastal squeeze<sup>60</sup>) and pressures from heavy use. The Solent Dynamic Coast Project<sup>61</sup> and Solent Disturbance and Mitigation Project<sup>62</sup> seek to address the potential impact

<sup>57</sup> [Fareham Local Biodiversity Action Plan \(August 2008\) Fareham Borough Council](#)

<sup>58</sup> [Biodiversity Action Plan for Hampshire \(1996\) Hampshire Biodiversity Partnership](#)

<sup>59</sup> <http://www3.hants.gov.uk/hampshirebiodiversity/boas.htm>

<sup>60</sup> Coastal Squeeze: the term used to describe what happens to coastal habitats that are trapped between a fixed landward boundary, such as a sea wall and rising sea levels and/or increased storminess. The habitat is effectively 'squeezed' between the two forces and diminishes in quantity and/or quality.

<sup>61</sup> [Solent Dynamic Coast Project \(January 2008\) Channel Coastal Conservancy](#)

<sup>62</sup> [Solent Disturbance and Mitigation Project III: Toward an Avoidance and Mitigation Strategy \(May 2013\) Footprint Ecology](#)

'Coastal Squeeze' on important habitat and Recreational Disturbance of birds setting out a framework for balancing these competing issues. There is an opportunity for GI to be used to combat some of these issues and support planned economic growth. It should be noted that, as the SDMP moves into its implementation stage, the project has been rebranded as the Solent Recreation Mitigation Partnership (SRMP). This terms are used interchangeably throughout this Strategy.

### **3.5 Health and Wellbeing**

- 3.5.2 The population of the Borough is 111,581 (2011 Census) this is expected to rise across the plan period, with notable increases in the population cohort aged 40 and above. It is expected that by 2026 over a quarter of residents will be over 65. This demographic trend is likely to put pressure on health services<sup>63</sup>. GI provision should acknowledge the likely recreation requirement of the current and projected population, the possible health benefits that arise from access to nature<sup>64</sup>, and consequences of demographic projections that suggest potential accessibility and mobility issues associated with an aging population.
- 3.5.1 According to the Index of Multiple Deprivation (DCLG, 2010)<sup>65</sup> Hampshire is one of the least deprived areas in the country; however there are pockets of deprivation. Whilst Fareham Borough 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<sup>66</sup>. Health deprivation in the Borough is concentrated in and around Fareham town, and also in Fareham North West. However, of the 74 Lower layer Super Output Areas (LSOA)<sup>67</sup> that make up Fareham Borough, only 5 are within the 50% most deprived areas which is illustrative of the relative affluence of the Borough.
- 3.5.3 In general the health of the population 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)<sup>68</sup>. Reflecting low levels of deprivation, crime and child poverty, indicators of health and wellbeing are favourable 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 low. Over the last ten years, death rates from all causes, early deaths from heart disease and stroke and from cancer have improved for men and women and are better than the England averages.

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<sup>63</sup> Population Statistics Division, ONS (2012) Percentage of the population aged 65 and over (<http://www.statistics.gov.uk/hub/population/ageing/older-people>)

<sup>64</sup> <http://www.naturalengland.org.uk/ourwork/enjoying/linkingpeople/health/default.aspx>

<sup>65</sup> Most of the indicators used in the Indices of Deprivation 2010 are from 2008 although some of the indicators come from other time points such as the 2001 Census.

<sup>66</sup> Association of Public Health Observatories, Fareham Health Profile 2011: <http://www.apho.org.uk/>

<sup>67</sup> England is divided into 32,482 LSOA standard areas, with each unit having roughly the same number of people.

<sup>68</sup> Association of Public Health Observatories, Fareham Health Profile 2011: <http://www.apho.org.uk/>

- 3.5.4 Alongside an ageing population, obesity is also seen as an increasing health issue for the Borough, with about 16.7% of year 6 children classified as obese<sup>69</sup>. Obesity contributes to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer.
- 3.5.5 The health benefits of GI in encouraging more active lifestyles and improving well-being is well-documented. The Hampshire Health and Wellbeing Partnership<sup>70</sup> is seeking to reduce obesity amongst children, increase levels of physical activity and promote independence and quality of life of elderly residents. Safe green routes for cycling and walking can help facilitate increased physical activities. Moreover, quality green open spaces that are accessible and well maintained can encourage a range of fitness activities. In addition to County led-schemes, the Borough Council also runs events at parks, countryside and woodland to find new ways to promote the rich varied sites on your doorstep and promote healthy active lifestyles.
- 3.5.6 Health and well-being of Fareham Borough residents could be enhanced by improving the availability of safe greener routes that link up to areas of open space that are well maintained and aesthetically pleasing. The Greenspace Study and its Addendum, considers where there improvements to provision can be made and should help to direct investment in the open space and recreational/countryside links in these areas. The Borough has a reasonably well developed cycling network. However, fragmentation of routes in some locations does not help would-be cyclists to move to this mode of transport.

## **3.6 Climate Change Adaptation and Mitigation**

- 3.6.1 Climate change is a significant challenge facing Fareham Borough. Sea level rise due to climate change and glacial isostatic adjustment will increase the risk of coastal flooding, effecting not only important habitats and biodiversity, but also commercial properties and residential areas (PUSH, 2007<sup>71</sup>). The North Solent Shoreline Management Plan (2010)<sup>72</sup> policy for much of the Borough's coastline is 'Hold the Line' (retain coastal defences in situ) apart from Hook Spit to Workman's Lane and Hook Park to Meon Shore which have a Shoreline Management Plan policy of 'No Active Intervention'. These areas have been proposed for designation as Coastal Change Management Areas (CCMA). Coastal flood risk maps are used to identify the areas of likely inundation and coastal erosion risk maps to draft the CCMA areas. Coastal squeeze of important habitats will be a significant challenge.
- 3.6.2 Through the GI Strategy, there are also opportunities to address climate change impact on wildlife inclusion the creation of and stepping stones for wildlife allowing species to move and migrate in response to climate change (an important aspect of climate change adaptation).
- 3.6.3 An increase in extremes of weather coupled with an ageing population will

<sup>69</sup> Association of Public Health Observatories, Fareham Health Profile 2011: <http://www.apho.org.uk/>

<sup>70</sup> [Healthier Hampshire 2010-2015 \(2010\) Hampshire Health and Wellbeing Partnership](#)

<sup>71</sup> [PUSH Strategic Flood Risk Assessment \(2007\)](#)

<sup>72</sup> [North Solent Shoreline Management Plan \(December 2010\) New Forest District Council](#)

create health problems for vulnerable sections of society. Elderly populations are more vulnerable to climate change, particularly during heat waves. Opportunities exist for greater tree planting along roads, where safety is not compromised, to help provide shading and improve air quality. Increased planting will also increase local carbon sinks to help mitigate climate change.

### **3.7 Flooding and Water Quality**

- 3.7.1 The South East Hampshire Catchment Flood Risk Management Plan<sup>73</sup>, which predominantly deals with flood risk management, highlights a number of key rivers that flow through the Borough: the rivers Meon and Wallington flow through the Borough, the River Hamble forms the western boundary. The Management Plan is currently being reviewed and updated plans will be published in 2015. Alongside these more prominent water bodies, there are also a number of other minor watercourses located within and outside the boundary of the Borough.
- 3.7.2 The Water Framework Directive<sup>75</sup> and South East River Basin Management Plan<sup>76</sup> (and to a certain extent the South East Hampshire Catchment Flood Risk Management Plan<sup>78</sup>) address water quality issues. The overarching aim of the Water Framework Directive is that there should be no deterioration of the water environment and an improvement where possible. The River Basin Management Plan provides status classification for each water-body. Water quality of the key rivers Meon, Wallington and Hamble and its tributaries vary substantially but are generally considered of average standard. However, these rivers generally show relatively high levels of Nitrates and Phosphates and average Chemistry Rating. This has been recognised by the EA, the Council and other stakeholders. As a result Hook stream is being piloted as a catchment scale improvement scheme to improve water quality along this stretch (Environment Agency, 2011)<sup>79</sup>.
- 3.7.2 According to the South East Hampshire Flood Risk Management Plan (Environment Agency, 2009) surface water flooding is a more significant risk than fluvial flooding. The urban nature of the Borough, coupled with pressures for one-person homes and increases in storm events, will put pressure on existing drainage networks. The use of GI assets such as trees, green open spaces and sustainable urban drainage systems to help alleviate surface water flooding by reducing the rate of surface water runoff or providing natural/semi natural stores such as swales is an opportunity for Fareham Borough.
- 3.7.3 Chilling / Hook area, including Solent Breezes Caravan Park, is at risk from coastal flooding associated with sea level rise. This part of the coast is subject

<sup>73</sup> [South East Hampshire Flood Risk Management Plan \(2007\) Environment Agency](#)

<sup>75</sup> [Directive 2000/60/EC The EU Water Framework Directive – Integrated River Basin Management for Europe \(2000\) European Commission](#)

<sup>76</sup> It should be noted that consultation on the 2nd round of River Basin Management Plans is about to commence.

<sup>77</sup> [Water for Life and Livelihoods: River Basin Management Plan: South East River Basin District \(December 2009\) Environment Agency](#)

<sup>78</sup> [South East Hampshire Flood Risk Management Plan \(2007\) Environment Agency](#)

<sup>79</sup> [Environment Agency \(2011\) River Quality Interactive Maps](#)

to a 'No Active Intervention' policy, but is protected by privately maintained coastal defences in some locations. There is a threat of coastal squeeze harming important habitats, resulting in a need to mitigate the effects by either adopting managed realignment or providing compensation sites.

### **3.8 Economic Success**

- 3.8.1 According to the Fareham Core Strategy, the Borough has a diverse economy in which smaller businesses predominate and the survival rate of local start-ups is high. Office businesses are in the majority, although there are a significant proportion of industrial employers. Supporting key business clusters is part of the PUSH Economic Development Strategy<sup>80</sup>. Fareham Borough is home to a number of business clusters. Research by the University of Portsmouth identified aerospace and defence, processed food and transport and logistics as clusters performing well in the Borough. The marine industry has also been identified as an important sector by the DTZ Economic Drivers and Growth Study<sup>81</sup> and the Solent Waterfront Strategy Borough's economic profile as set out in the PUSH Economic Development Strategy<sup>82</sup>.
- 3.8.2 Fareham Borough has an ageing population. If current trends continue there will be a drop in the number of people of working age in the borough. This will have implications for pressure upon and type of service provision.
- 3.8.3 GI has the potential to provide ecological services that may help to support economic growth, for example through the protection of property and business either directly through restriction on unsuitable building in areas at risk of flooding and/or indirectly through improving recreation opportunities and capturing the associated health benefits and reducing instance of sickness. Furthermore, in order to realise the growth ambitions of sub-region and attract a skilled workforce, it is imperative that jobs are accompanied with a high quality of life which can be achieved through the maintenance and enhancement of GI assets locally and across the region. There may also be direct jobs created as a consequence of the pursuing a green economy initiatives in the Borough and across the wider sub-region.

### **3.9 Heritage and Landscape**

- 3.9.1 Hampshire's Landscape Strategy (2000)<sup>83</sup>, Hampshire's first strategic land management plan, reveals that Fareham Borough falls within three landscape character areas. The north of the borough lies within the 'South Hampshire Lowland and Heath' character area. This area is a mixture of farmland, woodland and pastures with priority habitats including unimproved neutral dry grassland and acid grassland and bog. The southern area of the borough around the coast lies within the 'South Hampshire Coast' character area. This area has a range of landscape types such as open and closed coastal plains with pasture and woodland. There are also linear sections of the Borough,

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<sup>80</sup> [PUSH Economic Development Strategy\(June 2010\) DTZ](#)

<sup>81</sup> [South Hampshire Economic Drivers and Growth: Combined Report \(2007\) DTZ](#)

<sup>82</sup> [Solent Waterfront Strategy \(December 2007\) SEEDA](#)

<sup>83</sup> [Hampshire's Landscape Strategy \(2000\) Hampshire County Council](#)

along the Meon valley, which fall within the 'River Valleys' character typology, which is typically broad and open area punctuated, with flood plain and arable farmland.

3.9.2 The landscape of Fareham Borough shows obvious signs of ancient human influences with sites and monuments of significant archaeological interest. Fareham Borough has 13 Conservation areas as listed below:

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

3.9.3 There are clear opportunities for heritage assets, including archaeological features, to contribute toward GI, particularly in terms of enhancing sense of place and identity, recreation and heritage management. For example, there may be opportunities where a heritage asset, such as an archaeological site, might be included within a green space within a development, or an ancient green way as a wildlife corridor. There may also be opportunities to use the presence of a heritage asset to contribute toward the aim of achieving 'multi functionality'. For example, encouraging recreation (access, education) and enhancing sense of place and local identity, and contributing toward the health agenda (i.e. a heritage asset could provide a destination for a walk).

3.9.4 The conservation areas focus on a wide range of features and characteristics, not just listed buildings. The Titchfield Abbey Conservation Area focuses on the Abbey, its surrounding grounds and part of the Meon Valley. The valley provides a remarkably unspoilt rural backdrop to these historic buildings. The Swanwick Shore Conservation Area on the other hand protects the character of the small group of historic buildings, the river front, public hard and the Bridge Road front south of the A27.

3.9.5 Fareham Borough is close to the South Down National Park. Although, not within the Borough itself, the national park provides an important recreational resource for the Borough's population. There are clear opportunities to build upon existing links, particularly those around the Meon (including the Meon Valley Multi User Trail) and linkages over and across Portsdown Hill. The Borough also has the potential to provide a 'gateway' location for tourist and visits to enter the Downs area and the Coastal area. Opportunities to provide improved access from the four railway stations could act as an important contributor to sustainable travel and visitations to the Downs and sensitive Coastal areas. However, there pressures associated with possible increase in visitor numbers, must be balanced against the objections of protecting the National Park area and the wildlife interest that reside therein.

### **3.10 Fareham Borough Green Infrastructure**

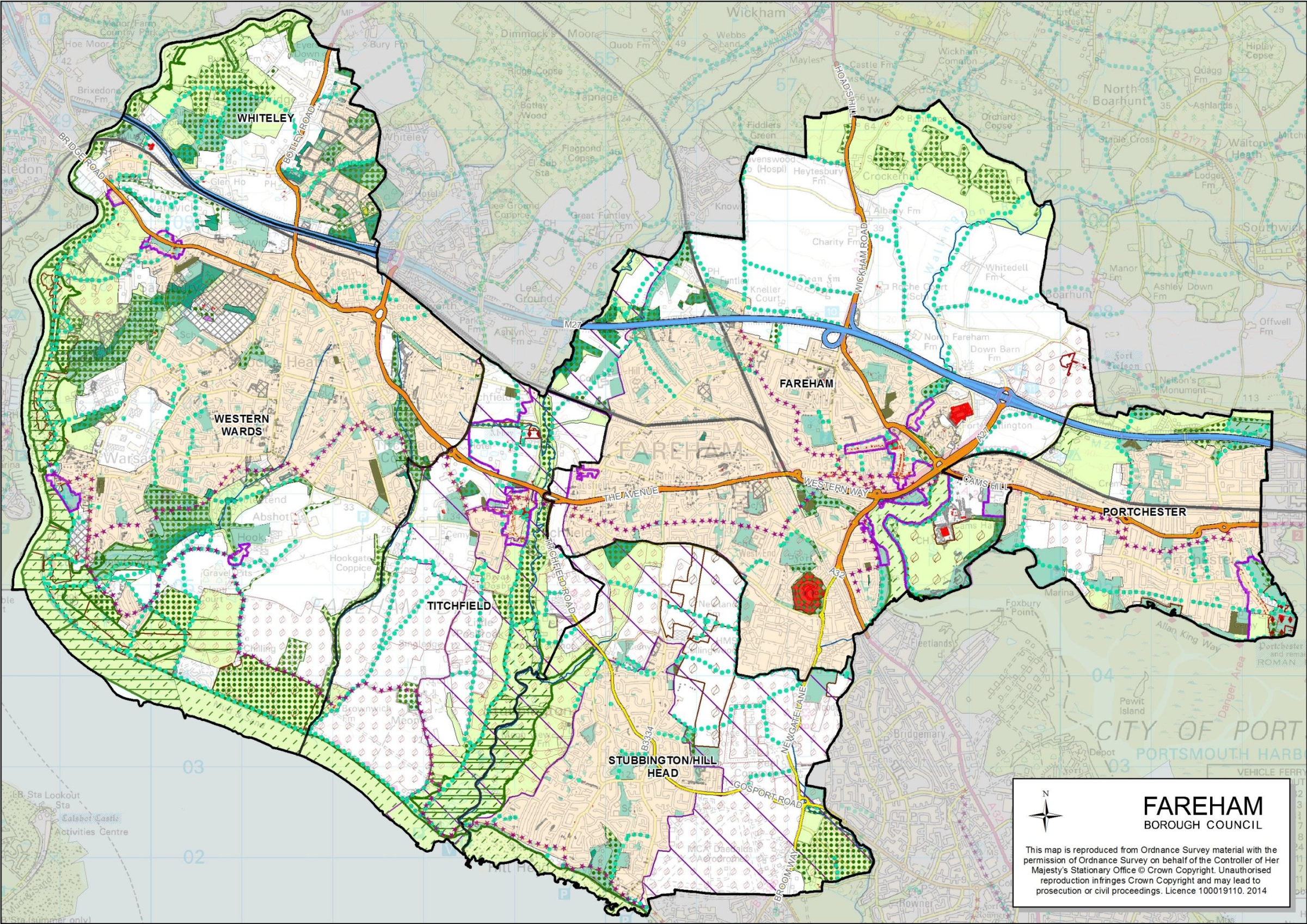
- 3.10.1 Drawing on the baseline information provided above, Map 3.1 illustrates the current GI network found across Fareham Borough. The Borough's current GI is a combination of a range of different assets of different scales and type and located at different locations. Chapters 6-11, which cover each of the Borough settlement areas, discuss GI assets in their respective areas in greater detail.



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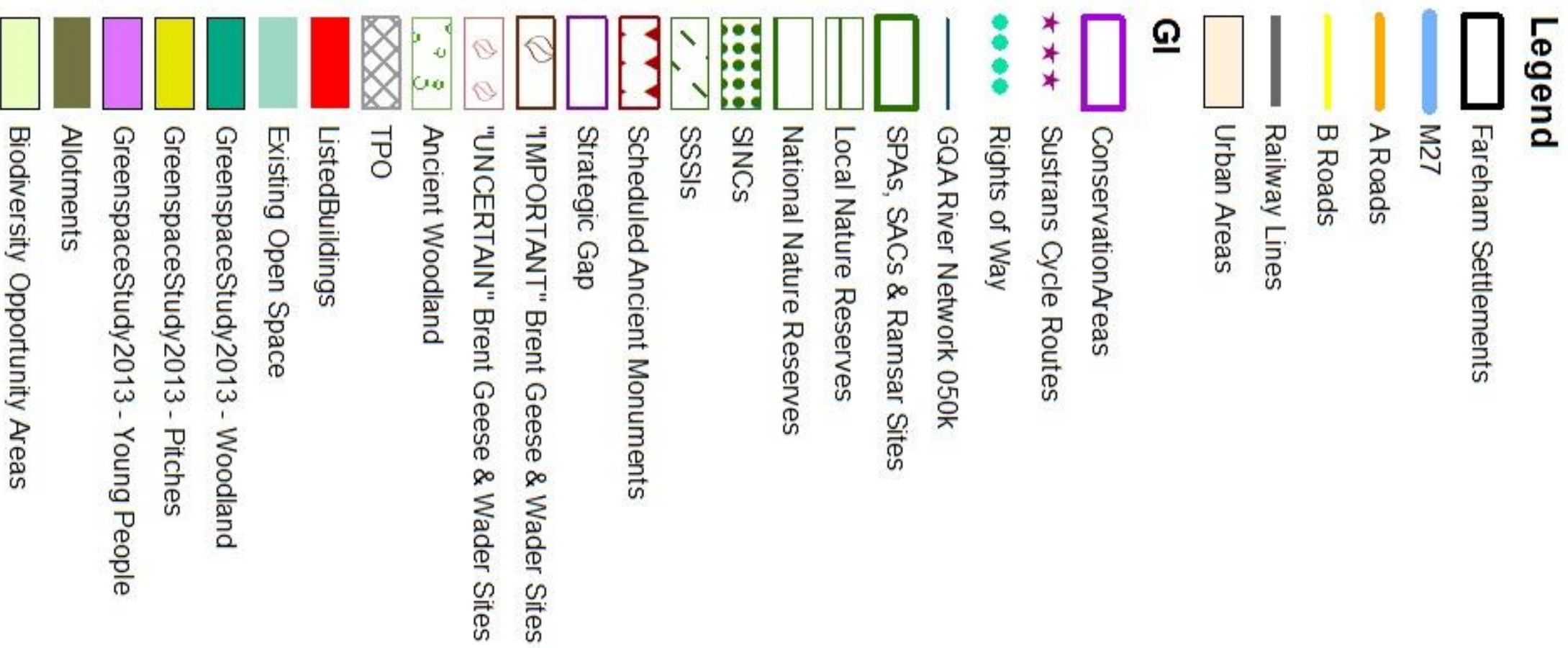


Figure 3.1: The Borough-wide Distribution of Green Infrastructure



\*\*\*NOTE: Legend provided overleaf\*\*\*





## 4 **The Green Infrastructure Framework**

### 4.1 **Purpose of the Green Infrastructure Framework**

- 4.1.1 The GI Framework is designed to ensure that the needs and requirements for Fareham Borough's GI network are successfully being met. The Framework has been developed by drawing upon the PUSH GI Strategy and information obtained through a review of the baseline data including: the review of plans, programmes and policies currently operating across and beyond the Borough. Adoption of the PUSH GI Themes provides a basis to ensure that the Borough's GI Framework is relevant, robust and supports the land use plans and strategies of South Hampshire and Fareham.

### 4.2 **Themes of the Green Infrastructure Framework**

- 4.2.1 The PUSH GI Strategy has eight themes with supporting objectives for each theme, as illustrated in Table 4.1 below.

**Table 4.1: The PUSH Green Infrastructure Framework**

<b>THEME I</b>	<b>Sustainable economic development, attractive workplaces and desirable tourist destinations</b>
<b>Objective 1:</b> Ensure the design of existing and new workplaces leads to diverse and attractive green environments for businesses wishing to relocate, grow or set-up in the South Hampshire sub-region.	
<b>Objective 2:</b> Complement the resources of existing visitor destinations, facilitate increased tourism opportunities and enhance the visitor economy.	
<b>Objective 3:</b> Promote businesses and markets that provide low carbon, multifunctional and cost effective delivery of Green Infrastructure Themes and Objectives.	
<b>THEME II</b>	<b>Maximising biodiversity opportunities, adapting to change and protecting European sites</b>
<b>Objective 4:</b> Conserve and enhance existing biodiversity: restoring habitats according to Biodiversity Opportunity Area (BOA) priorities, helping deliver Habitat Action Plans and Species Action Plans in the BAP, and improving connectivity of habitats at all scales and levels of designation.	
<b>Objective 5:</b> Contribute to the mitigation of the impacts of growth on European sites using buffer zones, providing alternative recreation destinations and reducing the effects of coastal squeeze by providing new habitat sites.	
<b>THEME III</b>	<b>Landscape quality and diversity, distinctive features, cultural heritage and appreciation of sense of place</b>
<b>Objective 6:</b> Protect and enhance the unique quality, diversity and distinctiveness of the sub-region's landscape and heritage.	
<b>Objective 7:</b> Maintain and where necessary improve the identity and character	

of settlements in urban and rural locations.	
<b>THEME IV</b>	<b>Access to the countryside and green spaces, providing recreational opportunities and experiences</b>
<b>Objective 8:</b> Create, maintain and promote a network of high quality, multifunctional, interconnected routes to provide a network of linear access for a variety of users.	
<b>Objective 9:</b> Address deficiencies in access to greenspace through creation of new or enhanced recreation sites at all scales, enabling use by all sectors of society. All such sites should avoid conflict with established nature conservation interests.	
<b>THEME V</b>	<b>Providing high quality water resources, managing flood risk and increasing water retention</b>
<b>Objective 10:</b> Increase natural storage capacity, reduce the run-off rate of storm water and increase onsite water purification and infiltration. Permeability in settlements across the sub-region should be maximised.	
<b>Objective 11:</b> Promote river corridor management to provide multifunctional benefits for flood defence, recreation, landscape and biodiversity.	
<b>THEME VI</b>	<b>Climate change adaptation and mitigation</b>
<b>Objective 12:</b> Maximise the GI contribution to mitigating urban temperature and prepare for sea level rise.	
<b>Objective 13:</b> Facilitate reduced carbon emissions and contribute to the development of south Hampshire's low carbon economy.	
<b>THEME VII</b>	<b>Food, fibre and fuel production</b>
<b>Objective 14:</b> Promote the opportunity to support locally grown products such as food, biomass and construction materials.	
<b>Objective 15:</b> Promote, increase and raise awareness of commercial activities, such as farming and forestry, which provide multi-purpose and cost effective delivery of Green Infrastructure	
<b>THEME VIII</b>	<b>Wellbeing and health</b>
<b>Objective 16:</b> Use GI as a resource for improving the physical and mental well-being of the population of south Hampshire.	
<b>Objective 17:</b> Promote the health and well-being benefits of GI.	

- 4.2.2 The overarching themes of the GI Framework draw on the PUSH GI Strategy (UE Associates 2010). The PUSH GI Strategy is strategic in nature and covers an extensive area of Hampshire incorporating a wide range of GI assets within different local authority boundaries. This is reflected in the PUSH GI Framework, which at a higher level, sets out the strategic direction and guidance for GI planning across urban South Hampshire. This strategic direction has been incorporated via the GI Framework to facilitate

practical GI intervention that corresponds to the needs of the Borough. The Themes presented in the PUSH GI Strategy are broadly supported by the Strategic Objectives of the Core Strategy, which have been set out in Appendix E.

- 4.2.3 The recommended projects have been identified according to the principles of protection, enhancement, restoration or creation. These four principles for activity can be found throughout the GI Framework set out in Table 4.1 above.

#### Protection

- 4.2.4 This is advised by a number of different legislative and policy drivers. In the case of core GI that is not protected by such means, it is necessary to consider which elements of a local network should be upheld and protected as core components. This is important in the context of any new initiatives relating to biodiversity offsetting<sup>85</sup>.

#### Enhancement

- 4.2.5 Enhancement relates to the quality of GI assets. In order to understand the quality of a particular type of GI, standards need to be in place and these need to be monitored so that any decision to implement actions relating to enhancement can be made.

#### Restoration

- 4.2.6 This differs from enhancement because it is used to restore a particular feature. This might include improved grassland that could be restored to semi-natural grassland. Restoration has a key role to play with the Biodiversity Opportunity Areas. Restoration also applies to parks and features that have since changed use but not so much so that any intervention would prove impossible to achieve a positive change.

#### Creation

- 4.2.7 Creation refers to the establishment of new GI features. This has an important role to play in light of proposed changes that are associated in particular with new development. This activity relates to almost all types of GI although there will be issues of establishment and the length of time for a particular type of GI to become fully multifunctional needs to be considered. Creation of grass tennis courts will have an immediate impact whilst creation of chalk grassland will take decades to establish itself.

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<sup>85</sup> Biodiversity offsetting: conservation activities that are designed to give biodiversity benefits to compensate for losses - ensuring that when a development damages nature (and this damage cannot be avoided) new, bigger or better nature sites will be created. They are different from other types of ecological compensation as they need to show measurable outcomes that are sustained over time. [More information can be viewed on gov.uk website.](#)

## **5 Designing the Green Infrastructure Network**

### **5.1 Approach**

- 5.1.1 This GI Strategy adopts a similar place-based approach to planning as that used in the adopted Core Strategy focussing on the settlement areas of Fareham (excluding Welborne), Western Wards (including Whiteley), Portchester, Titchfield, Stubbington & Hill Head, have used to provide a. In addition to the five settlement areas, Borough-wide / Cross-boundary projects have also been identified. Some of the Borough-wide/Cross-boundary projects are of a strategic nature and have been identified through the PUSH GI Strategy, others have been identified locally. The following Chapters (6-11) provide information about each area in terms of the existing GI resource and make recommendations for strengthening the network. This information is supported by a map illustrating the areas' key GI resource.

### **5.2 Design Principles**

- 5.2.1 The summary of GI baseline is drawn from the baseline review and includes the different types of GI that are set out in Table 1. This includes a range of components and designations. GI features can be found within and outside of designations; these are presented together to identify the local GI network.
- 5.2.2 The map of the local GI network (Figure 3.1) has been composed from available Geographic Information Systems (GIS) datasets provided by relevant departments of Fareham Borough Council, Natural England, Hampshire Biodiversity Information Centre and Hampshire County Council.
- 5.2.3 For each of the settlement areas of the Borough, the baseline information coupled with GIS mapping and aerial photography have been used to develop a suite of proposed GI projects for targeted action. Each project demonstrates what sort of targeting actions are required in order to achieve the objectives of the GI framework. Recommendations are designed to incorporate and uphold the principles of the Core Strategy in relation to GI namely that of protection, enhancement, restoration and creation which seek to facilitate multifunctionality and connectivity of GI assets.
- 5.2.4 Where available, established standards have been used to identify deficiencies and opportunities for GI. However there are some types of GI, for example habitat, which do not have recognised local, sub-regional or national standards. Table 5.1 below lists the recommended standards for greenspace (which includes natural greenspace and parks and amenity open space) produced in the adopted Fareham Borough Local Plan Part 1: Core Strategy (August 2011)<sup>86</sup> (and also used in Greenspace Study Addendum 2 (January 2014)<sup>87</sup>). Drawing on the Greenspace Study

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<sup>86</sup> [Local Plan Part 1: Core Strategy \(August 2011\) Fareham Borough Council](#)

<sup>87</sup> [Fareham's Greenspace Study Addendum 2 \(January 2014\) Fareham Borough Council](#)

Addendum 2, this Strategy attempts to address identified open space deficiencies Borough by identifying projects that create new open space of the appropriate quantity and typology.

**Table 5.1: Local Greenspace Standards as per Fareham Borough Local Plan Part 1: Core Strategy**

<b>Greenspace Typology</b>	<b>Local Standard</b>
Parks and amenity open space	1.5 ha/1,000 population
Outdoor Sport	1.2 ha / 1,000 population
Children's Play Equipment	14 pieces of equipment per 1,000 1-12 year olds
Youth Facilities	1 youth facility/MUGA per settlement area

### **5.3 Potential Projects and Opportunities**

- 5.3.1 The suggested projects developed for each settlement seek to assist in delivering the GI Vision and provide evidence for the emerging Local Plan Part 2: Development Sites and Policies Plan.
- 5.3.2 They are not designed to dictate what action should take place at specific locations but instead offer a guide, based on relevant policy, evidence and research, as to what possible targeted activity could take place. The recommendations can be taken forward, amended or rejected or added to as and when the opportunities arise. It is envisaged that the potential projects identified through this Strategy should form the basis for discussion and consultation with local communities, stakeholders, elected representatives and neighbouring authorities. Therefore, the list of potential projects should not necessarily be viewed as exhaustive and the fact that a project has not been listed at this stage should not be used as evidence to preclude its progress in the future. Potential projects have been prepared for each core area in each of the following sections (Chapters 6-11).
- 5.3.3 The implementation of this strategy will be closely monitored (possibly on an annual basis as part of the Authority's Monitoring Report) and updated to ensure that it remains current, relevant and for fit-for-purpose for decision making and investment decisions.
- 5.3.4 First and foremost the projects set out seek to deliver the GI vision and support the objectives of the Core Strategy. The principle behind the potential projects is to enable development proposals to incorporate GI and enhance the local GI network such that environmental resources are protected and their potential to deliver multiple benefits is maximised.

## **6 Fareham (excluding the Welborne Plan area)**

### **6.1 Green Infrastructure Baseline**

- 6.1.1 The settlement area includes the principal town of Fareham; the largest urban area in the Borough stretching from the Meon Valley in the west, Fareham Lake and Wallington River in the east and the M27 to the north. The town is focused around its historic centre located in the east part of the town. The settlement area contains the wards of Fareham East, Fareham North, Fareham North West, Fareham South and parts of Fareham West and Titchfield wards. The population for this area is approximately 34,420<sup>88</sup>. The settlement area is generally affluent with small pockets of deprivation in North West Fareham and in areas to the South of the Town Centre. Fareham Town Centre has been identified within the Core Strategy as a Strategic Development Location that will deliver a significant proportion of the Borough's Housing, Employment and Retail needs. On the southern edge of the urban fringe is an industrial estate (Newgate Lane) and retail park (Speedfield), as well as a military base (HMS Collingwood). Beyond the Meon Strategic Gap to the South of HMS Collingwood is the strategic development allocation; Daedalus Airfield Enterprise Zone and the urban areas of Stubbington, Gosport and Lee-on-the-Solent.
- 6.1.2 It should be noted that, this Strategy does not address GI that is wholly internal to Welborne as this will be set out in the Local Plan Part 3: The Welborne Plan<sup>90</sup>. A significant body of work<sup>91</sup> has been undertaken to develop an appropriate framework for the GI planning within the new town so this Strategy does not seek to repeat this work. However, given Welborne's scale, importance and its synergies, particularly with Fareham town, Winchester and the wider Fareham settlement area, some of the key proposed GI projects with links to the wider Fareham settlement area, have been included in this section to help ensure consistency of GI planning between the two Plans. A number of projects, particularly those with linkages with Winchester<sup>92</sup> are set out in Chapter 11, which discusses Borough-wide and Cross-boundary GI.
- 6.1.3 This settlement area contains 26 Sites of Importance for Nature Conservation (SINC). Two notable SINCs, Homerhill Copse and Pidgeonhouse Coppice, to the north of the Borough, near Wickham, are also designated Ancient Woodland. There are also fragmented pockets of non-designated woodland located to the South of area. The Fareham settlement area abuts the Portsmouth Harbour Special Protection Area (SPA) and Ramsar site, which is a site of international importance, and a key site for protected over-wintering birds (including Brent Goose and a

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<sup>88</sup> [ONS Interim 2011- Based subnational population projections for England](#)

<sup>89</sup> Settlement area units are not contiguous with the ward boundary units. As a result, the population projections may be over/under estimated.

<sup>90</sup> [Welboren Plan: Submission Webpage](#)

<sup>91</sup> [Welborne Plan: Evidence Base](#)

<sup>92</sup> [Local Plan Part 1: Joint Core Strategy \(March 2013\) Winchester City Council](#)



number of species of wading bird)<sup>93</sup>. Fareham Creek and its upper reaches are designated as a SINC. Of the six Biodiversity Opportunity Areas (BOAs), four are located within the Fareham settlement area; Portsdown Hill, Portsmouth Harbour, Meon Valley and the Solent. The BOA Actions Plans<sup>94</sup> set out the key features of BOAs and proposes opportunities and targets for enhancement and protection; which have been drawn upon when developing this Strategy.

- 6.1.4 The Wallington (and a number of small tributaries of the Meon river) flow through the area. Significant areas, particularly around the Wallington and Fareham Creek, are highlighted as susceptible to coastal and/or fluvial instance of flooding. The Wallington has shown recent instances of fluvial flooding (which has been exacerbated by the tidal nature of the river). Wallington village has been used to pilot a community-led property level protection scheme, which has proved successful and popular amongst residents. The Wallington river channel, particularly where it flows between Wallington Village and Broadcut Industrial Estate, has been heavily modified. The river also experiences water quality issues, which have affected the ecological diversity of the river. The Creek area provides popular marine provision, aggregates depot and walking routes, providing a key economic and recreational resource; however, protection of the numerous ecological designations requires a balance to be struck between these competing issues. The Coastal area is subject to an emerging Coastal Strategy<sup>95</sup> that will review the current defences and propose the most appropriate way forward in terms of coastal flooding and erosion.
- 6.1.5 Fareham town has a large cemetery accessed via Wickham Road. This provides an important urban greenspace. There are also three allotments within the area: The Gillies, Salterns Lane and Wickham Road. Together the Wickham Road allotments and cemetery make up an important urban greenspace resource. As a result of its function, the cemetery remains relatively undisturbed providing an important ecological resource.
- 6.1.6 There are a number of cycle routes through the Fareham Settlement area, which link up with the National Cycle Network (Route 2 and 22) and other long distance routes. The network within this settlement area, however, is quite fragmented. There are a number of Public Rights of Way (PRoW), which provide important links to countryside areas. Of particular note are the Deviation Line and the Meon Valley Trail to the northwest of the area, (missing sections required to link trail with Titchfield Haven) and Solent Way, Wayfarer's Walk and Pilgrim's Trail. The Countryside Access Plan, produced by the Highways Authority, Hampshire County Council, seeks to develop public access to the Countryside and promote multiuser routes to increase access to the Forest of Bere to the north of the borough and the Solent coastal areas. There are also a number of PRoW within the

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<sup>93</sup> [Solent Disturbance and Mitigation Project III: Toward an Avoidance and Mitigation Strategy \(May 2013\) Footprint Ecology](#)

<sup>94</sup> [Hampshire Biodiversity Opportunity Areas](#)

<sup>95</sup> [Portchester Castle to Hoeford Lake Shoreline Defence Strategy \(in progress\) Eastern Solent Coastal Partnership](#)

Welborne area, some of which could provide important linkages between the new community and the town of Fareham. To the Northeast there are a number of routes which provide links to the Portsdown Hill and the South Downs beyond. An Air Quality Management Area (AQMA)<sup>96</sup> was declared for a section of Gosport Road in July 2006, and in December 2007 for Portland Street. Both of these designations are due to emissions from transport, particularly NO<sub>2</sub>. As part of the AQMA designation, continuous monitoring is being undertaken at these locations.

- 6.1.7 Overall, greenspace provision is well distributed across the area, with only a few areas experiencing a deficiency in certain typologies of open space. These areas include, but are not limited to, North West Fareham and Fareham Town Centre area. There are 17 pitches in the area as identified through 2013 Greenspace Study<sup>97 98</sup>; most on School sites. There are also tennis courts (Park Lane Recreation Ground), Bowling Greens, and a golf course. Fareham Leisure Centre and Park Lane Open space (which is planned for major open space scheme), the Gillies, Cams Alders and Bath Lane Recreation Ground are key open space assets serving the population of Fareham settlement area. The area also supports 10 equipped play spaces and 4 youth related recreation area. Opportunities are being sought to increase open space provision through securing additional publically accessible open space at Fareham Common and Fareham College.
- 6.1.8 The Fareham settlement area includes a number of important habitats and landscapes. To the west of the urban area, is the Meon Valley with an important chalk stream flowing through water meadow. To the north west, is Portsdown Hill; designated as Site of Special Scientific Interest (SSSI), the areas support unimproved chalk grassland. To the north of the Fareham Settlement Area, is the Forest of Bere; an historic royal hunting ground with important mosaic of woodland and grazed meadow. The settlement area also includes a number of Conservation area including: Cams Hall, Fareham High Street, Osborn Road, Town Quay, Wallington Conservation areas all in the South eastern corner of the settlement and Catisfield to the west and part of Titchfield Abbey conservation areas.
- 6.1.9 The area is also a designated SAM, a World War II Heavy Anti-aircraft gunsite at Monument Farm in north eastern corner of settlement area as well as the Grade II Fort Fareham (south) and Fort Wallington (north west) which formed part of the Palmerston Forts defense line. The area also boasts 40 Local, 173 statutory listed building entries many of which are located within the historic core of Fareham town centred on the High Street. Cams Hall Conservation Area<sup>99</sup> covers the area directly east of Fareham town centre and includes Cams Hall and its surrounding grounds and buildings. Cams Hall is another important listed building providing employment provision; its grounds are an important recreational resource which includes the Golf Course and the Fareham Creek Easy Access Trail.

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<sup>96</sup> [Air Quality Action Plan \(2008\) Fareham Borough Council](#)

<sup>97</sup> [Fareham's Greenspace Study \(May 2007\) Fareham Borough Council](#)

<sup>98</sup> [Fareham's Greenspace Study Addendum 2 \(January 2014\) Fareham Borough Council](#)

<sup>99</sup> [Cams Hall Conservation Area Character Assessment \(January 2008\) Fareham Borough Council](#)

## 6.2 Potential Projects

6.2.1 Table 6.1 below sets out the potential GI projects for the Fareham settlement area. Figure 6.1 provides a spatial illustration of where the project could be focused. However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

**Table 6.1: Potential Green Infrastructure Projects in Fareham Settlement Area**

Unique Reference Number	Project	Description	Principal Supporting Evidence	Other Supporting Evidence(s)	Lead Organisation	Supporting Group(s) and Organisation(s)	Estimated Cost	Potential Funding Source(s)	Delivery Timeframe
F01	Newgate Lane (Northern Section) Improvement	<p>Improvements to Newgate Lane between the junctions with Palmerston Drive at the northern end and Tanners Lane to the south, which includes the junctions with Longfield Avenue and Speedfield Park.</p> <p>The scheme proposals aim to improve conditions on this section of Newgate Lane, both in terms of road capacity, journey time reliability and pedestrian and cycle accessibility.</p> <p>The scheme provides the opportunity to provide new cycle facilities between the existing Eclipse/Bus Rapid Transit route (accessed via Palmerston Drive), and the existing pedestrian and cycle link from Newgate Lane to the Bridgemary area.</p> <p>New traffic signal controlled junction incorporating pedestrian and cycle crossing facilities located to the south of the Speedfield Park roundabout; and Provision of off road shared pedestrian and cycle facilities on both sides of Newgate Lane between the junction with Palmerston Drive and the junction with Tanners Lane on the west side, and the existing cycle link to the Bridgemary area on the east side.</p>	<a href="#">Fareham and Gosport Transport Infrastructure Plan (2013) Hampshire County Council</a>	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>	HCC (Strategic Transport)		£6,500,000 (only part of total cost for GI)	Growing Places Funding and HCC Capital Resources	Early 2014
F02	A27 Corridor, Segensworth to Fareham, (Phase 1: Station Roundabout to Gudge Heath Lane)	Phase 1 comprises improvements to two critical junctions on the A27 in central Fareham and the connecting carriageway links. The first junction at the A27 /Station roundabout will be re-configured to improve operational effectiveness, with multi-modal and urban realm improvements; the second junction at Gudge Heath Lane will be improved to provide capacity improvements with two lanes westbound, plus a right turn lane to Gudge Heath Lane and cycleway connections from the college to the station.	<a href="#">Fareham and Gosport Transport Infrastructure Plan (2013) Hampshire County Council</a>		HCC (Strategic Transport)		£1,120,000 (only part of total cost for GI)	STLB? & HCC and Developer Contributions	2015/16
F04	Missing North/South cycle links from BRT at Redlands Lane into Fareham Town centre via the Gillies cycle route (C2)	Continuation of the cycle route along the old railway line to link with the existing cycle provision at the Gillies.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>	<a href="#">Fareham Transport Statement (December 2013) Hampshire County Council</a>	HCC (Strategic Transport)		£200,000	CIL / External	Study proposed 2015/16
F05	Improved A27 Cycle /Pedestrian Crossing	Providing pedestrian and cycle routes across the A27, key source of severance for such trips in this area.	<a href="#">Fareham Transport Statement (December 2013) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	External	TBC

F07	Fareham Town - cycle network improvements.	Infrastructure improvements including cycleway crossings and improving the cycle network.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>	<a href="#">Fareham Transport Statement (December 2013) Hampshire County Council</a>	HCC (Strategic Transport)		TBC	Developer Funded / CIL	By 2017
F08	Fareham Town - Infrastructure improvements including	Infrastructure improvements including cycle routes and underpass provision, and accessibility improvements to Fareham Leisure Centre.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Developer Funded / CIL	By 2022
F09	Fareham Town - Infrastructure improvements.	Infrastructure improvements including public realm and improvements around Fareham Shopping Centre.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Developer Funded / CIL	2022 onwards
F10	Wider Fareham - Cycleway improvements.	Infrastructure improvements including access improvements, cycle routes, crossing improvements (various locations).	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	External /Developer Funded / CIL	TBC
F11	Wider Fareham - Access improvements	Infrastructure improvements including cycle routes, crossing improvements (various locations).	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	External /Developer Funded / CIL	TBC
F12	Titchfield Lane – cycle/footway link (2)	Located to the west of the Welborne site, connecting to Funtley Lane, this provides links to the north and Wickham via an existing country lane. There is scope to provide segregated cycle/footway along some sections of Titchfield Lane where there are currently wide verges, particularly on the eastern side of the carriageway.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) Developer / Landowner	FBC (Strategic Planning & Development Management)	TBC	Developer Contributions from Welborne	TBC
F13	Pook Lane east – cycle/footway link (3)	This country lane currently provides links to the east and on to Junction 11 of the motorway. Although Pook Lane will provide direct vehicular access to the employment land on the eastern side of the A32, it is not suitable for significant increases in vehicular traffic due to its rural nature. Therefore the option of closing this road to through traffic while ensuring adequate access to existing premises will be considered. It will still provide a through link for pedestrians and cyclists.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) Developer / Landowner	FBC (Strategic Planning & Development Management)	£250,000	Developer Contributions / S106	TBC
F14	Pook Lane and south over motorway – cycle/footway link (4)	Pook Lane provides a connection to a footbridge over the motorway immediately to the south east of the Welborne site which will provide a key pedestrian link from north Fareham to the employment areas and on up towards the secondary school site.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) Developer / Landowner	FBC (Strategic Planning & Development Management)	TBC	Developer Contributions from Welborne (funding as part of SDMP requirements)	TBC
F15	Forest Lane – cycle/footway link (5)	Provides a link to the northeast of the Welborne site along a rural country lane. Forest Lane ultimately connects up to the B2177 which links down to north Portsmouth. No specific improvements are proposed to this existing link.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) Developer / Landowner	FBC (Strategic Planning & Development Management)	TBC	Developer Contributions from Welborne (funding as part of SDMP)	TBC

								requirements )	
F16	Kiln Road link under motorway – cycle/footway link (6)	Link under motorway – a key motorway crossing point exists from Kiln Road to the north. This link will be enhanced to enable a direct cycle and walk link under the motorway and into the Welborne site from North Fareham. The relationship this link has with existing residential properties will need to be considered.	<a href="#">Welborne Transport Strategy (January 2014)</a>		HCC (Strategic Transport & Countryside Service)	FBC (Strategic Planning & Development Management)	TBC	LEP/HCC funding as part of the junction 10 improvements, plus Developer Contributions from Welborne	By 2022
F19	Wallington Estuary, Portchester (C9)	Internationally important mudflats (SPA and Ramsar site), vital for birds including Brent Geese are of high biodiversity and habitat value at this site. It is located within an urbanised setting distinctive for its marine activity and historic waterfront development. Limited stretches of the shoreline are accessible but there is no access for much of it. Grassy areas around Portchester Castle provide subsidiary habitat for birds in the harbour. Seek to conserve and enhance the biodiversity value of this area, retaining its character and the contribution it makes to the setting and sense of place of adjacent urban areas. Further access and recreational use of this shoreline should be discouraged and existing access carefully managed in the overwintering period.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates</a>	<a href="#">PUSH Green Infrastructure Implementation Framework October (2012), PUSH</a>	SDMP Project Officer,	Natural England, FBC (Strategic Planning & Development Management) / HIWWT	TBC Possible funding as part of SDMP	TBC	TBC
F27	Cycle route from Delme Roundabout (C4)	Roundabout has no legal cycleway exit onto East Street. Provision of simple highway scheme to create exit for cycleway.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	S106 / Developer	Implementation late 2014
F28	A32 Pedestrian & cycle crossing at Hoeford (C6)	To provide improved access to Salterns Quay open space, Bus Rapid Transit stop, and cycleways.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	S106 / Developer	Implementation late 2014
F29	Wickham to Fareham cycle route (C10)	Provide off road cycleways where possible and additional on-road facilities on the approach to the town centre.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	S106 or Developer contributions potentially related to Welborne	Options study commissioned late 2013. Options now being considered.
F30	Fareham College to railway station cycle route (C13)	On road or shared use cycleway.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	External funding	Cycle strategy and provision linked with wider A27 corridor proposals



F31	Fareham Common (Welborne) SANGS and Green Buffer	17.5ha site within the site policy boundary of Welborne but classed as adjoining due to the degree of separation from the rest of the site, is likely to be defined by the following characteristics: Open land providing separation between existing parts of Fareham and the new community. Fareham Common will also be a crucial piece of open space which provides pedestrian and cycle connections between Welborne and Fareham. Improved public access to the common itself for use by existing residents of Fareham and Welborne. Potential for community greenspace that might provide opportunities for local food production. Potential for semi-natural green space enhancing the biodiversity value of the site. Land may need to be acquired in order to secure better access and management of the space for the objectives above. Land will also serve as settlement buffer to protect the individual identity of surrounding settlements and prevent coalescence with Funtley and Fareham.	<a href="#">The Welborne Plan GI Strategy (February 2014) LDA Design</a>	<a href="#">The Welborne Plan Concept Masterplan: Final Report (January 2014) LDA Design and Parsons Brinkerhoff</a>	Developer / Landowner	FBC / Natural England / HCC / SDMP / PUSH / HCA / HIWWT	TBC	Developer Funds (funding as part of SDMP requirements )	Approx by 2019/20 (to be delivered prior to 1st 750 homes at Welborne)
F32	Knowle Triangle (WCC) SANGS and Green Buffer	Approximately 14.5ha of this land falls outside the proposed secondary school site and could contribute to the provision of SANGS. It is intended that there is access to this public resource from Welborne and the expectation is that it will remain as semi-natural space. Knowle Triangle will comprise open land providing separation between Knowle and the new community, opportunities for informal recreation and may be similar in character to an open downland landscape. Knowle Triangle, the triangular parcel of land to the southeast of Knowle is identified as semi-natural greenspace. Not within ownership of two main landowners. It is anticipated that this land will need to be acquired if it is to provide GI for Welborne. Given the role that this GI plays in mitigating the potential impacts on the internationally protected sites, it would be expected that mechanisms are put in place for its timely delivery and to secure its future governance and maintenance. Land will also serve as settlement buffer to protect the individual identity of surrounding settlements and prevent coalescence with Funtley and Fareham.	<a href="#">The Welborne Plan GI Strategy (February 2014) LDA Design</a>	<a href="#">The Welborne Plan Concept Masterplan: Final Report (January 2014) LDA Design and Parsons Brinkerhoff</a>	Developer / Landowner	FBC (Strategic Planning, Development Management & Countryside Service) / Natural England / SDMP Project Officer / Winchester City Council	TBC	Developer Funds (funding as part of SDMP requirements )	within 5-10 years (Medium Term)
F33	Green buffer region Welborne / Funtley	Green buffers will be incorporated into the layout to protect the individual identity of surrounding settlements and prevent coalescence with Funtley and Fareham. To remain as open GI. The Welborne concept masterplanning work recommends a minimum buffer width of 50 metres should be maintained around Funtley. This would result in a buffer that is considerably wider than 50 metres for much of Funtley due to the existing open space outside of the Welborne site. The Funtley buffer will be an important part of the GI for both Welborne and the residents of Funtley and it will need to provide suitable opportunities for recreation.	<a href="#">The Welborne Plan GI Strategy (February 2014) LDA Design</a>	<a href="#">The Welborne Plan Concept Masterplan: Final Report (January 2014) LDA Design and Parsons Brinkerhoff</a>	Developer / Landowner	FBC (Strategic Planning, Development Management & Countryside Service) / Natural England / HCC SDMP Project Officer	TBC	Developer Funds	2016-31
F34	Green buffer region Welborne / Wickham	Green buffers will be incorporated into the layout to protect the individual identity of surrounding settlements and prevent coalescence with Wickham and Fareham. To remain as open GI. In order to reduce potential for coalescence and to support the perception of separation, the existing wooded buffer, known as Blakes Copse, extending south of the existing development along the A32 will be maintained as a visual buffer. The Welborne concept masterplan has proposed that development at the north of the site is set back from the ridge to maintain this visual separation.	<a href="#">The Welborne Plan GI Strategy (February 2014) LDA Design</a>	<a href="#">The Welborne Plan Concept Masterplan: Final Report (January 2014) LDA Design and Parsons Brinkerhoff</a>	Developer / Landowner	FBC (Strategic Planning, Development Management & Countryside Service) / Natural England / SDMP Project Officer	TBC	Developer Funds	2016-31
F35	Peak Lane cycleway emergence at Titchfield Road, and review of Peak Lane cycle crossing points (C3)	Consider Improved road markings, junction arrangements and crossing points to improve emergence point at Titchfield Road and review of Peak Lane crossing routes/	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Enterprise Zone S106 / Local Highway Transport Fund (LHTF)	Minor works submitted 2015/16



F36	Cams Hill shared use cycle way and pedestrian severance around Delme Roundabout (C5)	Review existing provision and crossing opportunities as part of BRT bus priority measures.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Possible funding as part of Cams Mill Development and BRT Delme Junction improvements	Funding Dependant
F37	Difficulty crossing wide bell mouth at Upper Bath Lane (C7)	Simple refuge scheme, or narrowing of Upper Bath Lane entrance.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	S278	Redevelopment of land at rear of Tesco's now has this as a planning condition.
F38	Cycle routes connection from Cams Hill through Portchester to link with Portsmouth network (C12)	Consider signs, lines and facilities to aid cycling along the suggested route by Castle Industrial estate.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Related to Trafalgar Wharf development	Related to development timescales and proposals
F39	Fareham East-West cycle network (C14)	Missing links and improvements study From Delme Roundabout, East Street, Quay Street, Bath Lane, Tesco's development, Osborne Road, West Street, Gordon Road, to rail way station.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	External and Developer contributions	Interventions in line with emerging cycle strategy (2014)
F40	Newgate Lane - Online widening and cycle provision (C15)	Straighten and widen the lower section of Newgate lane to include better traffic management and provide off road shared use for pedestrians and cyclists.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Centrally funded with additional developer funding	In design 2014 , and delivery anticipated during 2016/17
F41	Newgate Lane southbound footways from Redlands Lane to Speedfields, and crossing opportunities (C16)	Pedestrian phases at proposed Longfields & Speedfields traffic signals and footway accessibility audit.	<a href="#">Draft Fareham Town Access Plan (2011) Hampshire County Council</a>		HCC (Strategic Transport)		TBC	Centrally funded with additional developer funding	Major scheme in delivery from mid-2014
F42	River Wallington – Fluvial and Tidal reaches.	Flood risk alleviation solutions for that protect people and property from fluvial flooding, whilst enhancing the environment. Opportunities will be sought to improve the ecology of the river and surrounding valley and improve public access to the river. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">South East Hampshire Catchment Flood Management Plan (December 2009) Environment Agency</a>		Environment Agency (Regional Habitat Creation Programme)	Wallington Village Community Association, Eastern Solent Coastal Partnership	TBC Possible funding as part of SDMP	TBC	Options by Mar 14. If successful work potentially by 16/17.

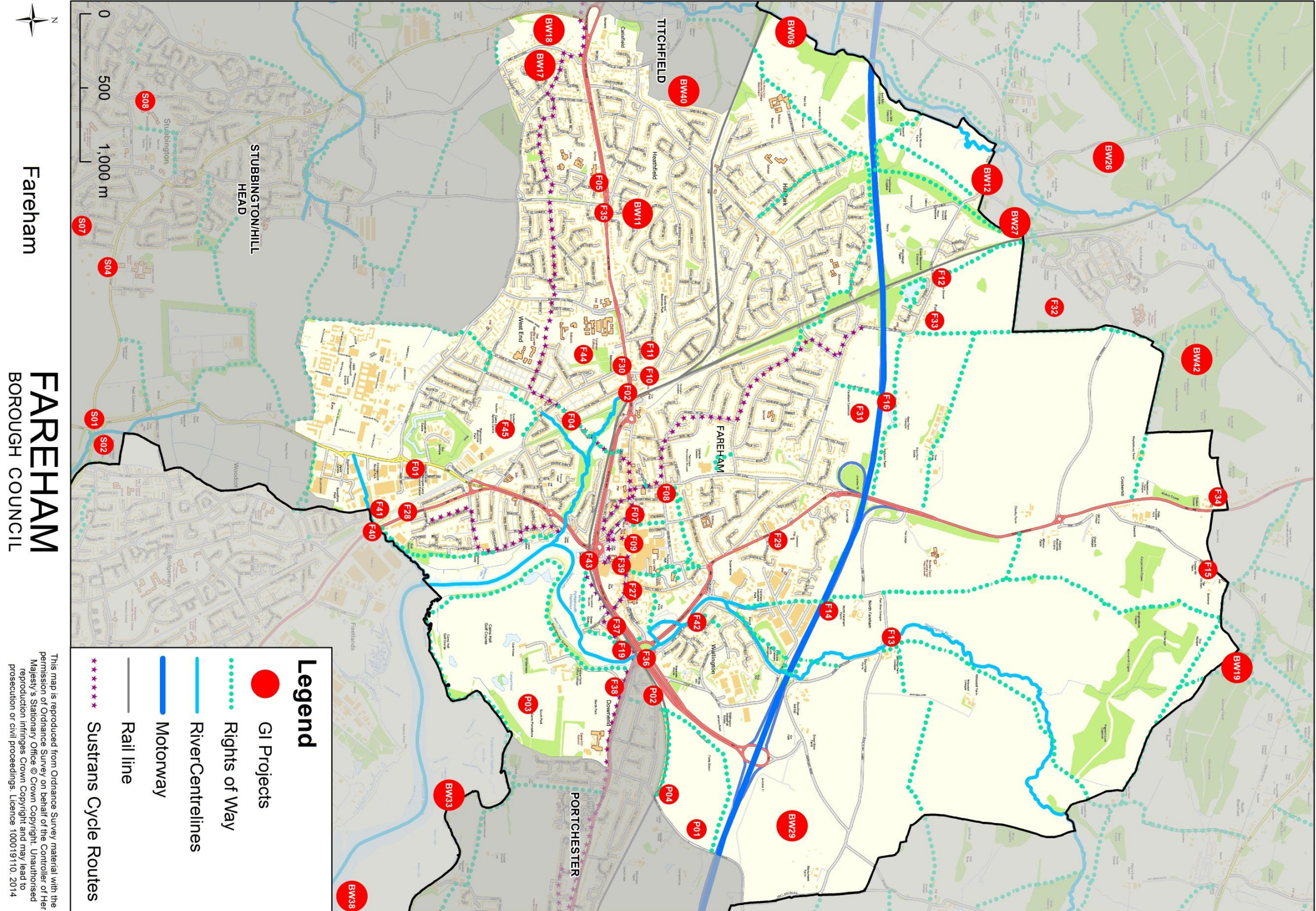
F43	Fareham Quay Coastal Flood and Erosion Risk Management Scheme (see also BW33)	Strategy setting out a framework to help communities, the public sector and other organisations to work together to manage coastal erosion risk. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">Portchester Castle to Hoeford Lake Shoreline Defence Strategy (in progress)</a> <a href="#">Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010)</a> <a href="#">New Forest District Council (Policy Unit 5A23)</a> <a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress)</a> <a href="#">Eastern Solent Coastal Partnership</a>	FBC, Eastern Solent Coastal Management	Natural England, Wildlife Groups, Landowners, HCC, Environment Agency	£832,000	Potential part CIL funding – part of Fareham town centre. (Defra Partnership Funding - Environment Agency Flood defence grant in aid. Only unlocked if other sources of funds are available i.e CIL). Possible funding as part of SDMP.	2020/21 to 2023/24 (Construction 2022-2024).  Business case development and scheme design 2020 – 2021) <sup>100</sup> .
F44	Fareham College	Improvement to Open Space Provision and improved accessibility	<a href="#">Local Plan Part 2: Development Sites and Policies Plan</a>		FBC (Leisure and Streetscene)		TBC	TBC	Short Term (0-5 years)
F45	Park Lane Recreation Ground Improvements	Outdoor Gym	<a href="#">Open Space Improvement Program (Various)</a> <a href="#">Fareham Borough Council</a>		FBC (Leisure)		£30,000	S106 (£30,000 secured prior to May 2013)	2014/15
F46	Park Lane Recreation Ground Improvements	Environmental Improvements	<a href="#">Open Space Improvement Program (Various)</a> <a href="#">Fareham Borough Council</a>		FBC (Leisure)		£50,000	S106 (£50,000 secured prior to May 2013)	2014/15
F47	Park Lane Recreation Ground Improvements	Provision of a floodlit all-weather multi-sports area suitable for five-a-side football, tennis and netball,	<a href="#">Open Space Improvement Program (Various)</a> <a href="#">Fareham Borough Council</a>		FBC (Leisure)		£500,000	CIL £250,000 (estimate 50% of costs)	2020/21

<sup>100</sup> Could be brought forward if CIL funds are available to unlock Flood Defense Grant in Aid (FDGIA)

F48	Park Lane Recreation Ground Improvements	Skate Park	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>		FBC (Leisure)		£120,000	S106 (£120,000 secured prior to May 2013)	2014/15
F49	Park Lane Recreation Ground Improvements	Relocation of play area at Park Lane	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>		FBC (Leisure)		£80,000	S106 (£80,000 secured prior to May 2013)	2014/15



Figure 6.1: Fareham Settlement Area: Green Infrastructure Project Map





## 6.3 Project Evaluation Against Green Infrastructure Objectives

6.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated using a matrix against the PUSH GI Strategy Themes and Objective, as set out in Table 4.1, to understand which of the objective(s) each of the GI projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Matrix is set out in Figure 6.2 below.

Figure 6.2: Fareham Settlement Area: Green Infrastructure Project Evaluation

		GI THEMES AND OBJECTIVES																	
		I			II		III		IV		V		VI		VII		VIII		Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FAREHAM SETTLEMENT AREA GI PROJECT REFERENCE NUMBER	01								✓					✓			✓		3
	02								✓					✓			✓		3
	04								✓					✓			✓		3
	05								✓					✓			✓		3
	06								✓					✓			✓		3
	07								✓					✓			✓		3
	08								✓					✓			✓		3
	09								✓					✓			✓		3
	10								✓					✓			✓		3
	11								✓					✓			✓		3
	12								✓					✓			✓		3
	13								✓					✓			✓		3
	14					✓			✓					✓			✓		3
	15								✓					✓			✓		3
	16					✓			✓					✓			✓		3
	19				✓	✓						✓							3
	27													✓			✓		2
	28													✓			✓		2
	29							✓						✓			✓		3
	30													✓			✓		2
	31				✓	✓			✓	✓									4
	32				✓	✓			✓	✓									4
	33							✓									✓	✓	3
	34							✓											1
	35													✓			✓		2
	36													✓			✓		2
	37													✓			✓		2
	38													✓			✓		2
	39													✓			✓		2
	40													✓			✓		2
41													✓			✓		2	
42				✓	✓			✓		✓	✓	✓						5	
43										✓							✓	2	
44									✓								✓	2	
45				✓					✓								✓	3	

## **7 Western Wards & Whiteley**

### **7.1 Green Infrastructure Baseline**

- 7.1.1 The 'Western Wards' is a collective term for the urban area to the west of the Borough that includes Warsash, Sarisbury, Locks Heath, Park Gate, Swanwick and Titchfield Common. This combined urban area is a similar size to Fareham town and is located between the M27 down as far as the Solent and from the Titchfield Conservation Area to Holly Hill Woodland Park.
- 7.1.2 This section of the Strategy also considers the Whiteley area. Whiteley is a recently planned settlement located in the North West part of the Borough. Also included in the settlement area are the small villages of BurrIDGE and Swanwick located to the north of the Western Ward built-up area. The settlement at Whiteley was planned as a growth sector for South Hampshire. The planned area of Whiteley was developed with GI in mind and is thus well provided for. As such, no GI projects for the Whiteley area are currently proposed in the Strategy. However, there are a number of cross boundary/borough wide projects that are relevant to Whiteley; these projects will be discussed under Chapter 11. Given the considerable GI provision at Whiteley, this section will focus on the area of the Western wards, excluding Whiteley.
- 7.1.3 The area has a population of around 38,400<sup>101 102</sup>. The area is dominated by suburban development and is relatively affluent with no areas showing significant levels of deprivation<sup>103</sup>. The Cold East Hospital site was identified in the Core Strategy as a Strategic Development Location that will deliver a significant proportion of the area's housing and open space needs. The second phase of development at Cold East is currently underway and will provide significant new formal and informal open space. The south of the settlement area is Chilling Farmlands, an extensive tract of farmland (owned by HCC and leased to tenant farmers) that is currently designated as the strategic gap<sup>104</sup> (although parts of the gap are proposed for deletion in the DSP Plan). The M27 forms the northern boundary of the area Western Wards acting as a barrier between the Whiteley/BurrIDGE. The Hamble, Meon and Solent form the western, eastern and southern boundaries, respectively. Parts of the Coastline are at high risk of erosion with most of southern coastline identified as a 'No Active Intervention' policy area<sup>105</sup> meaning publically maintained coastal defences are not going to be upgraded. This has particular issues in relation to the protection of property and the loss of important habitat due to 'coastal squeeze'. These are key issues being considered through the Solent Disturbance and Mitigation

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<sup>101</sup> Settlement area units are not contiguous with the ward boundary units. As a result, the population projections may be over/under estimated.

<sup>102</sup> [ONS Interim 2011- Based subnational population projections for England](https://ons.gov.uk/peoplepopulationandcommunity/mediarelations/content/ons-interim-2011-based-subnational-population-projections-for-england)

<sup>103</sup> <http://opendatacommunities.org/deprivation/map>

<sup>104</sup> Although proposals set out in the DSP Plan seek to redraw the boundary of the Gap and remove the area to the west of the Meon valley

<sup>105</sup> [North Solent Shoreline Management Plan \(December 2010\) New Forest District Council](#)



- 7.1.4 There are 37 SINC's in the area. Of particular note is Lee-on-the-Solent to Itchen Estuary SSSI runs along the coast to the southern and western edges of the settlement. The Meon Valley to the east of the settlement includes the National Nature Reserve, Titchfield Haven. The Meon is an important watercourse that flows through the Borough north/south. The Meon is highlighted as a BOA with important chalk river habitat. The BOA Action Plan<sup>109</sup> identify important ecological features that would provide the most suitable location for targeted biodiversity enhancements. The BOA Action plan sets out the key feature of BOAs and sets out opportunities and targets which will be pursued through this GI Strategy. Brownwich Stream also flows south on the eastern side. The river Hook, which flows through the urban area of the Western Wards, has been subject to significant modification and has shown water quality issues. There are 10 LNRs in the area including Hook-with-Warsash, Warsash Common and Holly Hill County Park. There are 42 areas of woodland as identified in the 2013 Greenspace Study<sup>110</sup>; of these Cawtes/Winnard Copses, Chilling Copse, North Heath Coppice, Down Kiln Copse are designated as Ancient Woodland and SINC. The Solent, which forms the southern boundary of the area, includes a designated SPA and Ramsar Solent & Southampton Water and Solent Maritime SAC. The Coastal areas of the Solent and Hamble provide important habitat for rare species of Wading bird and Brent Geese, and are protected under EU law. The adjacent landward sites provide important high tide roost and foraging sites for these birds; these sites are seen as being functionally linked to the SPA sites. As such, adverse impacts upon 'supporting sites' are likely to affect the integrity of the 'parent' SPA sites and should therefore be avoided.
- 7.1.5 The Western Wards, similar to Whiteley, was planned in such a way to maximise the green space and GI. The area has a network of 'greenways' which were developed as off-road multi-user routes. However, due to the pattern of development, some aspects of the Greenway network remain incomplete or fragmented. This along with the lack of clear signage act to discourage pedestrian/cyclists using these routes to their full potential. There are 4 allotments in the area, the largest allotment in the Borough, at Hunts Pond Road, provides important recreation and food eco-services for the resident population. Further provision for allotment gardens is likely to be made available at Coldeast Hospital site and plans are also being considered for the development of a swimming pool (possibly to be developed using sustainable biomass heating methods). The National Cycle Network, Route 2, passes in an east-west direction, the route links to the

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<sup>106</sup> [Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy \(March 2013\) Footprint Ecology](#)

<sup>107</sup> [Solent Dynamic Coast Project \(January 2008\) Channel Coastal Conservancy](#)

<sup>108</sup> [River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy \(In progress\) Eastern Solent Coastal Partnership](#)

<sup>109</sup> [Hampshire Biodiversity Opportunity Area Statements: The Solent \(2009\) Hampshire Biodiversity Action Plan](#)

<sup>110</sup> [Fareham's Greenspace Study \(May 2007\) Fareham Borough Council](#)

network via Warsash and Portsmouth using Warsash ferry and Gosport ferry, respectively. There are a number of PRowS and permissive footpaths/bridleways, which are particularly well developed in the South around the Chilling area. Hampshire County Council have been enhancing the PRow network through wildlife enhancement schemes and negotiating of permissive access rights to expand the network.

- 7.1.6 Overall, greenspace provision is well distributed across the area, with few areas not having good access to any greenspace. However, there are areas which experience a deficient in certain typology of open space, for example in the Hook area, which lacks decent access to parks and amenity open space.
- 7.1.7 According to the Playing Pitch Study<sup>111</sup>, there are 18 pitches in this area, yet there remains a shortage of junior pitches across the Borough. There are also 21 equipped play space and 3 youth related recreation areas. Despite the coalescence of the traditional villages/towns that now constitute the Western Wards, there are some areas which have managed to retain a degree of their original character and historical identity, such as in Warsash, which is still focussed around the Clock Tower and small local centre. In total there are 4 conservation areas in the settlement (Sarisbury Green, Swanwick Shore, Warsash and Hook), 22 locally listed building and 53 statutory listed buildings.

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<sup>111</sup> [Fareham Playing Pitch Strategy \(July 2012\) Ashley Godfrey Associates](#)

## 7.2 Potential Projects

7.2.1 Table 7.1 below sets out the potential GI projects for the Western Wards and Whitely settlement area. Figure 7.1 provides a spatial illustration of where the project could be focused, However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

**Table 7.1: Potential Green Infrastructure Projects in Western Wards & Whiteley Settlement Area**

Unique Reference No	Project	Description	Supporting Evidence	Other Supporting Evidence	Lead Organisation	Supporting Groups and Organisations	Likely Cost	Potential Funding Source	Delivery Timeframe
W01	Pedestrian provision in Segensworth West Employment Area	Provision of missing links and improvements to access to bus stops	<a href="#">Segensworth Action Plan (2010) Hampshire County Council</a>		HCC (Development Planning Team)	FBC, SBF, Landowners	£15,000	Future developer contribution, Local Transport Plan 3 or Segensworth Business Forum monies.	
W03	Hook Lake, Hamble Estuary (C4)	Potential Managed Realignment / Regulated Tidal Exchange at Hook Lake. Creation of an intertidal compensation habitat as part of the Solent Coast Project and Regional Habitat Creation Program. Important Coastal Habitat is being lost due to Coastal squeeze as a result of 'No Active Intervention' along the Chilling Cliffs area. Potential for mineral extraction around Chilling, subject to economic viability of commercial extraction, followed by sea breach to create new intertidal habitat - See also Solent-wide Study. Historic record show a historic landfill site (Hook Lane Landfill) is present to the north of the area - east of Solent Court Farm. Historic land use record suggest that that the site accepted household waste - any ground excavation occurring in the area should provide significant stand-off from historic landfill boundary. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a> <a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a> <a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council (Policy Unit 5A23)</a>	<a href="#">South East England Regional Habitat Creation Programme (on-going) Environment Agency</a> <a href="#">Hampshire Minerals and Waste Plan (October 2013) Hampshire County Council</a> <a href="#">Solent Wide Network of Strategic Environmental Sites Scoping Study (March 2012) Eastern Solent Coastal Partnership</a> <a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership</a>	Groundwork Trust, Environment Agency (Regional Habitat Creation n Program) & East Solent Coastal Partnership (High Tide Roost Sites)	HCC (Countryside Service), FBC (Strategy and Development Management), Natural England, Solent Forum, EA / HIWWT  Possible funding as part of SDMP	£1,115,000	Possibly part CIL funded (Enhancement of Habitats, Opens up access to shoreline. Green infrastructure).  Defra Partnership Funding Environment Agency Flood defence grant in aid (FDGIA) <sup>112</sup> . Some funds currently being provide for Higher Level Stewardship schemes at Hook-with-Warsash.	2019/20 to 2022/23

<sup>112</sup> FDGIA only unlocked if other sources of funds, i.e CIL, are available.

W04	Chilling Farmland (C5)	<p>Open level farmland owned by HCC but presently tenanted with no open access. A number of PRoW and permissive routes cross the area and there is existing access to woodland areas of Titchfield Common.</p> <p>Opportunities exist to enhance access, biodiversity and rural landscape character through countryside stewardship schemes. The area is within the Solent Biodiversity Opportunity Area. If access were improved, this site would enhance ANGSt level across the sub-region. There are also potential synergies between this project and England Coastal Path Initiative (see BW09). The site is also used as a high-tide roost site for SPA birds, which would need to be taken into for any work involving a land-use change (See link with Solent Wide Study led by ESCP and links with W03).</p> <p>It is important that the GI opportunities within this area are appropriately balanced with primary purpose of the land, which is provision of farming opportunities for those who would not otherwise have an opportunity to do so in their own right.</p>	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a> <a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a>	HCC (County Estates & Countryside Service)	FBC / HIWWT	TBC	ESCP Possible funding as part of SDMP	TBC
W06	SPA Disturbance Intervention - Holly Hill Woodland Park to Warsash (30)	Possibility to prevent dogs entering the water from the path across the shingle by wardening/signage. Potential for artificial roosts (see also project W03).	<a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>	<a href="#">Solent Wide Network of Strategic Environmental Sites Scoping Study (March 2012) Eastern Solent Coastal Partnership</a>	SDMP Officer & HCC Rangers	Natural England / LEP / PUSH / FBC (Planning)	See Framework cost	LEP / Possible SDMP Contributions	0-5 years (Short Term)
W07	SPA Disturbance Intervention - Newton Farm to Solent Breezes Caravan Site (32)	Educate walkers, dog walkers, cyclists; Warden/Monitoring - Shingle spit signs during nesting season often ignored by walkers and people fishing.	<a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>		SDMP Officer & HCC Rangers	Natural England / LEP / PUSH / FBC (Planning)	See Framework cost	LEP / Possible SDMP Contributions	0-5 years (Short Term)
W08	Western Wards Greenway - South of Hunts Pond Road to Brownich Greenway.	Seek to ameliorate this route through clear pavement routes, community art features and tree planting. Completion of Greenway Network. Longer-term links with Chilling Farmland access improvements and Solent CAP.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a> <a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	HCC (Development Planning Team) (& HCC Countryside Service as secondary lead)		TBC	TBC	TBC
W09	Western Wards Greenway - Holland Park open space to Lockwood Road Greenway,	Seek to ameliorate the pavement route possibly through Holland Park residential street through improved signage, community art features and tree planting. Completion of Greenway Network.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)		TBC	TBC	TBC
W10	Western Wards Greenway - Primate Road to Privet Copse Greenway	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)		TBC	TBC	TBC

W11	Western Wards Greenway - Nook Caravan Park Greenway (Housing Allocation)	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H10 - may also require release of Nook Caravan site.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners		Developer Contributions	0-5 years (dependant on delivery of housing allocation)
W12	Western Wards Greenway - Heath Road Allocation Greenway,	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H11: Land at Heath Road.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners		Developer Contributions	5-10 years (delivered as part of the Heath Road housing allocation)
W13	Western Wards Greenway - Raley Road Allocation Greenway (Monterey Drive to Raley Road)	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H6: East of Raley Road (delivery will be dependent on the timing of release of northern and southern parts of the sites).	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners		Developer Contributions	6-10 year (delivered as part of the Raley Road allocation)
W14	Western Wards Greenway - Raley Road Allocation Greenway (Monterey Drive to Locks Road)	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H6: East of Raley Road (delivery will be dependent on the timing of release of northern and southern parts of the sites).	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners		Developer Contributions	6-10 year (delivered as part of the Raley Road allocation)
W15	Western Wards Greenway - Fleet End Bottom East Link	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. Secure and enhance footpath / Cycle link from Warsash Road (to north of Sovereign Crescent) to link with the Warsash Common LNR.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	HCC (Development Planning Team) (HCC Countryside Service as secondary lead) & FBC (Streetscene)	TBC	TBC	TBC
W16	Fleet End Bottom South Link	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	HCC (Development Planning Team)	FBC (Planning Strategy, Development Management & Steetscene), (HCC Countryside Service as secondary lead)	TBC	TBC	TBC
W17	Western Wards Greenway - Dibles Park to Warsash Common LNR Greenway,	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	HCC (Development Planning Team) (HCC Countryside Service as secondary lead) & FBC (Streetscene)	TBC	TBC	TBC



W18	Western Wards Greenway - Private Coppice (Kites Croft) Greenway	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	HCC (Development Planning Team) (HCC Countryside Service as secondary lead) & FBC (Streetscene)	TBC	TBC	TBC
W19	Western Wards Greenway - Raley Road Allocation Greenway (Monterey Drive to Warsash Road)	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H6.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners	TBC	Developer Contributions	6-10 year (delivered as part of the Raley Road allocation - delivery will be dependent on the timing of release of northern and southern parts of the sites)
W20	Western Wards Greenway - Fleet End Road Allocation Greenway	Seek to ameliorate this route possibly through clear pavement routes, community art features and tree planting. Completion of Greenway Network. To be delivered as part of the Housing Allocation H7.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Western Wards Greenway Study (February 1980) Fareham Borough Council</a>	FBC (Planning Strategy, Development Management & Steetscene)	Landowners	TBC	TBC	TBC
W21	Natural Greenspace at Coldeast	16.0ha natural greenspace: woodland/parkland and associated footpath network improvements at Coldeast Hospital	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Coldeast Hospital Development Brief Supplementary Planning Document (October 2011) Fareham Borough Council</a>	FBC (Rangers )	FBC (Countryside Service), Landowner	£437,000	Land secures through S106. HCC funding for formal pathways.	within 5-10 years (Medium Term)
W22	New allotments at Coldeast	New allotments at Coldeast Hospital (exact area to be determined)	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Coldeast Hospital Development Brief Supplementary Planning Document (October 2011) Fareham Borough Council</a> <a href="#">Allotment Strategy (2008) Fareham Borough Council</a>	FBC (Streetscene)	Allotment Associations	£250,000	CIL	within 5-10 years (Medium Term)



W23	New cemetery at Coldeast Hospital	New cemetery space at Coldeast Hospital	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a> <a href="#">Coldeast Hospital Development Brief Supplementary Planning Document (October 2011) Fareham Borough Council</a>	FBC (Streetscene)		£300,000	Developer Contributions	within 5-10 years (Medium Term)
W24	New Playing Pitch Provision at Coldeast	New playing pitches at Coldeast Hospital	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>	<a href="#">Fareham Playing Pitch Study (July 2012) Ashley Godfrey Associates</a> <a href="#">Coldeast Hospital Development Brief Supplementary Planning Document (October 2011) Fareham Borough Council</a>	FBC (Streetscene / Leisure)	FBC Streetscene	Land acquired through s106 £1,000,000	Sport England	Short to Medium - to be delivered in line with wider Coldeast development.
W26	Improvements to countryside access and Natural Green Space South of Lower Swanwick area.	Footpath and cycling opportunities for South of Lower Swanwick - improve links to Holly Hill County Park.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	HCC (Rangers) & FBC (Rangers )	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC Possible funding as part of SDMP	TBC
W27	Improvements to countryside access and Natural Greenspace from Coldeast and The Green Area	Footpath and cycling opportunities for Coldeast and The Green (implement open space improvements at Cold east and improve links through to Holly Hill) Coldeast and Holly Hill County Park (see also links to W44).	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2 (2014)</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	FBC (Rangers )	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC Possible funding as part of SDMP	TBC
W29	Improvements to countryside access and Natural Green to Brownwich Lane area	Footpath and cycling opportunities for Hunts Pond Road (greater public access to Chilling Farm Lands and potential link north through Segensworth 'Green Finger' and onward to Stubbington). Proposal should have regard to EU sites in construction and operation phase.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	HCC (Rangers )	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC	TBC
W30	Newtown area and Greenaway Lane area access and open space improvements	Improvements to countryside access and Natural Green Space and Parks and Amenity Open Space. Improved footpath and cycling opportunities for Newtown area and Greenaway Lane area.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	HCC (Rangers )	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC Possible funding as part of SDMP	TBC

W31	Greenaway Lane Improvements to countryside access and Natural Green Space	Improved footpath and cycling opportunities to Greenaway Lane area.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	TBC	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC	TBC
W32	Segensworth area improvements in access to Parks and Amenity Open Space and natural Greenspace	Footpath and cycling opportunities. Park Gate project: possible new facilities in area in top part of Segensworth 'Green Finger' or section of Little Park Farm or land to south of.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	TBC	Landowners, HCC Countryside Service (Sam Jones)	TBC	TBC	TBC
W33	Improvement in access to Parks and Amenity Open Space in Titchfield Common area	Footpath and cycling opportunities. Projects for: Titchfield Common (additional provision to North of Hunts Pond Road development).	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>		TBC	Landowners	TBC	TBC	TBC
W35	Improve access to Parks and Amenity Open Space in Hook Park area	Link to Chilling Farmlands accessibility project (see W04). New provision for Parks and Amenity Open Space. Possible Links with Hook Recreation Ground improvements (W36) and ecological enhancements at Hook and Warsash LNR.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>		HCC (Rangers)	Landowners, HCC, PUSH, LEP, SDMP, Wildlife Bodies (including HIWWT)	TBC	TBC Possible funding as part of SDMP	TBC
W36	Drainage Improvements to enable sports pitch provision at Hook Recreation Ground	Drainage Improvements to enable sports pitch provision at Hook Recreation Ground.	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>		FBC (Leisure )	Football Foundation, Sports England, Rugby Groups	£400,000	Funding source to be determined (likely to come from Football Foundation and Rugby Football Union)	2014/15
W40	Cycle provision between Little Park Farm Road and Telford Way via the A27	Provision of shared use cycle facility alongside the A27.	<a href="#">Segensworth Action Plan (2010) Hampshire County Council</a>		HCC (Development Planning Team)	FBC, Segensworth Business Forum	£295,000	No funding sources currently identified	
W41	Cycle provision between Botley Road and Swanwick station	The provision of on road cycle lanes along Duncan Road.	<a href="#">Segensworth Action Plan (2010) Hampshire County Council</a>		HCC (Development Planning Team)	FBC, Segensworth Business Forum	£30,000	No funding sources currently identified	
W43	Pedestrian safety improvements along Brunel Way (Barnes Wallis pedestrian improvements preferred by SBF)	Provision of a formal footpath.	<a href="#">Segensworth Action Plan (2010) Hampshire County Council</a>		HCC (Development Planning Team)	HCC (Countryside Service), HCA, Streetscene)	£45,000	Future developer contributions, LTP3 or SBF monies	Other ongoing footway improvements

W44	Hollyhill Park and Coldeast Links	Improve linkages between Hollyhill County Park and Coldeast new greenspace provision. Improve pedestrian and cycle crossing at Barnes Lane. Consider opportunities for links via Mulberry Lane, Hawthorne Lane and Holly Hill Park Car Park (see also links to W27).	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a>  <a href="#">Greenspace Study Addendum 2014</a>		FBC (Rangers, Planning Strategy & Development Management)	HCC (Countryside Service), HCA, Streetscene, FBC (Countryside Service)		TBC  Possible funding as part of SDMP	Short to Medium - to be delivered in line with wider Coldeast development.
W46	Warsash Coastal flood and erosion risk management scheme	Strategy setting out a framework to help communities, the public sector and other organisations to work together to manage coastal erosion risk. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council (Policy Unit 5C01)</a>	Eastern Solent Coastal Partnership	FBC, NE, Wildlife Groups, Landowners, HCC, EA	£44,000	CIL <sup>113</sup> and Defra Partnership Funding Environment Agency Flood defence grant in aid <sup>114</sup>  Possible funding as part of SDMP	2021/22 to 2023/24
W47	Swanwick Coastal Flood and Erosion Risk Scheme	Strategy setting out a framework to help communities, the public sector and other organisations to work together to manage coastal erosion risk. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council (Policy Unit 5C03)</a>	Eastern Solent Coastal Partnership	FBC, NE, Wildlife Groups, Landowners, HCC, EA	£138,000 for property level protection scheme.  Likely to be £1,000,000 for wider community FCERM Scheme .	CIL <sup>115</sup> and Defra Partnership Funding Environment Agency Flood defence grant in aid <sup>116</sup>  Possible funding as part of SDMP	2021/22 to 2023/24

<sup>113</sup> CIL funding to Reduce flood risk to existing commercial and residential development)

<sup>114</sup> FDGIA only unlocked if other sources of funds, i.e CIL, are available.

<sup>115</sup> CIL funding likely to support development sites here and open up access to the Fareham shoreline

<sup>116</sup> FDGIA only unlocked if other sources of funds, i.e CIL, are available.



## Green Infrastructure Strategy for Fareham Borough (September 2014)





## 7.3 Project Evaluation Against Green Infrastructure Objectives

7.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated matrix against the PUSH GI Strategy Themes and Objective set out in Table 4.1 to understand which objective(s) each of the projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Matrix is set out in Figure 7.2 below.

**Figure 7.2: Green Infrastructure Project Evaluation Table: Western Wards & Whiteley Settlement Area**

		GI THEMES AND OBJECTIVES																	
		I			II		III		IV		V		VI		VII		VIII		Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
GI PROJECT REFERENCE NUMBER	01	✓												✓					2
	03		✓		✓	✓								✓					4
	04				✓	✓		✓	✓								✓		4
	06				✓	✓													2
	07				✓	✓													2
	08								✓					✓				✓	3
	09								✓					✓				✓	3
	10								✓					✓				✓	3
	11								✓					✓				✓	3
	12								✓					✓				✓	3
	13								✓					✓				✓	3
	14								✓					✓				✓	3
	15								✓					✓				✓	3
	16								✓					✓				✓	3
	17								✓					✓				✓	3
	18								✓					✓				✓	3
	19								✓					✓				✓	3
	20								✓					✓				✓	3
	21									✓								✓	2
	22									✓						✓		✓	3
	23									✓									1
	24									✓								✓	2
	25								✓	✓				✓				✓	4
	26					✓			✓	✓				✓				✓	4
	27					✓			✓	✓				✓				✓	4
	28								✓	✓				✓				✓	4
	29								✓	✓				✓				✓	4
	30					✓			✓	✓				✓				✓	4
	31									✓				✓				✓	3
	32									✓				✓				✓	3
33									✓				✓				✓	3	
35					✓				✓				✓				✓	3	
36									✓									1	
40			✓										✓				✓	3	
41			✓										✓				✓	3	
43			✓										✓				✓	3	
44			✓		✓			✓	✓				✓				✓	5	
45									✓						✓			3	
46					✓		✓										✓	✓	3
47					✓		✓										✓	✓	3



## **8      Stubbington and Hill Head**

### **8.1      Green Infrastructure Baseline**

8.1.1      The Stubbington and Hill Head settlement area is located in the south of the Borough extending between Fareham town in the north and the Solent in the South. The population of Stubbington and Hill Head is approximately 15,900 and includes the wards: Stubbington, Hill Head and parts of Titchfield. To the southeast is the settlement of Lee-on-the-Solent and to the east is the expansive urban area of Gosport<sup>117 118</sup>. Stubbington itself is set apart from the Gosport, Fareham and Lee-on-the-Solent urban area, by open farmland (designated as Strategy Gap), which surrounds the town to the north, east and west and providing an important buffer between the towns.

8.1.2      To the west of the urban area is the Meon Valley and Titchfield Haven beyond which is the open farmland of Chilling, situated within the settlement area of the Western Wards. Also to the east of the settlement is the former Royal Naval Air Station HMS Daedalus; no longer in military use but, provides a base for the helicopter search and rescue service which serves much of the South Coast (part of this site is located within Gosport Borough). Daedalus was allocated in the Core Strategy<sup>121</sup> as a strategic employment allocation. The site has since been given Enterprise Zone status<sup>122</sup>, and is being promoted for aviation and marine based industry. When considered against the Index of Multiple Deprivation, the settlement area is the most affluent of all the settlement areas in the Borough. Given that the settlement area adjoins Gosport Borough, it will be important to take a strategic approach to GI, where necessary; this approach is borne out in this chapter and in Chapter 11.

8.1.3      As set out in the Greenspace Study<sup>123</sup>, There are 25 areas of woodlands; of which 12 are designated ancient woodland and Site of Importance for Nature Conservation SINC. There are 10 SINC's within the settlement area including a large adjacent to Lee-on-the-Solent Golf Course. Titchfield Haven is a NNR, with area to the south of the site, also designated as Local Nature Reserve LNR. Lee-on-the-Solent to Itchen Site of SSSI runs continuously along the southern boundary of this settlement area (and includes part of Titchfield Haven). The Solent and Southampton Water SPA follows a similar area to the SSSI.

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<sup>117</sup> Settlement area units are not contiguous with the ward boundary units. As a result, the population projections may be over/under estimated.

<sup>118</sup> [ONS Interim 2011- Based subnational population projections for England](#)

<sup>121</sup> [Local Plan Part 1: Core Strategy \(August 2011\) Fareham Borough Council](#)

<sup>122</sup> Enterprise Zones are areas around the country that support both new and expanding businesses by offering incentives. There are currently 24 Enterprise Zones across England.

<sup>123</sup> [Fareham's Greenspace Study \(May 2007\) Fareham Borough Council](#)

- 8.1.4 The Alver Valley has been as a key GI proposal in Gosport Borough Council's emerging Local Plan<sup>125</sup>. The Alver Valley runs north to south forming the eastern boundary of the settlement area. Gosport Borough Council has recently published an Alver Valley Country Park Strategy<sup>126</sup> (April 2014). The Strategy aims to create a Country Park within the Alver Valley with a range of informal recreational opportunities for local residents and visitors to enjoy. The proposed recreational uses include picnic areas, trails, footpaths, cycleways and interpretative facilities which will be supported by other appropriate country park facilities. It is the Gosport Borough Council's ambition that the Alver Valley Country Park becomes fully established and meets the criteria of Natural England's accreditation scheme. Over time the Country Park will be able to welcome a greater number of local residents and visitors from the sub-region as well as provide an expanded programme of educational and recreational activities. The site is also proposed as a (SANGS), which will assist in mitigating the recreational disturbance resulting from new residential development on certain protected bird species along the Solent.
- 8.1.5 The river Meon, which feeds Titchfield Haven NNR, flows from north to south; its valley forming the western boundary of the settlement area. Just beyond the west of the area, there is an important north/south public right of way, which joins the Titchfield Canal to the north. Together these route form an important corridor for wildlife and recreation purposes. The route provides an almost continuous walking route linking the sea meeting with the Meon Valley Multi-User Trail which provide onward links Alton to Wickham. There is a small watercourse which joins the Meon to the north west of the flow through the town joining the primary course to the north west of the settlement – this has created some localised flooding issues to the northern area of the Stubbington. Coastal areas are the subject of a coastal strategy<sup>127</sup> that will review the current defences and propose the most appropriate way forward in terms of managing flood risk and erosion. As per many of the other areas along the Solent coastline, there are numerous ecological designations – some of which are of international importance. The area is a popular spot for windsurfing and other marine sport. The conflict between recreation and ecology requires careful balancing, and is being addressed, in part, through the Solent Disturbance, Mitigation Project (SDMP)<sup>128</sup>. The Meon is highlighted in the BOA Action Plans as an important ecological feature that would provide the most suitable location for targeted biodiversity enhancement. The BOA Action Plan<sup>129</sup> sets out the key feature of BOAs and sets out opportunities and targets which will be pursued through this GI Strategy.

<sup>125</sup> [Gosport Borough Local Plan 2011-2029: Publication Version \(July 2014\) Gosport Borough Council](#)

<sup>126</sup> [Alver Valley Country Park Strategy\(April 2014\) Gosport Borough Council](#)

<sup>127</sup> [River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy \(In progress\) Eastern Solent Coastal Partnership](#)<sup>127</sup>

<sup>128</sup> [Solent Disturbance and Mitigation Project III: Toward an Avoidance and Mitigation Strategy \(May 2013\) Footprint Ecology](#)

<sup>129</sup> [Hampshire Biodiversity Opportunity Area Statements: The Solent \(2009\) Hampshire Biodiversity Action Plan](#)

- 8.1.6 National Cycle Network Route 2, which roughly follows the same route as the Solent Way long distance walking route, passes through the southern part of the area. A second cycle route, beginning at the Stubbington Centre and heading north along Peak Lane, joins the settlement with Fareham to the north and further cycle routes beyond. There are proposals to improve cycling provision along Newgate Lane including Peel Common Roundabout, which should help provide links to the neighbouring Borough of Gosport. There are a number of public rights of way routes within this area, which are particularly well-developed to the north and south of the Stubbington area. Due to the lack of public access (in part due to Daedalus and landownership patterns), links from Stubbington to non-urban areas to the east and west of the town are limited; integration between the Titchfield Reserve and Stubbington Town could be improved. There are 2 locally listed and 14 statutory listed building in the area. The area has no conservation areas or Scheduled Ancient Monuments. A large Solar Farm has recently been permitted to the north west of the settlement area, adjacent to the north of the Peel Common Sewage Treatment Works, it is proposed that public access will be formalised and enhanced along some of the routes within the application boundary.
- 8.1.7 The urban area of Stubbington is broken up by a recreational ground to the south of the local centre of Stubbington, a number of schools and Seafeld Park. There are 5 equipped play spaces and 1 youth related recreation area. According to the Greenspace Study<sup>130</sup>, Stubbington has a deficit in terms of its natural and semi natural greenspace provision. This is particularly acute in areas to the south west, which is partly influenced by the lack of accessibility to countryside areas due to the access restriction imposed. As part of the Daedalus proposal, there are plans to secure enhancements to and provision of new open space, including allotments, community orchard and natural green space, which should go some way to addressing the shortfalls in this particular type of GI asset. Existing Indoor Sports facilities<sup>131</sup> within the Stubbington and Hill Head area are limited.
- 8.1.8 The Crofton Community Centre is the only site which provides indoor sports facilities on a large scale and is near to reaching capacity. Stubbington has a relatively low playing pitch deficit in relation to the rest of the Borough, according to the Playing Pitch Study<sup>132</sup>, the area has the required amount of senior pitches (13) and a surplus of cricket pitches. However, it has 4 less minisoccer pitches and 4 less junior football pitches than needed with the existing provision rated as below average in terms of quality. Stubbington has the required amount of bowls greens and tennis courts, with the bowls green rating below average for quality and the tennis courts rating above average for quality. Lee-on-the-Solent Golf Course to the south of the area provides important outdoor recreational and ecological benefits.

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<sup>130</sup> [Fareham Borough Greenspace Study \(May 2007\)](#)

<sup>131</sup> [Fareham Borough Council Indoor Sport Facilities Assessment \(September 2012\) Knight Kavanagh & Page](#)

<sup>132</sup> [Fareham Playing Pitch Study \(July 2012\) Ashley Godfrey Associates](#)

## 8.2 Potential Projects

8.2.1 Table 8.1 below sets out the potential GI projects for the Stubbington and Hill Head settlement area. Figure 8.1 provides a spatial illustration of where the project could be focused. However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

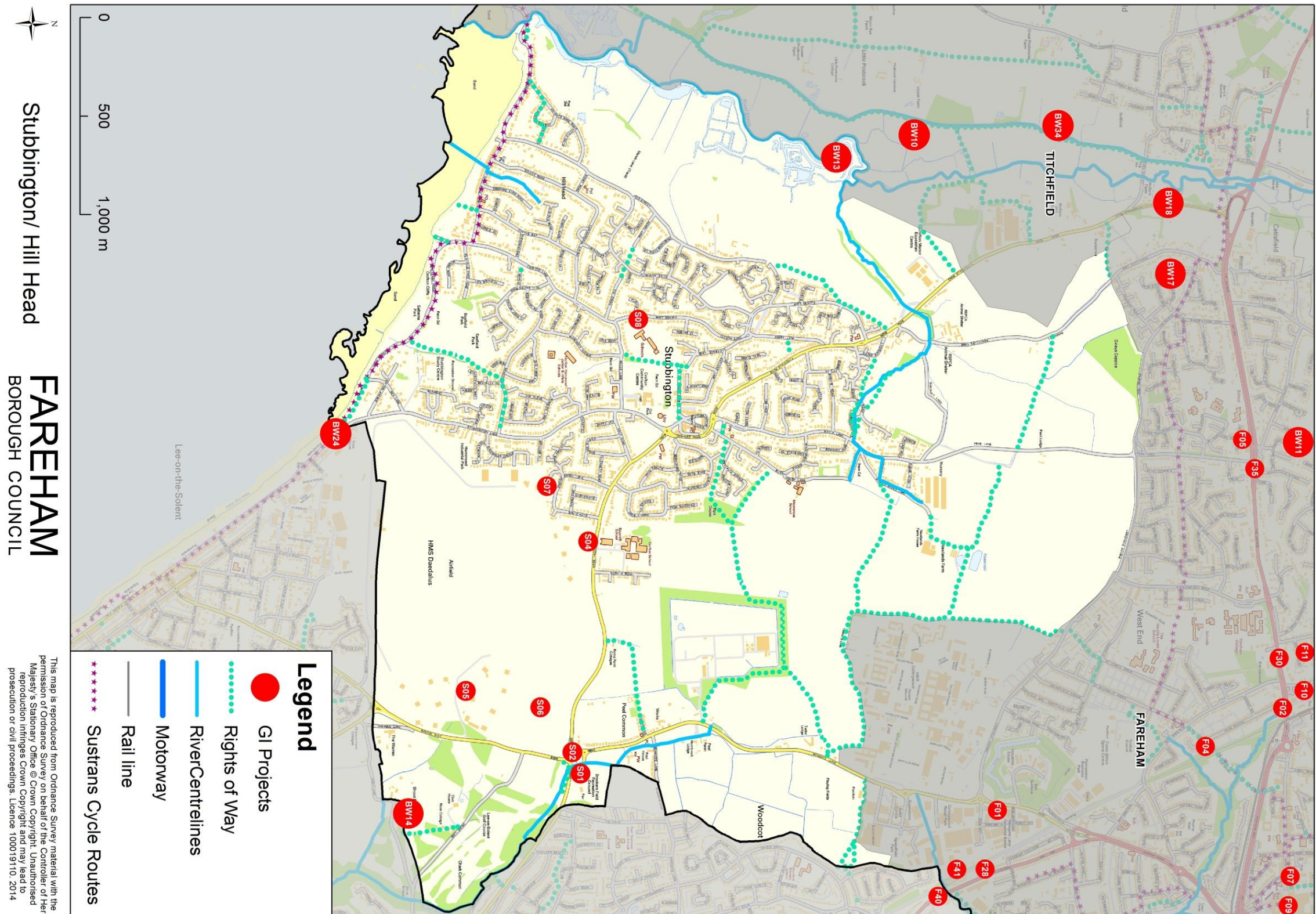
**Table 8.1: Potential Green Infrastructure Projects in Stubbington and Hill Head Settlement Area**

Unique Reference No	Project	Description	Supporting Evidence	Other Supporting Evidence	Lead Organisation	Supporting Groups and Organisations	Likely Cost	Potential Funding Source	Delivery Timeframe
S01	Peel Common Roundabout Interim Scheme	Revised pedestrian and cycle facilities around the southern side of the roundabout are also being considered to help distribute pedestrian and cycling demand around the roundabout, particularly in terms of east/west movements and thus ease demand on the existing Toucan crossing facility on Newgate Lane.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Strategic Transport)	Landowners / Developer / LEP	£3,000,000	LTP, Secured Developer contributions & Solent LEP "Growing Places" fund.	By 2017
S02	Peel Common Roundabout	Revised pedestrian and cycle facilities around the southern side of the roundabout are also being considered to help distribute pedestrian and cycling demand around the roundabout, particularly in terms of east/west movements and thus ease demand on the existing Toucan crossing facility on Newgate Lane.	<a href="#">Fareham Transport Statement (December 2013) Hampshire County Council</a>		HCC (Strategic Transport)	Landowners / Developer / LEP	£700,000 to £1,100,000 (only part of total cost for GI)	Growth Point Funding, HCC and Developer Contributions	2014/15
S04	New allotments at Daedalus	New allotments at Daedalus (approximately 1ha) including community orchard.	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Allotment Strategy (2008) Fareham Borough Council</a>  <a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>	FBC (Streetscene)	Landowner, HCA	£250,000	TBC	TBC
S05	New Natural Greenspace at Daedalus	Approximately 9.6ha of natural greenspace at Daedalus: South Hanger East and Hanger west but with restricted access. Part of this site is proposed as SANGS to offset pressure from new residential development on the Daedalus site with Gosport Borough.	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>	FBC (Rangers)	Landowner, HCA, SDMP, LEP, Natural England / HIWWT	Land secured through S106.  Cost to be confirmed.	FBC Capital Funding	within 5-10 years (Medium Term)
S06	New Natural Greenspace at Daedalus, Broom Way	Approximately 13.4 ha natural greenspace at Broom Way, North West Daedalus.	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>	<a href="#">Open Space Improvement Program (Various) Fareham Borough Council</a>	FBC (Rangers)	Landowner, HCA, Natural England, SDMP, LEP, / HIWWT	Land secured through S106.  Cost to be confirmed.	Land through S106. Possible PUSH and LEP Funding	within 5-10 years (Medium Term)
S07	Extension to East House Public Open Space	New extension to existing parks and amenity open space at East House.	<a href="#">Fareham Borough Local Plan Part 1: Core Strategy (August 2011) Fareham Borough Council</a>		FBC (Streetscene)	Landowners, HCA	Land secured through S106.  Cost to be confirmed.	FBC Capital Funding	within 5-10 years (Medium Term)

S08	Natural Green Space for Stubbington (3)	Improvements to countryside access and Natural Green Space for Hill Head and Stubbington Wards. Footpath and cycling opportunities.	<a href="#">Fareham Borough Greenspace Study (May 2007) Fareham Borough Council</a> <a href="#">Greenspace Study Addendum 2014</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	FBC (Streetscene)	Landowners, HCC	TBC	TBC	TBC
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### Map 8.1: Stubbington & Hill Head Settlement Area: Green Infrastructure Project Map



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### 8.3 Project Evaluation Against Green Infrastructure Objectives

8.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated matrix against the PUSH GI Strategy Themes and Objective set out in Table 4.1 to understand which objective(s) each of the GI projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Evaluation Matrix is set out in Table 8.2 below.

**Figure 8.2: GI Project Evaluation Table: Stubbington and Hill Head Settlement Area**

		GI THEMES AND OBJECTIVES																		
		I			II		III		IV		V		VI		VII		VIII		Total	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
GI PROJECT REFERENCE NUMBER	01								✓					✓				✓		3
	02								✓					✓				✓		3
	03									✓					✓			✓		3
	04					✓	✓													2
	05					✓				✓								✓		3
	06					✓												✓		2
	07									✓								✓		2
	08									✓								✓		2



## 9 **Titchfield**

### 9.1 **Green Infrastructure Baseline**

- 9.1.1 The village of Titchfield lies in the centre of both the Borough and envelopes parts of Fareham West and Titchfield Wards. The settlement area almost divides the Borough in two from north to south, from the A27 to the coast. Titchfield village itself is located in the centre of the Borough between the urban areas of Fareham and the Western Wards. There are issues surrounding coalescence with other settlement and the potential for loss of character, although the encroachment of the surrounding areas has been limited to some extent through the imposition of Strategic Gap policy, which protects the surrounding undeveloped areas from inappropriate development. The village has a population of about 2,000 people, increasing to around 5,000 when the part of Fareham West ward within this settlement area is included in the count<sup>133 134</sup>. The area has a small section of coastline, around Titchfield Haven.
- 9.1.2 There are some 25 areas of woodland within this area, 12 of which are classified as ancient woodland with much of these sites also designated as SINCS. The area includes Titchfield Haven NNR to the south. Gull Coppice, which adjoins to the urban area of Fareham is designated as LNR. There are 20 SINCS in the area. The coastal areas included part of the Solent and Southampton Water SPA, Ramsar of SAC sites. Given its relationship with the coast, additional development in this area would be expected to put recreational pressure on these important areas of conservation. There are also a number of supporting SPA sites (high tide roost and grazing sites) within the area, which garner protection of a similar level to that of the 'parent' SPA.
- 9.1.3 The River Meon, which feeds Titchfield Haven at its juncture with the Solent Coast, flows from north to south; its valley forming the eastern boundary of the settlement area. The Meon BOA, which highlights important ecological features, is located to the west of the settlement. The BOA Action Plan suggests targeted enhancement opportunities that would provide the greatest ecological benefit. The Titchfield Canal, with adjacent footpath forms an important corridor for wildlife and recreation. The route provides an almost continuous walking route from the sea that meets up with the Meon Valley Multi-User Trail which links Alton to Wickham. The area to the south of the settlement area, around Bridge Street and between the canal and river, regularly floods, although threat to property is relatively low being confined to the undeveloped valley floodplain.
- 9.1.4 The settlement area is well provided in terms of allotment provision with 3 good sized allotments gardens to the north east and southeast of the

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<sup>133</sup> Settlement area units are not contiguous with the ward boundary units. As a result, the population projections may be over/under estimated.

<sup>133</sup> [ONS Interim 2011- Based subnational population projections for England](#)

area<sup>135</sup>. The large cemetery at St Peter's Parish Church (and to a lesser extent Clay Pits/Posbrook Lane Cemetery cemetery) provides an important greenspace, breaking up the relatively compact pattern of development of the village and providing an important ecological resource.

- 9.1.5 In terms of open space, there is a good and even coverage throughout the area. The area boasts a number of large outdoor recreation areas; of note is: Titchfield Recreation Ground, Bridge Street Bowls Club, Fair Acre Rise open space and Barry's Meadow to the east of the High Street. However, improvements in access to natural greenspace in areas to the north west could be improved. However, the complex ownership pattern is a constraining factor that will need to be overcome. Titchfield settlement area is well provided in terms of children's play equipment with 9 pieces of play equipment being provided (see Core Strategy Policy CS22: Protection and Provision of Open Space). The Greenspace Study 2013<sup>136</sup> identifies 13 playing pitches. Yet, according to the Playing Pitch Study<sup>137</sup> the area is highly deficit in playing pitch provision relative to its size, although some pitches did rate above average in terms of quality. The area has the required amount of bowls greens and tennis courts both of which are rated above average in terms of quality.
- 9.1.6 Sustrans National Cycle Network Route 22 passes through the village east west linking it to the larger urban area of Fareham and the Western Wards and providing links to the wider local cycle network. There are three main walking routes that link Titchfield village with the wider countryside. The Old Canal route which runs north to south provides an important link that connects the coast to the South Downs via the Meon Valley Trail, via Welborne, (although this route is fragmented in some places and has surfacing issues particularly in poor weather where accessibility is severely restricted). Another route provides links northward to the Abbey and south-eastwards toward the Chilling/Brownwich area connecting up with the well-established recreation network around Chilling Farmlands area.
- 9.1.7 Titchfield is a medieval settlement and has high historical interest. The historic core centred around the High Street to the east of the village is a Conservation Area, characterised by older, tightly packed, two storey buildings - many of which are listed. As the village is part of a conservation area the overall growth and potential future growth has been restrained, adding to its compact and historic appeal. To the north of the village is Titchfield Abbey Conservation Area which includes the area in and around the Abbey itself and part of the Meon Valley. The valley and surroundings have considerable architectural and historic interest providing a setting for a number of important listed buildings and a scheduled ancient monuments; the Abbey.

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<sup>135</sup> [Allotment Strategy for Fareham \(2006\) Fareham Borough Council](#)

<sup>136</sup> [Fareham Borough Greenspace Study \(May 2007\) Fareham Borough Council](#)

<sup>137</sup> [Fareham Playing Pitch Study \(July 2012\) Ashley Godfrey Associates](#)



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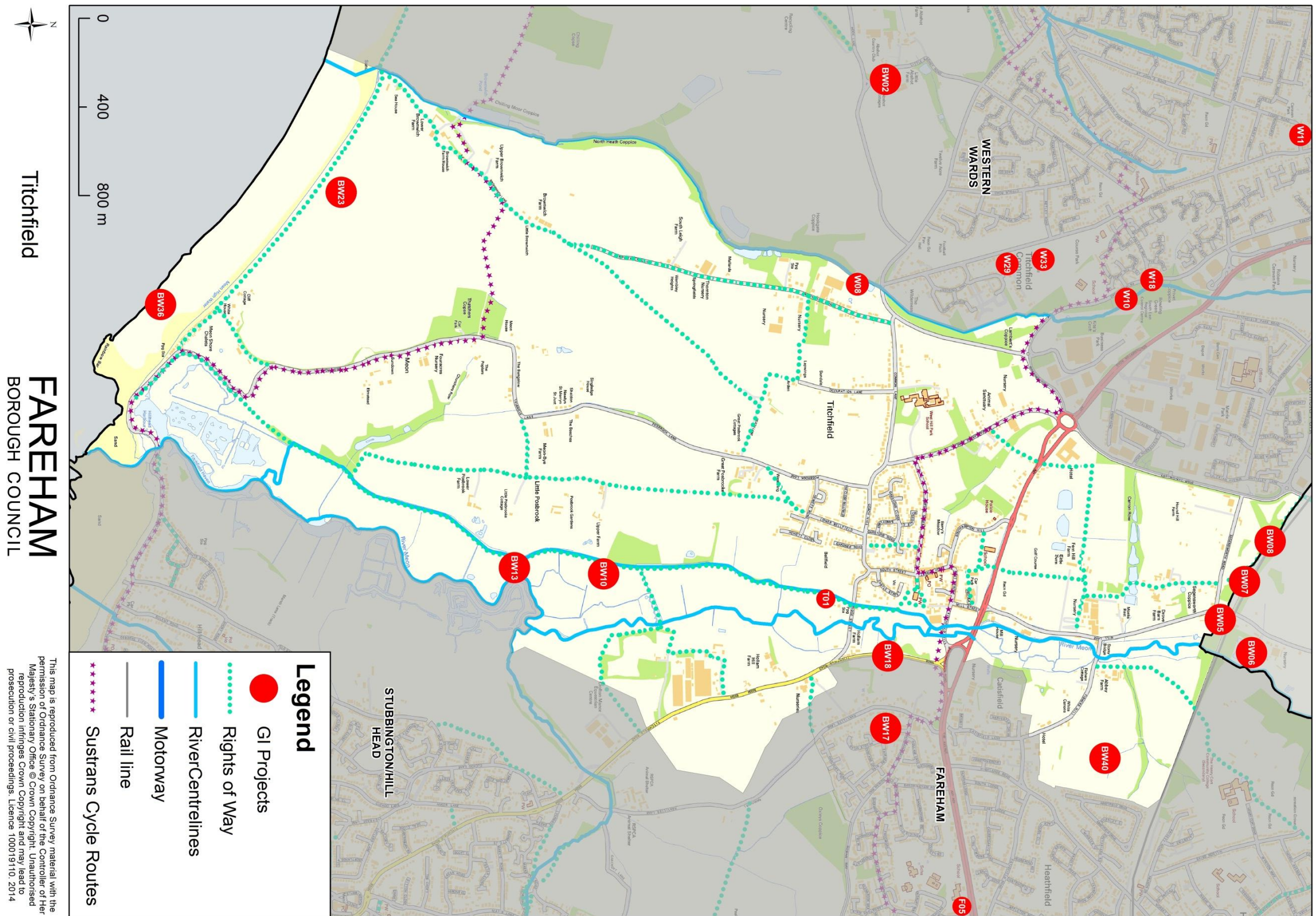
## 9.2 Potential Projects

9.2.1 Table 9.1 below sets out the potential GI projects for Titchfield settlement area. Figure 9.1 provides a spatial illustration of where the project could be focused. However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

**Table 9.1: Potential GI Projects in Titchfield Settlement Area**

Unique Reference No	Project	Description	Supporting Evidence	Other Supporting Evidence	Lead Organisations	Supporting Groups and Organisations	Likely Cost	Potential Funding Source	Delivery Timeframe
T01	Titchfield Canal Footpath Improvements	Upgrade the footpath surfacing along Titchfield Canal so that it is more accessible in all seasons. Explore opportunities to secure maintenance of footbridge and platform in partnership with the church. Enhance link between Meon Valley Trail and Titchfield Haven.	<a href="#">The Hampshire Countryside Access Plan: County Overview 2008-13 (2008) Hampshire County Council</a>		HCC (Countryside Service)	FBC / Landowners / Developer / LEP	TBC	TBC	TBC

**Figure 9.1: Titchfield Settlement Area: Green Infrastructure Project Map**



### 9.3 Project Evaluation Against Green Infrastructure Objectives

- 9.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated matrix against the PUSH GI Strategy Themes and Objective set out in Table 4.1 to understand which objective(s) each of the GI projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Matrix is set out in Table 9.2 below.

**Figure 9.2: GI Project Evaluation Table: Titchfield Settlement Area**

GI PROJECT REFERENCE NUMBER	GI THEMES AND OBJECTIVES																	
	I			II		III		IV		V		VI		VII		VIII		Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
01				✓				✓	✓		✓					✓		5



## 10 **Portchester**

### 10.1 **Green Infrastructure Baseline**

- 10.1.1 The Portchester settlement area is located on the eastern edge of the Borough, bordering the administrative boundary of Portsmouth City Council. Portchester creates a continuous urban link between Fareham and Portsmouth; contained between the M27 and Portsdown Hill to the north and the Solent to the south. Running through Portchester, from east to west are both the A27 and the South Coast railway line. The area benefits from an industrial area that spills over the far east boundary of the Borough. This area has recently been granted planning consent for mixed use redevelopment, including a significant contribution that will be provided for the improvements to coastal defences in the Portchester area. Portchester is comprised of Portchester East and Portchester West wards and has a population in the region of 17,800<sup>138</sup>. The elderly cohort of the population of Fareham Borough is predicted to rise significantly<sup>139</sup>, this issue is expected to be particularly acute in Portchester, which already has a significant older population.
- 10.1.2 The urbanised nature and confined character of the settlement area means it is incapable of supporting large tracts of woodland, with the most prominent section being located at Wicor Sports Ground and to the Southwest of the settlement near Cams Estate and Cams Hill School. There are no LNR or NNR in the area. There are 8 SINCs in the area; 2 to the north and 6 to the south near the Castle. Downend Chalk Pit to Northwest and Portsdown Hill to the Northeast are designated SSSI. Parts of Portsdown hill are also designated SINC. Portsmouth Harbour SPA, Ramsar and SAC extends along the southern coastline of Portchester, the nearby grassed areas are also of high ecological value providing roost and foraging grounds for migrating wader bird and Brent Geese during the winter period (known as a SPA 'supporting site'). The Portsmouth Harbour BOA runs along the Solent coast along the south side of Portchester. The BOA Action Plan<sup>140</sup> sets out the key feature of the BOAs and sets out opportunities and targets which will be pursued through this Strategy. It also highlights the important ecological features that are most suitable for targeted biodiversity enhancements.
- 10.1.3 There are no significant rivers that run through this area. Portsmouth Harbour and part of the tidal reaches of the river Wallington (including Fareham Lake) make up the southern coastal boundary of the area. There are significant tracts of Portchester, mainly along the southern, lower-lying areas, which are within Flood Zone 2 or 3<sup>141</sup> and at risk from tidal flooding. To address flooding issues this, a Coastal Defence Strategy Portchester to

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<sup>138</sup> [ONS Interim 2011-based subnational population projections for England](#)

<sup>139</sup> Ibid

<sup>140</sup> [Hampshire Biodiversity Opportunity Area Statements: The Solent \(2009\) Hampshire Biodiversity Action Plan](#)

<sup>141</sup> [EA Floodrisk Mapping](#)



Hoeford Lake Coastal Strategy<sup>142</sup> is being produced. The Strategy is being driven by a need to protect the coastline from erosion and improve water quality around Cams Estate; a historic landfill site. Funding opportunities have been secured following the approval by Portsmouth City Council (PCC) for the development of Trafalgar Wharf employment site to the East of the Portchester. This money will be used alongside public monies to deliver part of the Strategy.

- 10.1.4 In terms of open space provision, the area is relatively well provided for in both Parks and Amenity Open Space and Natural Greenspace typologies. However, open space provision, partly as a result of the dense/compact development pattern found in Portchester, is concentrated toward the edge of the urban area. When open space provision is considered spatially, open space is relatively inaccessible from some central areas of the town. However, owing to the location of the town between Portsdown Hill (and to a lesser extent the Solent) there are excellent opportunities for countryside recreation, although promotion of the routes, and links to the longer distance walking routes such as The Pilgrims Trail, could be further enhanced. It should also be noted that the Greenspace Study<sup>143</sup> does not take into account open space provision in neighbouring authorities. However, PCC are in the process of creating a new Country Park, Horsea Island, located on a former landfill site to the South of Port Solent. This will provide a significant resource that will be accessible by some residents of Portchester, despite the asset being located in the neighbouring authorities' jurisdiction. The area is also relatively well provided in terms of allotment provision<sup>144</sup>, with two large sites; one to the north of the area and one to the south (there is also a former allotment garden located at Cadour Drive).
- 10.1.5 National Cycle Network (NCN) Route 2 passes through the area in an east-west direction, joining up with NCN Route 22 in the North Harbour area. There are also local cycle routes that take a less busy route through the residential areas to the south of the A27. Furthermore, there are a number of public rights of way that traverse the area. The Solent Way, which broadly follows the coast-line is an important long-distance walking route, although sections are informal and fragmented. To the north of the area, there are a number of links to Portsdown Hill. There is scope to upgrade these routes, provide safer off-road passage and create a historic themed route taking in the important historic military bastions such as Fort Nelson and Monument Farm. The area is also a key ecological site and designated SSSI, supporting rare calcareous grassland habitat. From Portchester Hill, a number of long distance walking routes radiate including the The Wayfarer's Walk, The Billy Trail, The Shipwrights Way, and The South Downs Way, which provide popular recreational and tourism routes.

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<sup>142</sup> [Portchester Castle to Hoeford Lake Shoreline Defence Strategy \(in progress\) Eastern Solent Coastal Partnership](#)

<sup>143</sup> [Fareham Borough Greenspace Study \(May 2007\) Fareham Borough Council](#)

<sup>144</sup> [Allotment Strategy \(2008\) Fareham Borough Council](#)

- 10.1.6 The Indoor Sports Study<sup>145</sup> highlights Portchester Community Centre as the only large scale indoor sport site in the urban area, and as such additional indoor sports provision in this area could be considered. According to the Playing Pitch Study<sup>146</sup>, the area has a deficit of playing pitches that is above average in relation to the rest of the Borough. Much of this deficit is due to an undersupply of junior football pitches. Portchester has adequate provision of bowls greens and tennis courts.
- 10.1.7 The Portchester settlement area includes one designated Conservation Area. The Portchester Castle Street Conservation Area<sup>147</sup> refers to the area in and around Portchester Castle SAM. The narrow streets and tightly packed, terraced buildings give the area a unique feel. There are also 8 Locally listed building and 58 Statutory listed entries, most of which are clustered around Castle Street Conservation Area. To the north of the area is the SAM Monument Farm gun battery site. Enhanced links from Portchester to the Portsdown Hill, together with improved routes to the adjoining historic defence buildings, could provide for a historic walking route linking up the heritage assets.

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<sup>145</sup> [Fareham Borough Council Indoor Sport Facilities Assessment \(September 2012\) Knight Kavanagh & Page](#)

<sup>146</sup> [Fareham Playing Pitch Strategy \(July 2012\) Ashley Godfrey Associates](#)

<sup>147</sup> [Portchester Castle Street Conservation Area Character Assessment \(October 2008\) Fareham Borough Council](#)

## 10.2 Potential Projects

10.2.1 Table 10.1 below sets out the potential GI projects for Portchester settlement area. Figure 10.1 provides a spatial illustration of where the project could be focused. However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

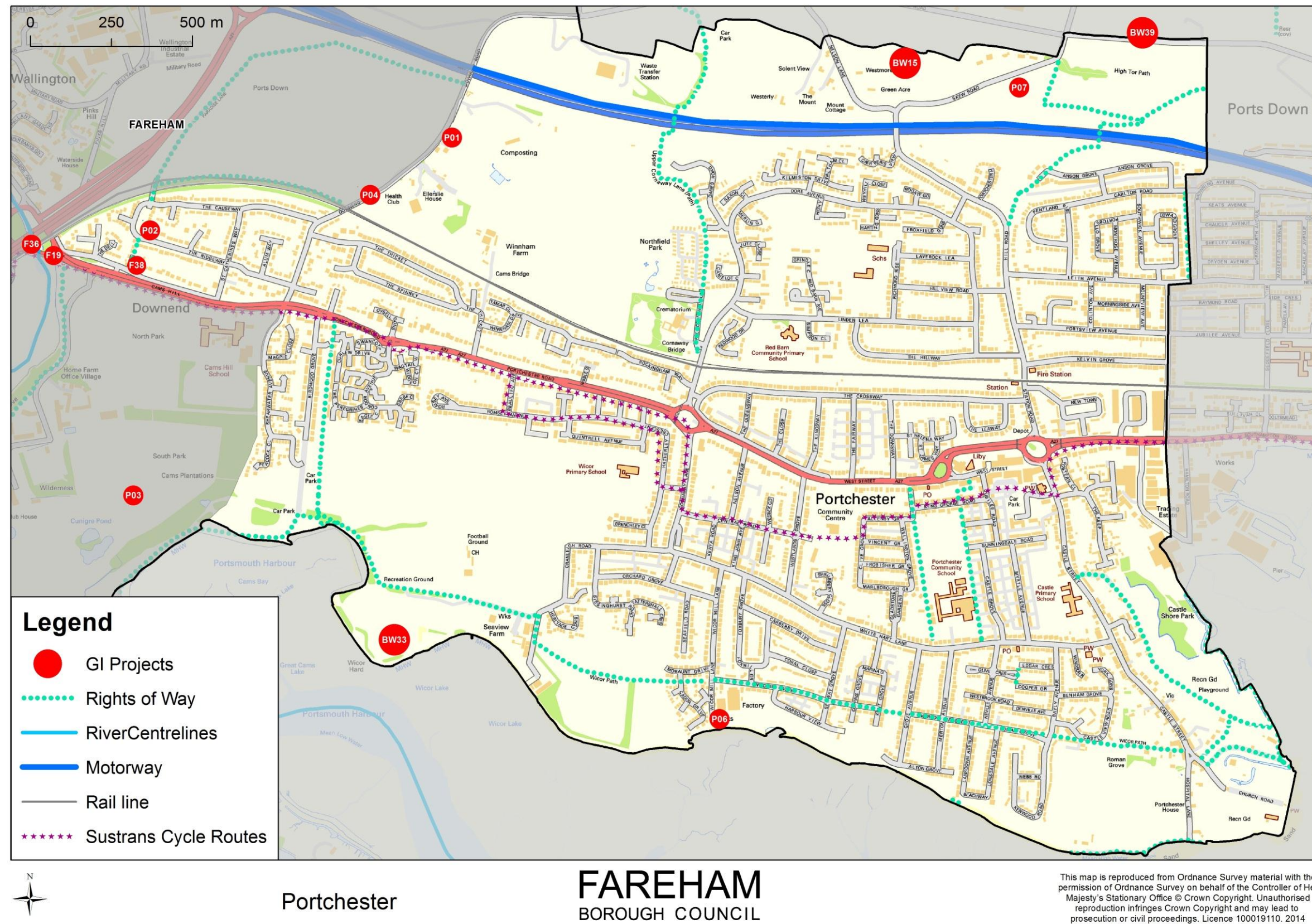
**Table 10.1: Potential GI Projects in Portchester Settlement Area**

Unique Reference No	Project	Description	Supporting Evidence	Other Supporting Evidence	Lead Organisation	Supporting Groups and Organisations	Likely Cost	Potential Funding Source	Delivery Timeframe
P01	Improve access to Natural Greenspace and Parks and Amenity Open Space in Portchester West - via Down End Road.	Severance to Natural Greenspace north of this area - improve public access to this area via Down End Road.	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>	TBC	Landowners, HCC	TBC	TBC	TBC
P02	Improve access to Natural Greenspace and Parks and Amenity Open Space in Portchester West - via Paradise Lane	Severance to Natural Greenspace north of this area - improve public access to this area via Paradise Lane	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>		TBC	Landowners, HCC	TBC	TBC	TBC
P03	Improved public access to Cam Hall Golf Club - including A27 crossing points.	Improved public access to Cam Hall Golf Club - including A27 crossing points.	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>		TBC	Landowners, HCC	TBC	TBC	TBC
P04	New Parks and Amenity Open Space Provision at Down End Fort.	Improve access to parks and amenity open space through new provision.	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>		FBC (Streetscene)	Landowners, HCC	TBC	TBC	TBC
P06	Windmill Grove / Cadour Drive	Develop footpath as part of coastal defence strategy. Part of BOA area, possible biodiversity enhancements. Diversion of visitors away from the Coastline to Cadour Drive to decrease recreational impacts on SPA. Implementation of Marine Access Initiative. Potential for re-development at Windmill Grove to contribute toward the GI objectives. Proposal should have regard to EU sites in construction and operation phase.	<a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership<sup>148</sup></a> <a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council</a>	<a href="#">Marine Access Initiative (Ongoing) Natural England</a> <a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a> <a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>	East Solent Coastal Management, FBC (Streetscene)	FBC, NE, Wildlife Groups, Landowners, EA, HCC (Countryside Service)	Portchester - Harbour View and Cadour Drive Coastal Defences £325k (repair and upgrade existing walls).  Costing of new ecological and footpath improvement not costed at this time.	Developer Contributions / EA / ESCP  Possible funding as part of SDMP	Short to Medium Term

<sup>148</sup> The strategy needs to be revised to incorporate appropriate assessment work to ascertain environmental impacts.



**Figure 10.1: Portchester Settlement Area: Green Infrastructure Project Map**



### 10.3 Project Evaluation Against Green Infrastructure Objectives

- 10.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated matrix against the PUSH GI Strategy Themes and Objectives set out in Table 4.1 to understand which objective(s) each of the GI projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Matrix is set out in Table 10.2 below.

**Figure 10.2: GI Project Evaluation Table: Portchester Settlement Area**

		GI THEMES AND OBJECTIVES																	
		I			II		III		IV		V		VI		VII		VIII		Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
GI PROJECT REFERENCE NUMBER	01				✓				✓	✓								✓	4
	02				✓				✓	✓								✓	4
	03								✓	✓								✓	2
	04																	✓	1
	06				✓	✓			✓	✓		✓						✓	5
	07					✓			✓	✓								✓	3



## **11 Borough-wide and Cross-boundary**

### **11.1 Green Infrastructure Baseline**

- 11.1.1 Many of the baseline GI characteristics of the Borough of Fareham have already been discussed under Chapter 3 and Chapter 6 to 11 and have not been repeated here for brevity.
- 11.1.2 It is, however, worth highlighting some of the notable strategic GI assets that contribute to the sub-regional and cross boundary GI initiatives. Hampshire County Council, as part of its role as Highways Authority, is responsible for much of the maintenance, enhancement and provision of new public right of way in the County, the Countryside Action Plan (CAP)<sup>149</sup> provides a framework for the improvement of the network, including a number of key routes with and traversing the Borough. Other important linear features include the rivers Meon, Wallington and Hamble. Targeted enhancements including: re-naturalisation of culverted river channels, and diversion of unsuitable built development away from floodrisk areas are being undertaken to improve flood risk management and provide economic, ecological and recreation benefits. These features, described above, provide important GI corridors of sub-regional importance as part of the wider Green Grid initiatives promoted through the PUSH GI Strategy<sup>150</sup>.
- 11.1.3 The Borough has an extensive coastline, which is an important recreation feature, economic driver and is also a site of international importance in terms of its ecological interest. The PUSH sub-region is pursuing an ambitious growth agenda which is likely to result in increased visitation to the coast, potentially leading to adverse effects on the SPAs. The pressure placed on the coast by disturbance from visitations is a key issue being addressed at the sub-regional scale through the Solent Disturbance Mitigation Project<sup>151</sup> (SDMP). This approach will be essential to balancing growth of the region with obligations to protect the environment and its habitats and biodiversity. The Borough (and the wider sub-region) boasts a wide selection of park and open spaces and public parks at range of scales and of differing accessibility. There is scope the Borough to expand open space provision (including parks and amenity and natural green space) to improve provide additional recreation opportunities (and alternative recreation destination (i.e. using a SANGS approach) to the coast and address deficiencies in the Borough and support the sub-regional network of green spaces across the PUSH sub-region.
- 11.1.4 To the north of the Borough is the Forest of Bere, which stretches from Eastleigh to West Sussex. PUSH has proposed sub-regional initiative that seeks to provide opportunities to provide improved access to the forest of Bere, particularly through improvements to the PRow network, expansion of

<sup>149</sup> [The Hampshire Countryside Access Plan: County Overview 2008-13 \(2008\) Hampshire County Council](#)

<sup>150</sup> [Green Infrastructure Strategy for the PUSH: Final Strategy \(June 2010\) UE Associates](#)

<sup>151</sup> [Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy \(March 2013\) Footprint Ecology](#)

woodland (including increased habit and opportunities for wood fuel productions). Linkages between the Welborne and the forest of Bere are being pursued, including reflecting the woodland characteristics of the area by applying a landscape-led approach to the characterisation of the built form. More information on the GI approach at Welborne is set out in Chapter 6.

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## 11.2 Potential Projects

11.2.1 Table 11.1 below sets out the potential cross-boundary / borough-wide GI projects. Figure 11.1 provides a spatial illustration of where the project could be focused. However, as some GI projects still require further development, the locational pointers should be taken as indicative only, unless otherwise specified.

**Table 11.1: Potential Cross-boundary / Borough-wide Green Infrastructure Projects**

Unique Reference No	Project	Description	Supporting Evidence	Other Supporting Evidence	Lead Organisation	Supporting Groups and Organisations	Likely Cost	Potential Funding Source	Delivery Timeframe
BW01	Improve pedestrian provision in Segensworth North	Provision of missing links - small scale	<a href="#">Segensworth Action Plan (2010) Hampshire County Council</a>		HCC (Strategic Transport)	HCC (Development Planning Team)	£15,000	Future developers contributions, LTP3 or SBF monies.	TBC
BW02	Sustainable Transport Corridors	Identify and Improve sustainable transport corridors to Titchfield Haven, and Warsash Nature Reserve from Bursledon, Hamble-le-ric, Warsash, Locks Heath, West End, Stubbington and Hill Head.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>	<a href="#">The Hampshire Countryside Access Plan: County Overview 2008-13 (2008) Hampshire County Council</a>	HCC (Countryside Service)	EBC, HCC Highways, Landowners	£130,000	Developer Funded -	TBC
BW05	Access for All (captures schemes such as the Stiles2Gates project)	Plan for and take opportunities to improve and promote access to as wide a range of people as possible e.g. better surfacing, replacement of stiles with more accessible furniture, more accessible bridge structures. Led by HCC as Highways Authority.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Countryside Service as Highways Authority)	Natural England, District Councils; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission	TBC	Developer Funding and other public grant schemes.	2011 to 2024
BW06	Bridge improvement / repair programme	With approximately 3,000 bridge type structures on the rights of way network investment is needed to ensure the continuation of high quality access to the countryside.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Countryside Service as Highways Authority)	District Councils and Parish Councils	unknown (current requirement of £700,000)	Developer Funding and other public grant schemes	2011 to 2024
BW07	Improved information for and management of promoted recreation routes.	Better information available for all visitors to the countryside and targeted promotion and improvement of route to meeting varying user need (e.g.. Long-distance paths and off-road cycle trails, short family friendly walks, wildlife and heritage trails route that link to public transport.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		Led by HCC Countryside Service as Highways Authority.	District Councils; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club and National Park Authorities.	TBC	Possible CIL funding (restricted to funding targeted infrastructure aspects only).	2011 to 2024



BW08	Network connectivity project	With increased pressure to access the countryside directly from urban areas, road (and rail) safety schemes are required to address existing issues and ensure new development does not present further barriers to accessing the countryside.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		Led by HCC as Highways Authority.  HCC (Countryside Service & Strategic Transport)	Partnership project with Borough / District / County Councils. Solent Forum (have already carried out some work on improving access)	TBC	Developer Funding and other public grant schemes. Potential for joint bidding with seed funding available through the Solent Forum.	2011 to 2024
BW09	England Coast Path / Solent Way	Creation of a continuous coastal route that meets the requirement of the Marine and Coastal Access Act 2009. Potential integration with Solent Way. Fragmentation of this route along various locations along the coast (see also project P06). Parts of Solent Way eroded at Chilling area following 2013/14 storms - reinstate and create resilient route. Currently awaiting further information from Natural England on how the delivery of the coastal route is to be rolled out in South Hampshire area, following implementation & review of the pilot areas.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council</a>	Led by HCC as Highways Authority.  HCC (Countryside Service & Strategic Transport)	Natural England, Partnership project with Borough / District / County Councils. Solent Forum (have already carried out some work on improving access)	TBC	Developer Funding and other public grant schemes. Potential for joint bidding with seed funding available through the Solent Forum.  Possible funding as part of SDMP	Long Term (5+ years)
BW10	Downs to Sea circular Walking Route	Circular walking route linking with Shipwright's Way, South Downs Way and Meon Valley Trail provide missing link in Network to enable users to continue along Meon Valley Trail to Fareham and on to Titchfield and finally to Titchfield Haven and the Solent Way linking a number of proposed easily accessible route. Access from urban area into National Park	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>		HCC (Countryside Service)	Havant BC, Portsmouth CC MOD, user and Community Groups, Parish and Town Councils	TBC	Funding will be tied in with Shipwrights Way and Meon Valley trails projects.  Possible funding as part of SDMP	2015 to 2020
BW11	Meon Valley Trail Recreational Route - Including extension to Meon Valley trail	Put in place improvements identified in feasibility / development plan. Upgrade/create route between Fareham Railway Station and West Meon. Link route to villages. Promote as a walking, cycling and horse-riding route. This project looks to deliver a 1km extension of the Meon Valley Trail, providing a link between the existing route of the MVT (Wickham 501) and the bridleway network to the south of Knowle (Wickham 515 and Fareham 515). This will complete the MVT route providing an off-road multi-user route from Fareham to the South Downs, thereby encouraging active travel and promoting more sustainable transport choices. Sustainable tourism with an off-road link from the national rail network at Fareham to the South Downs National Park. Improved connectivity between the communities of Fareham, Knowle, Fareham SDA, Wickham, Droxford, Meonstoke and West Meon.	<a href="#">Strategic Infrastructure Statement (February 2013) Hampshire County Council</a>  <a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012). PUSH</a>	<a href="#">Extension to Meon Valley Trail: Feasibility Study (In Progress) Hampshire County Council</a>  <a href="#">The Hampshire Countryside Access Plan: County Overview 2008-13 (2008) Hampshire County Council</a>	HCC (Countryside Service & Strategic Transport)	FBC, PCC, SDNPA, WCC, Forestry Commission, Landowners, HCC Highways, Sustrans, Woodland Trust; The Ramblers Association,; British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission, Local Community Groups, Cyclist Touring Club / HIWWT	£300,000 for whole MVT Projects which include areas outside FBC.  £125,000 to £130,000 to deliver MVT extension.	Local Strategic Transport Fund (LSTF), Match finding by Linking Communities, Developer Funding (including Welborne), possible CIL funding, Community funding through HCC, Small Grants Scheme, LEP and other public grant schemes.  Possible funding as part of SDMP	2011 to 2032

BW12	Mayles Lane Cyclist and Pedestrian Route (1)	Currently provides links a right of way between Funtley Lane and Knowle, and on north to Wickham. The section of Mayles Lane between Funtley Lane and Knowle is private and subject to restricted access. A bus gate is in operation where Mayles Lane reaches Knowle village to prevent through vehicular traffic. However, it remains a right of way for pedestrians and cyclists and provides a bus only connection between the three villages. Importantly, Mayles Lane provides a crossing point for the railway. It is proposed that cycle and pedestrian routes to the west of the site will tie in to Mayles Lane.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Countryside Service & Strategic Transport)	HCA as landowner, WCC, FBC (Planning and Development Management) Welborne Developers/ Landowners	TBC	Developer Contributions from Welborne	TBC
BW13	Lower Meon Valley (C6)	From Titchfield upstream to Wickham, the River Meon is a narrow valley floor with a parallel footpath/cycleway. It is not obvious in the wider landscape but is important due to the historic nature of Titchfield (a Saxon Village) and Wickham and its linkage from the Seafront through the Forest of Bere. It is an important recreational resource for Fareham and Gosport, but access is limited for continued careful management of wildlife. Several important BAP/Priority Habitats occur here (floodplain grazing march, lowland mixed deciduous woodland). It is also within the Meon Valley Biodiversity Opportunity Area (See GI Project BW34). Seek to conserve and enhance this area to ensure it continues its contribution to sense of place, climate change adaptation, providing open space close to urban areas for recreation and tourism. Contacting coastal areas with the countryside. (see also BW34)	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012). PUSH</a> <a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a>	<a href="#">The Hampshire Countryside Access Plan: County Overview 2008-13 (2008) Hampshire County Council</a>	HCC (Countryside Service & Strategic Transport)	FBC (Strategic Planning), FBC (Ecology), FBC Countryside Service, WCC & SDNP / HIWWT	TBC	Developer Contributions from Welborne	TBC
BW14	Alver Valley Country Park (link with FBC) (C7)	Creating cross boundary links from South Fareham Gap and Daedalus to Alver Valley Country Park. To provide linear corridor between the Stubbington and Lee and Gosport.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012). PUSH</a>		FBC (Planning)	Natural England, FBC, SDMP Project Officer, Gosport Borough Council	TBC (Habitat Creation and Management)  Costs for GBC = £16,000 per annum)	SDMP, possible CIL funding. Possible funding as part of SDMP.	2015 onwards
BW15	Creating and enhancing links around Portsdown Hill (F3)	Seek to create a historical themed route around Portchester and linking fort nelson, fort Swanwick, and Nelson monument on Portsdown Hill. Opportunities to increase the extent of calcareous grassland along the M27 corridor and expansion of chalk grassland habitat including managed grazing. Possible footpath links with improved signage via Downend Road, Paradise Lane, Danes Road allotment, Nelson Lane/Skew Road, Ansen Grove to Portsdown Hill. See synergies with projects to increase access to natural greenspace in Portchester East. Current management practices of tree planting may require re-evaluation.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012). PUSH</a>	<a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a>	HCC (Countryside Service)	FBC (Countryside Service)	TBC	Funding or direct delivery through developer contributions	10 years +

BW17	Wood fuel Renewable Energy Project	Seeks to increase demand in wood fuel as an energy source, stimulate production in wood fuel and bring derelict woodland back into commercial use and enhance wood fuel supply chains. FBC closed-loop pilot study of Biomass Boiler for swimming pool in Western Wards. Wood storage and pellet/chip production site identification. Raw material sourcing from woodland management, council activities and arborist works. Carbon Trust conducting feasibility Study. Project prosed for deletion as a sub-regional GI initiative <sup>152</sup> .	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Biomass Supply Chain in South Hampshire (July 2009) CEN Services</a>	FBC (Trees/Leisure)	Forestry Commission, Woodland Trust, HCC	TBC	TBC	TBC
BW19	Enhanced Linkages between woodlands within the forest (Forest of Bere Woodlands) (1)	Enhance linkages between woodlands to support biodiversity interests, recreational resources (see also, Forest of Bere CAP) and increase low carbon fuel sources (see also project BW17).	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	HCC (Countryside Service)	Landowners, Forestry Commission, Winchester CC, Forest Enterprise, HCC,	£1,300,000 (whole Forest of Bere project)	TBC	TBC
BW22	Burlesdon to Holly Hill Woodland Park (29)	Car park used by watersport users - information and signage to inform of protected habitat. Promote the circular walk from Holy Hill Woodland to Warsash with signs and maps and enhance links with public foot paths.	<a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>		FBC (Planning)	Natural England / LEP / PUSH	See Interim Framework cost	LEP / Possible funding as part of SDMP	0-5 years (Short Term)
BW23	Solent Breezes Caravan Site to Hill Head (33)	Strong need for engagement with kite surfers and jet skiers - launch location for jet skiers; Farmland to north of section that could provide additional open space owned by HCC;	<a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>		FBC (Planning)	Natural England / LEP / PUSH	See Interim Framework cost	LEP / Possible funding as part of SDMP	0-5 years (Short Term)
BW24	Hill Head to Lee-on-the-Solent (34)	Hill Head to Lee-on-the-Solent: Strong need for engagement with kite surfers and jet skiers - launch location for jet skiers; Educate walkers and dog walkers and consider dog management measures (the beach at Hill Head already has dog restrictions in the summer months); Potential for the proposed Alver Valley Country Park to deflect pressure from dog walkers;	<a href="#">Solent Disturbance Mitigation Project Phase III: towards and Avoidance and Mitigation Strategy (March 2013) Footprint Ecology</a>		FBC (Planning)	Natural England / LEP / PUSH	See Interim Framework cost	LEP / Possible funding as part of SDMP	0-5 years (Short Term)

<sup>152</sup> See PUSH Joint Committee Report: [Item 11 – PUSH Green Infrastructure Implementation Framework](#), 24 June 2014

BW26	Welborne Cycle Link 2 - Titchfield Lane (7)	Disused Railway – now a bridleway, the disused railway runs south west from Knowle providing a walk/ cycle route under the motorway to north Fareham. As part of this important north south link it is proposed that improvements are also made to the disused railway line south of Knowle linking all the way into north Fareham across the M27 as far as Highlands Road. With combined benefits for both new and existing residents in the area including linking existing residents with the new GI resource to the north of the M27 and providing an improved pedestrian cycle link to Henry Cort Community College. This north-south link will pass the western edge of Dash Wood, improved footpaths through Dash Wood will be crucial in linking Welborne to this route.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) as Highways Authority	FBC (Planning Strategy and Development Management) & Welborne Developer and Landowner	TBC	Developer Contributions from Welborne	TBC
BW27	Welborne Cycle Link 7 - Disused Railway	Funtley Road/Funtley Hill – a further key motorway crossing point, this link will provide a direct cycle and walk route from the southwest of the site to Henry Cort School in north Fareham. (8)	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		HCC (Strategic Transport) as Highways Authority	FBC (Planning Strategy and Development Management) & Welborne Developer and Landowner	TBC	Developer Contributions from Welborne	There are no current proposals to complete this link
BW29	A Round of Bere Multi-User Trail - Circular Route	To create 30km multi-user circular route linking the West of Waterloo MDA, Creech Wood, West Walk, Fareham SDA and Portsdown Hill and provide links to the wider recreational network, including the Meon Valley Rail Path, Wayfarer's Walk and Pilgrim's Trail, for countryside access, recreation, health and wellbeing. The route will also provide a wildlife corridor between Creech Woods and West Walk. Sustainable tourism with an off-road link from the national rail network at Fareham to the South Downs National Park. Improved connectivity between the communities of Fareham SDA, West of Waterloo MDA, Fareham, Portchester, Paulsgrove and Portsmouth. Alternative transport option	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012). PUSH</a>  <a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	<a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a>  <a href="#">A Round of Bere Feasibility Study (On-going) Hampshire County Council</a>  <a href="#">A Vision for the Forest of Bere: A Report to the Hampshire an Isle of Wight Wildlife Trust (September 2010) Johnathon Cox Associates</a>	HCC (Countryside Service)	FBC, PCC, SDNPA, WCC, Forestry Commission, Landowners, HCC Highways, Sustrans, Woodland Trust; The Ramblers Association,; British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission, Local Community Groups, Cyclist Touring Club and	£130,000 to £410,000	Developer Funding,, Community funding through HCC, Small Grants Scheme, LEP and other public grant schemes  Possible funding as part of SDMP	2011 to 2032
BW30	Whiteley Pastures (Forest of Bere Woodlands) (5)	Provide enhanced facilities for recreation through the establishment of a network of way-marked trails, visitor facilities, and provision for natural play. Enhanced management of woodland will deliver biodiversity and environmental benefits. Potential for incorporation with new secondary school provision.	<a href="#">PUSH GI Strategy Implementation Framework (October 2012) PUSH</a>	<a href="#">Whiteley Pastures Forest Design Plan 2008-2038 Guide (2008) The Forestry Commission</a>  <a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	FBC (Leisure )	Landowners, Forestry Commission, Winchester CC, Forest Enterprise, HCC (Countryside Service) / HIWWT	£1,300,000 (whole Forest of Bere project)	TBC	TBC



BW31	New Woodland Creation (Forest of Bere Woodlands) (7)	Creation of 10ha will be planted to improve the connectivity of existing woodlands, which will provide benefits for biodiversity, increased sources of raw material for industry and biomass energy/ heat generation, enhance recreational opportunities and maintain landscape character and distinctiveness.	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	FBC (Leisure)	Landowners, Forestry Commission, Winchester CC, Forest Enterprise, HCC / HIWWT	£1,300,000 (whole Forest of Bere project)	TBC	TBC
BW32	Linkages to Woodlands Outside of Forest of Bere (Forest of Bere Woodlands) (8)	Create linkages to connect recreation route and maximise ecological connectivity	<a href="#">Green Infrastructure Strategy for the PUSH: Final Strategy (June 2010) UE Associates &amp; Implementation Framework (October 2012), PUSH</a>	<a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	FBC (Rangers ) HCC (Countryside Service)	Landowners, Forestry Commission, Winchester CC, Forest Enterprise, HCC, Eastleigh BC, Havant BC	£1,300,000 (whole Forest of Bere project)	TBC	TBC
BW33	Coastal Defences	Portchester Castle to Hoeford Lake Shoreline Defence Strategy document has not been adopted by FBC or the Environment Agency and is viewed as a technical document. This Strategy provides guidance for the future of coastal defence along the frontages in Fareham and Portchester <sup>153</sup> .	<a href="#">Portchester Castle to Hoeford Lake Shoreline Defence Strategy (in progress) Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council (Policy Unit 5A23)</a>	Eastern Solent Coastal Partnership	FBC, NE, Wildlife Groups, Landowners, HCC, EA	Funding has been approved to complete a new Coastal Defence strategy from the River Hamble to Portchester and is due for completion in 2013. <sup>154</sup>	EA funding / Developer Contributions/ Possible SDMP Funding/ MMO	Medium Term

<sup>153</sup> Strategy to be revised to incorporate appropriate assessment work to ascertain potential environmental impacts upon SPA.

<sup>154</sup> The projects shown in the 'cost' column for this technical document remain valid but the values against them are likely to change when the new strategy is completed.

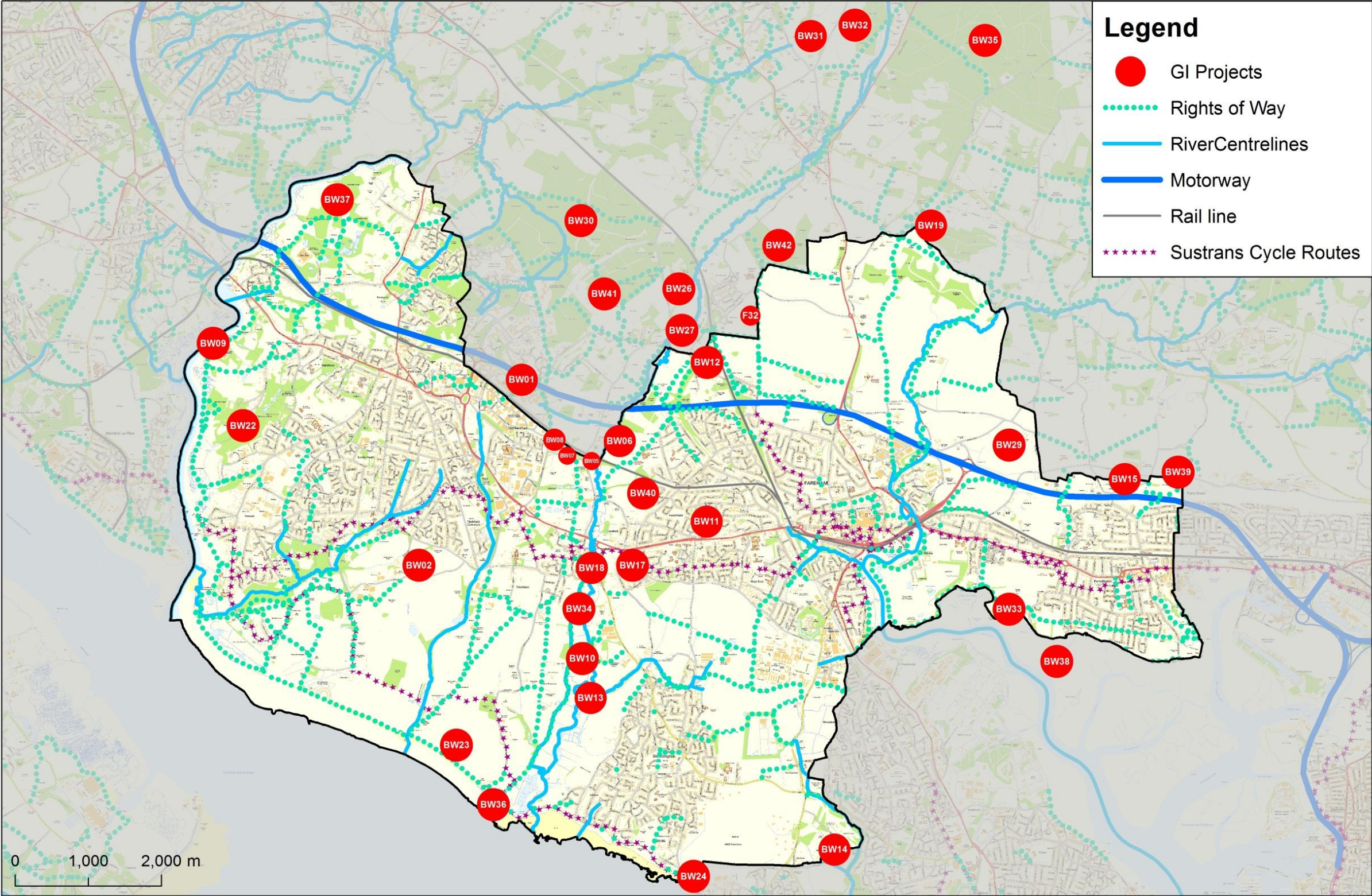
BW35	Forest of Bere BOA (10)	Targeted enhancements to the habitats including: Lowland Heath, Lowland Dry Acid Grassland, Lowland Mixed Deciduous Woodland, Wet Woodland, Lowland Meadow. Improved Woodland Management to provide a range of woodland structure ranging from high quality, high forest hard wood stands managed for timber production, restored coppice with standards woodland managed for the production of wood fuel and small wood for crafts and gardens and wood pasture where trees form the framework for the establishment of new grazed woodland habitats of biodiversity, landscape and recreational value. These various forms of woodland can be integrated into wooded landscapes and linked with hedges that can also be as managed as linear coppice woodlands with scattered mature hedgerow trees. Seek to reproduce a mix of heathland, grassland (including expansive grazing land) and woodland. Whiteley Pastures enhancements including restoration woodland interspersed within rough grassland with extensive stock grazing.	<a href="#">Hampshire Biodiversity Opportunity Area Statements: Forest of Bere (2009) Hampshire Biodiversity Action Plan</a>	<a href="#">A Vision for the Forest of Bere: A Report to the Hampshire an Isle of Wight Wildlife Trust (September 2010) Johnathon Cox Associates</a>  <a href="#">Countryside Access Plan for the Forest of Bere 2008-2013 (2008) Hampshire County Council</a>	FBC (Countryside Service) & HCC (Countryside Service)	TBC	TBC	Funding or direct delivery through developer contributions	10 years +
BW36	Solent BOA (20)	Targeted enhancements to habitats including: Coastal Grazing Marsh, Coastal Salt Marsh, Managed shore realignment, Vegetated shingle, River valley flood plain, Wet woodland/alder car, Reed beds, Acid grassland, Unimproved neutral grassland and Heathland.	<a href="#">Hampshire Biodiversity Opportunity Area Statements: The Solent (2009) Hampshire Biodiversity Action Plan</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	FBC (Countryside Service) & HCC (Countryside Service)	TBC	TBC	Funding or direct delivery through developer contributions	10 years +
BW37	Hamble Catchment BOA (21)	Targeted enhancements to habitats including: Wet Woodland, Lowland Meadow, Lowland Mixed Deciduous Woodland, Purple Moor Grass and Rush Pastures, Ponds, Hedgerows and other ecological corridors.	<a href="#">Hampshire Biodiversity Opportunity Area Statements: Hamble Catchment (2009) Hampshire Biodiversity Action Plan</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	FBC (Countryside Service) & HCC (Countryside Service)	TBC	TBC	Funding or direct delivery through developer contributions	10 years +
BW38	Portsmouth Harbour BOA (19)	Targeted enhancements to habitats including: Coastal Grazing Marsh, Coastal Salt Marsh, Purple Moor Grass and Rush Pastures	<a href="#">Hampshire Biodiversity Opportunity Area Statements: Portsmouth Harbour (2009) Hampshire Biodiversity Action Plan</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	FBC (Countryside Service) & HCC (Countryside Service)	TBC	TBC	Funding or direct delivery through developer contributions	10 years +
BW39	Portsdown Hill BOA (11)	Targeted enhancements to habitats including: Lowland Calcareous Grassland. Expansion of chalk grassland habitat including managed grazing.	<a href="#">Hampshire Biodiversity Opportunity Area Statements: Portsdown Hill (2009) Hampshire Biodiversity Action Plan</a>		FBC (Countryside Service) & HCC (Countryside Service)	TBC	TBC	Funding or direct delivery through developer contributions	10 years +

BW40	Increasing access Parks and Amenity Open Space and Natural Greenspace from central, northwest and west Fareham to rural fringe in Meon Gap. (2)	Increase access to natural open greenspace in the Central areas of Fareham, particular Fareham North and Fareham North West. Due to land constraints opportunities to provide better access to countryside is the preferred option. Preservation of Titchfield Abbey, links to and from the SDA to Titchfield. Improved accessibility and access to the Meon strategic gap to south of Fareham. Focus on new open space in the Catisfield area to the north and South of the A27. Possible opportunities to link with Heritage Walk (GI Project BW07, Meon Valley Trail (BW11), Meon Valley Trail Extension (GI Project BW28). Long-term links to Alver County Park (see GI Project BW14) via new open space at Daedalus.	<a href="#">Fareham Borough Greenspace Study (May 2007) &amp; Greenspace Study Addendum 2 (2014) Fareham Borough Council</a>	<a href="#">Countryside Access Plan for the Solent 2008-2013 (2008) Hampshire County Council</a>	HCC	Landowners, English Heritage, HCC (Countryside Service), PUSH, LEP, SDMP	TBC	TBC	TBC
BW41	Welborne to Whiteley (11)	Hampshire County Council is exploring opportunities to develop a cycle link between Welborne and the Whiteley development. This would make use of the rural lanes and existing rail overbridges to provide a low traffic link between the two sites for casual, leisure and commuter cyclists. Links to other Welborne cycle proposals 1, 2 and 7 should be explored.	<a href="#">Welborne Transport Strategy (January 2014) Parsons Brinkerhoff</a>		FBC (Countryside Service) & HCC (Countryside Service / Strategic Transport)	FBC, HCC, Forestry Commission, Natural England & Developer	TBC	Developer Contributions from Welborne	10 years +
BW42	Dash Wood (WCC) SANGS	Area of 38.13ha of land to the north and northwest of Welborne is a substantial wooded GI resource: the area shown within this GI strategy is approximately 38.13ha. in size. Dash Wood will form a community woodland and the principal woodland habitat. Controlled access and management of woodland will be required to improve recreation, biodiversity and commercial woodland opportunities. Physical connections between Dash Wood and Knowle Triangle will create a continuous area of more tranquil open space adjacent to the new community away from the M27 and the proposed development areas, and provide contact to a variety of types of semi-natural green space within a single resource.	<a href="#">The Welborne Plan GI Strategy (February 2014) LDA Design</a>		Welborne Landowner/ Developer	FBC (Strategy and Development Management) / Natural England / HCC / SDMP / PUSH	TBC	Land may be required in order to make Welborne deliverable and therefore has a value that exceeds its intended use, it will need to be considered in equalisation discussions.  Possible funding as part of SDMP	2016-31
BW43	Harbour View to Cadour Drive Coastal Flood and Erosion Risk Management Scheme	Develop strategy setting out a framework to help communities, the public sector and other organisations to work together to manage coastal erosion risk.	<a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council</a>	The Eastern Solent Coastal Partnership	Fareham Borough Council / Hampshire County Council / Environment Agency	£1,655,000	S106 (Possible contribution from S106 agreement FBC from Windmill Grove Site) and/or potential CIL funds (Likely to support development and open up access to the Fareham shoreline).  Defra Partnership Funding: Environment Agency Flood defence grant in aid. Only unlocked if other sources of funds are available (possibly CIL). Will require a large contribution to unlock FDGIA  Possible funding as	2020/21 to 2023/24  (Business case development and scheme design 2020 – 2021, Construction 2022-2024).  Could be brought forward if CIL funds are made available to unlock FDGIA.

								part of SDMP.	
BW44	Portchester Castle to Paulsgrove Coastal Flood and Erosion Risk Scheme	Develop strategy setting out a framework to help communities, the public sector and other organisations to work together to manage coastal erosion risk.	<a href="#">River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (In progress) Eastern Solent Coastal Partnership</a>	<a href="#">North Solent Shoreline Management Plan (December 2010) New Forest District Council</a>	The Eastern Solent Coastal Partnership	FBC (Planning) NE, Wildlife Groups, Landowners, HCC, EA	£8,400,000 scheme abridging the boundaries of FBC and PCC jurisdiction	<p>S106 (Possible contribution from S106 agreement PCC from Trafalgar Wharf application) and/or potential CIL funding (Reduce flood risk to existing commercial and residential development and open up access to the Fareham shoreline).</p> <p>Defra Partnership Funding: Environment Agency Flood defence grant in aid. Only unlocked if other sources of funds are available (possibly CIL). Will require a large contribution to unlock FDGIA.</p> <p>Possible funding as part of SDMP</p>	2014/15 to 2018/19



Figure 11.1: Borough-wide and Cross-boundary: Green Infrastructure Project Map



Borough Wide and Cross Boundary GI Projects

**FAREHAM**  
BOROUGH COUNCIL

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## 10.3 Project Evaluation Against Green Infrastructure Objectives

10.3.1 The multifunctional nature of GI means that many of the GI projects identified in this Strategy may serve many purposes whether, aesthetic value, ecosystem service, biodiversity protection, recreational etc. Each GI project has been evaluated matrix against the PUSH GI Strategy Themes and Objectives set out in Table 4.1 to understand which objective(s) each of the GI projects will meet. Given the large number of GI projects identified, this approach should help to inform decision making (including investment decisions) on which GI project could provide the greatest benefit and which could be considered for prioritisation. The Matrix is set out in Figure 10.2 below.

**Figure 10.2: GI Project Evaluation Table: Borough-wide and Cross-boundary Projects**

		GI THEMES AND OBJECTIVES																		
		I			II		III		IV		V		VI		VII		VIII		Total	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
GI PROJECT REFERENCE NUMBER	01	✓							✓								✓		3	
	02								✓								✓		2	
	05								✓										1	
	06								✓										1	
	07								✓								✓		2	
	08								✓								✓		2	
	09					✓			✓								✓		2	
	10		✓			✓			✓								✓		4	
	11		✓			✓			✓								✓		4	
	12								✓								✓		2	
	13				✓	✓						✓							3	
	14				✓	✓						✓							3	
	15				✓				✓									✓	3	
	17			✓									✓	✓	✓	✓		✓	6	
	18	PROJECT DELETED – NO LONGER BEING PURSUED BY PUSH <sup>155</sup> or FBC																		
	19				✓	✓				✓			✓	✓	✓	✓			6	
	22				✓	✓													2	
	23				✓	✓			✓										4	
	24				✓	✓		✓											3	
	26								✓									✓	2	
	27								✓									✓	2	
	29					✓			✓									✓	2	
	30			✓	✓	✓			✓									✓	5	
	31			✓	✓														2	
	32			✓	✓				✓									✓	4	
	33								✓			✓						✓	3	
	35			✓	✓	✓			✓									✓	5	
	36				✓	✓													2	
	37				✓	✓													2	
	38				✓	✓													2	
	39				✓	✓			✓										3	
	40						✓	✓	✓	✓								✓	4	
	41								✓									✓	2	
	42				✓	✓			✓									✓	4	
	43											✓						✓	✓	3
	44											✓						✓	✓	3

<sup>155</sup> Ibid

## **12 Implementation and Monitoring**

### **12.1 Future Work**

- 12.1.1 This Strategy is intended to provide evidence and guidance to support the formulation of the Fareham's Local Plan Part 2: Development Sites and Policies (DSP) Plan<sup>156</sup>. The Strategy is the first step in the development of an integrated GI planning approach. For GI planning and delivery to be effective, continued GI work and development is crucial. To help ensure momentum in the projects is not lost, a 'project champion' for the lead organisation has been attributed to each project. Continued and meaningful engagement with interested parties, particularly landowners, will be important, alongside the sourcing of innovative sources of funding at the local, national and European level.
- 12.1.2 This GI Strategy, will be a 'live' document that will be regularly updated to ensure the detail contained within is relevant, robust and up-to-date. The monitoring and review process could be undertaken on an annual basis as part of the Authorities Monitoring Report, which could remove the requirement to undertake a lengthy full review of the whole Strategy.

### **12.2 Planning Status of Green Infrastructure Strategy**

- 12.2.1 This Strategy is the first of its kind to have been produced by the Council and the first attempt at planned integration of GI across the Borough (and beyond its administrative boundaries). Paragraph 153 of the NPPF sets out that the production of Supplementary Planning Documents (SPD) should be avoided where it could, 'add unnecessarily to the financial burdens on development' unless it 'can help applicants make successful applications or aid infrastructure delivery'<sup>157</sup>. The GI Strategy is an evidence base document; and does not carry the status of a DPD or SPD.
- 12.2.2 Core Strategy policies CS4: Green Infrastructure, Biodiversity and Geological Conservation and CS21: Protection and Provision of Open Space set out a requirement for development proposals to assist in the creation, enhancement, maintenance, restoration and safeguarding of GI assets across the Borough. This Strategy, and potential projects contained therein, represent a means of realising these policies goals, and should therefore be viewed as a material consideration in planning decisions.
- 12.2.3 The Council will monitor the effectiveness of the Strategy and may consider giving it SPD status if it is deemed that this could help in meeting the objectives of the Core Strategy, facilitate the implementation of the potential projects and/or improve GI planning in the Borough.

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<sup>156</sup> [Local Plan Part 2: Development Sites and Policies Plan \(Publication Version\) \(2013\) Fareham Borough Council](#)

<sup>157</sup> [National Planning Policy Framework \(March 2012 Department for Communities and Local Government\)](#)

### **11.3 Partnership and Cross-boundary Working**

- 11.3.1 It is important that GI planning and delivery involves the wide range of interested partners and organisations that influence or are influenced by GI. The Strategy to date has involved a number of key organisations in its development; a list of the stakeholder consulted during the process of preparing this Strategy is set out in Appendix B. The involvement of the partners/stakeholders has helped to ensure, as far is possible, that the data underpinning the Strategy is, up-to-date, robust and consistent with the plans/policies/programmes of other authorities, voluntary/community groups, charities and other interested parties.
- 11.3.2 Continued engagement with interested and relevant parties will be paramount to the successful implementation of the Strategy. At the local level it may be appropriate to set up a GI working group, the remit of which would be to develop, implement and monitor the Strategy and act as a policy sounding board for GI development and investment decisions. Continued member involvement would be required to ensure political buy-into the Strategy, understand key local issues that could be addressed through the Strategy, add legitimacy and weight to the proposals and co-ordinate investment against the competing community aims and objectives.
- 11.3.3 At the sub-regional level, the Local Nature Partnership, despite being a relatively young agency, could be considered a good champion of GI if it continues to engage and facilitate shared ideas and co-operation amongst different partners. Alternatively, within PUSH's existing governance structures, there may be scope to develop a GI working group at the sub-regional level. This would help discharge the Duty To Cooperate<sup>158</sup> and would also help to coordinate investment and strategic GI project implementation across the sub-region.
- 11.3.4 Guidance from Natural England (2009)<sup>159</sup> and the South East GI Framework (2009)<sup>160</sup> recognises the importance of co-operation and partnership working in delivering GI objectives. Both documents demonstrate the clear links between different organisations and partners and their shared interest in securing new or enhanced GI. In addition, many different partners strive to achieve similar objectives set out within this GI Strategy. For example, delivery of the Greenways with integrated cycle routes will help to fulfil a long-term Strategy for the Western Wards, and will also tie in with objectives within the Local Transport Plan 3: 2011-2031<sup>161</sup>, particularly those relating to modal shift and emissions reduction. For effective and sustained partnership working, there needs to be clear leadership, ownership and a driving force for GI. The potential protects

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<sup>158</sup> [National Planning Policy Framework \(March 2012 Department for Communities and Local Government \(paragraph 182\)\)](#)

<sup>159</sup> [Green Infrastructure Guidance \(January 2009\) Natural England](#)

<sup>160</sup> [The South East Green Infrastructure Framework \(2010\) Natural England](#)

<sup>161</sup> [Local Transport Plan 3: 2011-2031\(2011\) Hampshire County Council](#)



explained in chapters 6 to 11, set out the 'Lead Organisation' for each GI project, which should help to fix responsibility for certain project whilst also ensuring appropriate resources are available, momentum in delivery the project is maintained and GI planning is carried out efficiently and without duplication of work from various organisations.

- 11.3.5 Linked to the above is the issue is that of cross-boundary working. Fareham Borough is a two tier authority where jurisdiction for different services rest with Fareham Borough Council or Hampshire County Council. Each authority is responsible for the provision of a range of community assets (i.e. parks and footpaths and their maintenance).
- 11.3.6 The South Hampshire region is highly urbanised, forming a near continuous built-up area between the two cities of Portsmouth to Southampton. The Borough of Fareham is located in the centre of this conurbation and plays an important role in strategic planning of South Hampshire, including the planning of GI. The Borough is bordered by four local authorities: Gosport Borough Council, Winchester City Council, Portsmouth City Council and Eastleigh Borough Council. This has implications for GI planning and delivery seldom complies with political and administrative boundaries.
- 11.3.7 Many of the urban areas with the Borough transcend administrative boundaries. For example, Portchester falls partly with the Portsmouth City Council's jurisdiction, and Whiteley straddles the administrative boundary of Winchester City Council and Fareham Borough Council. Many GI assets within Fareham Borough will be visited and used by people from neighbouring authorities; the reverse is also true. This highlights the importance of understanding GI synergies across council boundaries and emphasises the importance of cross-boundary working to ensure GI planning and delivery is coherent. For example, the Solent Disturbance and Mitigation Project is been carried out across the whole Solent, affecting the Authorities listed above and many other beyond.
- 11.3.8 Also of particular relevance is land ownership. Hampshire County Council is one of the largest landowners in Fareham district. As such, many of GI projects, particularly those with land use implications, will require the involvement of Hampshire County Council only as partner authority but also as landed stakeholder. Issues such as these demonstrate the need for and importance of cross boundary working and co-operation.

## **11.4 Funding and Phasing**

- 11.4.1 There are a range of different funding streams available to help deliver the potential GI projects set out in this Strategy. Natural England's Guidance (2009), South East GI Framework (2009) and the PUSH GI Strategy (2010) discuss different funding streams that can be utilised for GI projects. Such streams include:

- Environmental Stewardship schemes administered by Natural

- England;
- English Woodland Grant Scheme administered by the Forestry Commission;
- Multi agency public sector grant funding such as the Heritage Lottery Fund, Big Lottery Fund;
- Environment Agency Funding;
- Growth point funding (including LEP funding);
- Tax initiatives including ring fencing of local taxes;
- 'Roof taxes';
- Planning conditions and planning obligations such as the S106 or S278 agreements;
- Community Infrastructure Levy;
- Aggregates Levy Sustainability Fund;
- Funding through the Partnership for Urban South Hampshire;
- Voluntary sector involvement; and
- European Funding Initiatives.

11.4.3 The recent Environment White Paper, *The Natural Choice: Securing the Value of Nature* (HM Government, 2011)<sup>162</sup> identifies potential future funding and delivery avenues from external initiatives and programmes. Potential programmes and initiatives fall within three broad categories: protecting and improving our natural environment, reconnecting people and nature and growing a green economy. These three aims will be facilitated by a range of measures and initiatives which are relevant to GI and include:

- *'Local Nature Partnerships (LNP): the government will encourage and support Local Nature Partnerships that work on a strategic level to improve the range of benefits and services obtained from a natural and healthy environment. In 2011/12 a one off fund worth £1 million will be made available to develop these partnerships;*
- *Nature Improvement Areas (NIA): support will be given to enable local authorities, communities, landowners, private sector and conservation organisations to establish Natural Improvement Areas based on local assessment of opportunity for restoring and connecting nature on a significant scale. £7.5 million will be made available over the current spending review period; and*
- *Green Infrastructure Partnerships (GIP): The government will establish a green infrastructure partnership to support the development of green infrastructure in England. This will consider how GI can be enhanced to strengthen ecological networks and improve communities health, quality of life and resilience to climate change (HM Government, 2011).'*

11.4.3 The current economic climate, and reduction in public funding, is likely to

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<sup>162</sup> <sup>162</sup> [The Natural Choice : Securing the Value of Nature \(2011\) HM Government](#)

present a significant challenge to GI funding. However, this should not act as a barrier but instead facilitate smart, careful and creative identification of funding opportunities. Funding availability and investment priorities are also likely to change over time. This highlights the importance of setting a clear implementation plan and working with stakeholder and delivery partners to ensure that that will allow for funding opportunities (including through joint bids) to be seized upon.

- 11.4.4 It should also be noted that different GI projects will be different in terms of size, scale, purpose and nature. Thus, the different funding streams will lend themselves to a range of GI projects, so carefully selecting the most appropriate funding avenue is important.
- 11.4.5 The cross boundary nature of GI, particularly strategic GI, presents an opportunity to pool resources and collaborate in funding for mutually beneficial GI projects. This could be explored through PUSH or with the neighbouring authorities of Gosport Borough Council, Winchester City Council and Portsmouth City Council.

## **11.5 Monitoring**

- 11.5.1 Given the fluid nature of GI projects, it is intended that this Strategy is seen as a 'live' document, which will require updating on a regular basis to ensure it is relevant, robust and responsive. It is intended that a partial update could be carried out through the annual progress reports for each of the GI projects, possibly as part of the Authorities Monitoring Report process. This will enable completed/abandoned/ projects to be removed, new project to be added and changes to identified projects as incorporated into the Strategy. It will be necessary to review the whole Strategy in due course as policy, legislative and other conditions may dictate.

## **Appendices**



## Appendix A: List of Supporting Documents

- [South East Green Infrastructure Framework: From Policy in Practice \(June 2009\)](#)
- [Toward a Green Infrastructure Strategy for South Hampshire: Advice to PUSH \(July 2008\)](#)
- [PUSH Green Infrastructure Study and Appendices \(June 2010\)](#)
- [PUSH Green Infrastructure Implementation Framework \(October 2012\)](#)
- [Biodiversity by Design \(TCPA\) September 2004](#)
- [Planning for a Healthy Environment: Good Practice Guide for Green Infrastructure and Biodiversity \(July 2012\)](#)
- [PUSH Strategic Flood Risk Assessment \(December 2006\)](#)
- [East Solent Shoreline Management Plan \(1997\)](#)
- [North Solent shoreline management plan, \(December 2010\)](#)
- [Western Solent and Southampton Water Shoreline Management Plan \(2006\)](#)
- [Portchester Coastal Management Strategy \(unpublished\)](#)
- [Quality Places model Supplementary Planning Document \(April 2011\)](#)
- [Biomass Supply Chains in South Hampshire \(2009\)](#)
- [Coastal Access: Natural England's Approved Scheme \(2010\)](#)
- [CCatch Project](#)
- [Hampshire Countryside Access Plan 2008-13 \(Forest of Bere & Solent\)](#)
- [South Hampshire Countryside Recreation Network \(2008\)](#)
- [Hampshire County Council](#)
- [Fareham Open Space SPD \(April 2012\)](#)
- [Fareham Greenspace Study \(May 2007\) and Addendum \(2010\)](#)
- [Local Plan Part 3: Draft Welborne Plan \(October 2012\)](#)
- [Council Open Space Improvement Program](#)
- [Outdoor Sports Facilities Five Year Improvement Programme](#)
- [Playing Pitch Study \(July 2012\)](#)
- [Fareham Allotment Strategy](#)
- [Fareham Borough Gap Review and Appendices \(September 2012\)](#)
- [Fareham Core Strategy Sustainability Appraisal \(December 2010\)](#)
- [Sustainability Appraisal of Development Sites and Policies Plan: Site Options Appraisal \(October 2012\)](#)
- [Habitats Regulation Assessment of Development Sites and Policies Plan: Site Options Appraisal Screening Report \(October 2012\)](#)
- [Sustainability Appraisal of The New Community North of Fareham Plan \(April 2010\)](#)
- [Habitats Regulation Assessment of The New Community North of Fareham Plan \(April 2013\)](#)
- [Fareham Transport Statement \(September 2012\) Hampshire County Council](#)
- [Fareham Cycle Strategy \(2005 – 2011\)](#)
- [Solent Disturbance Mitigation Project Phase III: Towards an Avoidance and Mitigation Strategy \(May 2013\)](#)
- [Hampshire Biodiversity Action Plan Volume 1: Strategic Plan](#)
- [Hampshire Biodiversity Action Plan Volume 2: Action Plan](#)
- [Solent Waders and Brent Goose Strategy \(2002\).](#)
- [Solent Waders and Brent Goose Strategy \(2010\), Current Use Maps, Future Use Map](#)
- [The State of Hampshire's Biodiversity](#)
- [South East Biodiversity Strategy](#)
- [Solent Wide Strategic Environmental Site Study: Sites Scoping Report \(March 2013\) & Action Plan, Map 1 & Map 2](#)
- [Solent Dog Project](#)
- [Fareham Local Biodiversity Action Plan Review \(August 2008\)](#)
- [Living Landscapes Project: Langstone and Portsmouth Harbor\)](#)
- [Living Landscapes Project: Forest of Bere](#)
- [Directive 2000/60/EC The EU Water Framework Directive – Integrated River Basin Management for Europe \(2000\) European Commission](#)
- [Water for Life and Livelihoods: River Basin Management Plan: South East River Basin District \(December 2009\) Environment Agency](#)
- [South East Hampshire Flood Risk Management Plan \(2007\) Environment Agency](#)
- [Environment Agency \(2011\) River Quality Interactive Maps](#)

## **Appendix B: List of Consultees**

### Key Stakeholders

- Hampshire and Isle of Wight Wildlife Trust
- Royal Society for the Protection of Birds (RSPB)
- Woodland Trust
- Forestry Commission
- Solent Forum
- Hampshire County Council Mineral and Waste
- Hampshire County Council Strategic Transport
- Hampshire Countryside Service
- Hampshire County Council Ecology
- Hampshire County Council Archaeology
- Hampshire County Council County Estates
- Natural England
- Environment Agency
- Hampshire Biodiversity Information Centre
- Eastern Solent Coastal Partnership
- Local Nature Partnership
- Fareham Borough Council Ecology
- Fareham Borough Council Conservation
- Fareham Borough Council Trees
- Fareham Borough Council Leisure
- Fareham Borough Council Rangers
- Fareham Borough Council Streetscene
- Fareham Borough Council Environmental Heath

### Neighbouring / Upper Tier Authorities

- Winchester City Council
- Gosport Borough Council
- Eastleigh Borough Council
- Portsmouth City Council
- Hampshire County Council

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## Appendix C: National Planning Policy Framework and Planning Practice Guidance Relating to Green Infrastructure

NB: The most relevant part of the policy/guidance relating to GI is highlighted in **bold text**.

Paragraph Number	Policy Text	Guidance Text
6	<b>The purpose of the planning system is to contribute to the achievement of sustainable development.</b> The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development means in practice for the planning system.	
7	<p>There are three dimensions to <b>sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:</b></p> <ul style="list-style-type: none"> <li>• An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including provision of infrastructure.</li> <li>• A social role – supporting strong, vibrant and healthy communities, by providing the supply of houses required to meet the needs of present and future generations; and by creating a high quality environment, which accessible local services that reflect the community's needs and support its health, social and cultural well-being; and</li> <li>• An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</li> </ul>	<p><u>What is a Healthy Community?</u></p> <p>(Paragraph: 005 Reference ID: 53-005-20140306)</p> <p>A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate, encourage:</p> <ul style="list-style-type: none"> <li>• <b>Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and</b></li> <li>• <b>is accessible by walking and cycling and public transport.</b></li> </ul> <p><b>The creation of healthy living environments for people of all ages which supports social interaction.</b> It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.</p>
		<p><u>What is Meant by the Term Public Benefits?</u></p> <p>(Paragraph: 020 Reference ID: 18a-020-20140306)</p> <p>Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit.</p> <p>However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.</p>



9	<p>Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in peoples quality of life, including (but not limited to:</p> <ul style="list-style-type: none"> <li>• Making it easier for jobs to be created in cities towns and villages;</li> <li>• <b>Moving from a net loss of biodiversity to achieving net gains for nature;</b></li> <li>• Replacing poor design with better design;</li> <li>• <b>Improving conditions in which people live, work, travel and take leisure;</b> and</li> <li>• Widening the choice of high quality homes</li> </ul>	<p><u>How Should Local Planning Authorities set about Planning for Biodiversity and Geodiversity?</u></p> <p>(Paragraph: 008 Reference ID: 8-008-20140306)</p> <p>Local and neighbourhood plans and planning decisions have the potential to affect biodiversity or geodiversity outside as well as inside designated areas of importance for biodiversity or geodiversity. <b>Local planning authorities and neighbourhood planning bodies should therefore seek opportunities to work collaboratively with other partners, including Local Nature Partnerships, to develop and deliver a strategic approach to protecting and improving the natural environment based on local priorities and evidence. Equally, they should consider the opportunities that individual development proposals may provide to enhance biodiversity and contribute to wildlife and habitat connectivity in the wider area.</b></p> <p><b>In considering how development can affect biodiversity, and how biodiversity benefits could be delivered through the planning system, it is useful to consider:</b></p> <ul style="list-style-type: none"> <li>•the policies and commitments in Biodiversity 2020;</li> <li>•the contents of any existing biodiversity strategies covering the relevant local or neighbourhood plan area and</li> <li>•any local biodiversity action plans;</li> <li>•the potential effects of a development on the habitats or species on the Natural Environment and Rural</li> <li>•Communities Act 2006 section 41 list (in Biodiversity 2020)</li> <li>•whether an ecological survey is appropriate;</li> <li>•the factors listed in guidance on local ecological networks that supports National Planning Policy Framework</li> <li>•paragraph 117.</li> </ul> <p><b>The statutory obligations in regard to international and national designated sites of importance for biodiversity must also be considered.</b></p> <p><i>(Also relevant to NPPF: Paragraph 17 – 7th bullet, Paragraph 109, Paragraph 113, Paragraph 114, Paragraph 117, Paragraph 118, Paragraph 119, and Paragraph 157 – Last bullet).</i></p> <hr/> <p><u>What are Local Ecological Networks and What Evidence Should be Taken into Account in Identifying and Mapping Them?</u></p> <p>(Paragraph: 009 Reference ID: 12-009-20140306)</p>
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		<p>The components of an ecological network are explained at section 2.12 of the Natural Environment White Paper.</p> <p>Relevant evidence in identifying and mapping local ecological networks includes:</p> <ul style="list-style-type: none"> <li>•the broad geological, geomorphological and bio-geographical character of the area, creating its main</li> <li>•landscapes types;</li> <li>•key natural systems and processes within the area, including fluvial and coastal;</li> <li>•the location and extent of internationally, nationally and locally designated sites;</li> <li>•the distribution of protected and priority habitats and species;</li> <li>•areas of irreplaceable natural habitat, such as ancient woodland or limestone pavement, the significance of</li> <li>•which may be derived from habitat age, uniqueness, species diversity and/or the impossibilities of re-creation;</li> <li>•habitats where specific land management practices are required for their conservation;</li> <li>•main landscape features which, due to their linear or continuous nature, are important for the migration,</li> <li>•dispersal and genetic exchanges of plants and animals, including any potential for new habitat corridors to link</li> <li>•any isolated sites that hold nature conservation value, and therefore improve species dispersal;</li> <li>•areas with potential for habitat enhancement or restoration, including those necessary to help biodiversity</li> <li>•adapt to climate change or which could assist with the habitats shifts and species migrations arising from</li> <li>•climate change;</li> <li>•an audit of green space within built areas and where new development is proposed;</li> <li>•information on the biodiversity and geodiversity value of previously developed sites and the opportunities for</li> <li>•incorporating this in developments; and</li> <li>•areas of geological value which would benefit from enhancement and management.</li> </ul> <p>Local Nature Partnerships can be a useful source of information for existing ecological networks.</p> <p><i>(Also relevant to NPPF: Paragraph 9, Paragraph 17 – 7th bullet, Paragraph 109, Paragraph 113, Paragraph 114, Paragraph 117, Paragraph 118, Paragraph 119 and Paragraph 157 – Last bullet)</i></p>
10	Planning and decisions need to <b>take local circumstances into account</b> , so that	

	they respond to <b>different opportunities for achieving sustainable development</b> in different areas.	
75	Planning policies should <b>protect and enhance public rights of way</b> and access. Local authorities should seek opportunities to provide better facilities for users, for example by <b>adding links to existing rights of way</b> networks including National Trails.	
99	Local Plans should take into account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to <b>ensure that risks can be managed through suitable adaptation measure, including through the planning of green infrastructure.</b>	<p><u>Water Quality</u></p> <p>(Paragraph: 006 Reference ID: 34-006-20140306)</p> <p>Plan-making may need to consider:</p> <ul style="list-style-type: none"> <li>• <b>How to help protect and enhance local surface water and groundwater in ways that allow new development to proceed and avoids costly assessment at the planning application stage.</b> For example, can the plan steer potentially polluting development away from the most sensitive areas, particularly those in the vicinity of potable water supplies (designated source protection zones or near surface water drinking water abstractions)?</li> <li>• The type or location of new development where an assessment of the potential impacts on water bodies maybe required.</li> <li>• <b>Expectations relating to sustainable drainage systems. Controlling surface water through sustainable drainage systems can improve water quality, speed up replenishment of groundwater, reduce flood risk and improve the environment.</b> Sustainable drainage systems include swales, ponds and permeable hard surfaces.</li> </ul>
107	<p>When assessing applications, authorities should consider development in a Coastal Change Management Area appropriate where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>• it will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;</li> <li>• the character of the coast including designations is not compromised;</li> <li>• the development provides wider sustainability benefits; and</li> <li>• the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast<sup>163</sup>.</li> </ul>	<p><u>Coastal Change Management Areas</u></p> <p>(Paragraph: 076 Reference ID: 7-076-20140306)</p> <p>What approach should be taken to making provision for the relocation of development away from Coastal Change Management Areas?</p> <p>Formally allocating land in Local Plans for relocation of development and habitat affected by coastal change may be appropriate in some instances. An approach that takes into account the exceptional circumstances of having to replace existing development at risk of coastal change by granting planning permissions where normally they would be refused may be more suitable for some coastal authorities.</p>

<sup>163</sup> As required by the Marine and Coastal Access Act 2009.

109	<p>The planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> <li>• Protecting and enhancing valued landscapes, geological conservation interests and soils;</li> <li>• <b>Recognising the wider benefits of ecosystem services;</b></li> <li>• Minimising impacts on biodiversity and <b>providing net gains in biodiversity</b> where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by <b>establishing coherent ecological networks</b> that are more resilient to current and future pressures;</li> <li>• 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</li> <li>• Remediating and mitigation despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul>	<p>Why should local planning authorities be concerned about land contamination?</p> <p>Paragraph: 001 Reference ID: 33-001-20140306</p> <p>Failing to deal adequately with contamination could cause harm to human health, property and the wider environment. It could also limit or preclude new development; and undermine compliance with European Directives such as the Water Framework Directive.</p>
114	<p>Local planning authorities should:</p> <ul style="list-style-type: none"> <li>• Set out a strategic approach in their Local Plans, <b>planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure</b>; and</li> <li>• Maintain the character of the undeveloped coast, protection and enhancing distinctive landscapes, particularly in areas defined as Heritage Coast, and <b>improve public access and enjoyment of the coast</b>.</li> </ul>	
118 bullets 4, 5 and 6	<p>When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:</p> <ul style="list-style-type: none"> <li>• <b>Opportunities to incorporate biodiversity in and around developments should be encouraged;</b></li> <li>• Planning permission should be refused for development resulting in loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and</li> <li>• The following sites should be given the same protection as European sites: <ul style="list-style-type: none"> <li>- Potential Special Protection Areas and possible Special Areas of Conservation;</li> <li>- Listed or Proposed Ramsar sites; and</li> <li>- Sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.</li> </ul> </li> </ul>	<p><u>How are ecosystems services taken into account in planning?</u></p> <p>(Paragraph: 013 Reference ID: 8-013-20140306)</p> <p><b>The National Planning Policy Framework states that the planning system should recognise the wider benefits of ecosystem services.</b> Information about ecosystems services is in Biodiversity 2020, A strategy for England's biodiversity and ecosystems services. An introductory guide to valuing ecosystems services has also been published by Defra along with a practice.</p> <p><i>Also relevant to NPPF Paragraph 119</i></p> <hr/> <p><u>How can development not only protect but also enhance biodiversity?</u></p> <p>(Paragraph: 017 Reference ID: 8-017-20140306)</p> <p>Biodiversity maintenance and enhancements through the planning system have the potential to make a significant contribution to the achievement of Biodiversity 2020 targets.</p>

		<p><b>Biodiversity enhancement in and around development should be led by a local understanding of ecological networks, and should seek to include:</b></p> <ul style="list-style-type: none"> <li>• <b>habitat restoration, re-creation and expansion;</b></li> <li>• <b>improved links between existing sites;</b></li> <li>• <b>buffering of existing important sites;</b></li> <li>• <b>new biodiversity features within development; and</b></li> <li>• <b>securing management for long term enhancement.</b></li> </ul> <p><u>What questions should be considered in applying policy to avoid, mitigate or compensate for significant harm to biodiversity?</u> Paragraph: 018 Reference ID: 8-018-20140306</p> <p>The following questions are relevant when applying the ‘mitigation hierarchy’ at paragraph 118 of the National Planning Policy Framework:</p> <p><i>Information</i></p> <ul style="list-style-type: none"> <li>• in cases where biodiversity may be affected, is any further information needed to meet statutory obligations as signposted in guidance published by Defra/Natural England</li> <li>• where an Environmental Impact Assessment has been undertaken, what evidence on ecological effects has already been provided in the Environmental Report and is this sufficient without having to undertake more work?</li> <li>• is the significance of the effects clear? And</li> <li>• is relevant internal or external expertise available?</li> </ul> <p><i>Avoidance</i> – can significant harm to wildlife species and habitats be avoided for example through locating on an alternative site with less harmful impacts?</p> <p><i>Mitigation</i> – where significant harm cannot be wholly or partially avoided, can it be minimised by design or by the use of effective mitigation measures that can be secured by, for example, conditions or planning obligations?</p> <p><i>Compensation</i> – where, despite whatever mitigation would be effective, there would still be significant residual harm, as a last resort, can this be properly compensated for by measures to provide for an equivalent value of biodiversity?</p> <p>Where a development cannot satisfy the requirements of the ‘mitigation hierarchy’, planning permission should be refused as per paragraph 118 of the National Planning Policy Framework.</p> <p><u>Does compensation reduce the need for green infrastructure within a</u></p>
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		<p><u>development?</u></p> <p>Paragraph: 019 Reference ID: 8-019-20140306</p> <p>Not necessarily. <b>Sufficient green infrastructure should be designed into a development to make the proposal sustainable. If this green infrastructure helps to mitigate any significant harm to biodiversity (among other benefits) then this should be taken into account in deciding whether compensation may also be needed.</b></p>
156	<p>Local planning authorities should set out strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:</p> <ul style="list-style-type: none"> <li>• The homes and jobs needed in the area;</li> <li>• The provision of retail, leisure and other commercial development;</li> <li>• The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, <b>flood risk and coastal change management</b>, and the provision of minerals and energy (including heat);</li> <li>• The provision of health, security, community and cultural infrastructure, and other local facilities; and</li> <li>• <b>Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.</b></li> </ul>	
157	<p>Crucially, Local Plans should:</p> <ul style="list-style-type: none"> <li>• plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework;</li> <li>• be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date;</li> <li>• be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations;</li> <li>• indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;</li> <li>• allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;</li> <li>• identify areas where it may be necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation;</li> <li>• identify land where development would be inappropriate, for instance because of its environmental or historic significance; and</li> <li>• contain a clear strategy for enhancing the natural, built and historic environment, and supporting Nature Improvement Areas where they have been identified.</li> </ul>	<p><u>When is an issue a strategic matter on which cooperation is required?</u></p> <p>Paragraph: 013 Reference ID: 9-013-20140306</p> <p>Section 33A(4) of the 2004 Act sets out what are strategic matters. This includes sustainable development or use of land that has or would have a significant impact on at least two planning areas, in particular in connection with strategic infrastructure. The National Planning Policy Framework (paragraph 156) further sets out the strategic matters that local planning authorities are expected to include in their Local Plans. This is not an exhaustive list and local planning authorities will need to adapt it to meet their specific needs.</p> <p>Planning for infrastructure is a critical element of strategic planning. The National Planning Policy Framework (paragraph 162) makes clear that local planning authorities should work with other local planning authorities and providers to assess the quality and capacity of a range of infrastructure types. This will ensure that key infrastructure such as transport, telecommunications, energy, water, health, social care and education, is properly planned.</p> <p>Planning for infrastructure is a key requirement of the effectiveness element of the test of Local Plan soundness, which requires plans to be deliverable and based on effective joint working on cross boundary strategic priorities. The involvement of infrastructure providers in Local Plan preparation is critical to ensure that Local Plans are deliverable. Participation in the Local Plan preparation process in turn helps them to inform their business plans</p>

		and to plan and finance the delivery of infrastructure that they have a legal obligation to provide. It is expected that private utility companies and providers will engage positively in the preparation and delivery of Local Plans.
165	Planning policies and decisions should be based on up-to-date information about the natural environment and other characteristics of the area including drawing, for example, from River Basin Management Plans. <b>Working with Local Nature Partnerships where appropriate, this should include an assessment of existing and potential components of ecological networks.</b> A sustainability appraisal which meets requirements of the European Directive on Strategic Environmental Assessment should be an integral part of the plan preparation process, and should consider all likely significant effects on the environment, economic and social factors.	
178	Public bodies have a duty to <b>cooperate on planning issues that cross administrative boundaries</b> , particular those which relate to the strategic priorities set out in paragraph 156. The Government expects joint working on areas of common interest to be diligently <b>undertaken for the mutual benefit of neighbouring authorities.</b>	
180	Local planning authorities should take account of different geographic areas, including travel-to-work areas. In two tier areas, county and district authorities should cooperate with each other on relevant issues. <b>Local planning authorities should work collaboratively on strategic planning priorities to enable delivery of sustainable development in consultation with Local Enterprise Partnerships and Local Nature Partnerships.</b> Local planning authorities should also work collaboratively with private sector bodies, utility and infrastructure providers.	<p><u>Water supply, wastewater and water quality – considerations in plan making</u></p> <p>Paragraph: 008 Reference ID: 34-008-20140306</p> <p>Cross-boundary concerns</p> <p>Plan-making may need to consider:</p> <ul style="list-style-type: none"> <li>• Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment basis. Liaison between local planning authorities, the Environment Agency, catchment partnerships and water and sewerage companies from the outset (at the plan scoping and evidence gathering stages of plan-making) will help to identify water supply and quality issues, the need for new water and wastewater infrastructure to fully account for proposed growth and other relevant issues such as flood risk.</li> </ul> <p>The duty to co-operate across boundaries applies to water supply and quality issues.</p>
205	<p>Planning Obligations</p> <p>Where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.</p>	<p><u>What are the key factors to be taken into account in assessing viability in plan-making?</u></p> <p>Paragraph: 013 Reference ID: 10-013-20140306</p> <p><u>Costs</u></p> <p><b>For an area wide viability assessment, a broad assessment of costs is</b></p>

		<p><b>required. This should be based on robust evidence which is reflective of local market conditions. All development costs should be taken into account including:</b></p> <ul style="list-style-type: none"> <li>• build costs based on appropriate data, for example that of the Building Cost Information Service;</li> <li>• known abnormal costs, including those associated with treatment for contaminated sites or listed buildings, or</li> <li>• historic costs associated with brownfield, phased or complex sites;</li> <li>• infrastructure costs, which might include roads, sustainable drainage systems, and other <b>green infrastructure</b>,</li> <li>• connection to utilities and decentralised energy, and provision of social and cultural infrastructure;</li> <li>• the potential cumulative costs of emerging policy requirements and standards, emerging planning obligations</li> <li>• policy and Community Infrastructure Levy charges;</li> <li>• general finance costs including those incurred through loans; and professional, project management, sales and legal costs.</li> </ul>
<b>Glossary</b>	<p><b>A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.</b></p>	<p><u>Where significant harm to biodiversity is unavoidable, how can mitigation or compensation measures be ensured?</u></p> <p>Paragraph: 020 Reference ID: 8-020-20140306</p> <p>The usual means to ensure that mitigation or compensation measures are secured is through planning conditions or planning obligations, depending on circumstances.</p> <p>Where compensation is required a number of avenues have been available. The applicant might offer a scheme tailored to the specific context, or consider the potential for biodiversity offsetting with the local planning authority.</p> <p>A biodiversity offsetting consultation led by Defra has recently closed and Defra are considering the consultation responses. <b>Biodiversity offsets are measurable conservation outcomes resulting from actions designed to compensate for residual adverse biodiversity impacts arising from a development after mitigation measures have been taken. The goal of biodiversity offsets is to achieve no net loss and preferably a net gain of biodiversity.</b></p> <p><b>Special compensation considerations apply in the case of sites protected by the European Habitats and Wild Birds Directives. If harm to such sites is to be allowed (because there are no alternatives and ‘imperative reasons of overriding public interest’ can be shown) the Directive requires that all necessary compensatory measures are taken to ensure the overall coherence of the network of European sites as a whole is protected.</b></p>

## Appendix D: Additional<sup>164</sup> Planning Practice Guidance Relating to Green Infrastructure

NB: The relevant parts of the Guidance relating to GI is highlighted in **bold text**.

Guidance Text
<p><u>What are the links between health and planning?</u></p> <p>The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing. The importance of this role is highlighted in the promoting health communities section. This is further supported by the three dimensions to sustainable development (see NPPF paragraph 7).</p> <p>Further links to planning and health are found throughout the whole of the National Planning Policy Framework. Key areas include the core planning principles (see NPPF paragraph 17) and the policies on transport (see NPPF chapter 4), high quality homes (see NPPF chapter 6), good design (see NPPF chapter 7), climate change (see NPPF chapter 10) and the natural environment (see NPPF chapter 11).</p> <p>The National Planning Policy Framework encourages local planning authorities to engage with relevant organisations when carrying out their planning function. In the case of health and wellbeing, the key contacts are set out in this guidance. Engagement with these organisations will help ensure that local strategies to improve health and wellbeing) and the provision of the required health infrastructure (see NPPF paragraphs seven, 156 and 162) are supported and taken into account in local and neighbourhood plan making and when determining planning applications.</p> <p>The range of issues that could be considered through the plan-making and decision-making processes, in respect of health and healthcare infrastructure, include how:</p> <ul style="list-style-type: none"> <li>• development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and</li> <li>• spaces to meet to support community engagement and social capital;</li> <li>• the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;</li> <li>• the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;</li> <li>• the healthcare infrastructure implications of any relevant proposed local development have been considered;</li> <li>• opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);</li> <li>• potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and</li> <li>• access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.</li> <li>•</li> </ul>
<p><u>How can an impact on air quality be mitigated?</u></p> <p>Paragraph: 008 Reference ID: 32-008-20140306</p> <p>Mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and</p>

<sup>164</sup> Sections of the Planning Practice Guidance that are not explicitly linked to any paragraph contained in the National Planning Policy Framework.

unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

**Examples of mitigation include:**

- the design and layout of development to increase separation distances from sources of air pollution;
- **using green infrastructure, in particular trees, to absorb dust and other pollutants;**
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission
- strategies, designed to offset the impact on air quality arising from new development.

How can [Climate Change] adaptation and mitigation approaches be integrated?

Paragraph: 004 Reference ID: 6-004-20140306

**When preparing Local Plans and taking planning decisions local planning authorities should pay particular attention to integrating adaptation and mitigation approaches and looking for ‘win-win’ solutions that will support sustainable development. This could be achieved in a variety of ways, for example:**

- by maximising summer cooling through natural ventilation in buildings and avoiding solar gain;
- through district heating networks that include tri-generation (combined cooling, heat and power); or
- **through the provision of multi-functional green infrastructure, which can reduce urban heat islands, manage flooding and help species adapt to climate change – as well as contributing to a pleasant environment which encourages people to walk and cycle.**

Local planning authorities should be aware of and avoid the risk of maladaptation (adaptation that could become more harmful than helpful). For example by promoting biomass burning as a renewable heat source, which can increase risks to air quality unless properly managed and suitably sited.

Sustainability appraisal and, where required, Environmental Impact Assessment, can be a useful for testing the integration of mitigation and adaptation measures and the long term implications of decisions.

How can planning deal with the uncertainty of climate risks when promoting adaptation in particular developments?

Paragraph: 005 Reference ID: 6-005-20140306

**The impact of climate change needs to be taken into account in a realistic way. In doing so, local planning authorities should consider:**

- **identifying no or low cost responses to climate risks that also deliver other benefits, such as green infrastructure that improves adaptation, biodiversity and amenity**
- building in flexibility to allow future adaptation if it is needed, such as setting back new development from
- rivers so that it does not make it harder to improve flood defences in future
- the potential vulnerability of a development to climate change risk over its whole lifetime

What are the opportunities for reducing flood risk overall?

Paragraph: 050 Reference ID: 7-050-20140306



**Local authorities and developers should seek opportunities to reduce the overall level of flood risk in the area and beyond. This can be achieved, for instance, through the layout and form of development, including green infrastructure and the appropriate application of sustainable drainage systems (further information here and here), through safeguarding land for flood risk management, or where appropriate, through designing off-site works required to protect and support development in ways that benefit the area more generally.**

Further advice is available here on how to demonstrate the most vulnerable development is located in areas of lowest risk within a site.

Is there a statutory basis for planning to seek to minimise impacts on biodiversity and provide net gains in biodiversity where possible?

Paragraph: 007 Reference ID: 8-007-20140306

**Yes. Section 40 of the Natural Environment and Rural Communities Act 2006, which places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making throughout the public sector, which should be seeking to make a significant contribution to the achievement of the commitments made by Government in its Biodiversity 2020 strategy.**

Guidance on statutory obligations concerning designated sites and protected species is published separately because its application is wider than planning and links are provided to external guidance. Local planning authorities should take a pragmatic approach – the aim should be to fulfil statutory obligations in a way that minimises delays and burdens.

**The National Planning Policy Framework is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution.**

How should open space be taken into account in planning?

Paragraph: 001 Reference ID: 37-001-20140306

Open space should be taken into account in planning for new development and considering proposals that may affect existing open space (see NPPF paragraphs 73-74). Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. **It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure (see NPPF paragraph 114), as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development (see NPPF paragraphs 6-10).**

It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. In carrying out this work, they should have regard to the duty to cooperate where open space serves a wider area. Guidance on Local Green Space designation, which may form part of the overall open space network within an area, can be found here.

What to think about if there are concerns about water supply/quality?

Paragraph: 019 Reference ID: 34-019-20140306

This will depend on the concern, location and character of the proposed development. But there are likely to be options for mitigating the impact that has caused the concern. Mitigation should be practicable and proportionate to the likely impact.

Multiple benefits for people and the environment can be achievable through good design and mitigation. For example, flood risk can be reduced and biodiversity and amenity improved by designing development that includes permeable surfaces and other sustainable drainage systems, removing artificial physical modifications and recreating natural features. **Water quality can be improved by protecting and enhancing green infrastructure,**

further information can be found [here](#).

Local planning authorities can use planning conditions and/or obligations to secure mitigation and compensatory measures where the relevant tests are met. They can, for example, be used to ensure that new development and infrastructure provision is aligned and to ensure new development is phased and not occupied until the necessary works relating to sewage treatment have been carried out.

Planning obligations can be used to set out requirements relating to monitoring water quality, habitat creation and maintenance and the transfer of assets where this mitigates an impact on water quality.

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## **Appendix E: Strategic Objectives of the Fareham Borough Local Plan Part 1: Core Strategy**

### **Strategic Objective 4:**

**To increase the vitality, viability and accessibility of centres, focussing on delivering an expansion of Fareham town centre and enhancement of the district centres at Portchester and Locks Heath through to enhance their social and economic focus. Retail provision at Stubbington local centre will be increased, whilst the role of the local centres at Park Gate, Titchfield and Warsash will be maintained.**

### **Strategic Objective 5**

**To ensure development provides and/or contributes to timely and appropriate transport infrastructure and mitigation measures to support the needs of development, and provide and/or contribute to public transport and quality pedestrian and cycle links to reduce dependence on the car.**

### **Strategic Objective 10:**

**To manage, maintain and improve the built and natural environment to deliver quality places, through high quality design, sustainability and maintenance standards, taking into account the character and setting of existing settlements and neighbourhoods and seeking safe environments which help to reduce crime and the fear of crime.**

### **Strategic Objective 12**

**To safeguard and ensure the prudent use and management of natural resources, increase energy and water efficiency and encourage and promote the use of renewable energy sources to help adapt to climate change, and manage pollution and natural hazards, avoid inappropriate development in areas at risk of flooding, secure improvements in air and water quality and ensure effective waste management.**

## Appendix F: Glossary of Terms

<b>Adoption</b>	The final confirmation of the approval of a Local Plan or Supplementary Planning Document (SPD) by a local planning authority (LPA).
<b>Air Quality Management Area (AQMA)</b>	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
<b>Accessible Natural Greenspace Standard (ANGSt)</b>	Suggested Standard by Natural England for accessibility to provision to natural greenspace of different scales.
<b>Ancient woodland</b>	Areas of land that have been continuously wooded since at least 1600 AD.
<b>Appropriate Assessment (AA)</b>	An appropriate assessment (AA) is required under the Habitats Directive (92/43/EEC) for any plan or project likely to have a significant effect on European sites designated for nature conservation. It forms part of a Habitats Regulations Assessment and should seek to establish whether the plan will adversely affect the ecological integrity of European sites.
<b>Authorities Monitoring Report (AMR)</b>	A report assessing progress with the Local Development Scheme (LDS) and the extent to which policies in the Local Plan are being achieved. Previously known as the Annual Monitoring Report (AMR). See also Monitoring Report (MR).
<b>Archaeological Interest</b>	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
<b>Area Action Plan (AAP)</b>	A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant



	change (for example major regeneration).
<b>Biodiversity</b>	The variety and diversity of life in all its forms, within and between both species and ecosystems.
<b>Biodiversity Action Plan (BAP)</b>	An action plan to aid the protection and recovery of the UK's most threatened habitats and species.
<b>Biodiversity Opportunity Area (BOA)</b>	A targeted landscape-scale approach to conserving biodiversity in Hampshire. They identify opportunities for habitat creation and restoration where resources can be focused to have the greatest positive impact for wildlife.
<b>Brownfield Land</b>	See Previously developed land (PDL).
<b>Bus Rapid Transit (BRT)</b>	This is a broad term given to a variety of transport systems that, through improvements to infrastructure, vehicles and scheduling use buses to provide a service that is of a significantly higher quality than a conventional bus service. For the PUSH area, BRT is anticipated to comprise a limited network of routes with dedicated vehicles linking major communities and employment centres with frequent, limited stop services, including using the M27 if appropriate.
<b>Character Area</b>	The identity given to a development sub-area which is likely to be derived and influenced from features on the site on which it is located and the landscape which surrounds it.
<b>Coastal Squeeze</b>	The process whereby coastal habitats are squeezed between a fixed landward boundary and a rising sea level.
<b>Community Action Team (CAT):</b>	Meetings opened up to all residents as a forum to discuss any issues that affect the community. They help to ensure that the Council has a good understanding of the needs of their residents and communities.
<b>Community Infrastructure Levy</b>	A planning charge on new development. The rate(s) (at pounds per square metre) is

set in a charging schedule which balances the estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure needed to support new development, which CIL can help to pay for includes roads, schools and recreational facilities.

**Conservation Area**

Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Core Strategy**

This is the Council's overarching planning document, which defines how and where development will be located in the Borough. Together with Local Plan 2: Development Sites and Policies and the Local Plan Part 3: Welborne Plan, it forms the Development Plan for the Borough.

**Countryside Access Plan (CAP)**

Consists of 7 local area plans and a countywide 'Overview' document. Each local plan identifies the main issues in a particular part of Hampshire and suggests what should be done to improve access to the countryside in that area. The County Overview looks at factors that affect the whole of Hampshire and the main priorities for overcoming them. These documents together represent Hampshire's Rights of Way Improvement Plan (ROWIP).

**Designated Heritage Asset**

A World Heritage Site, Scheduled Ancient Monument (SAM), Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Developer contributions**

Contributions made by a developer to remedy the impact of development, either by paying for work to be carried out or by directly providing facilities or works either on or off-site. Traditionally achieved through a Section 106 agreement, more recently these are being achieved through the Community Infrastructure Levy (CIL).

<b>Development Plan</b>	The Development Plan sets out the parameters for all development in the Borough. It comprises the Local Plan (Parts 1, 2 and 3) and the Hampshire Minerals and Waste Plan.
<b>Development Plan Document (DPD)</b>	Spatial planning documents that have development plan status. They cover a range of policy areas that will undergo a process of consultation and are subject to revision following independent examination by the Planning Inspectorate.
<b>Development Sites and Policies (DSP)</b>	This will be the Council's document which sets out the preferred approach to managing and delivering development for the Borough to 2026, as set out in the Core Strategy. The Local Plan 2 will allocate sites principally for housing, employment, retail and community facilities, review and designate planning areas (for example settlement boundaries and strategic gaps), and set out development management policies.
<b>Duty to Cooperate</b>	The Localism Act 2011 requires that Local Planning Authorities work collaboratively with other bodies to ensure that strategic priorities across local administrative boundaries are properly coordinated and clearly reflected in individual Local Plans. A duty to cooperate statement will accompany the Pre-Submission Welborne Plan.
<b>Eastern Solent Coastal Partnership (ESCP)</b>	A group of officers who manage the coastal flood and erosional risk to Havant, Portsmouth, Gosport and Fareham's Coastline through a Service Level Agreement.
<b>Environment Agency(EA)</b>	An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs who are principally responsible for managing air, land and water quality, as well as flood management.
<b>European Sites</b>	Defined in Regulation 8 of the

	<p>Conservation of Habitats and Species Regulations 2010, these include a range of ecological sites designated for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. Designations include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), while Ramsar sites, which generally overlap Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).</p>
<b>Evidence Studies</b>	<p>The information gathered to support the preparation of the Local Plan and underpin the plans' policies. It includes both quantitative (numerical values) and qualitative (feelings and opinions) data.</p>
<b>Fareham Borough Council (FBC)</b>	<p>Local Council for Fareham Borough (Lower Tier Authority – see HCC).</p>
<b>Fareham Local Biodiversity Action Plan (FLBAP)</b>	<p>Biodiversity Action Plan of Fareham Borough. See Biodiversity Action Plan (BAP).</p>
<b>Flood and Coastal Erosion Risk Management (FCERM) Strategy</b>	<p>The national flood and coastal erosion risk management Strategy for England. Funding is provide by the EA to local delivery agents under this Strategy.</p>
<b>Flood Defence Grant in Aid (FDGIA)</b>	<p>The Department for Environment, Food &amp; Rural Affairs provides funding to risk management authorities to manage flood and coastal erosion risk in England in order to: provide flood warnings, build new and improved flood and coastal defenses, maintain existing structures and respond to flood incidents The majority of funding is given as flood defense grant in aid (FDGIA) to the Environment Agency.</p>
<b>Flood Zone</b>	<p>Defined by the Environment Agency (EA), these are areas which are located within floodplains that would naturally be affected by flooding if a river rises above its banks, or high tides and stormy seas cause flooding in coastal areas. Areas designated</p>

as flood zone 3 have a 1% or greater (1 in 100) chance of being flooded by a river each year. Areas designated as flood zone 2 are outlying areas which are likely to only be affected by a major flood and have a 0.1% (1 in 1000) chance of being flooded each year.

**Geological Conservation**

This relates to sites that are designated for the geology and/or geomorphological significance.

**Greenfield**

Land that has not previously been developed.

**Green Buffer**

An undeveloped, area of green space located between developments to prevent the coalescence of a new settlement with existing settlement areas.

**Green Corridor**

A strip of land that provides a habitat sufficient to support wildlife, often through or around an urban environment. They also allow walkers; cyclists and horse riders to use them as routes of access or for recreation. Can include railway embankments, river banks and roadside grass verges.

**Green Infrastructure (GI)**

Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently it needs to be delivered at all spatial scales



	<p>from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside</p>
<b>Green Infrastructure Partnership (GIP)</b>	<p>The Green Infrastructure Partnership (GIP) supports the development of green infrastructure (GI) in the UK, identifying and developing solutions to enhance GI to strengthen ecological networks and improve communities' health, quality of life and resilience to climate change. The GIP was launched by DEFRA in October 2011, following the Government's natural environment white paper, 'The Natural Choice: securing the value of nature,' and was taken on by the TCPA in April 2014. The GIP brings together a network of over 300 stakeholder organisations and individuals. It provides a platform for members to share their research, news, and best practice and to co-ordinate influencing key decision makers about the value of GI.</p>
<b>Habitats Regulations</b>	<p>Refers to the Habitats and Conservation of Habitats and Species Regulations 2010, which provide for the designation and protection of European sites, and the adaptation of planning and other controls for the protection of European sites.</p>
<b>Habitats Regulations Assessments (HRA)</b>	<p>The European Habitats Directive requires an assessment of plans that either alone or in combination with other plans and projects that are likely to have a significant impact on European designated sites. See Also Appropriate Assessment (AA).</p>
<b>Hampshire and Isle of Wight Wildlife Trust (HloWWT)</b>	<p>Hampshire and Isle of Wight Wildlife Trust is the local wildlife conservation champion for the two counties.</p>
<b>Hampshire County Council (HCC)</b>	<p>The county tier (upper tier) local authority in which Fareham is located. Hampshire County Council is the statutory planning authority for highways, minerals and waste development in non-unitary and non-</p>

national park local authority areas.

**Heritage Asset**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic Environment:**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Index of Multiple Deprivation (IMD)**

A UK government qualitative study of deprived areas in English local councils. The Index consists of a number of indicators of deprivation.

**Infrastructure**

The facilities and services needed for a place to function. This includes roads and utilities as well as school places, GP surgeries, libraries and a range of other facilities. Can include some aspects of Green Infrastructure (GI).

**Local Centre**

Local Centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses, alongside local community, leisure and education facilities.

**Listed Buildings**

A building that is included on a list of buildings which are considered to be of sufficient historic or architectural interest to merit special protection.

**Localism Act 2011**

An act of parliament which introduces changes to the planning system, including the revocation of the Regional Spatial Strategies (subject to SEA), the introduction of neighbourhood planning and changes to the Community Infrastructure Levy (CIL).

<b>Local Development Documents</b>	A term referring to both Development Plan Documents (DPDs) and Supplementary Planning Documents (SPD).
<b>Local Development Scheme (LDS)</b>	A timetable setting out the programme of preparation of local development documents, as required by The Planning and Compulsory Purchase Act 2004, as amended by the Planning Act 2008 and the Localism Act 2011.
<b>Local Development Framework (LDF)</b>	See Local Plan
<b>Local Enterprise Partnership (LEP)</b>	Local enterprise partnerships are partnerships between local authorities and businesses. They decide what the priorities should be for investment in roads, buildings and facilities in the area. Fareham as part of the Solent Local Enterprise Partnership (LEP).
<b>Local Plan</b>	The plan for the future development of in law, the development plan document adopted under the Planning and Compulsory Purchase Act 2004. The Local Plan will consist of three parts; Core Strategy, Development Sites and Policies; and Welborne.
<b>Local Nature Partnership (LNP)</b>	Local Nature Partnerships (LNPs) are partnerships of a broad range of local organisations, businesses and people who aim to help bring about improvements in their local natural environment. LNPs work strategically to help their local area manage the natural environment. They aim to make sure that its value, and the value of the services it provides to the economy and the people who live there, is taken into account in local decisions, for example about planning and development. LNPs are also being encouraged to work at a large scale, which we call 'landscape-scale', and to identify Nature Improvement Areas using these criteria. Fareham are a part of the Hampshire and Isle of Wight Local Nature Partnership (LNP).
<b>Local Nature Reserve (LNR)</b>	An area of land that has been set aside as

	it contains wildlife or geological features that are of special interest locally
<b>Local Planning Authority (LPA)</b>	The public authority that has a duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, in this Fareham, this is the Borough Council.
<b>Local Transport Plan (LTP)</b>	Plans that set out the local highway authority's (HCC) policies and strategy on transport. They are submitted to central Government, which approves and provides funding for the measures contained in the plan. The currently adopted plan is LTP3.
<b>Local Wildlife Site</b>	These are identified and designated at a local level for their local nature conservation value. The purpose of designation is to provide recognition of this value, to give sites protection through the planning system. In Hampshire these include sites of importance for nature conservation (SINCs).
<b>Major Development Area (MDA)</b>	Major new housing and employment settlements that will have a variety of types, sizes and tenures of new housing together with supporting health, community, social, retail, education, recreation and leisure facilities, green space and other identified requirements.
<b>Material Consideration</b>	Any genuine planning consideration which relates to the use of land or the regulation of development. Much will depend on the nature of application under consideration, the relevant policies of the development plan and the surrounding circumstances.
<b>Mineral Safeguarding Areas</b>	An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
<b>Monitoring Report</b>	See AMR.
<b>National Cycle Network</b>	A series of safe, traffic-free lanes and quiet

<b>(NCN)</b>	on-road routes that connect to every major city and passes within a mile of 55 per cent of UK homes. The NCN stretches 14,700 miles across the length and breadth of the UK.
<b>National Nature Reserve (NNR)</b>	One of the finest sites in England for wildlife and/or geology. Almost all NNRs are accessible and provide great opportunities for people to experience nature. There are currently 224 NNRs in England with a total area of over 94,400 hectares, which is approximately 0.6% of the country's land surface.
<b>National Planning Policy Framework (NPPF)</b>	Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.
<b>Natural England (NE)</b>	An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs, whose purpose is to protect and improve England's natural environment and encourage people to enjoy and get involved in their surroundings.
<b>Nature Improvement Area (NIA)</b>	A new name for the "Ecological Restoration Zones" proposed by the Making Space for Nature review. To become a Nature Improvement Area some very comprehensive criteria had to be followed in order to establish and create a coherent and resilient ecological network. The twelve NIAs vary across the country according to what is possible and what is needed.
<b>Open Space</b>	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.



<b>Partnership for Urban South Hampshire (PUSH)</b>	A partnership of twelve local authorities in South Hampshire and the Isle of Wight, from the New Forest in the west to Havant in the east, set up to co-ordinate economic development, transport, housing and environmental policy. Often referred to as the 'sub-regional level'.
<b>Permissive Route (Permissive Path)</b>	is not a public right of way. It is a path (which could be for walkers, riders, cyclists, or any combination) whose use by the public is allowed by the landowner, but over which there is no right of access.
<b>Planning Practice Guidance (PPG)</b>	An online resource produced by central government that sets out planning guidance for England.
<b>Policies Map</b>	A mandatory part of the Local Plan process to illustrate geographically the whole area covered by the Plan, which parts of it particular policies relate to and the site-specific allocations and location of proposals. It was formerly known as the 'Proposals Map'.
<b>Portsmouth City Council (PCC)</b>	Planning authority for Portsmouth City Council (Unitary Authority).
<b>Previously Developed Land (PDL)</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

<b>Public Right of Way (PRoW)</b>	Public rights of way are open to everyone. They can be roads, paths or tracks, and can run through towns, countryside or private property. You have the right to walk along them. There are a number of different types of PRoW: Footpaths - let you go by foot only; bridleways - let you go by foot, horse or bike; restricted byways - let you travel by any form of transport that doesn't have a motor; byways open to all traffic - let you travel by any form of transport, including cars (though they're mainly used by walkers and horse riders).
<b>Ramsar Site</b>	An internationally important wetland site designated under the 1971 Ramsar Convention.
<b>Rights of Way Improvement Plan (ROWIP)</b>	This is a statutory requirement under the Countryside & Rights of Way Act 2000 for all highway authorities to prepare and publish a Rights of Way Improvement Plan (ROWIP). The ROWIP sets out the direction for improvements to the local rights of way network according to the needs of all types of users. It identifies actions which could improve the network and make it more accessible and enjoyable for residents and visitors.
<b>Royal Society for the Protection of Birds (RSPB)</b>	Charity organisation that works for the conservation of wild birds, other wildlife and the places in which they live.
<b>Section 106 Agreement (S106)</b>	A legally-binding agreement between a local planning authority and a land-developer/applicant in order to legally secure provision of a particular aspect/item of infrastructure as required by planning permission. The name refers to Section 106 of the Town and Country Planning Act 1990 (as amended) which provides the power to make these legal agreements.
<b>Setting of a Heritage Asset</b>	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative

	contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
<b>Shoreline Management Plan (SMP)</b>	A plan providing a large scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
<b>Site of Archaeological Importance</b>	Sites that hold, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them.
<b>Site of Importance for Nature Conservation (SINC)</b>	Also known as local wildlife sites. They are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites. The SINC system in Hampshire is administered by the Hampshire Biodiversity Information Centre on behalf of the local planning authorities. Sites that meet the SINC criteria are recommended for designation by an advisory panel formed of Hampshire County Council, Natural England and Hampshire & Isle of Wight Wildlife Trust. They are designated through inclusion within local plans of the relevant local authorities.
<b>Site of Special Scientific Interest (SSSI)</b>	Sites designated by Natural England under the Wildlife and Countryside Act (1981) that are of national importance in terms of ecology or geology.
<b>Solent Disturbance Mitigation Project (SDMP)</b>	A project to determine visitor access patterns around the coast and how their activities may influence the internationally protected populations of overwintering wading and wildfowl birds along the Solent coastline.
<b>Solent European Marine Site (SEMS)</b>	European sites located in the Solent area (see European Sites)

<b>Solent Recreation Mitigation Partnership (SRMP)</b>	See SDMP.
<b>South Hampshire Sub-Region</b>	The name given to the urban conurbation located around the south coast cities of Portsmouth and Southampton. The South Hampshire Sub-Region is an important economic area which was formed in 2003, to ensure that economic success was underpinned by consistent and effective planning to provide adequate housing, facilities and services.
<b>South Marine Plan (SMP)</b>	Plan as part of a suite of Marine Plans that will eventually cover the whole inshore and off-shore marine environment. The SMP is the Marine Plan covers the South of England from Dartmouth to Folkestone, including the Solent area. A Marine Plan sets out priorities and directions for future development within the plan area; informs sustainable use of marine resources, helps marine users understand the best locations for their activities, including where new developments may be appropriate. Also referred to as South Inshore and South Offshore Marine Plans.
<b>Special Area for Conservation (SAC)</b>	An area of open water or land of international importance designated to conserve natural habitats and wild fauna and flora, which are considered rare or endangered and are recognised as being under a particular threat. They are given special protection under the European Union's Habitats Directive.
<b>Special Protection Area (SPA)</b>	Areas of land, water or sea of international importance for the conservation of wild birds and of migratory species. They are given special protection under the European Union's Birds Directive.
<b>Strategic Development Area (SDA)</b>	Major new housing and employment settlements that will have a variety of types, sizes and tenures of new housing together with supporting health, community, social, retail, education,

	recreation and leisure facilities, green space and other identified requirements. The inception of Welborne was through its identification as the North of Fareham Strategic Development Area in the South East Plan. Former title for Welborne development area.
<b>Strategic Environmental Assessment (SEA)</b>	Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
<b>Strategic Gap</b>	Areas of open land/countryside between existing settlements, with the aim to protect the setting and separate identity of settlements, and to avoid coalescence; retain the existing settlement pattern by maintaining the openness of the land. The term 'strategic gaps' is generally synonymous with 'settlement gaps'.
<b>Suitable Alternative Natural Green Space (SANG)</b>	Existing open greenspace that can be enhanced to provide an attractive and local environment for people as an alternative to using nearby European sites (in the case of Fareham, the Solent Special Protection Area and Ramsar site).
<b>Supplementary Planning Document (SPD)</b>	Provides additional guidance and detail to development plan policies for a specific area or a specific topic but is not part of the development plan.
<b>Sustainability Appraisal (SA)</b>	An assessment of the social, environmental and economic effects policies or proposals in the Plans, considered against the concept of sustainable development.
<b>Sustainable Drainage System (SuDS)</b>	A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.



<b>Transport for South Hampshire (TfSH)</b>	A partnership body with executive powers for transport matters for South Hampshire headed by the three Executive Members for transport at Portsmouth City Council, Hampshire County Council and Southampton City Council.
<b>Tree Preservation Order (TPO)</b>	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order (TPO) may not normally be topped, lopped or felled without the consent of the local planning authority.
<b>Urban Area</b>	The built up environment.
<b>Welborne Plan</b>	This is the name given to this planning document which sets out how the new community of Welborne. This document will also provide the framework against which all future planning applications for Welborne will be assessed. The Welborne Plan will form Part 3 of Fareham's Development Plan (The 'Local Plan'). This plan was formerly known as the New Community North of Fareham Area Action Plan, and before that, the North of Fareham Strategic Development Area Action Plan.