

Appendix 2:

Regulation 18 Summary of Responses

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Summary of Responses

This section sets out a summary of comments received for each of the Regulation 18 and 19 Consultations and the Council's response to these.

1.0 ***Regulation 18 Draft Local Plan Consultation***

Over 2,500 individuals and organisations submitted comments in response to the Regulation 18 Draft Local Plan Consultation in 2017.

The following tables provide a summary of the consultation responses received by chapter, policy and evidence base document together with the Council's response:

Representations on the Introduction Chapter	
Number of representations on policy:	Objection: 1
	Support: 2
	Comment: 7
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
The plan is not accessible with 1,000s of pages of evidence and inaccurate data included (such as 7,000 residents in Portchester and that the plan does not reflect 19,000 being registered with doctors but only 14,000 on electoral roll).	Noted. The Plan must be evidenced in line with national guidance and legislation.
<i>Support</i>	
Welcome and support the identification of heritage assets in paragraph 1.39. (Historic England).	Support noted.
Paragraphs 1.21 to 1.25 are supported and the Council should not support building on the draft sites until the Plan has been fully adopted.	Support noted.
<i>Comment</i>	
The Council should consider including data on health and wellbeing to set the context. (Hampshire County Council).	Background paper on health has been produced.
Hampshire County Council as the Minerals and Waste Planning Authority are pleased to see that the draft Local Plan and appendices reference the adopted Hampshire Minerals and Waste plan (2013). However this seems to be only briefly mentioned in the glossary of terms and the County Council consider that this adopted planning policy needs to be adequately referenced in the draft Local Plan (Hampshire County Council – Strategic Planning).	Introduction chapter makes it clear that the Minerals and Waste plan is part of the Development Plan.
The 'ideals' articulated in the document need to be enforced in reality.	Noted
The PUSH housing need figures should be carefully considered in the light of Brexit.	Housing need figures are derived from the standard methodology.
Paragraph 1.38 mentions the presence of the 3 main rivers in the Borough. However, the Plan does not seem to highlight that they pose a potential flood risk. It would be useful if the Plan acknowledged this. In addition, there is little recognition throughout the Plan regarding the water environment in general. The importance of the 3 rivers in the Borough should be better recognised in the Plan not only in relation to the environment but also	The Publication Plan contains a policy on managing flood risk and is supported by an SFRA which assesses flood risk in the Borough.

potential public amenity and health and wellbeing benefits. (Environment Agency).	
Within Paragraph 1.38 it is considered that the national and international designations applying to the coastal and estuarine areas should be highlighted by the reference of their inclusion as part of the Natura 2000 suite of sites SPA, SAC, Ramsar. Whilst highlighting some of the features of ecological importance this paragraph only highlights designations of national importance. (Hampshire & Isle of Wight Wildlife Trust).	Introduction chapter now refers to European protected sites.
Representations on the Vision and Strategic Priorities Chapter	
Number of representations on policy:	Objection: 1
	Support: 0
	Comment: 5
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Conflict between Strategic Priority 4 and reality as there is no evidence or information on supporting infrastructure for any of the housing allocations within the plan. This priority has not been followed.	Infrastructure requirements of the Plan are contained within the IDP and the individual site allocations.
<i>Support</i>	
None.	
<i>Comment</i>	
Welcome the inclusion of Strategic Priority 7 but would like to see this priority run more strongly through the plan. For example, safeguarding opportunities for healthy, fulfilling and active lifestyles by encouraging walking/cycling, good housing design, open space and opportunity for recreation, education and skills training, expansion of higher education etc. (Hampshire County Council).	Added an additional priority to reflect modal shift. Good housing design is incorporated in priority 3, but amended to reflect comment.
Welcome the inclusion of Strategic Priority 8. (Hampshire County Council).	Noted.
Welcome and support Key Strategy Priorities 3 and 10. Although would like to see the word 'enhance', in accordance with paragraph 157 of the NPPF. (Historic England).	Amended priority.
Areas such as Crofton, Stubbington and Hill Head should feel less divided. Innovative architects should be used and social cohesion should be created.	Noted.

Suggested change of wording proposed for Key Strategic Priority 9. To read <i>“Protect and enhance the Borough’s landscape features, valued landscape, biodiversity and the local, national and international <u>sites of nature conservation importance</u>”</i> . (Hampshire & Isle of Wight Wildlife Trust).	Amended to ‘sites designated for nature conservation’.
Representations on the Development Strategy	
Number of representations on policy: 45	Objection: 40
	Support: 4
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern raised that alternative locations as broadly identified should take more housing (e.g. Warsash, Locks Heath, Sarisbury, Stubbington, Portchester, within proximity to Daedalus, Fareham Town Centre, Fareham area generally, North of Fareham, north of the M27, Burridge, land along the route of the Stubbington Bypass, other greenfield sites).	Noted. The SA has considered reasonable alternatives for new homes and the Local Plan has distributed homes in line with the Development Strategy.
Concern raised about cumulative impact of development within the Borough and that the development strategy will result in overdevelopment.	Noted. We have to meet the housing need and have, through evidence, demonstrated that this can be done without adverse impacts.
Concern raised that development strategy as proposed is imbalanced and needs to be more evenly spread throughout the Borough.	Noted. This comment may be addressed through the revision to the development strategy proposed in 2020 consultation.
The approach of the Draft Local Plan does not present issues and options to deliver the development requirements and/or it is not for the public to digest and consider alternative sites.	Noted. Issues and Options consultation did occur on the uplift to the housing number in Summer 2019.
The evidence base should have been published as and when it was complete and available.	Noted.
Brownfield sites should be developed before countryside/greenfield. Greenfield sites should not be developed.	The Development Strategy prioritises brownfield sites over greenfield sites, but the numbers are such that greenfield sites are required in addition.
Development strategy should prioritise smaller developments which would spread out new housing more evenly.	Noted. This comment may be addressed through the revision to the development strategy proposed in 2020 consultation.
Some concern about the development of housing in all other areas including on brownfield land outside of Welborne.	The Development Strategy prioritises brownfield sites over greenfield sites. Land is required in addition to Welborne.

Sites should be used more intensively (for example 4-storey flats with one parking space).	Noted. This comment may be addressed through the revision to the development strategy proposed in 2020 consultation.
Consultation with infrastructure providers does not appear to have always happened/is not reflected in the Development Strategy.	Noted. Consultation with infrastructure providers is ongoing and is document in the IDP and the Duty to Co-operate statement.
There should be no more homes, it is already overcrowded and infrastructure cannot cope. New homes should not be built at the detriment of people already living in the area.	Noted. We have Government targets for housing to meet.
The only type of housing needed is Council [affordable] housing and it should only be these houses that are built.	Noted. We have Government targets for all types of housing to meet.
There is a lack of cohesive planning in the area resulting in gridlocked roads, increasing pollution and pressure on infrastructure.	The Local Plan must be evidenced and part of that evidence includes an assessment of transport impacts and infrastructure requirements.
There is no opportunity for the public to challenge the work of PUSH which underpins much of the requirements of the Local Plan.	The route for challenge is via the individual Local Plans.
Site Selection Priority 5 should be expanded on to make clear the exact status of such sites. In its present form useful sites may be overlooked.	Information on the individual sites can be found in the SHELAA and if proposed as allocations, in the Housing Chapter.
Site Selection Priority 7 has been ignored when it comes to the allocations in the western ward (where there is already road congestion) – no indication of how the increased traffic will be accommodated.	Disagree. The Interim TA which was published alongside the 2017 consultation demonstrated how the cumulative impact of traffic had been taken into account.
Some of the site selections (Romsey Avenue mentioned specifically) do not deliver against the three dimensions of sustainable development.	Comment noted. Evidence to support the allocations is within the SHELAA, the SA and the Housing Chapter.
Current development strategy and site selection suggests a rushed plan to address the housing need.	Noted. The development strategy has been revised for the 2020 consultation.
Developers have land-banked sites with redundant glasshouses and have let them fall into disrepair to use as leverage for securing housing development.	Noted.
There are many anomalies and inconsistencies with the chosen Allocations. For example, some sites are in locations that are remote from existing urban areas, or are too noisy and therefore are not in a suitable area for housing. One major inconsistency identified lies with the selection of certain allocations that are in areas identified as having high landscape sensitivity in the Landscape Assessment evidence and/or also being judged to have low or medium development potential in the Sustainability Appraisal Funtley	Comment noted. Evidence to support the allocations is within the SHELAA, the SA and the Housing Chapter.

Road South and Newgate Lane South are such examples. Conversely, some sites identified as having low landscape sensitivity and/or high development potential have not been included as preferred housing sites.	
Not enough is being done to provide mixed uses for accommodating both housing and employment uses.	Effort has been made to locate employment uses near to centres of population, e.g. Daedalus and Welborne.
Support	
HCC support in principle the strategic allocations which are spread across the borough so long as there is evidence to demonstrate that the strategic road network will not be significantly affected and that where necessary appropriate mitigation interventions are proposed. The A27 is a fundamental part of the strategic road network and the priority will be to maintain this road hierarchy by not adding unacceptable additional delays to the efficient functioning of this corridor (Hampshire County Council – Highways Authority).	Support noted.
Access to new development should be located where capacity can reasonably be provided on the local and strategic network. The interim TA shows that the incremental traffic impact of all the site allocations is forecast to affect links and junctions on the wider highway network which might not be attributed to an individual site allocation (Hampshire County Council – Highways Authority).	Support noted.
Support the approach within the Development Strategy to consider the potential impacts on the historic environment in the SHLAA and SA.	Support noted.
Support the idea of maintaining as far as is possible the Meon and Stubbington Strategic Gaps. (Titchfield Village Trust).	Support noted.
Support for the preferred development strategy being proposed by the Council. (Titchfield Neighbourhood Forum).	Support noted.
Pleased to see that each potential site in the SHLAA is assessed against a sustainability objective of 'conserve and enhance built and cultural heritage' as part of the Stage 1 assessment. (Historic England).	Support noted.
Comment	
We have seen unprecedented development in recent years and the plan now seeks to further increase the number of new homes.	Noted. We have Government targets for housing to meet.
A reference to 'historic parks and gardens' should be included the sustainability objective in the Stage 2 assessment of the SHLAA. (Historic England).	All sites of importance for heritage importance are referred to as a strategic priority and forms part of the SHELAA assessment.

Representations on Policy SP1 (Presumption in Favour of Sustainable Development)	
Number of representations on policy:	Objection: 2
	Support: 4
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that the Strategic Policies are contrary to the site selection/refining points in the Development Strategy chapter. Each strategic policy should provide explanation as to how they meet the site selection/refining points and how they are sustainable.	Noted. Site selection/refining points no longer being used. The link between sites and the Development Strategy is within the SHELAA.
Concern that the sites allocated in the Draft Plan fail to deliver sustainable development, and does not represent the needs of the communities within the Borough. Therefore, the sites allocated in the plan fail the presumption in favour of sustainable development	Noted.
<i>Support</i>	
The Council supports the Draft Fareham Local Plan 2036 in that it seeks to marginally exceed the PUSH SMHA PAN 2011 – 2036 (April 2016 update) and also meets the requirements of the PUSH Spatial Position Statement up until 2034. This aligns with the emerging approach of the Eastleigh Borough Local Plan 2016-2036. (Eastleigh Borough Council).	Support noted.
The Draft Plan does not raise any issues that warrant a formal representation. It is noted that the Draft Plan meets the housing requirement set out in the PUSH Spatial Position Statement and extend this to 2036 based on the PUSH OAN. This is welcomed as it is important in terms of addressing strategic issues in the sub-region, under the Duty to Cooperate. (Winchester City Council).	Support noted.
We support Fareham Borough Council's endeavours to have an up-to-date Local Plan in place, particularly in view of potential changes to the NPPF and associated methodology for calculating required housing numbers. (CPRE).	Support noted.
Gladman are supportive of the emphasis of Policy SP1. The policy seeks to affirm the LPA's commitment to making local planning decisions based on a presumption in favour of sustainable development. It provides assurance of a local approach to planning that will proactively seek to improve the social,	Support noted.

environmental and economic wellbeing of an area. (Gladman Developments).	
Comment	
The Draft Local Plan does not provide a definition of the term 'sustainable' and is therefore interpreted in a number of ways by developers and Councillors.	Sustainable development is defined in the glossary.
Representations on Policy SP2 (Strategic Site at Welborne)	
Number of representations on policy:	Objection: 10
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
Objections	
Concern that other areas of the Borough (such as Portchester and the Western Wards) would not have been needed for housing were it not for the delays in Welborne being delivered.	Noted. This policy has been removed from the new Local Plan.
Concern that greenfield sites are being used to address housing needs. Brownfield sites in the Borough should be used to accommodate the Borough's housing needs.	Noted. This policy has been removed from the new Local Plan.
Concern that the scale of the development at Welborne is not justified and does not meet the requirements of the community.	Noted. This policy has been removed from the new Local Plan.
Concern over the impact to infrastructure, particularly roads, water supply and sewerage, in the Borough.	Noted. This policy has been removed from the new Local Plan.
Concern that development needs to be spread more evenly across the Borough.	Noted. This policy has been removed from the new Local Plan.
Concern that there is a lack of/insufficient public transport to serve the Borough and that more public transport is needed.	Noted. This policy has been removed from the new Local Plan.
Concerned that the proposed development at Welborne will have an unacceptable impact on traffic congestion on the M27.	Noted. This policy has been removed from the new Local Plan.
Concern that there is too much on road parking across the Borough and that there should be more parking restrictions.	Noted. This policy has been removed from the new Local Plan.
Support	
We support the approach outlined in paragraph 1.4 and the Council's background papers in respect of Welborne. We also support the proposed	Noted. This policy has been removed from the new Local Plan.

revision of the development trajectories within the plan, which create some flexibility of delivery to respond to market conditions. (Buckland Development).	
Supported subject to adequate access arrangements including provision of an improved junction 10 in the M27 Motorway (Hampshire County Council).	Noted. This policy has been removed from the new Local Plan.
Comment	
A requirement of the proposed development at Welborne should be to maximise the number of dwellings on site, especially smaller and high-density units.	Noted. This policy has been removed from the new Local Plan.
All the Council's resources should be focused on the delivery of Welborne with support from the Government.	Noted. This policy has been removed from the new Local Plan.
Requirements of developing the Welborne site should be to: <ul style="list-style-type: none"> • Freehold some of the commercial area for local businesses. • Create some of the proposed junction for the motorway at Wickham Road with a roundabout also on the road for both the north and south of the A27. • Ensure that the proposed upgrade of the A27 junction does not encroach on Fareham Common. 	Noted. This policy has been removed from the new Local Plan.
Partial or Anonymous Representations on Policy SP2 (Strategic Site at Welborne) This table provides details of any new matters raised (i.e. not listed in the above table) that have been received in either anonymous or partially completed representations. These representations have limited weight but have been read, considered and reflected below in the interest of transparency.	
Issues Raised	Fareham Borough Council Response
Objections	
Concern that the development at Welborne will have an unacceptable impact to traffic congestion in the vicinity of the site.	Noted. This policy has been removed from the new Local Plan.

Representations on Policy SP3 (Strategic Development Site at Daedalus)	
Number of representations on policy:	Objection: 2
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concern that there was insufficient consultation with Gosport Borough Council over the expansion of Daedalus – due to the implications. (Ward Member - Gosport Borough Council).	Noted. This policy has been removed from the new Local Plan.
Concern that the proposed expansion does not recognise the importance of the Daedalus waterfront development in Gosport Borough – Fareham and Gosport Local Plans should align on this issue. (Ward Member - Gosport Borough Council).	Noted. This policy has been removed from the new Local Plan.
<i>Support</i>	
This Council supports the additional employment allocation at Daedalus. (Gosport Borough Council).	Noted. This policy has been removed from the new Local Plan.
Supported on the basis that this will enhance employment opportunities on the peninsula and reduce the need for local residents to travel beyond the peninsula for work (Hampshire County Council).	Noted. This policy has been removed from the new Local Plan.
<i>Comment</i>	
More information regarding the proposal for the electric converter that is to be situated on the Daedalus required. Confirmation that when in operation the converter would neither produce noise nor atmospheric pollution is required.	Noted. This policy has been removed from the new Local Plan.
No reference is made regarding recreational, sport or leisure flying at Daedalus (Solent Airport). There is no reference to light general aviation, the operation of gliders, private aircraft or microlight aircraft. This sector is growing rapidly. It is questioned why these sectors have been omitted from the Plan.	Noted. This policy has been removed from the new Local Plan.
Paragraphs 4.21-4.23 do not fully recognise the scale of the impact of the IFA2, and Employment Allocations EA1 and EA2 on the Strategic Gap. These developments at Daedalus will reduce the expansive views southwards across the airfield and reduce the perceived gap between the two business parks at the northern end of the site. (The Fareham Society)	Noted. This policy has been removed from the new Local Plan.

Representations on Policy SP4 (Strategic Opportunities at Fareham Town Centre)	
Number of representations on policy:	Objection: 6
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that the additional housing would not have been needed were it not for the delays in Welborne being delivered.	Noted
Concern that development will have an unacceptable impact on traffic congestion, particularly at Junction 11 of the M27.	Noted
Concerns that there is insufficient infrastructure in the vicinity.	Noted
Concern over the number of shops, cafes and restaurants in Fareham Town Centre.	Noted
Concern that improvements to the night time economy in the Town Centre will result in associated noise and antisocial behaviour.	Noted
Concern that there are too many houses proposed in the Town Centre.	Sustainable location and changes to shopping habits.
Concern over the lack of affordable housing proposed in the Town Centre.	Affordable housing addressed in housing policy.
Concern that there are too many vacant units in the Town Centre.	Policy aims to protect and enhance vitality of centres
Concern that there are not enough central community facilities in Fareham Town Centre that are available in similar towns in Hampshire.	Noted. Redevelopment of Ferneham Hall.
Concerns that the proposed demolition of the car parks in the Civic Area and at Market Quay will not be carefully phased.	Noted.
Concerns that some of the sites proposed for housing in the Town Centre are unsuitable and should be allocated for employment.	Housing requirement in sustainable locations. Employment need is addressed.
Concerns that some of the uses proposed for the Town Centre are unrealistic.	Noted.
Concern about the lack of parking in the Town Centre.	Noted.
Detailed plans should illustrate safe pedestrian access between West Street and the Civic Quarter, particularly at times when the shopping centre is closed.	Noted
<i>Support</i>	

We are pleased to support this policy, and consider that 600 dwellings should be considered as a minimum, as the town centre is a sustainable location and could support very high-density development. (CPRE).	Support noted.
Supported on the basis that future residents will be able to access town centre services and facilities (Hampshire County Council).	Support noted.
Comment	
We would like to see reference made to the conservation and enhancement of historic buildings within Fareham Town Centre as part of the positive strategy for the historic environment as referenced in the NPPF. (Historic England).	Positive strategy in Historic Environment chapter.
We propose an alternative strategy of a higher number of dwellings for Fareham Town Centre, by way of brownfield sites and regeneration, which would release more sensitive greenfield sites. We would appreciate the opportunity to discuss this further. (CPRE).	Noted.
Further opportunities for the town centre should include better quality community facilities, a permanent place for rough sleepers such as the old post office and more efficient use of Fareham Shopping Centre.	Noted.
The railway station should be redeveloped into a transport hub which should include hotel, retail uses with homes.	Station area includes development allocations for housing and is connected by train and bus networks.
The Local Plan should comply with the NPPF without meeting the fully objectively assessed need providing it meets the two circumstances set out in paragraph 14 of the Framework (Historic England).	New Historic Environment chapter prepared.
Representations on Policy SP5 (Development in the Countryside)	
Number of representations on policy:	Objection: 2
	Support: 0
	Comment: 6
Issues Raised	Fareham Borough Council Response
Objections	
Concerned that there are a number of sites, particularly in Warsash, that are in the countryside that are being proposed for housing.	Policy amended to set out where development would be appropriate. Any allocated sites would be included within the revised Urban Area boundary.

Concern that the strawberry fields in the Borough earmarked for development should be used for agricultural purposes, which would also provide employment for local people.	Noted. Comment appears to relate to a specific development allocation.
<i>Comment</i>	
A reference should be included in the policy to the protection of the view from the waters, as previously referenced in Core Strategy Policy CS14.	Noted. This would be included in the Landscape policy and the designation of Areas of Special Landscape Quality.
Historically countryside has not withstood development pressure. CPRE proposed a new green belt in the Borough to help protect green corridors in perpetuity. CPRE would be happy to discuss this further with the Council. The NPPF states that Green Belts should only be established in exceptional circumstances and CPRE believe that these circumstances exist in South Hampshire (CPRE).	Noted. PfSH is considering Green Belt designation in South Hampshire.
Concern that the policy is too restrictive towards sustainable development. The policy wording should be rephrased towards a more positive and flexible approach towards development in a countryside location that would not have an adverse impact on its character and appearance (Gladman Developments).	Noted. Policy amended to reflect comment.
All the sites are on greenfield land and provide the Borough with a rural character.	Noted.
Southern Water notes that the Peel Common Wastewater Treatment Works (WTW) which treats wastewater arising from Fareham Borough, as well as several pumping stations, are included in the area designated as countryside. There is some flexibility in the policies, however, it is felt that the reference to 'essential services for rural communities' in the policy has the potential to restrict Southern Water from delivering essential infrastructure to serve new and existing development, since its essential services whilst potential requiring a countryside location, are utilised throughout the Borough. Suggest the 'for rural communities' be omitted from policy wording. (Southern Water).	Noted. Policy amended to reflect comment.
The policy requirement should include additional protection for the River Hamble. (Bryan Jezeph Consultancy).	Noted. This would be included in the Landscape policy and the designation of Areas of Special Landscape Quality.

Representations on Policy SP6 (Development in Strategic Gaps)	
Number of representations on policy:	Objection: 10
	Support: 5
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that the status of strategic gaps lessens the protection of other greenfield areas, such as those in Portchester.	Strategic gaps are a non-statutory designation and in terms of ability to defend speculative applications are comparable to those for countryside and coastal areas, both of which apply to Portchester.
Concern that the proposed allocation at Newgate Lane (site allocation HA2) will set a precedent for building homes in the Strategic Gap, and leave the Council vulnerable to appeals from developers. It is also contradictory to PUSH Policy 15 and Inspectors Report for the LP2. Also concerned that the allocation of HA2 in the gap is contrary to the policy requirements.	Noted. This site is no longer progressing in the Local Plan.
Concern that the allocated sites in the draft Local Plan would remove the strategic gap between Warsash and neighbouring communities, such as Sarisbury Green.	There is no strategic gap between Warsash and Sarisbury Green. These areas are identified as countryside, and countryside policies apply.
Concern that there has not been sufficient justification included in the Local Plan or its evidence base as to why the Strategic Gaps have been selected as illustrated on the Policies Map.	The Publication Plan and its evidence base has more detail.
The site allocation HA2 would physically and visually diminish the long established strategic gap at Gosport/Fareham and Lee on Solent/Stubbington. In addition, the PUSH Spatial Position Statement states that Councils should identify in their Local Plans strategic gaps of sub-regional importance and that these gaps are important in maintaining the sense of place, settlement identity and countryside setting for the sub region and local communities. It also recognises that gaps can provide space for uses such as recreation area, transport corridors, etc. The supporting text for the policy contradicts the removal of the Newgate Lane area from the strategic gap and is contrary to the Council's evidence base. GBC agrees	Noted. This site is no longer progressing in the Local Plan.

with the Landscape Assessment and considers that the Woodcot area should remain within the gap (Gosport Borough Council).	
Concern that Romsey Avenue is not designated as a Strategic Gap in the Draft Local Plan. The site should prevent urban sprawl in Portchester and has a high value in terms of supporting wildlife.	Noted. This site is no longer progressing in the Local Plan.
Concern that the minor development outside of the urban area boundaries would hinder the integrity of the Strategic Gap.	The policy wording provides a test for the determination of applications in relation to the integrity of the Strategic Gap.
The Strategic Gap designation covering the southern part of the Meon Valley is not necessary and should be deleted from the draft Local Plan. The Fareham Borough Gap Review (2012) confirmed that the gap designation is necessary where “ <i>The open nature and sense of separation between settlements cannot be retained by other policy designations</i> ”. The open nature and sense of separation between the settlements of Stubbington and Titchfield can be effectively retained by the other nature conservation designations/policies within the draft Plan; which serve to prohibit development in these areas, thus preventing coalescence. (WYG on behalf of Bargate Homes Ltd)	This issue has been considered in preparing the Publication Plan. The associated evidence on Strategic Gaps and Areas of Special Landscape Quality will be available alongside the Reg 19 consultation.
Support	
Fully support the policy.	Support noted.
Welcome the retention of the ‘Meon’ Strategic Gap which is consistent with the PUSH Spatial Position Statement. (Winchester City Council)	Support noted.
The retention of Strategic Gaps in the Borough, in particularly the Meon Gap is welcome.	Support noted.
Supports the idea of protecting Strategic Gaps between distinct settlements.	Support noted.
Strongly support the proposal to leave a green gap between Fareham and Stubbington.	Support noted.
Comment	
The policy should be strengthened to not allow any development in Strategic Gaps.	Policy wording has been reviewed in line with national guidance.
The Strategic Gaps should be retained in the Borough, the Council should focus on infrastructure, particularly the road network and develop on Daedalus.	Noted
The policy should incorporate more flexibility by not preventing all development in the Gaps. Limited development should be allowed where it	The policy wording provides a test for the determination of applications in relation to the integrity of the Strategic Gap.

does not lead to the physical and visual merging of settlements. (Gladman Developments).	
Site allocation HA2 has not been included as part of the Stubbington/Lee on Solent and Fareham Gosport Gap. The LPA should demonstrate that the exclusion of HA2 is not detrimental to the integrity of the Gap, leading to the coalescence of Fareham and Stubbington, and harmful to the overall purpose of the policy (Hampshire County Council – Strategic Planning).	Noted. This site is no longer progressing in the Local Plan.
Infrastructure, such as the development of new roads, should not be allowed in the Strategic Gap.	The policy wording provides a test for the determination of applications in relation to the integrity of the Strategic Gap.
Strategic Gaps prevent the coalescence of Fareham with Titchfield and Stubbington.	This is the key purpose of strategic gaps.
We support the retention of the Meon and Stubbington Strategic Gaps in order to preserve the unique conservation areas of the village and abbey. However, we object to any further housing in Titchfield Village, which would be contrary to draft Policy SP6. (Titchfield Village Trust).	Noted. The policy wording provides a test for the determination of applications in relation to the integrity of the Strategic Gap. No allocations are proposed for Titchfield village.
The Strategic Gap designation covering the land west of Old Street is unnecessary. The open nature and sense of separation of the land can be retained by other nature conservation designations, such as the SINC and Titchfield haven nature Reserve. The Landscape Appraisal which forms part of the application for the land west of Old Street concludes that the development proposes would not create long term landscape effects (WYG on behalf of 3 landowners).	This issue has been considered in preparing the Publication Plan. The associated evidence on Strategic Gaps and Areas of Special Landscape Quality will be available alongside the Reg 19 consultation.
In assessing the validity of the Strategic Gap that covers the land west of Old Street it is important to consider that there is no direct route within the Gap between Titchfield and Stubbington, and the perception of the gap is therefore diminished. In addition, there is no inter-visibility between the two villages and no location at which the gap is visually reduced and do not erode the landscapes special qualities and characteristics (reference made to the Meon Valley). The buffer proposed as part of the proposed development will limit the visibility of the built development where there would be clear separation between two urban areas (WYG on behalf of 3 landowners).	This issue has been considered in preparing the Publication Plan. The associated evidence on Strategic Gaps and Areas of Special Landscape Quality will be available alongside the Reg 19 consultation.
Reference to the integrity of the gap should be included in the draft Policy (Councillor – Gosport Borough Council).	The policy wording provides a test for the determination of applications in relation to the integrity of the Strategic Gap.

Representations on Policy SP7 (New Residential Development in the Countryside)	
Number of representations on policy:	Objection: 3
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
Objections	
Concern that developers are land grabbing sites outside of the urban area (in the countryside) due to the delays in Welborne being delivered.	Noted. We have Government targets for all types of housing to meet.
The policy does not apply to site allocations HA15 and HA26.	Noted.
Concern that there will be a greater need for infill development due to the delays in Welborne being delivered. Concern that greenfield sites are being used for new development in the Borough, when new development should be focused on brownfield sites.	The Local Plan focuses new development within the urban area. The development strategy of the Local Plan priorities brownfield sites over greenfield.
Comment	
Concern that the policy is too restrictive and could lead to the Council failing to demonstrate a rolling five-year housing land supply that is not positively prepared. The Council's approach to development in the countryside should include a criterion based policy where demonstrably sustainable development adjacent to the urban area would be given positive consideration. This would address the issue of insufficient levels of site allocations within the Local Plan. (Gladman Developments).	Noted. Revised DSP40 policy to be included in emerging Local Plan.
Hampshire County Council request that a reference is included in the policy text to the rights of way network as HCC have a statutory responsibility for Public Rights of Way. HCC Countryside Services therefore request the following amendment to this policy: <i>"In all cases, where residential development is considered acceptable, proposals should avoid the loss of significant trees, should not have an unacceptable impact on the living conditions of residents, and should not result in unacceptable environmental or ecological impacts, or detrimental impact on the character, landscape or <u>rights of way network</u> within the surrounding area".</i> (Hampshire County Council – Strategic Planning).	Rights of way network reference included in revised policy.
CPRE requests that an additional point should be included in the policy criterion on light pollution. (CPRE).	Noted. This is covered in the Design Chapter of the emerging Local Plan.

The policy is currently inflexible and should provide further guidance/measures as to the approach to be taken by the Council in relation to housing in the absence of a 5 year housing land supply (HLS). The current policy (DSP40 in LP2) provides a number of contingency policy measures where there is a lack of a 5 year HLS. (Turley/Reside Developments).		Noted. Revised DSP40 policy to be included in emerging Local Plan.
Representations on Policy SP8 (Change of Use to Garden Land)		
Number of representations on policy:	Objection: 0	
	Support: 0	
	Comment: 0	
Issues Raised	Fareham Borough Council Response	
Objections		
None.		
Support		
None.		
Comment		
None.		
Representations on Policy H1 (Strategic Housing Provision)		
Number of representations on policy: 53	Objection: 39	
	Support: 5	
	Comment: 9	
Issues Raised	Fareham Borough Council Response	
Objections		
The housing need figures in the SHMA are flawed and too low. No adjustment for household formation suppression, concern economic led assumptions are not correct, concern as to why job growth forecast is not accounted for, market signal uplift is insufficient and requirement should instead be in the region of 486 dwellings per annum. (Barton Wilmore).	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded.	
The OAN is based on out of date 2012-based subnational population projections. This should be updated and HCC data shows an increase in population across all age groups, a pattern to be repeated at the sub-regional level. (Turley on behalf of Southampton Solent University).	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded.	

Notwithstanding the 7% uplift to OAN it does adequately reflect the needs of the borough and wider needs in PUSH. Standard methodology sets a higher requirement and unmet need from Gosport, Portsmouth and Havant in particular, need to be considered. With standard methodology requirement and unmet need the housing requirement should be in the region of 635 dpa. (Persimmon Homes).	The Standard Methodology will be used as the Local Plan progresses. Local Plan progression will also include discussions with neighbouring authorities as appropriate, having regard to the new requirement of Statement of Common Ground in the NPPF.
The Council have a duty to meet the needs of the wider Housing Market Area(s), in particular the cities of Southampton and Portsmouth. (Barton Wilmore).	Local Plan progression will include discussions with neighbouring authorities as appropriate, having regard to the new requirement of Statement of Common Ground in the NPPF.
The Council need to find over 5,000 additional dwellings to take account of Standard Methodology, unmet need, an overestimation in windfall (large sites in particular) and the inclusion of 3No. Local Plan sites that are questionable in terms of being developed. An early release strategy is needed. (Persimmon Homes).	
The use of a stepped trajectory/requirement delays delivery until the latter part of the plan and is unjustified (Turley on behalf of Reside Development Ltd., WYG on behalf of Bargate Homes, Persimmon Homes and Barton Wilmore). The Newlands site would help alleviate this need and provide short term delivery. (Barton Wilmore).	The stepped trajectory/requirement reflects the reality of delivery when a large number of dwellings will need to be provided for on large greenfield sites, and Welborne Village in particular. Sites such as Newlands will have a notable lead in time and limited number of outlets (and subsequent annual new completions) due to market conditions – it is therefore not the answer for short term delivery.
The use of a stepped trajectory/requirement delays delivery until the latter part of the plan which goes against the PPG intention to have any shortfall addressed in the short term. It is simply a mechanism to minimise the backlog. (Gladman Developments Ltd. & Home Builders Federation).	The stepped trajectory/requirement reflects the reality of delivery when a large number of dwellings will need to be provided for on large greenfield sites, and Welborne Village in particular. With the inevitable lag time on new housing sites the Council might not be able to demonstrate a 5YHLS without reflecting the reality of the scale of development that can be achieved in the short term.
The stepped trajectory/requirement raises concern as to whether the Council will be able to deliver a 5YHLS and whether 620 dwellings per annum is achievable in market terms and when considering supply chain matters bearing in mind the peak annual delivery rate was 581 for one year in 2006/07. (Pegasus Group).	The stepped trajectory/requirement reflects the reality of delivery when a large number of dwellings will need to be provided for on large greenfield sites, and Welborne Village in particular. With the scale of the borough and multiple outlets underway (including Welborne) 620 dwellings per annum is achievable.

The 5YHLS position is not being calculated using the Sedgefield method as suggested in the PPG and also uses 420 per annum rather than 455 per annum. (WYG on behalf of Bargate Homes and Pegasus Group).	Noted. Case law has and continues to support both ways.
The introduction of the stepped trajectory/requirement will have a detrimental impact on affordable housing delivery. (Turley on behalf of Reside Development Ltd.).	The stepped trajectory/requirement is not intended to stifle or phase delivery. It reflects the reality of the likely delivery pattern over the plan period and will not artificially restrict or have a detrimental impact on the affordable housing delivery.
The delivery rates for Welborne Garden Village are optimistic and the Cranleigh Road appeal Inspector was clear Welborne would not deliver a significant number of new homes in the 5YHLS period. (Barton Wilmore). Delivery from Welborne has been continually revised downward and the 3,840 dwellings from Welborne in the plan period is considered optimistic. (WYG on behalf of Bargate Homes and Pegasus Group).	The delivery rates for Welborne have been revised since the Cranleigh Road appeal decision. External advice was sought to inform the potentially delivery rate for Welborne taking into account lead in times and market saturation issues. Key milestones have been achieved with Welborne and hurdles that have caused previous delays have since been overcome.
The plan has not been positively prepared as it does not seek to address the emerging Standard Methodology housing need figure and it will not be submitted within the transition period time frame. (Miller Homes).	At the time of Regulation 18 publication the Draft NPPF had not even been published (subsequently published for consultation in March 2018). The Draft Plan had therefore been prepared and published in the context at the time when the details and principles of the Standard Methodology were in their infancy.
Although the increase in housing requirement is welcomed it is important that the Council consider the implications of the Standard Methodology. The Local Plan should be flexible to meet increased uplift. (Turley on behalf of Reside Development Ltd. , Persimmon Homes and WYG on behalf of Bargate Homes).	Noted.
The housing need figures in the SHMA are flawed and too high potentially leading to an over-provision of need. Calculations used are projections based on assumptions, conjecture and theory. The ONS have had to correct their forecasts for future levels of fertility, mortality and net migration (with a downward trend in population forecasts).	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded.
Objection to the principle of the number of new homes. Too many with insufficient infrastructure/roads. The PUSH work on housing need has a part to play but it is for FBC to have the last word on the strategy.	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a

	responsibility to address the housing need as part of the NPPF.
The housing need numbers used are far too high given that the population in 2036 is projected to be around 13,000 greater and planning housing numbers are 11,300. This is almost one person per property. Brexit may also have implications with decreased immigration.	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a responsibility to address the housing need as part of the NPPF.
The policy should include a clause requiring more 1 and 2 bedroom properties and more to support young people trying to get on the property ladder. Too many of the homes getting built are 3 and 4 bedrooms.	The market to some extent responds to the need and affordable housing need will be negotiated having regard to the need and tenures sought. A prescriptive policy is not ideal as some sites suit predominately or all 1 and 2 bed, whereas other sites can suit larger family sized dwellings.
Objection on the basis that there is no understanding as to how the quantity of the houses required was calculated and then subsequently amended.	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a responsibility to address the housing need as part of the NPPF.
Homes are not affordable and many bought as 'buy to let'.	Noted but the Council have limited powers to control the tenure of private market housing. The private rented sector also plays an important part in housing provision for those who often cannot, or do not wish to, buy.
The PUSH Spatial Position Statement expects there to be a shortfall of 6,300 dwellings on the mainland until 2034. This shortfall needs to be addressed prior to submissions of the Local Plan. (WYG on behalf of Bargate Homes).	Local Plan progression will include discussions with neighbouring authorities as appropriate, having regard to the new requirement of Statement of Common Ground in the NPPF.
The housing provision goes against the accepted concept that any major housing development would be at Welborne. Development at Welborne should be brought forward more quickly. (Fareham Constituency Labour Party).	Despite the delays at Welborne the housing requirements had changed and have since changed again under the Standard Methodology for housing need and therefore previously anticipated housing provision (focused on Welborne) is no longer applicable.
Too much emphasis on meeting government targets rather than true town planning.	This policy seeks to address the overall housing requirement. When read as a whole the Plan seeks to address other matters important for good place making/town planning.

Establishing housing need should be left until after Brexit as this may change things considerably.	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a responsibility to address the housing need as part of the NPPF.
The policy should include a clause banning second home ownership (as done in St. Ives Cornwall).	Second home ownership is not the distinct issue in Fareham Borough as it is in St. Ives and therefore such an approach is not considered justified or appropriate in Fareham Borough.
The population increase should be slowed to reduce housing need.	Councils are unable to control population increase, whether that be birth/death rates and/or migration.
If we need new housing so badly then why are the new build homes not selling?	We are not aware of new homes that developers have been unable to sell.
The only type of housing that should be built is Council [affordable] housing.	The funding is not available to deliver purely affordable housing and Council's must address all housing need with includes that of the private market.
Support	
Support the Draft Local Plan 2036 in that it marginally exceeds OAN and also meets the requirements of the PUSH Spatial Position Statement. Support for this policy approach follows a constructive meeting under Duty to Cooperate obligations held in June 2017. (Eastleigh Borough Council).	Support noted.
Note PUSH OAN and Spatial Position Statement requirement is exceeded. Support intention to provide flexibility, to provide greater certainty in meeting housing requirements, and incorporate the accelerated delivery effectively brought forward by the PUSH SPS. (Test Valley Borough Council).	Support noted.
Support the provision of additional housing and its potential to help young people access a home.	Support noted.
Understand and support the need for homes and given the delays to Welborne the Council have done well to identify sites to meet the current target. Believe that there should be no further encroachment as breathing space and resources for wildlife are needed.	Support noted.
Support the housing building programme.	Support noted.
Support paragraph 5.25 and not prescribing a specific mix.	Support noted.
Comment	
A detailed housing trajectory should be included in the plan showing delivery site by site.	Noted. This will be appropriate and more accurate as the plan progresses.

Noted that FBC is seeking to identify sufficient housing sites to meet its need in the PUSH SHMA 2016 update but this would not meet the need proposed under the Standard Methodology. No stone should be left unturned to meet this new need. (Havant Borough Council).	At the time of Regulation 18 publication the Draft NPPF had not even been published (subsequently published for consultation in March 2018). The Draft Plan had therefore been prepared and published in the context at the time when the details and principles of the Standard Methodology were in their infancy.
Note PUSH OAN and Spatial Position Statement requirement is exceeded. Additional provision on new homes welcome with regard to environmental constraints that limit capacity to address the needs of the Southampton HMA in the west of the HMA. More homes will be needed for Fareham under the standardised methodology. (New Forest District Council).	Noted.
In light of the potential new standard methodology FBC should consider whether there is the potential for any additional housing sites which are suitable, available and achievable. (Gosport Borough Council).	Noted.
Noted that the Draft Plan meets the housing requirement set out in the PUSH Spatial Position Statement but it should actively seek opportunities to identify additional housing potential to address the shortfall. (Winchester City Council and Portsmouth City Council).	The revised NPPF and the requirement for Statements of Common Ground will be used as appropriate.
It may be necessary to plan for a higher housing requirement to meet the Standard Methodology. (Winchester City Council).	Noted.
Recognise that the Draft Plan meets the SHMA OAN (2016) by over 7% and that the sources of housing supply exceed the H1 requirement of 11,300 dwellings. Important to recognise that the PUSH Spatial Position Statement (paragraph 5.30) identifies a shortfall of 6,300 dwellings (shortfall greater in the Portsmouth HMA than Southampton HMA). The overprovision in the Draft Plan reduces the mainland shortfall by 800 dwellings but if the remaining shortfall cannot be demonstrated elsewhere than the Fareham plan may be deemed unsound. (Gosport Borough Council).	Noted.
Currently there is a lack of clarity of why the PUSH Spatial Position Statement and the PUSH SHMA (2016) figures vary. (CPRE).	This is explained in the PUSH Spatial Position Statement which follows the PUSH SHMA. With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a responsibility to address the housing need as part of the NPPF.

Comments relating to the emerging Standard Methodology and how it effectively incorporates an oversupply to need to bring house prices down which is a simplistic approach to house pricing that ignores other factors. (CPRE).	This would be a matter to raise with MHCLG and is not a matter for Fareham Borough Council who have a responsibility to meet the requirements of the NPPF.
Under the PUSH OAN or Spatial Position Statement it appears that Fareham are expected to take more than its own indigenous need should suggest. (CPRE).	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded. Councils have a responsibility to address the housing need as part of the NPPF.
The housing allocations only slightly exceed the housing requirement which does not enable sites to be excluded without causing problems with the overall housing supply. (The Fareham Society).	Noted. It is agreed that flexibility in achieving the housing requirement is important.
The Welborne development was originally a separate target to the rest of the borough. It is not clear at what point the figures from Welborne were integrated into the borough wide figure.	The delivery from Welborne falls within the administrative boundaries of Fareham Borough and therefore count toward the housing need of the borough.
Representations on Policy H2 (Provision of Affordable Housing)	
Number of representations on policy: 25	Objection: 8
	Support: 3
	Comment: 14
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Affordable housing is not affordable for people on benefits, living in hostels and even for many working young people.	Affordability of new homes is recognised as an issue and Local Plans seek to address the housing needs for a variety of groups and a variety of tenures.
The opportunity for developers to push viability arguments and seek provision less than the policy requirement is too strong. The policy should be amended to reflect the authority's absolute determination to obtain 30% affordable housing.	The consideration of viability as part of developer contributions is a key part of national planning policy and therefore the ability to consider viability is an important part of the policy approach.
It is not considered appropriate to be seeking a contribution from older people's accommodation towards affordable housing. This is a specialist provision which is already making an important contribution to the specialist housing needs of Fareham. (Gladman Developments Ltd.).	Although older person's accommodation is important it does not automatically negate or prevent it from being capable of contributing to the provision of affordable housing. Flexibility to support contributions in lieu of on-site provision is incorporated to recognise that the nature of schemes may not always suit the inclusion of affordable housing on-site.

Paragraph 5.15 (clawback clause) is contrary to PPG which makes it clear that 'planning applications should be considered in today's circumstances' unless a scheme phases over the medium/long term. Also in other guidance. This proposed review/clawback mechanism should not apply to single phased development. (McCarthy and Stone Retirement Lifestyles Ltd).	Noted. The policy has been revised for the Publication Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
The affordable housing requirement applying to ageing care or older persons housing should be made clear that it only applies to accommodation falling within Use Class C3 and not C2. C3 is already more viable than C2.	Noted. The policy has been revised for the Publication Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
As all the properties built are 3 or 4+ bedroom they will not be affordable. Lack of affordable housing provided in general whereby it is not truly affordable.	Noted. Affordable needs covers a range of dwellings size and the affordable provision required has been set out in a revised affordable housing policy in the Publication Local Plan.
Concern whether homes will be provided for local people first.	Affordable homes delivered as part of this policy will in most instances be allocated from the Council's waiting list having regard to the appropriate Allocations Policy applicable at the time.
Support	
Build affordable housing in all areas to support young/working adults onto the property ladder.	Support noted.
Support the acknowledgement of the 11 or more unit threshold for affordable housing as per PPG. (WYG on behalf of Bargate Homes & WYG on behalf of Linden Homes).	Support noted.
The 30% requirement is well evidenced and considered robust. (WYG on behalf of Bargate Homes & WYG on behalf of Linden Homes).	Support noted.
The acknowledgement of viability is welcomed and enables sufficient flexibility in the policy approach. (WYG on behalf of Bargate Homes).	Support noted.
Support the requirement for 10% to be affordable home ownership.	Support noted.
Comment	
Greater clarity is required on the 10% home ownership required and how this affects the notional 65:35 split. Greater clarity on tenure split required. (WYG on behalf of Bargate Homes & WYG on behalf of Linden Homes).	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
An upward adjustment in the overall housing figure will help address the specific affordable need. (Persimmon Homes)	With the introduction of the Standard Methodology to establish housing need in the revised NPPF the relevance of these comments has been superseded.

Support the underlying evidence base but do not consider the policy to be ambitious enough, and a lower threshold than 11 dwellings should be set, perhaps on a sliding scale. (CPRE).	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
Support the intention to provide affordable housing but would encourage provision closer to the existing target of 40% on strategic sites. (Public Health England in Hampshire County Council response).	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
Gosport has been able to achieve 40% affordable provision on numerous sites, FBC may wish to consider seeking a higher proportion of affordable housing. This may require reassessing the assumptions made as part of the viability evidence. (Gosport Borough Council).	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
Paragraph 5.18 requirement to start negotiations at a 65:35 mix is a pragmatic guideline but recognition of other tenures (such as the hybrid tenure of rent to buy) should be acknowledged and flexibility built in.	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
There is not enough transparency in the number/scale of affordable housing that a developer ends up providing.	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
More higher density low cost housing is required.	Noted. Affordable needs covers a range of dwellings size/types and the affordable provision required has been set out in a revised affordable housing policy in the Publication Local Plan.
It is not clear what percentage of social housing will be provided. Any provided should remain as social housing forever.	Noted. The policy has been revised for the Regulation 19 Local Plan in line with updated evidence, and therefore the relevance of these comments have been superseded.
Affordable housing should be state owned to ensure it remains affordable.	Noted. This would be a matter to raise with the Government and is not a matter for Fareham Borough Council.
Site omitted from the plan could make a policy compliant and provide for the early delivery of affordable homes. (in relation to application for a site at Old Street, Stubbington – WYG on behalf of Bargate Homes).	Noted. Site assessed by officers to establish suitability availability and achievability. In this instance the site is not considered suitable based on ecological advice, being adjacent to Titchfield Haven and as it forms part of the Meon Valley valued landscape.

Representations on Policy H3 (Affordable Housing Exception Sites)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
None.	
<i>Comment</i>	
Welcome and support criterion (c) but would prefer it to be reworded to 'it is sensitively located and designed to reflect the character of the neighbouring settlement, to minimise any adverse impact on the landscape, and, if relevant, the Strategic Gaps, and to avoid any adverse impacts on the significance of heritage assets'. (Historic England).	Noted. The policy should be read in conjunction with other policies in the Local Plan. Strategic Policy HE1 of the Regulation 19 Local Plan refers to the 'significance of heritage assets' in relation to development.
Representations on Policy H4 (Adaptable and Accessible Dwellings)	
Number of representations on policy: 4	Objection: 2
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that sites HA1, 3 and 4 do not adequately address the requirements of Policy H4.	Noted.
Concern that there is a lack of reference to the type and amount of specialist and older persons accommodation in Site Allocations HA1, 3 or 7.	Noted.
<i>Support</i>	
None.	
<i>Comment</i>	
Ageing population is an issue in Fareham. It would be useful to consider forecasts of the older population beyond 2011. The HCC Small Area Population Forecasts show that by 2023 a quarter of the population would be over 65. Whilst Public Health supports the requirement to build 15% of new	The Pre-submission Local Plan includes up to date forecasts of the older population of Fareham. The requirement to build 15% of new homes to a Category 2 standard has been tested in the Council's Viability Assessment (2019).

homes to Category 2 Standards, we would suggest the Council be more ambitious and set a higher percentage in order to secure more adaptable dwellings. (Hampshire County Council – Public Health).	
Concur with paragraph 5.39 that the full implications of Category 3 provision should be tested due to cost implications. Would suggest the policy includes flexibility to set aside or reduce standards on grounds of viability. (Home Builder Federation) and (WYG on behalf of 3 landowners).	Category 3 provision has been tested in the Council's Viability Assessment (2019).
Representations on Policy H5 (Older Persons' and Specialist Housing Provision)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
None.	
<i>Comment</i>	
Disappointing that there is no definitive or robust plans to provide warden controlled housing, rest homes and/or nursing homes.	Noted.
Welcome the inclusion of the policy but suggest revised wording to emphasise the support for these forms of accommodation and lifetime homes. (McCarthy and Stone Retirement Lifestyles Ltd).	Lifetime homes is now extant, and Part M of Building Regulations is relevant. Policy HP7 covers the relevant categories of the Building Regulations which requires a percentage on new dwellings.
Representations on Policy H6 (Loss of Older Persons' and Specialist Housing Provision)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None	
<i>Support</i>	
None.	

<i>Comment</i>	
None.	
Representations on Policy H7 (Self and Custom Build Homes)	
Number of representations on policy: 8	Objection: 6
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Self and Custom Build should be considered as a need on top of Objectively Assessed Housing Needs (OAHN) and therefore Policy H7 is flawed as the implication will be that it diminishes the contribution of sites toward OAHN. Plots could also be left empty if demand does not exist or those on the register don't have the ability to own their own homes. (WYG on behalf of 4 developers/promoters).	Policy tackles empty plots as states plots which are marketed appropriately but not sold within 12 months of initial promotion may revert to market housing.
The policy should be more flexible, for example proportion of plots should reflect the need demonstrated on the register (including location of need). (WYG on behalf of 4 developers/promoters).	Policy support text states future need will continue to be gathered from the register and will be monitored through the Council's Authority Monitoring Report.
The Adams Hendry evidence (2017) is out of date as the need now far exceeds that in the paper. (WYG on behalf of 4 developers/promoters).	Self and custom build background paper prepared to provide up to date information on Borough need and delivery.
PPG (paragraph 57-025) sets out that Councils should encourage landowners to consider the provision of self-build plots. The approach to this policy goes beyond encouragement and requires provision. If a specific quota is applied then it should be the starting point for negotiation. (WYG on behalf of 4 developers/promoters).	PPG Para 023 states Relevant authorities must give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area. At the end of each base period, relevant authorities have 3 years in which to permission an equivalent number of plots of land, which are suitable for self-build and custom housebuilding, as there are entries for that base period.
The policy does not give adequate consideration of sites containing listed buildings or where the form of development (i.e. apartment blocks) militates against self or custom build homes. Wording should include 'where appropriate in the context of the form, and scale of development proposed...' (Turley on behalf of Southampton Solent University).	Apartment developments would not be a barrier to Self and Custom Build. Policy supporting text does state There may be instances that other sites are exempt from the requirements of Policy H7 where the site size and density make it unsuitable for self/custom build provision. Any such instances will be considered on their merits.

The policy approach will result in an overprovision and is not justified. On large schemes the policy requirement will impact phasing, add S106 complications and slow completions. It will also create problems in reserved matters lapsing. Viability testing also required. (Persimmon Homes).	Policy has been viability tested (see viability assessment of local plan) Policy support text states future need will continue to be gathered from the register and will be monitored through the Council's Authority Monitoring Report.
The need for self and custom build should be met through specific sites (Persimmon Homes).	Specific sites are allocated in the local plan (e.g. Bye Road)
Support	
None.	
Comment	
Welcome the inclusion of the policy which is in line with current government objectives. Would recommend the policy includes an element of flexibility on the basis of viability to ensure the site is not delayed or prevented from coming forward. The requirement should be tested through Local Plan viability evidence to look at cumulative impacts. Policy needs to include a mechanism whereby if the plots are not taken up within a certain time frame they revert back to market housing.	Policy support text states There may be instances that other sites are exempt from the requirements of the self-build policy, where the site size and density make it unsuitable for self/custom build provision. Any such instances will be considered on their merits.
As part of a planning application, Bargate Homes have agreed to consider the provision of 5% of plots as self/custom build. (WYG on behalf of Bargate Homes).	Noted.
Representations on Policy H8 (Houses in Multiple Occupation (HMOs))	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
Objections	
None.	
Support	
None.	
Comment	
We would welcome the specific inclusion of the need for cycle parking/storage provision for HMOs to ensure it will apply. (Hampshire County Council – Public Health).	The HMO policy has been removed from the plan.

Representations on Policy H9 (Self-contained Annexes and Extensions)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
None.	
<i>Comment</i>	
None.	
Representations on Policy H10 (Gypsies, Travellers and Travelling Showpeople)	
Number of representations on policy:	Objection: 0
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
Support for bullet point f) especially the reference to sewage disposal. Ensuring this is done properly is essential to prevent pollution of the water environment. (Environment Agency).	Support Noted.
<i>Comment</i>	
Welcome the policy. However, Winchester City Council have a shortage of travelling showpersons' accommodation and this should be acknowledged as an identified need within the terms of Policy H10 allowing a permissive approach to any sites that come forward. (Winchester City Council).	Noted
Welcome and support criterion (c) although we would prefer the criterion to read as '... that cannot be avoided or satisfactorily mitigated and/or compensated;' (Historic England).	Noted.
The need for 3 additional pitches in the next 5 years seems rather unlikely that this will be valid [fulfil need] up until 2036.	Noted.

Representations on Policy H11 (Development Proposals within Solent Breezes Holiday Park)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
None.	
<i>Comment</i>	
<p>Hampshire County Council has a statutory responsibility as the Highway Authority for Public Rights of Way, in addition the Countryside Service manages Countryside Sites and Country Parks throughout Hampshire. HCC Countryside Services therefore request the following amendment to this policy:</p> <p><i>d) "Where it can be demonstrated that the proposal will not have an adverse impact on the Solent and Southampton Water Special Protection Area (SPA) and the <u>rights of way network</u>." (Hampshire County Council Countryside Services)</i></p>	Noted. Suggested wording added to policy.
Representations on Policy E1: Strategic Employment Land Provision	
Number of representations on policy:	Objection: 2
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Shortfall in office provision is a concern – likely to result in increased congestion arising from longer commuting to other locations.	Updated Policy and Evidence base shows no shortfall in office provision.
Employment areas need to be supported with schools and doctors.	The full range of infrastructure requirements to support Local Plan growth is identified within the Infrastructure Delivery Plan.
<i>Support</i>	

None	
<i>Comment</i>	
None	
Representations on Policy E2: Employment Allocations	
Number of representations on policy:	Objection: 2
	Support: 2
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
PUSH employment evidence is not a sound methodology for the needs of local firms and for inward investment.	Updated evidence base undertaken by Lambert Smith Hampton as part of the Reg 18 supplementary work. Need based on local assessment of three factors: annual take up, available land supply and additional growth required to fulfil employment targets.
Supply outside of Daedalus is very limited, with only small and difficult allocations, until Welborne becomes available.	Policy acknowledges reliance on Daedalus and Welborne delivery. Daedalus is already delivering floorspace and will allocated to allow further expansion/intensification. Policy E3 will also support the further intensification of existing designated employment areas.
Need to provide for logistics land.	Site allocations identify sites for Logistics land.
Need to increase the supply of commercial land readily available for the short term.	Three sites identified within the supply will provide employment floorspace in the early years of the Plan: Swordfish, Faraday and Solent 2.
No discussion of the logistics requirement for Fareham and no provision made.	Logistics requirements catered for through allocations.
Object to the deallocation of Little Park Farm in Segensworth as a solution to significantly improve the highway access to the site has been developed and scheduled, making the site significantly more deliverable and commercially attractive.	The site has been deallocated meaning that the Council is not dependent on it being delivered in order to meet its employment land requirements. However, the full extent of the site has been classed as an existing employment site due to existing uses already in situ, and as such will be identified and listed within the policy supportive of employment uses in such areas.

<p>Objection to the exclusion of the Extension to Spurlings Industrial Estate (J11 – M27) as an employment allocation;</p> <ul style="list-style-type: none"> - significant occupier demand - would address current/ short-term lack of supply of storage and distribution space - would provide complimentary employment space to that on offer at Daedalus - scheme is sensitively designed with respect to the landscape constraints - site is highly accessible, financially viable and immediately deliverable. 	<p>Spurlings Road is an existing industrial estate within a proposed employment area designation and is therefore covered by Policy E3. As for an extension, the countryside location means the site scores poorly in terms of public transport and local amenities. The site suffers from low environmental quality despite being in the countryside and is difficult to access for HGV's. It is however within close proximity to the M27 and we anticipate it being retained for employment uses.</p>
<p>Should have a requirement for business buses.</p>	<p>The Infrastructure Delivery Plan identifies infrastructure required to support the delivery of the Local Plan. The Highway Authority advises on public transport provision. Site allocation policies will include reference to transport schemes where applicable.</p>
<p>New employment should be located close to existing centres and residential areas to reduce distances people have to travel to work.</p>	<p>Site allocations and designated employment areas are located throughout the borough, all located within or adjacent to urban areas.</p>
<p><i>Support</i></p>	
<p>Principal of providing additional employment floorspace at Daedalus is strongly supported due to the jobs it will create and the investment it will bring to the area. (Gosport Borough Council).</p>	<p>Noted.</p>
<p>Retention of the employment allocation Solent 2 is welcomed and is consistent with the Winchester Local Plan Part 2. (Winchester City Council).</p>	<p>Noted.</p>
<p><i>Comment</i></p>	
<p>Significant infrastructure and connectivity issues exist with Daedalus and Welborne.</p>	<p>Stubington Bypass and Newgate Lane improvements will greatly benefit the connectivity issues previously associated with Daedalus. The Welborne Plan provides for the required mitigation to serve Welborne.</p>
<p>Timeframe for delivery of Welborne is long-term.</p>	<p>Noted. Policy proposes additional allocations and Policy E3 to support short term delivery.</p>
<p>No reference to the Solent LEP's Economic Strategy 2014-20.</p>	<p>Policy E2 has been derived from a refreshed evidence base which aligns to the Economic Strategy and Local Industrial Strategy.</p>

Increase the supply of commercial land by changing housing allocations to economic/commercial where better suited.	Policy E2 allocates sufficient employment provision to meet demand and include flexibility for choice and fluctuations in delivery. The policy highlights how the borough has a significant 'over-supply' of land against these requirements, so it is not considered necessary to look at reallocating existing housing sites for employment use.
Need to bring forward the delivery of commercial land at Welborne.	Employment land at Welborne is phased for 2025 onwards.
Need to recognise the relationship that Daedalus has with respect to Gosport and that development must not prejudice delivery of the waterfront. (Gosport Borough Council).	Noted.
Additional transport evidence required in order to support additional floorspace allocation at Daedalus. (Gosport Borough Council).	Noted.
Specific reference needs to be made in the policy (and Policy SP3) regarding the need for protection of the Strategic Gap with detailed guidance provided as to the design form that development should take. (Gosport Borough Council).	Noted.
Could parts of existing employment allocations at Midpoint 27 and Solent 2 be redistributed to more central – urban locations.	Policy E2 allocates sufficient employment provision to meet demand and include flexibility for choice and fluctuations in delivery. The policy highlights how the borough has a significant 'over-supply' of land against these requirements, so it is not considered necessary to look at reallocating existing housing sites for employment use.
Representations on Policy E3 (Employment Areas)	
Number of representations on policy:	Objection: 0
	Support: 1
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Support</i>	
Support for identification of Spurlings Industrial Estate as a designated Employment Area.	Noted.
<i>Comment</i>	
The proposed change of Little Park Farm from an employment allocation to an 'employment area' appear inconsistent with the continued allocation of the (greenfield) part in Winchester Local Plan Part 2. (Winchester City Council)	The site has been removed from the allocated sites due to concerns over the access arrangements for the site. By removing it as an allocation, the council is not dependent on

	it coming forwards to meet its employment requirement. Instead, the entirety of the site will be classed as an existing employment area, covered by policy supportive of employment uses in such circumstances.
Demand for new industrial/warehouse premises around Fareham and close to A27 from local businesses.	Noted.
Suggest policy wording is amended to allow for the extension of existing Employment Areas beyond existing boundaries.	This is not considered to be required. Sufficient space for needs is identified within Policy E2 and E3 allows of expansion and intensification within existing sites.
Flexibility for a broader range of uses requested for Cams Hall – policy E3 too restrictive and preference is not to be covered by E3.	Policy E3 aims to support uses at existing sites and allows for expansions and intensifications. Consider best approach to support and promote existing areas of employment. Change of use considered through the development management process..
Cams Hall has distinctly different characteristics to the wider Cams Estate business park. It is a Grade 2 important heritage asset which requires viable (including non-employment) uses to enable the long-term conservation of it.	Noted. See above.
Needs to be better employment opportunities for people with learning difficulties.	Dealt with outside of the Local Plan.
Representations on Policy E4: Employment Development Outside of the Urban Area	
Number of representations on policy:	Objection: 0
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
Criteria g), h) and i) of policy supported as part of the overall strategy for conserving, enjoying and enhancing the historic environment. (Historic England).	Noted.
<i>Comment</i>	
Request that an additional criteria item, regarding light pollution, is added to the policy.	Added to policy.

Request policy is amended in order to recognise the need for garden centre provision and the likely increased demand there will be for additional garden centre floorspace as a result of new home owners. Furthermore, it should be recognised that garden centres are not suited to town/main centres.	The approach to Garden Centres is covered within the supporting text to Policy E4. E4 itself widened to cover all types of employment generating development as set out in NPPF.
Request for the intensification of garden centre retailing at Abbey Garden Centre through the removal of derelict glasshouses. Site benefits from excellent transport connections, is currently underused and would present opportunities to enhance the setting of its environs.	See comment above.
<p>Hampshire County Council has a statutory responsibility as the Highway Authority for Public Rights of Way, in addition the Countryside Service manages Countryside Sites and Country Parks throughout Hampshire. HCC Countryside Services therefore request the following amendment to this policy:</p> <p>All development proposals for employment uses outside of the urban area must:</p> <p>i. Demonstrate that there will be no adverse impact on the environment, landscape, <u>rights of way network</u>, heritage and neighbouring uses; (Hampshire County Council – Countryside Service)</p>	Added to policy.
Representations on Policy E5: Boatyards	
Number of representations on policy:	Objection: 1
	Support: 4
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Objection to criteria which only protects boatyards which are economic – provision should be irrespective of this.	Follow up.
<i>Support</i>	
Support for criteria a) of policy supported as part of the overall strategy for conserving, enjoying and enhancing the historic environment. (Historic England).	Noted.
Support for criteria e) of the policy. (Hampshire County Council Countryside Service)	Noted.

Support for criteria e) – and should be extended to cover all development on the rivers and coast in Fareham, not just boatyards – and particularly views from the sea.	Noted.
Support for policy due to its protection of important marine sites for employment purposes. (Gosport Borough Council)	Noted.
Support Draft Policies in relation to the mooring restrictions areas, boatyard designations, and nature conservation designations (Policies E5 and NE5). (Eastleigh Borough Council)	Noted.
Comment	
Request that an additional criteria item, regarding light pollution, is added to the policy.	Added to policy.
Policy should mirror the Eastleigh Borough Council draft policy on boatyards to ensure a consistent approach along the River Hamble. This should include an additional item “not to jeopardise the safety and ease of navigation on the river or have a detrimental impact on the regime of the river”	Added to policy.
Representations on Policy R1: (Hierarchy of Centres: Protecting the Vitality and Viability of Centres)	
Number of representations on policy:2	Objection: 0
	Support: 2
	Comment: 0
Issues Raised	Fareham Borough Council Response
Objections	
None.	None.
Support	
Supports the inclusion of new town centres uses to be ‘designed at a scale and character which reflects the.... Distinctive qualities of the centre. (Historic England)	Support noted.
Approach of policy supported. (Gosport Borough Council)	Support noted.
Comment	
None.	None.

Representations on Policy R2 (Changes of Use)	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	None.
<i>Support</i>	
None.	None.
<i>Comment</i>	
None.	None.

Representations on Policy R3 (Other Changes in the Centres or Small Parades)	
Number of representations on policy:1	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	None.
<i>Support</i>	
None.	None.
<i>Comment</i>	
The policy mentions hot food takeaways but does not mention the negative impact of such outlets on the food environment and potential health outcomes such as obesity. Fareham has higher than average rate of overweight and obese adults. Restriction of hot food takeaways is a method of potentially mitigating this issue. Public health recommends consideration of a policy to restrict new hot food takeaways. (Hampshire County Council – Public Health)	Data from ONS reports on number of hot food takeaways is below the national average. Health background paper provides review.

Representations on Policy R4 (Out of Town Shopping)	
Number of representations on policy:2	Objection: 0
	Support: 2
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	None.
<i>Support</i>	
Support criteria (d) and (e) of policy. (Historic England)	Support noted.
Support approach of Impact Assessment requirement. (Gosport Borough Council)	Support noted.
<i>Comment</i>	
None.	None.

Representations on Policy R5 (Local Shops)	
Number of representations on policy: 3	Objection: 2
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Community facilities and retail is a must on all of the Draft Plan sites.	Retail study provides indication of where retail is required. Draft plan sites allocated to sustainable locations.
Many of the real shops have been lost and the centres are full of cafes, restaurants, phone shops and beauticians.	The health of the centres is positively comparable with the national trends. Changes to shopping habits has had an impact on the types of retail/town centre provision.
<i>Support</i>	
None.	None.
<i>Comment</i>	
There needs to be better retail shops in Fareham that sell DVDs and CDs so that people do not have to visit cities.	Changes to online shopping habits and digital streaming has had an impact on this type of retailer.

Representations on Policy CF1 (Community and Leisure Facilities)	
Number of representations on policy: 12	Objection: 6
	Support: 3
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concerns over the pressures that development will put on existing health care facilities – due to already long wait times.	The Council is working with the CCG to ascertain the health infrastructure requirements associated with the Local Plan. These will be set out within the Infrastructure Delivery Plan.
Community facilities and retail floorspace should be provided on all sites allocated in the Local Plan.	Where appropriate such facilities/floorspace will be provided as part of developments of sufficient scale to support them.
Concerns that there are insufficient school places for existing children in the Borough and also that there will be insufficient places to accommodate children from any proposed development.	The Council is working with the Education Authority to ascertain the education infrastructure requirements associated with the Local Plan. These will be set out within the Infrastructure Delivery Plan.
Concerned that there will not be any open spaces remaining in the Borough, particularly for sports/playing pitches.	Open space is a valued local designation and will continue to form part of the local plan policy. Additional sports/playing pitches will be provided as part of growth as identified through the playing pitch strategy and identified within the IDP.
Concern over the amount and speed of development happening in the Borough.	Noted.
Concern that medical facilities, particularly at QA Hospital and the Fareham Community Hospital are overstretched.	The Council is working with the CCG to ascertain the health infrastructure requirements associated with the Local Plan. These will be set out within the Infrastructure Delivery Plan.
Concern over the impacts this policy will have on wildlife in the Borough.	Ecology forms a key determinant and factor in the Local Plan. All proposed allocations are tested through the SA approach and considered by the County Council ecology team. Proactive approach taken within the plan to enhance ecological opportunities by linking existing spaces together.
Concern over the quantity and location of community facilities in the Borough, in particular that there are more facilities located in the west than in the east.	Noted.
<i>Support</i>	

The Theatres Trust welcomes and supports Policy CF1 as it seeks to promote new community and cultural facilities, such as theatres, and therefore reflects the NPPF (Theatres Trust).	Support noted.
We welcome and support criterion b) of Policy CF1 as part of the positive strategy for conserving and enjoying, and a clear strategy for enhancing the historic environment as required by the NPPF (Historic England).	Support noted.
We are pleased to note that the plan provides for Places of Worship within and outside of the urban area boundary.	Support noted
Comment	
It will be important to understand whether the proposed development at Newgate Lane can be sufficiently supported by other community facilities in the vicinity such as health facilities and community hall provision. In particular, whether it will be necessary to provide new facilities as part of the proposed development. Without this information, the proposed development cannot be supported. In addition, it is also considered appropriate for FBC to further assess the community requirements of a development of the scale in HA2 and include such provision within the site allocation. (Gosport Borough Council).	Noted. The site is no longer allocated in the local plan.
It is noted that the plan includes a number of policies relating to community facilities and open space which seek to retain and improve existing facilities (Gosport Borough Council).	Noted.
A replacement Fareham Community Centre should be included as a policy requirement.	Noted.
All new development should provide funding towards the provision of additional health facilities. In particular, to ensure that doctors and hospitals can provide additional staff within facilities to meet the needs of proposed new development in the Borough.	Noted.

Representations on Policy CF2 (Community and Leisure Facilities Outside of the Urban Area)	
Number of representations on policy: 2	Objection: 1
	Support: 1
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
An additional point on light pollution should be added to criterion b) of the policy (CPRE).	Added.
<i>Support</i>	
Historic England welcomes and supports the inclusion of criterion b) of the policy as part of the positive strategy for conserving and enjoying, and a clear strategy for enhancing the historic environment as required by the NPPF. (Historic England).	Support noted.

Representations on Policy CF3: Loss of a Community Facility	
Number of representations on policy: 2	Objection: 0
	Support: 1
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	None.
<i>Support</i>	
The Theatres Trust Welcomes and Supports this Policy.	Support Noted.
<i>Comment</i>	
In order to be effective, Draft Policy CF3 needs to provide the necessary flexibility to respond to the changing needs of public services providers to continue to ways of providing for such services, including the loss of a facility no longer needed. On this basis, the current draft Policy CF3 is considered unsound as it is not effective in recognising the role of public services and how they function. The requirement for a 12-month marketing assessment to prove that a facility is surplus to requirements can be inappropriate and unhelpful to public service providers such as the County Council. The “loss”	Added.

<p>of any County Council facility is preceded by a considered assessment that, where it provides a statutory public service, includes an alternative provision strategy that will satisfy criteria (a), (b) and (c) of the draft Policy.</p> <p>In order for Policy CF3 to be sound, it is recommended that it is amended to distinguish between commercially-run and publicly-owned or managed community facilities as set out below.</p> <p><i>New and Existing Community Facilities:</i></p> <p><i>1. Development proposals for new and/or expanded community facility infrastructure will be permitted where:</i></p> <ul style="list-style-type: none"> <i>a. They demonstrate a local need;</i> <i>b. The scale of the proposed infrastructure is proportionate to the local area;</i> <i>c. There has been prior local community engagement;</i> <i>d. They are accessible and inclusive to the local communities they serve; and</i> <i>e. Appropriate consideration has been given to the shared use, re-use and/or redevelopment of existing buildings in the host community.</i> <p><i>2. Development proposals that would result in the loss of, or have an unacceptable adverse impact upon, an existing community facility, will not be permitted unless:</i></p> <ul style="list-style-type: none"> <i>a. For commercially run community facilities, evidence is provided of a robust marketing campaign of at least 12 months that clearly demonstrates there is no market demand for the existing use or an equivalent community use; or</i> <i>b. For community- or publicly-owned or managed facilities, it can be robustly demonstrated that there is a lack of need for the existing facility, or an equivalent community use, or</i> <i>c. Alternative community facilities are provided that are accessible, inclusive and available without causing unreasonable reduction or shortfall in the local service provision.</i> <p>(Hampshire County Council – Strategic Planning).</p>	
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Representations on Policy CF4 (Educational Facilities Outside of the Urban Area Boundary)	
Number of representations on policy: 3	Objection: 0
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Support</i>	
Hampshire County Council as a landowner and a public service provider support intentions of the policy in particular paragraph 8.22-8.23. (Hampshire County Council – Strategic Planning).	Support Noted.
<i>Comment</i>	
With the links to Policy to CF6 and in order to be found sound, we request that the supporting text of Policy CF4 acknowledges the role of Section 77 of the School Standards and Framework Act 1998 (5) when it seeks the development of school playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. (Hampshire County Council – Strategic Planning).	Noted. Re-drafted policy wording.
Criterion b) of the draft policy should be amended to allow for comprehensive redevelopment of school facilities or intensification of an existing education use, such as the colocation of schools of significant expansion of a school if justified in the future due to rising populations. This would ensure a positive approach and that the policy is flexible, whilst taking account of an appropriate scale in relation to school development, recognising that each case must be considered on its own merits (The Education and Skills Funding Agency).	Noted. Re-drafted policy wording.
The ESFA supports criterion d) of the draft policy in respect of the loss of playing fields on educational sites will only be justified if they are surplus to requirements or will be adequately replaced elsewhere. The supporting text should include further details on what adequately replaced may constitute. For example, a slight reduction in quantity if justified by improved quality and/or accessibility (The Education and Skills Funding Agency).	Noted. Re-drafted policy wording.

Representations on Policy CF5: Green Infrastructure	
Number of representations on policy: 6	Objection: 0
	Support: 5
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Object</i>	
None.	None.
<i>Support</i>	
Campaign for Rural England supports this Policy.	Support noted.
Hampshire County Council Countryside Service supports these policies which seek to protect rights of way from fragmentation and harm, unless suitable mitigation is provided (Hampshire County Council).	Support noted.
The Environment Agency supports the inclusion of this Policy	Support noted.
Historic England welcome and supports the reference to the (historic) Forest of Bere in paragraph 8.29.	Support noted.
Natural England fully support this Policy (Natural England)	Support Noted.
<i>Comment</i>	
Natural England advises that the Plan should include policies to ensure protection and enhancement of public rights of way and National Trails, as outlined in paragraph 75 of the NPPF. Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The plan should seek to link existing rights of way where possible, and provides for new access opportunities. (Natural England).	Public rights of Way are listed under the definition of Green Infrastructure so Policy NE7 covers the protection and enhancement of the Public Rights of Way network within the Borough. The Policy links to GI projects that are included within the PfSH Green Infrastructure Strategy or Fareham Borough Infrastructure Delivery Plan of which there are opportunities to link and create new Public Rights of Way networks.
Policy CF5 (Green Infrastructure) and its supporting text discusses the role of green infrastructure. The historic environment and heritage can have a positive role within green infrastructure and green infrastructure can have a positive role in enhancing the heritage and its enjoyment. This is not acknowledged in the policy wording of Policy CF5. For example the use of open space to protect heritage assets and or their settings, the use of heritage assets within green infrastructure to promote access and enjoyment, the relationship between historically established biodiversity (such as hedgerows and green lanes) with historic landscape character. The ability to	Noted. Reference to the role of GI in conserving, enhancing and promoting better access and enjoyment to heritage assets and historic landscape character has been added into the plan.

use green infrastructure to conserve and enhance access and enjoyment to heritage assets might be acknowledged within the supporting text of policy CF5 towards revealing a positive strategy towards the heritage (Hampshire County Council – Archaeology)	
Representations on Policy CF6: Provision and Protection of Open Space	
Number of representations on policy: 6	Objection: 0
	Support: 2
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	None.
<i>Support</i>	
Hampshire County Council supports this Policy.	Support Noted.
Natural England fully support this Policy.	Support Noted.
<i>Comment</i>	
The current wording of Policy CF6 is unsound as it is not sufficiently flexible to respond to the needs of public service providers and local stakeholder plans. In order to be sound, HCC requests that the supporting text acknowledges the role of section 77 of the School Standards Framework Act 1998 when it seeks the development of surplus school playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. A Suggested wording is presented to be included as supporting text to Policy CF6 <i>“In the circumstance where the Education Authority has received approval for the disposal of surplus school playing fields from the Secretary of State, in accordance with Section 77 of the Schools Standards and Framework Act 1998, an exception may be made to this policy where equivalent or greater community benefits are provided”</i> . (Hampshire County Council – Strategic Planning).	Noted. Supporting text amended to reflect suggested changes.
We are concerned that the Council has not set out the specific space requirements for new development within this policy but is proposing to set these out in Supplementary Planning Guidance (SPG). This is not appropriate as SPGs should be used to provide guidance as to the implementation of a policy not set out specific policy requirements. The provision of specific open space standards will impact directly on the delivery of a development, and	Noted

<p>potentially its viability and so must be considered as being a policy for the development and use of land. As such it is considered essential that specific requirements for an applicant must be tested through the examination in public and not left to be outlined in SPD.</p> <p>A similar situation was recently considered in the case of William Davis Ltd and other vs Charnwood BC. This decision quashed elements of an SPD that provided detail that should have been included in policy as they could be used in the determination of a policy. They were intended as more than guidance for its implementation and need to have been tested at through the Examination in Public. (Home Builders Federation).</p>	
Historic England would welcome and support the inclusion of “of historic significance” in the list of potential attributes of open spaces in paragraph 8.33. (Historic England).	Noted. Supporting text amended to reflect suggested changes.
The plan should avoid building on open space of public value as outlined in paragraph 74 of the NPPF. (Natural England).	Noted.
Representations on Policy NE1: Landscape	
Number of representations on policy:	Objection:0
	Support: 3
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
Historic England welcomes and supports Policy NE1: Landscape. (Historic England).	Support Noted.
The Campaign to Protect Rural England supports Policy NE1: Landscape. (CPRE).	Support Noted.
Natural England welcomes and supports Policy NE1: Landscape. (Natural England)	Support Noted.
<i>Comment</i>	
Historic England would like to see “historic significance” included as an additional consideration as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing the historic environment as required by the NPPF. (Historic England).	Noted.

Hampshire County Council requests the additional Policy wording of “ <u>and Rights of Way</u> ” to bullet point b) of Policy NE1: Landscape. (Hampshire County Council – Countryside Service).	Noted.
Wording of the policy needs to be changed to be consistent with the wording used in National Policy. “Development proposals must <u>protect</u> , enhance and not have <u>significant</u> adverse impacts...” (Hampshire & Isle of Wight Wildlife Trust).	Noted.
Hampshire and Isle of Wight Wildlife Trust are pleased to see the inclusion of this policy however, it is important that as well as having regard for important ‘natural landscape features’ the policy seeks to enhance and reconnect ecological networks where they have been compromised. (Hampshire & Isle of Wight Wildlife Trust).	Noted. Policy references natural landscape features.
Although the policy refers to the Borough’s rivers and coastline, there is no specific reference to the importance of the River Hamble. The importance of the River Hamble should be referenced. (Bryan Jezeph Consultancy Ltd)	Noted.
Whilst this policy offers protection to the River Hamble and its Valley, it is considered that a more robust approach should be adopted within the plan. It should be much clearer that development within the River Hamble Valley will be carefully scrutinised and permitted only in circumstances where landscape considerations have been carefully weighed and adequately protected. (Bryan Jezeph Consultancy Ltd)	The River Hamble and valley is identified as an Area of Special Landscape Quality in the local plan. It is given proportionate protection in the policy on landscape in the Local Plan.
Representations on Policy NE2: Biodiversity and Nature Conservation	
Number of representations on policy:	Objection: 1
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
General Concern over the strength of this policy and its ability to protect wildlife and biodiversity from development.	Noted
<i>Support</i>	
The Royal Society for the Protection of Birds welcomes and supports Policy NE2: Biodiversity and Nature Conservation. (RSPB).	Noted
Eastleigh Borough Council supports this draft policy. (Eastleigh Borough Council).	Noted
<i>Comment</i>	

The Hampshire and Isle of Wight Wildlife Trust considers a wording change to Policy 'NE2: Biodiversity and Nature Conservation' to ensure that the delivery of 'net gains' in biodiversity is the minimum required achievement. New wording to be "Development proposals should seek to provide opportunities to incorporate biodiversity within the development and <u>deliver net gains in biodiversity, where possible.</u> " (Hampshire & Isle of Wight Wildlife Trust).	Policy has been amended to include mandatory net gains for biodiversity.
The above policy provides protection for all sites within the hierarchy of designations identified in paragraph 9.8. Whilst the supporting text singles out the Chalk Pit in Downend Road for special mention (para 9.12) it makes no reference to the Hamble Valley. (Bryan Jezeph Consultancy Ltd)	Downend Chalk Pit is singled out in paragraph 9.12 because it is a SSSI designated for its geological importance, the only one in the Borough.
The Plan should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment. (Natural England).	Noted. Policy has been amended.
In line with the NPPF and in order to achieve net gain in biodiversity, the following change of wording is proposed "Development proposals should seek to provide opportunities to incorporate biodiversity within the development and <u>provide net gains in biodiversity</u> ". (Natural England).	Noted and policy has been amended to include the forthcoming mandatory requirement for net gain
Natural England strongly recommends that all developments achieve biodiversity net gain. To support this approach, we suggest that the policy wording or supporting text includes a requirement for all planning applications to be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP) that has been approved by a Hampshire County Council (HCC) Ecologist. (Natural England).	Noted. Supporting text has been amended to reflect requested changes.
Natural England advises that Policy NE2 includes reference to irreplaceable habitats, such as ancient woodland and veteran trees, to ensure their protection. Natural England and the Forestry Commission have produced standing advice on ancient woodland and veteran trees. (Natural England).	New Policy addressing trees and woodland proposed.

Representations on Policy NE3: Solent Special Protection Areas	
Number of representations on policy:	Objection:0
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
The Royal Society for the Protection of Birds welcomes and supports Policy NE3: Solent Special Protection Areas. (RSPB).	Noted
Eastleigh Borough Council supports this draft policy. (Eastleigh Borough Council).	Noted
<i>Comment</i>	
The Borough council will be aware of the recent work carried out on the update to the 2010 Solent Waders and Brent Goose Strategy (SWBGS). Part of this update will involve changes to the terminology used to classify sites and as such this policy will need to be altered to reflect these changes. (Hampshire & Isle of Wight Wildlife Trust).	Noted. Policy updated to reflect changes.
The SWBGS seeks to provide guidance on mitigation and offsetting where development proposals seek to utilise important sites for Waders and Brent Geese. These proposals include the protection of 'core' and 'primary network' sites along with the creation of sanctuary sites which will be secured and maintained in a favourable condition for perpetuity. This will need to be reflected in the update to Policy NE2. In addition, for the approach taken in the emerging SWBGS to work, the Council needs to identify suitable sites that can be promoted and secured for Waders and Brent Geese through the relevant policies and ensure that developer contributions are sought to fund them. (Hampshire & Isle of Wight Wildlife Trust).	Noted. Policy updated to reflect changes.
The requirement for 3 years' worth of overwintering survey data to establish the importance of a site for Brent Geese and Waders should not be a policy requirement. Providing a survey methodology clearly demonstrates that a site is or is not important to Brent Geese and Waders then it should be acceptable.	Noted. Policy requirements are now in line with the most up-to-date guidance from the Solent Waders and Brent Geese Strategy

It is argued that conducting any further surveys on a site for the purposes of assessing the suitability/importance of the site for BGW is not necessary if it has been clearly justified as being unsuitable for Brent Geese and Waders since the 2010 Solent Waders and Brent Geese Strategy.	Noted. Policy requirements are now in line with the most up-to-date guidance from the Solent Waders and Brent Geese Strategy
The Solent Waders and Brent Goose Strategy (2010) has recently undergone significant work and an update will soon be published. All references in the draft Local Plan to this document, as well as individual site categorisation will therefore need to be reviewed against the updated strategy. (RSPB).	Noted. Policy updated to reflect changes.
It is advised that the approach set out in the updated SWBG strategy to be included in the policies (policy NE3) of the new Local Plan as this will ensure that the key sites for SPA Birds are protected, whilst providing guidance and criteria for mitigating lower use sites should these come forward for development. (Natural England).	Noted. Policy updated to reflect changes.
Natural England recommends that the emphasis of the policy wording should reflect that mitigation is required for all development within this 5.6km zone. (Natural England).	Noted. 5.6km is the zone of influence for recreational disturbance.
Consideration should be given to the existing use of sites (both residential and other) where the existing development currently has, or has potential to have an impact on a European Site. The impact of existing uses should be taken into account when considering the mitigation to be requested from residential re-development and should be factored in to any request for mitigation contributions as a result of development. (Turley on behalf of Southampton Solent University).	The Council acts in accordance with the requirements and provisions of the Habitats Regulations when determining likely significant effects arising from development on internationally protected sites.
Representations on Policy NE4: Coastal Change Management Areas	
Number of representations on policy: 2	Objection:0
	Support: 1
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
Historic England supports the reference to historic environment in paragraph 9.27. (Historic England).	Support Noted.
<i>Comment</i>	

Proposed additional policy wording to Policy NE4: Coastal Change Management Areas "Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the relevant Shoreline Management Plan and that there will be no severe adverse impact on the environment, <u>the English Coast Path, and the rights of way network</u> ". (Hampshire County Council – Countryside Service).	Noted. Policy Amended with additional wording.
Representations on Policy NE5: New Moorings	
Number of representations on policy:	Objection:0
	Support: 2
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None.	
<i>Support</i>	
The River Hamble Harbour Authority supports the inclusion of "...The advice of the River Hamble Harbour Authority should be sought on all development proposals which could impact on safety or navigation within the River Hamble".	Noted.
Support Draft Policies in relation to the mooring restrictions areas, boatyard designations, and nature conservation designations (Policies E5 and NE5). (Eastleigh Borough Council).	Noted.
The River Hamble Mooring Association supports this draft policy.	Noted.
<i>Comment</i>	
Suggested additional policy wording to NE5: New Moorings "New moorings will be permitted provided that they are located outside of the Mooring Restricted Areas (as shown on the Policies Map) and where it can be demonstrated that they would not have a significant adverse impact on <u>the Solent Ramsar, Solent SPA and SAC</u> ". (Hampshire & Isle of Wight Wildlife Trust).	Noted. Using the term internationally designated sites to ensure policy wording is future proofed against any amendments or additions to designated sites such as the new inclusion of the Solent and Dorset Coast SPA as an example.
Many mooring locations are only with Special Areas of Conservation sites and close to SPAs. Therefore, the policy should ideally extend to include SACs. (River Hamble Harbour Authority).	Noted.

<p>It would be helpful to clarify if single mid-stream pontoons are included or excluded within the definition of 'moorings' in paragraph 9.38. If such pontoons are included in the definition of 'moorings', then this casts doubt on the ability to install or replace one within a Mooring Restriction Area (MRA). If mid-stream single pontoons are excluded from the definition then this provides clarity that this facility for 'securing a vessel' would still be permitted in an MRA, as is the case currently where the Council as well as Eastleigh Borough Council has previously granted planning permission for new single mid-stream pontoons in MRAs. (River Hamble Harbour Authority).</p>	<p>For clarification purposes, the term "mooring" includes <u>all facilities for securing yachts and other vessels</u>, including berths at marinas. The policy makes clear the circumstances where the replacement or relocation of an existing moorings within a MRA will be permitted.</p>
<p>Moorings should not be allowed to become marinas with continuous pontoons since this results in much greater area of the seabed suffering solar shadowing effects, always in the same place when compared with buoy or pile moorings.</p>	<p>Noted. Proposals for new moorings need to ensure that they do not result on likely significant effects on internationally designated sites. This part of the policy in combination with NE2 will stop continuous pontoons causing likely significant effects such as solar shadowing effects.</p>
<p>Fareham and Eastleigh share a common boundary down the River Hamble. Policies relating to the River should be aligned to ensure a consistent approach to new moorings. The proposed policy wording below would ensure consistency with Eastleigh Borough Council's draft Plan relating to new moorings. "Within Mooring Restriction Areas, the replacement or relocation of existing moorings will be permitted where there are no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area provided that they do not:</p> <ul style="list-style-type: none"> • Impede the movement of craft or otherwise compromise navigational safety on the river • Disrupt existing recreational users or areas where there is existing or proposed public access. • Adversely affect the nature conservation, landscape or heritage value of the River Hamble" 	<p>Noted. Policy amended to be consistent with Eastleigh's emerging Local Plan.</p>
<p>Paragraph 9.39 should be amended to read "...development of the site has the potential to result in significant effects on European <u>or British Sites</u>". (River Hamble Mooring Association).</p>	<p>Noted. The sites are designated for their importance at an international scale.</p>

Representations on Policy D1 (High Quality Design)	
Number of representations on policy:	Objection: 0
	Support: 3
	Comment: 8
Issues Raised	Fareham Borough Council Response
Support	
Supports the Local Plan in Principle.	Noted.
Historic England welcomes and supports Policy D1 especially criterion a) and paragraphs 10.3 – 10.8 and 10.19 – 10.25 as part of the positive strategy for conserving and enjoying, and a clear strategy for enhancing the historic environment as required by the NPPF. (Historic England).	Noted.
HCC Countryside Service supports criteria d) in prioritising pedestrian and cycle access. (Hampshire County Council – Highway Authority for Public Rights of Way).	Noted.
We support HCC's suggestions for the creation of new bridleways as part of the green infrastructure for Welborne. (British Horse Society)	Noted.
Comment	
The area includes a number of drainage ditches which are part of the River Alver catchment. It will be important to understand the impact of any development on potential for surface water flooding in the vicinity and the water quality of the River Alver (Gosport Borough Council).	Noted. Any potential impacts from development will be identified through SFRA and site specific proposals. Adjust policy to reflect the need for development drainage systems to avoid unacceptable detrimental impacts upon water quality, biodiversity and movement
It is suggested that FBC amends the supporting text of the policy by deleting text from paragraph 10.13 in relation to the provision of SUDs and substituting with the following text: "All planning applications for major development are required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. All new developments in areas at risk of flooding must give priority to the use of sustainable drainage systems. Details relating to surface water run-off will be addressed should be provided, in accordance with Lead Local Flood Authority Advice, for major proposals and instances involving minor developments where surface run-off is a concern. (Hampshire County Council – Strategic Planning).	Reference to Suds will be adjusted to reflect updated NPPF/G and national design guidance

Paragraph 10.13 is confusing to the reader as it confuses different aspects of flood risk management. If the intention is for this section to address several different ways of managing various sources of flooding then it needs to be expanded to address each of the separate issues in turn. It needs to be clear that this paragraph is referring only to the management of surface water flood risk within sites. As stated previously in other representations, the inclusion of a flood risk policy should be considered. (Environment Agency).	Noted. To be addressed future re flood risk policy,
Historic England would like to see a reference to 'historically significant features' added to 'valued trees' and 'landscape features' in paragraph 10.8 as features to be retained in new development. (Historic England).	<p>Para 10.8 - Valued trees and landscape features should be retained where possible or provided as part of a new development and support the overall quality of a scheme and maintain features of importance.</p> <p>Agreed. This paragraph needs updating to provide clarity and greater certainty. 'Valued' and 'significant' are subject to varied interpretation. The important emphasis needs to be upon retention and incorporation of trees and other assets in a <u>meaningful way</u>...that supports the holistic quality place agenda, including air quality, biodiversity net gain, visual 'delight' (attractiveness); identity and character and ensuring connections.</p> <p>Streets trees and landscaping 'improve air quality and contribute to biodiversity'(NDG) Significance and setting of heritage assets and any other specific features that merit conserving and enhancing (NDG identity)</p>
We welcome paragraph 10.26 in principle, however, more explanation should be required about what assets are at risk and why, and could be expanded to refer to alternative courses of action to address heritage assets at risk. (Historic England).	Agreed. Reference need not be made to specific use of Article 4. At risk registers cover assets that require major renovation, which cannot be secured through article 4 directions (removal of pd rights)
Concern over the additional waste that will be created by households from new developments, especially at Welborne. Particularly concerned that the existing facilities, including the household waste recycling centres will not be able to cope with the additional waste and recycling created. A more holistic	Storage of waste is part of the consideration of planning applications. D1 (e) refers to on site incorporation. Recycling centre capacity will be delivered through strategic HCC infrastructure planning. Contributions towards new or

approach, such as the bring-bank and glass banks should be a requirement of new development.	expanded facilities will be addressed through a new Infrastructure Delivery policy elsewhere in the plan.
Hampshire County Council as the waste disposal authority note that there is a very limited mention of waste or recycling within the Draft Local Plan. There should be recognition of the importance of this infrastructure alongside those contained within the document. There is no reference in the supporting text for Policy D1 in respect of the need for infrastructure to process resulting waste material. (Hampshire County Council – Strategic Planning).	See above. Reference can be added.
Concern that the current Public Rights of Way network in the Borough is fragmented. Thought should be given by the Council as to how connectivity could be re-established to allow non-motorised users to navigate around the Borough, such as creating more shared routes. (British Horse Society).	New PROW will be considered as part of developments as they are planned and delivered. Connecting fragmented routes will be part of this process where applicable. D1 (c) seeks appropriate connections for all modes of travel. The issue of shared routes will be a detailed matter, but it is important the required space is designed and accounted for at an early stage.
Concern that there is a lack of bridleways in the Borough and a lack of parking for horse boxes and trailers where there is access to safe off-road riding. Specific issues in the Borough include negotiating the bridleway underpass between Junctions 9 and 10 if the M27, difficulty in accessing the Meon Valley Trail, the impact of the Stubbington by-pass on horse riders and access to Hill Head from Crofton (British Horse Society).	See above. Beyond development proposals, HCC Countryside services seek to deliver gaps in provision. Transport policies also need to make reference to all modes of travel and connectivity.
<p>We would request the following new routes:</p> <ul style="list-style-type: none"> • Multi user routes at footpaths 71b, 74 and 68. • Multi user route around the perimeter of Daedalus. • Mounting blocks to be positions either side of Bridleway 82. • The classification of footpath 37 as a Bridleway. • The creation of footpaths 16, 15 and 86 into Bridleways. • Reduce the speed limit on Whiteley Lane to 40mph. • Creation of a green loop around Welborne to be used by all non-motorised users. • The creation of multi user routes in open space/green infrastructure areas. 	See above. Beyond development proposals, HCC Countryside seek to deliver gaps in provision. Transport policies also need to make reference to all modes of travel and connectivity.

(British Horse Society)	
Developers have borough sites containing redundant glass houses to use as a land bank to then apply for planning permission for the use of the site for housing. Reference should be made to Section 215 of the TCPA in the supporting text to the policy to ensure that the site is kept/tidied up to a reasonable quality.	Noted. Development Management has been notified regarding use of S215 notices. Any sites seeking planning permission for development, including housing, are subject to local plan policies as to their suitability in planning terms. This includes ensuring that the site is in accordance with the development strategy for the area is sustainably located and designed.
The Council should recycle all plastics with a recycling symbol.	Noted. The Council has a corporate policy and action plan to reduce the use of single use plastics across the borough. Comment passed to Streetscene
The policy should include a requirement for the whole life management and maintenance of any SuDS features installed. In addition, SuDS features should be designed with the additional objectives of enhancing water quality and biodiversity. (Hampshire and Isle of Wight Wildlife Trust).	Noted. Suggest reference is made in h) of policy regarding long term management and maintenance and provision of biodiversity and water quality. Adjust policy to be clear that the extent and design of SuDS is adjusted depending on site conditions. Further description of what suds are could be made to supporting text to give greater clarity.
Representations on Policy D2 (Impact on Living Conditions)	
Number of representations on policy:	Objection: 1
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
Object	
The Council's evidence by THHP sees limited value in requiring space standards on market houses and larger flats (Para. 5.35) This contradicts the inclusion of the requirements in the Draft Plan paragraph 10.15. Given there is no current problem there is no justification. At most it could apply as a minimum dwellings size of 39sqm which would prevent the issues of some 1 bedroom flats falling below standard. In addition, prescribing entry sizes could increase entry level prices having a detrimental impact on first time buyers as mentioned in Council's own viability evidence (Persimmon Homes).	<p>Noted. Data in the Housing Evidence Overview Report (2017) is out of date and has been superseded by the Specialist Housing Needs Background Paper (2020) which provides new evidence on space standards, highlighting particular issues with bedroom sizes of 3-4 bed properties. Further survey work of more recent planning applications will be undertaken.</p> <p>The Viability Assessment supports the use of minimum space standards.</p>

Comment	
Any additional traffic on Newgate Lane is likely to have an impact on the Air Quality Management Area (AQMA) at the north end of Newgate Lane and Gosport Road and therefore it would be necessary to include measures mentioned in Policy INF2 specifically to mitigate this impact for this development allocation. (Gosport Borough Council).	Noted. The Newgate Lane Allocation (HA2) is no longer progressing in the Local Plan.
The draft policy should include measures/provide incentives on improving air quality. In particular focusing on the use of public transport such as buses, the use of hybrid and electric vehicles and the use of bikes (including electric bicycles) and walking where appropriate.	Policy D1 will refer to ensuring that development is designed to create places and connections that encourage walking and cycling as alternative methods of movement to the use of the car.
Representations on Policy D3 (Historic Environment)	
Number of representations on policy:	Objection: 1
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
Object	
Concern that allocated sites HA1, HA3 and HA7 do not add to local character and distinctiveness.	The allocations are limited in terms of the extent of detailed requirements for future development, providing a broad approach to future development. The extent of distinctiveness in new design and how this build upon or responds to existing character and distinctiveness will come through detailed design work. There is scope to add reference to Policy DA1 which refers to identity and quality place making for new development.
Comment	
A reference should be included to indicate the positive role that heritage plays, and how that role can be protected and enhanced, and how heritage assets can be greater enjoyed by the communities as a result of implementation of planning policy. The County Council's archaeologist notes that the introductory elements of the Local Plan falls short of defining 'positive strategy' to enhance conservation and enjoyment. For instance, the historic environment can have a positive role within green infrastructure and this is not currently acknowledged in policy CF5. (Hampshire County Council – Strategic Planning).	Added to supporting text

<p>The supporting text does not provide any connectivity with archaeological issues which might arise. For example, paragraph 10.23 does not explore the role of mitigation and archaeological recording arising out of harm identified in a heritage statement and through planning policy. HCC recommend an additional sub-clause to address archaeological recording as a mitigation strategy is added to the policy wording of Policy D3 to enhance the effectiveness of the policy. Policy D3 and its supporting text might also place greater emphasis on the presumption of preservation of significant heritage assets, and harm to nationally important heritage assets being 'wholly exceptional' (NPPF para 132). The County Council therefore recommend the addition of a sub clause as set out below:</p> <p>(e) Significant archaeological remains should normally be preserved, and loss or harm to nationally important archaeological remains should be wholly exceptional. Where public benefit outweighs preservation the planning authority will seek to secure mitigation by excavation, recording and public presentation of the results.</p> <p>These policy principles also should be explored and expanded within the supporting text. (Hampshire County Council – Strategic Planning).</p>	<p>Added to supporting text</p>
<p>The Local plan, whilst acknowledging the role of the heritage assets and the need to conserve and protect, falls short of describing a positive strategy. In addition, the reference to heritage is so closely aligned on the built heritage that, whilst the archaeological heritage is acknowledged, archaeological issues could usefully be more fully explored given their impact on the determination of planning applications (Hampshire County Council – Strategic Planning).</p>	<p>Positive Strategy added</p>
<p>Policy D3 goes some way to fulfilling the NPPF requirements, however, Historic England have a number of concerns related to the Draft Policy. Clarity should be provided in the policy that development proposals which would harm the significance of a designated heritage asset, including the special interest, character and appearance of a Conservation Area, will only be permitted where that is the case or in the circumstances listed in the NPPF. (Historic England).</p>	<p>Added.</p>

A development management policies or policies should be included in the Local Plan setting out the requirements of development proposals and providing a clear indication of how a decision maker should react to a development proposals as required by paragraph 154 of the NPPF. This policy should include criteria for assessing the potential impact of development proposals on the significance of all relevant heritage assets. The policy/policies should reflect the requirement in paragraph 132 of the NPPF that any harm or loss of a heritage asset should require clear and convincing justification, most often in the form of public benefits. The policy should also identify those particular characteristics of each type of heritage asset that should be protected or enhanced through development proposals. (Historic England).	Additions made to policy – justification and requirements added.
We consider the Plan fails to set out an adequate positive strategy for the conservation and enjoyment of, and clear strategy for enhancing, the historic environment as required by the NPPF and is therefore not sound in this respect. (Historic England).	Chapter now provides positive strategy.
The Council should assess whether or not it should identify any areas where certain types of development might need to be limited or would be inappropriate due to the impact that they might have upon the historic environment, this may include tall buildings. (Historic England).	Noted.
A new policy specifically tailored to listed buildings should be added to the Plan to provided even greater protection to listed buildings, specifically for the Town Centre sites and a number of the allocated sites in the plan (Historic England).	Noted.
Representations on Policy D4 (Coordination of Development and Piecemeal Proposals)	
Number of representations on policy:	Objection: 0
	Support: 2
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Support</i>	
HCC as a landowner and public service provider supports the intentions of the policy because it is effective in delivering comprehensive development (Hampshire County Council – Strategic Planning).	Support noted.

GBC supports Policy D4 which aims to ensure a coordinated approach to development, and may be applicable to the development of sites such as Daedalus (Gosport Borough Council).	Support noted
Representations on Policy D5 (Energy and Water Efficiency)	
Number of representations on policy:	Objection: 0
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Comment</i>	
It is inappropriate that the Council will consider more favourably development that go beyond the requirements of those set out in the Building Regulations. The Council should support development wherever it meets the policy requirements set out in the Local Plan as such paragraph 10.35 should be deleted. (Homes Builders Federation).	Agreed. Paragraph removed.
Southern Water supports FBC's intention to achieve standards of '110 litres per day' but would suggest there is possibly a typographical error and this should state '110 litres per person per day' in order to be consistent with Building Regulations. Furthermore, to ensure sustainable development, Southern Water would more strongly support the target for water efficiency if it could be applied to all new development within the Borough, rather than solely within areas where there are presently water supply issues. This approach is supported by the NPPF. Suggest removal of 'that are located where there are water supply issues' be removed from policy wording. (Southern Water).	Amended as per Building Regulations. The wording 'where there are water supply issues' has been removed from the LP in line with SW's comments and the NPPF.
Legislation should be passed that requires all new homes and industrial buildings to have mandatory solar power systems capable of delivering 2500kWh per annum. Electricity, gas and water are precious and more costly to provide.	Noted. This is beyond the capacity of the Council. However, there is a policy in the LP that supports the use of renewable technologies in new development.
Abstraction from the Rivers Test and Itchen has to be reduced to maintain water for conservation.	Noted. This is beyond the capacity of the Council. However, there is a policy in the LP that supports the use of renewable technologies in new development.
Legislation should be passed to ensure higher standard of home insulation is needed to save energy.	Noted. This is beyond the capacity of the Council.

Support	
We support the inclusion of the higher water efficiency standards in this policy this is important not only to help water supply but also for protection of the environment, both species and sites that rely on certain water levels to thrive. There are also key links with foul water disposal, the amount of water that is treated at wastewater treatment works and therefore the capacity of these works to accept new flows. (Environment Agency).	Support noted.
We welcome the adoption by the Borough Council of the optional water efficiency requirement of 110 litres per person per day (l/pppd), which exceeds the Building Regulations requirement of 125l/pppd. We note that the policy states that such measures will be implemented 'where there are water supply issues'; taking a regional view of water resources management would suggest that this definition should apply across the south east, rather than being dependent upon water company boundaries (the 'water stressed' designation). It would seem short-sighted to allow greater water wastage in parts of the Borough simply because the water there is supplied by a different company whose resources are considered to be more reliable. (Hampshire & Isle of Wight Wildlife Trust).	Support noted. The wording 'where there are water supply issues' has been removed from the LP in line with HIWWT's comments and the NPPF.
Local Plans should acknowledge the uncertainty around delivery of water resources over the plan period. Whilst it is not the LPA's remit to plan to deliver water resources, policies requiring a high standard of water efficiency and re-use should be adopted within the Southern Water area. Consideration should be given to the use of grey water recycling, efficient appliances and to include policies that encourage the wise use of water in conjunction with the water companies. (Natural England).	Covered in Policy D4. Water efficiency standards set in line with Building Regulations (Part G) to cover all new development in the Borough.
Representations on Policy D6 (Water Resources)	
Number of representations on policy:	Objection: 1
	Support: 0
	Comment: 3
Issues Raised	Fareham Borough Council Response
Object	
Concern over the consumption of water in the Borough. Abstraction from the Rivers Test and Itchen should be reduced to conserve water.	This is an issue that will be dealt with by the Water Companies rather than the LPA.
Support	

We welcome the recognition of the need to protect and enhance waters within the Borough, which is in line with the requirements of the Water Framework Directive. The lack of reference to this EU Directive suggests that the Local Plan will seek to protect water resources regardless of the situation post-Britain's exit from the European Union; a commitment which we warmly welcome. (Hampshire & Isle of Wight Wildlife Trust).	Support Noted.
Comment	
We are pleased to see the inclusion of this policy but we feel that it should be subsumed into a more holistic water policy that looks at water quality as well as resource. We are especially pleased with the reference to the River Basin Management Plan. The policy makes reference to waste water and the supporting text considers water quality. We feel this should all be compiled into a strong overarching water policy that provides strong guidance on how water as a whole should be considered in new development (Environment Agency).	Water resources and water quality policy have been merged to cover all issues.
Development should follow the Building Regulations H3 (3) requirement to follow a drainage hierarchy, whereby surface water is dealt with separately from foul as a priority, which is line with Southern Water's aim to promote the efficient and sustainable use of water resources and waste water assets. (Southern Water).	To be addressed through a separate policy.
The policy fails to address issues of water stress in Southern Hampshire. Historically plans were prepared for the construction of a long-term water storage reservoir south of Romsey, which has not been constructed. Without this water storage, it is unlikely that there will be sufficient water available for the population of Fareham.	Policy D4 incorporates measures to deal with all new developments in the borough (including in water stressed areas).
Representations on INF1 (Infrastructure Delivery)	
<ul style="list-style-type: none"> Number of representations on policy: 188 	Objection: 139
	Support: 5
	Comment: 44
Issues Raised	Fareham Borough Council Response
Objections	
Strong concerns that development would lead to worsening traffic flow and congestion with particular emphasis to areas where large scale greenfield development is proposed.	Transport Assessment identifies the need for mitigation measures at locations where traffic meets criteria. The Local Plan policy links to TA

Strong concerns that there would be insufficient school places to accommodate children from development with particular emphasis to areas where large scale greenfield development is proposed.	IDP identifies school places needed and requirements for land/contributions. This was informed by consultation with HCC.
Strong concerns over the pressure that development will put on existing doctor's surgeries with particular emphasis to areas where large scale greenfield development is proposed.	IDP identifies health requirements needed and any requirements for land/contributions. This was informed by consultation with CCG.
Concerns over how development would impact upon biodiversity and ecology with some reference to specific areas where large scale greenfield development is proposed.	Dealt with in Natural Environment Chapter.
Concerns raised on the loss of countryside and greenfields with some reference to specific areas where larger scale greenfield development is proposed.	Dealt with in Natural Environment Chapter.
Concern raised about the impact of development upon emergency services including issues around highway accessibility arising from newly proposed development. Engagement with emergency services is therefore required.	IDP identifies emergency services requirements needed and any requirements for land/contributions. This was informed by consultation with service providers.
Concern raised about the impact of development upon the provision of utilities infrastructure (e.g. gas, electric, water, drainage and broadband).	IDP identifies utility services requirements needed and any requirements for land/contributions. This was informed by consultation with utility providers.
Concern that the Plan does not show the corridors needed for utility infrastructure such as water, sewerage, M & HP gas and oil, HV electric and telecoms and their associated functional sites. Sewer systems should be designed to work by gravity not be a series of pumping stations which have long term energy needs. Major roads should not be regarded as these corridors.	IDP identifies utility services requirements needed and any requirements for land/contributions. This was informed by consultation with utility providers.
Concern raised that over the pressure that development will put on existing dentist provision.	IDP identifies health requirements needed and any requirements for land/contributions. This was informed by consultation with CCG.
Concern raised in general terms about the lack of or inadequate infrastructure to support the proposed development strategy.	Local Plan is supported and informed by Infrastructure Delivery Plan. This has been compiled with input from service providers and shows what is needed, when and how it will be funded. The IDP is referred to in the Local Plan policy.
Concern raised that infrastructure won't be provided early on as a priority before any built development is completed or sufficiently progressed.	
Concern that Welborne and supporting infrastructure should be built first before other sites are considered within the Borough.	Welborne infrastructure is phased to meet the needs of the development as it progresses. The site is a fundamental

	component of local plan housing delivery, but other sites are required to meet housing requirements on an annual basis.
Concern raised that the development strategy will not be supported by an adequate provision of shops, jobs and local services.	Local Plan is supported and informed by Infrastructure Delivery Plan. This has been compiled with input from service providers and shows what is needed, when and how it will be funded. The IDP is referred to in the Local Plan policy. Employment land allocations are part of the Plan, as well as protecting and enhancing existing areas.
Concern that the development strategy is not cohesive or strategically balanced with regards to the associated impacts upon infrastructure (e.g. jobs not near to homes).	
Concern raised about the proposed development strategy and the impact upon social care facilities provision.	IDP identifies social care places needed and requirements for land/contributions. This was informed by consultation with HCC.
Some concern over loss of trees and green infrastructure as a consequence of increased development.	Dealt with in Natural Environment Chapter with a new policy on Tree protection.
Some concern over secondary impacts as a result of oversubscribed health services (e.g. illness / depression / mental health).	The IDP identifies the health requirements needed and any requirements for land/contributions. The council works with the CCG and all other infrastructure providers to assess the requirements as a result of Local Plan development.
The Council must liaise and work with its partner organisations (e.g. Hampshire County Council, Fareham and Gosport CCG, Hampshire County Council across its various statutory infrastructure related services) as far as this is possible. Communication between all other District and Borough Council's is also vital particularly with regards to the provision of locally based infrastructure.	The council works with the County Council, CCG and all other infrastructure providers to assess the requirements as a result of Local Plan development. This is what has informed the IDP and policy requirements. The Council works closely with neighbouring authorities through PfSH arrangements as well as Duty to Cooperate requirements.
No evidence of a joined-up approach taken by the Council with other service providers to plan the delivery of infrastructure that's required (e.g. education provision).	The IDP and DtC Report evidence the partnership working undertaken on the plan.
The need for additional health facilities is not referenced in the CIL 123 List and there is no financial mechanism for collecting contributions towards health facilities.	Where requested and meet the legislative criteria, contributions will be collected via section 106 legal agreements. The need for health contributions is identified in the IDP which is reference in the Local Plan policy.
The building of approximately 3,000 new dwellings will have an impact upon healthcare services. There will be undue pressure placed upon already overstretched services and budgets as a result of an aging population.	IDP will identify health requirements needed and any requirements for land/contributions will be set out in Site Allocation policies. The council works with the CCG and all other infrastructure providers to assess the requirements as a result of Local Plan development.

Increased pressures on health services will place secondary pressures on Hampshire County Council as it seeks to provide an increased number of care packages for the elderly in order to free up bed spaces in primary care facilities such as hospitals. No evidence that the Council has consulted with Hampshire County Council as to how they will address this in the face of limited budgets.	The IDP and DtC report show the evidence of partnership working the Council has undertaken and where the Council has consulted HCC on infrastructure requirements at several points through the Plan process.
Considered unacceptable for the Council to state that health provision must be supplied by the CCG and that education provision must be supplied by Hampshire County Council. By proceeding with these development's, the Council is exacerbating the situation and must take its own share of responsibility or the problems that will be caused by the Plan.	The council works with the CCG and HCC to assess provision and put in place a strategy for delivering the housing requirements in the most effective way in relation to infrastructure. The IDP identifies health requirements needed by the CCG and educational requirements from HCC and sets out the case for developer contributions to those schemes where appropriate.
Queen Alexandra Hospital will be unable to cope with increased demand. A new hospital is needed to accommodate for population growth to serve Borough residents.	The IDP identifies the health requirements needed and any requirements for land/contributions. The Council has worked with the CCG and all other infrastructure providers to assess the requirements as a result of Local Plan development.
Too much is being built too quickly which will have implications upon infrastructure already under strain.	The Local Plan is supported and informed by an Infrastructure Delivery Plan. This has been put together with input from infrastructure service providers and shows what is needed, when and how it will be funded. The IDP is part of the policy requirements set out in Local Plan policy TIN4.
Infrastructure won't be able to cope in Portsmouth.	The Council works with its neighbours through Duty to Cooperate to consider cross boundary issues and work on cross boundary projects. Evidence of DtC can be found in the DtC Statement.
There is a lack of shops and community facilities including those located within a suitable catchment to serve residents of new homes particularly in the case of the larger proposed development allocations.	The Local Plan is supported and informed by the Infrastructure Delivery Plan. This has been compiled with input from infrastructure service providers and show what is needed, when and how it will be funded. The IDP has informed Local Plan policy. Site allocation policy will set out where local centres are required to be provided to support developments. Planning has limited influence over what shops locate to new premises or whether they remain there.

There is too much emphasis upon encouraging rather than requiring improvements to infrastructure.	The council requires infrastructure improvements from developers (either through provision or financial contributions) where necessary and requested by infrastructure providers. The IDP process establishes those requirements in partnership with providers.
Street lighting needs improving.	County Council delivers and operates street lighting outside of the planning system.
The Government and developers need to fund infrastructure projects.	Developers will be required to mitigate the impact of their developments by paying developer contributions towards the provision of infrastructure. The government invests in infrastructure through its various departments such as DfT.
The Draft Local Plan is insufficient for future travel and communication.	The Local Plan contains a policy on infrastructure provision including transport and utilities including communications. The Council has worked with infrastructure providers to ensure infrastructure requirements are covered within the IDP.
No consideration has been made to building a railway line into Welborne and running a shuttle service into the currently unused bay platform at Fareham Railway Station.	The Council has worked with infrastructure providers to ensure infrastructure requirements are covered within the IDP. Network Rail has worked with the Council in its approach to Welborne, but this is being dealt with through the planning application process.
The Borough needs additional sustainable development of its infrastructure and that includes more residential accommodation. However, the sites identified in the Draft Plan fail to deliver a sustainable solution in respect of its discreet communities and lets down those communities represented.	Noted. The Local Plan is supported by the IDP to identify the infrastructure requirements of growth. The Local Plan policy sets out requirements to ensure delivery of that infrastructure.
There is no evidence of consultation whereby the Hampshire School Places Plan 2017-2019 is still operating on the assumption that the bulk of the houses will be built at Welborne. The School Places Plan 2017-19 makes no provision for schools to serve new developments as proposed in the Draft Plan.	The Local Plan is supported by the IDP which has been compiled in liaison with HCC school places planning team. Consideration has been taken with regards to additional school places across the borough.
The assumption that the expansion of school buildings can be provided for within their existing site footprint is disingenuous. This is because of national policies relating to the protection of playing fields and school land.	The Development Strategy policy on in the Local Plan provides for expansion of school sites. The ability of each individual school to undertaken expansions and alterations will clearly be judged on site by site case.

Much of the commentary under infrastructure doesn't relate to projects or communities.	The IDP sets out projects in relation to settlements.
It's not enough to just have an umbrella policy (Policy INF1). The infrastructure requirements and how they are to be provided and financed should be specified for each major site. (The Fareham Society).	Revised Policy TIN4 now covers infrastructure provision and links to the IDP which sets out requirements in relation to sites.
Support	
Support for the requirement for all new development to deliver the necessary infrastructure that is needed to serve the site and especially the acknowledgement of the role financial contributions have in securing that provision. The delivery of costly, off-site highways, transport and school infrastructure is expected to be funded by the developments that generate that impact (Hampshire County Council).	Support noted.
Support given to the Policy, particularly its reference to phasing in large developments, onsite provision where appropriate, and flexibility in the supporting text on the delivery mechanism. (Education and Skills Funding Agency).	Support noted.
Pleased to see that phasing is a key consideration in this Policy. This may be especially important for wastewater disposal moving forward. (Environment Agency).	Support noted.
Support the requirement for development to provide and/or contribute towards the delivery of new or improved infrastructure. This is in line with Ofwat's view that local infrastructure, such as local sewers, should be funded by the development if this is specifically required to service individual development sites. (Southern Water).	Support noted.
We need new homes.	Support noted.
Comment	
It's important that the Council contact Southern Water to ensure there is capacity both within the sewerage system and at the relevant treatment works to accommodate the quantum of development proposed. Peel Common Waste Water treatment works serves the majority of Fareham Borough and discharges into the Solent which is currently failing under the Water Framework Directive (WFD) for dissolved inorganic nitrate. The PUSH Integrated Water Management Study will also provide further information and evidence in relation to this. (Environment Agency).	Southern Water have been consulted and provided responses to Local Plan consultations and IDP consultations. Where they have made specific requirements these have been included in the site allocation policies.

<p>The Council should also consult with Southern Water to ensure they are confident they can supply water for the quantum of development proposed. The Water Resource Management Plan runs from 2015-2040 and outlines how Southern Water intends to secure its water supply over the 25-year period. This was done in consultation with the Environment Agency. It's suggested that given the challenge water resources present in this area that water efficiency measures are promoted and incorporated in development wherever possible. (Environment Agency).</p>	<p>Southern Water have been consulted and provided responses to Local Plan consultations and IDP consultations. Where they have made specific requirements these have been included in the site allocation policies.</p>
<p>Some concern regarding how health services will be impacted in the Fareham area, where anecdotally the length of time to obtain a routine appointment is between five and three weeks. Whilst some of the small pockets of development may be able to be absorbed, some of the larger areas of development may have a destabilising effect on practices, particularly if recruitment of healthcare professionals. remains an issue (Fareham and Gosport CCG).</p>	<p>Noted. The Council is working with the CCG on an ongoing basis to ensure health services are taken into account during the Local Plan process. Evidence of this joint working can be found in the DtC statement.</p>
<p>Estimated that the level of additional demand that will be placed on NHS primary care does not warrant the commissioning of an additional GP surgery. The increased demand will be accommodated by the existing GP surgeries open to new registration requests from people living in the area of the proposed development, however additional capacity within the premises will be required. (Fareham and Gosport CCG).</p>	<p>Noted. The Council is working with the CCG on an ongoing basis to ensure health services are taken into account during the Local Plan process. Evidence of this joint working can be found in the DtC statement.</p>
<p>In order to meet the additional demand on health services that new housing will bring, the Clinical Commissioning Groups would wish to apply for s106 or CIL Contributions on individual schemes, on behalf of local GP practices, to enable targeted infrastructure improvements for existing local practices, to ensure that quality of service is not compromised. (Fareham and Gosport CCG).</p>	<p>Noted. The Council is working with the CCG on an ongoing basis to ensure health services are taken into account during the Local Plan process. Evidence of this joint working can be found in the DtC statement. The IDP covers health provision and the requirement for developer contributions towards the health estate.</p>
<p>Section 106 or CIL contributions for developments that are on the boundaries of both Eastleigh Borough Council and Winchester City Council areas should be collected on the request of the West Hampshire CCG. Local practices in some cases will be more affected by certain developments than Fareham and Gosport CCG due to the geography and boundaries of local GP practices. All requests would relate to the specific requirements of the practices to enable continued delivery of high quality care to patients registering at the practices. (Fareham and Gosport CCG).</p>	<p>Noted. The Council is working with the CCG on an ongoing basis to ensure health services are taken into account during the Local Plan process. Evidence of this joint working can be found in the DtC statement. The IDP covers health provision and the requirement for developer contributions towards the health estate.</p>

Page 122, Section 11.10 of the document refers to Healthcare linked to community halls. This is not how healthcare is provided as General Medical Services have to be delivered from CQC registered premises. (Fareham and Gosport CCG).	Noted. The Council is working with the CCG on an ongoing basis to ensure health services are taken into account during the Local Plan process. Evidence of this joint working can be found in the DtC statement. The IDP covers health provision and the requirement for developer contributions towards the health estate.
Developer guide and additional data in response to the proposed development allocations has been provided following consultation on the Stage 2 Infrastructure Delivery Plan consultation. (Hampshire County Council).	Noted. The IDP has been updated to support the Local Plan 2037.
Noted that the CIL 123 list pre-dates the adopted plan approach with the commitment to monitor and review the 123 List welcomed. This is particularly relevant with regards to transport and education contributions with concern noted that the County Council has received nothing towards the infrastructure it provides since CIL was adopted in 2013. (Hampshire County Council).	Noted. The CIL 123 list has been amended on a number of occasions since its adoption. R123 lists are being replaced by Infrastructure Funding Statements.
The Department for Education expects developers to pay for additional school places as a result of housing growth. Hampshire County Council recommends the use of developer contributions (section 106) to be used for the provision of educational infrastructure as this allows for a contribution that is directly and reasonably related in scale and kind to the development. The preferred approach to s106 contributions is set out in the County Council's document: Developers' contributions towards Children's Services facilities (Hampshire County Council)	Noted. This approach has been mirrored within the IDP.
Early Years Education (EYE) is a statutory offer which is available universally to all 3 and 4 year olds. For two year olds, the offer is limited to children of families who meet low income criteria. In Hampshire, children can start their free entitlement in the term after their second/third and fourth birthday and can receive a maximum of 570 hours per child's eligibility year. In June 2015, the Government indicated that it intends to increase the offer to 1140 hours for working parents from 2017. The Childcare Bill will confirm this. The demand for both three-year-old and four-year-old places is high and it is therefore, expected that there will be continued high demand from this age group within any new housing development. The demand for two year olds continues to grow with 4,000 children likely to be eligible for this statutory offer for families who meet certain low-income level criteria. Developers should consider 80 early years places for every 1,000 houses and that these places are offered	Noted. Early Years provision is included within the IDP and number of places required set out for the various sites following consultation with HCC on this matter.

through a mix of facilities where possible. The childcare planning should allow for flexible hours of opening and covering at least 7am to 7pm for full day care. For 1,000 houses, it is anticipated that one full day provision of 50+ places, together with an additional 30 places from shared community premises, would meet the needs of this size of development. Through childcare sufficiency assessments (2008, 2011), parents prefer the early years and childcare facilities to fall within a 1-2 mile radius of their homes. There must be early consideration of the allocation of the sites and/or premises for early years and childcare. It is recommended that such provision is considered for development and occupation at the same time as that for primary schools. This is especially important within developments that have little or no accessible early years and childcare provision adjacent to the new housing development. The impact of a new housing development, alongside current capacity in the early years and childcare market, should also be considered in terms of early occupation of families and their ability to access provision and whether any interim measures are put in place prior to thresholds of dwellings occupied being reached. (Hampshire County Council Children's Services)	
It is recognised that individual pockets of development may not have a significant impact on waste management infrastructure but when considered in terms of the development across the borough, and indeed Hampshire as a whole, the impact is significant. Waste disposal infrastructure provided by the County Council is provided on a regional basis. The existing energy recovery facility (ERF) and materials recovery facility (MRF) at Portsmouth receive material from both from Fareham and across south and east Hampshire. In summary, the impact of additional waste i.e. the contribution a new large development will make in terms of the cumulative impact on existing waste collection and disposal infrastructure which have a finite capacity, and the need for enhanced recycling, should be considered alongside the other infrastructure provision (Hampshire County Council – Strategic Planning).	Noted.
Add reference in policy to the need for development proposals requiring a full transport assessment (Hampshire County Council – Highways Authority).	Noted. This is included in the Transport and Infrastructure policies.
Strategic infrastructure such as extensions to wastewater treatment works can be planned and funded through the price review process, and coordinated with new development. More general overarching support is therefore sought for the provision of strategic water or waste water assets such as trunk mains or	Noted. This has been included in the policies within the Plan and the IDP.

sewers, pumping stations and treatment works, which may be required to help deliver planned growth in Fareham Borough, or meet stricter standards in the treatment of water and/or waste water. (Southern Water).	
In order to comply with Paragraph 17 of the NPPF, its suggested that there is an addition to Policy INF1 as follows: 'Proposals by service providers for the delivery of utility infrastructure to meet the needs generated by new and existing development will be encouraged and permitted, subject to other relevant policies in the Plan'. (Southern Water).	Noted. The infrastructure policy and IDP supports this approach.
Welborne is not currently CIL Exempt or Zero rated but the Charging Schedule permits CIL receipts being spent on infrastructure in Welborne. The Council should review the CIL Charging Schedule in accordance with commitments in the Welborne Plan whereby it's noted within the IDP that the Council does not intend to review this. Concern this could create a double charging effect. (Site Promoter).	Noted. CIL review is underway.
Insufficient detail to how school places could be affected by the proposals and necessary to understand the impact of new housing development (HA2 Newgate Lane South) on local schools as any development of this site is likely to include a high proportion of households with children. (Gosport Borough Council).	HCC has been consulted as education authority and advised that developer contributions will be sought from all allocated sites to fund school provision. HA2 is no longer an allocation in the Local Plan.
Infrastructure for the local road network, schools, health care in Portchester is already strained. Mitigation proposals particularly for the A27 are not adequate.	Noted. The IDP sets out the infrastructure requirements needed to support new homes. The Transport Assessment has considered the increase in road usage and has advised where mitigation is required, particularly at Delme roundabout.
Infrastructure section of the Plan and the Draft IDP are inadequate and do not demonstrate that the required infrastructure (e.g. schools and doctors) is known in sufficient detail and will be provided when required.	The Plan and the IDP have been updated. Timescales are included where infrastructure providers have advised.
The Local Plan will need to be positively prepared to meet the objectively assessed needs and infrastructure requirements. (Education and Skills Funding Agency).	Noted. The Council has and continues to work with the Education Authority to identify educational needs, and these are reflected in the IDP. Sites will be required to pay developer contributions towards new school places as requested by HCC.
Reference within the plan is welcomed to support the development of appropriate social and community infrastructure as set out in Strategic Priority 4 and the site selection priorities/refining points on page 18. However, it	Noted. The Council has and continues to work with the Education Authority to identify educational needs, and these are reflected in the IDP. Sites will be required to pay

would be helpful if reference was made to key national policies on the provision of school places (e.g. the NPPF paragraph 72 and the Joint Policy Statement on Planning for Schools Development (2011). (Education and Skills Funding Agency).	developer contributions towards new school places as requested by HCC.
Close working with local authorities is encouraged during all stages of planning policy development to help guide the development of new school infrastructure and meet the predicted demand for primary and secondary school places. (Education and Skills Funding Agency).	Noted. The Council has and continues to work with the Education Authority to identify educational needs, and these are reflected in the IDP. Sites will be required to pay developer contributions towards new school places as requested by HCC.
Recommended that the Council considers producing a Planning for Schools Development Plan Document (as with Ealing Council) to provide policy direction on the Council's approach to providing primary and secondary school places and to help identify sites which may be suitable for these whether by extension to existing schools or on new sites. Advised that the Council uses the Ealing Council SPD as guidance for this purpose. This will ensure an adequate supply of sites for schools and for the Council to swiftly and flexibly respond to the existing and future need for school places to meet the needs of the Borough over the plan period. (Education and Skills Funding Agency).	Noted. The Council has and continues to work with the Education Authority to identify educational needs, and these are reflected in the IDP. Sites will be required to pay developer contributions towards new school places as requested by HCC.
Support also given on the Council's intention to review infrastructure requirements at the time applications are considered but suggests the issue of whether an on-site school is likely to be required, and the most appropriate funding mechanism, should be addressed as the policy develops. (Education and Skills Funding Agency).	Noted. The Council has and continues to work with the Education Authority to identify educational needs, and these are reflected in the IDP. Sites will be required to pay developer contributions towards new school places as requested by HCC.
Part a) of the policy is ineffective as not all of the required infrastructure, even on larger schemes, will be the responsibility of the developer. Responsibility for timing of the development rests with the LPA, who through the IDP, should have considered and addressed the infrastructure requirements that are needed to support the level of growth identified in the Plan. Only where infrastructure is being provided by a developer should there need to be agreement as to when the infrastructure will be provided. (Homebuilders Federation).	Noted. This is reflected in the updated IDP.
Part d) of INF1 is inappropriate and should be deleted. Whilst the NPPF established that LAPs should seek to support the expansion of electronic communications networks it does not seek to regulate the technical	Noted.

specifications of new homes in relation to high speed broadband. It is also the case that the house building industry is fully aware of the benefits of having their homes connected to super-fast broadband and what their customers demand making this policy superfluous. (Homebuilders Federation).	
Suggest that requiring applications to provide sufficient space for home working is not supported by national policy. Should there be sufficient evidence Councils can seek to apply minimum space standards, outside of this it should not seek to require further considerations regarding internal floorspace. (Homebuilders Federation).	Noted. There is a new policy in the Plan on Space Standards.
There should be no reduction of vehicle parking in Fareham Town Centre.	Noted.
Both FBC and GBC should join up in fighting the Government over claims there is the space and infrastructure to support the new housing proposed.	Noted.
Largely no funding for infrastructure from Government that will be required.	Noted. IDP sets out the various sources from which infrastructure funding will be sought.
Provide jobs locally for the additional 15,000 to 20,000 jobs that will be required for new inhabitants – cannot rely on other areas to provide jobs when they have a similar housing growth problem.	The Local Plan is supported by a Business Needs and Employment Floorspace study that sets the requirements for new employment, and the Local Plan allocates sites for employment development.
Government should prioritise growth in the northern cities / areas rather than in the overpopulated southern areas.	Noted. The Council is required to plan for a set amount of housing as set out by the standard methodology.
Existing Local Plan provided more than enough future housing which already puts a strain on local facilities.	Noted. The Council is required to plan for a set amount of housing as set out by the standard methodology.
Council must apply political pressure to ensure mitigation of the increased population upon the limited resources of the area (i.e. the increased numbers of pupils in schools and increased health care provision which cannot be left to the tender mercy of the CCG).	Noted.
Much more use must be made of Fareham Community Hospital / current lack of hospital facilities.	Noted.
Consideration needs to be given to the need for more primary and secondary school places and doctor's surgeries / also a lack of these facilities.	Noted. The IDP supports the Local Plan, and sets out the requirements for infrastructure including health and education.
Consideration needs to be given to the provision of improved public transport / no mention has been made of public transport.	Noted. Transport policy prioritises public transport and active travel.
No confidence that improvements to existing infrastructure will come on stream as required and are not delayed.	Noted. IDP sets out requirements at a Plan level, individual legal agreements for each site will contain restrictions where

	necessary for infrastructure to be provided in advance of development.
The provision of doctor's surgeries should be a condition of the granting planning permission.	The Local Plan is informed by the IDP which sets out the infrastructure requirements for each of the sites. The IDP has been informed by consultation with service providers including the CCG.
Development not dispersed enough around the Borough – too much overdevelopment in north Fareham (especially with regards to Welborne and the Funtley proposed housing allocations).	The Local Plan development strategy allocates sites around the borough, north, south, east and west.
There is a lack of road related infrastructure.	The Local Plan is supported by a Transport Assessment which has assessed the impact of local plan growth and sets out mitigation measures. These are included in the Local Plan policy and IDP as critical requirements.
We may need more houses across the country but we also need the infrastructure to ensure these massive developments are viable places to live with a good quality of life, sustainable communities, allowing open green areas, good air quality and excellent joined up services. Not the current short-term ideology.	Noted.
The assessment and delivery of infrastructure for a new development needs to be far more crisp. The Council's Fareham Today publication (October 2017) includes too many statements encouraging provision (e.g. encouraging road improvements and creating more classroom spaces where needed / working with the NHS to encourage the timely provision of improved access to healthcare). Despite the Council being able to state it engaged with the appropriate infrastructure body, there is no guarantee it will be provided by the appropriate body – e.g. NHS with regards to its budgetary constraints.	Noted. The Local Plan policy and IDP establishes the basis and the need for infrastructure provision and will ensure that delivery is as and when it is needed.
The assessment of infrastructure needs for highways, education and health needs to be undertaken through an independent assessment. This would then require the appropriate body (e.g. HCC / CCG) to commit towards addressing that lack of infrastructure before planning permission is given. There is currently too much opportunity to blame a different area of Government for such infrastructure failings.	Noted. The Local Plan is written in line with national policy and legislation including the way infrastructure is planned for and provided. The IDP has been positively prepared in coordination with all the relevant service providers in the borough.

Representations on Site INF2 (Sustainable Transport System)	
Number of representations on policy: 106	Objection: 78
	Support: 4
	Comment:24
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concerns raised that the Borough has a high car dependency and lack of adequate public transport serving local residents (i.e. infrequent or unreliable bus services).	Noted. Walking and cycling schemes will be more prevalent in the plan as LCWIP is integrated.
Strong concerns raised in general terms about the impact of increased traffic upon existing road infrastructure throughout the Borough.	Noted. Borough wide TA will assess traffic implications from proposed LP development.
Concern that the policy doesn't include any consideration of how to reduce car use in favour of buses. Attractiveness and availability of buses and mini-buses must be increased.	Noted. Policy will promote sustainable transport, particularly walking and cycling as well as continued rapid transit modes.
Concern that developers should be required to provide sufficient electric charging points with new development / for every house built.	Will be added to Climate Change policy.
Concern noted about difficult pedestrian access via North Wallington with there being particular road safety issues with regards to busy traffic generated from the existing units at Broadoak.	Site specific concern. Will be addressed through planning application process but need for pedestrian link identified.
Concern that there isn't any active policy to encourage significant modal shift of passenger transport to the railway line. The existing east west railway's capacity appears to be limited by signalling block lengths being too long. There is nowhere for a train to overtake until Fareham Station where the dead end centre platform can be used. Passing loops elsewhere on the line would also allow for faster long-distance trains to pass through. Increased frequency of trains and shorter walking routes would also encourage modal shift.	Local Plan approach will be to promote sustainable transport modes, particularly walking and cycling. FBC has limited influence over the plans for railway line but liaises with Network Rail and operators over future plans.
Concern there is no mention of extending the railway to Welborne.	Considered within Part 3: The Welborne Plan.
Concern there no mention of public transport with regard to the Newgate Lane South proposed housing allocation (HA2) with no specific mention made to designated cycle or bus routes. This will lead to high car dependency and goes against government policy to support other methods of transport. Also noted it will be necessary to explore strategic transport options such as the potential for a new bus rapid transport link which could connect Lee-on-the-	Noted. HA2 is no longer an allocation in the Local Plan.

Solent, Daedalus, Newgate Lane, and the busway through to Fareham. (Gosport Borough Council).	
Concern that there is a lack of provision in terms of how the western wards will cope with increased traffic from proposed development at HA1, HA7, HA9 and HA11.	Transport Assessment will identify mitigation requirements for allocations which will be included in site allocation policy.
Concern that opportunities to achieve solutions proposed through Policy INF2 with regards to active travel have not been taken with the proposed development allocations (i.e. HA1, HA3 and HA7).	Noted. Active Travel recommendations will be made in allocation policy.
Concern that there are no direct public transport links between Queen Alexandra Hospital and Fareham Community Hospital and that bus services stop too early in the day.	Noted.
Concern that there is too much traffic in Fareham High Street and that the level should be cut back and made access only.	Noted. Highway Authority issue.
Concern raised over lack of public transport (i.e. bus services).	Noted.
Concern raised about the impact of new development upon on-street parking provision and associated issues.	Noted. Highway Authority issue. Parking SPD likely to be reviewed following Local Plan adoption.
Concern raised about the impact of increased traffic upon local health due to worsened air quality.	Air Quality policies will remain within the plan. Active Travel will also feature as policy requirement for site allocations.
Some concern regarding whether there is a transport plan to consider the increase in vehicle movements from Portchester to Fareham.	Borough wide Transport Assessment will inform the Local Plan and mitigation actions required.
More parking is needed to serve Warsash and Locks Heath shopping centres.	Noted.
The policy for residential car parking is flawed on the basis of increased vehicle sizes. Suggested 3 metres by 6 metres would be an appropriate size.	Noted. Parking SPD to be reviewed.
Number of car parking spaces should be two for the first bedroom with an additional space added for each additional bedroom. Concerns about the lack of parking provision serving residential developments.	Noted. Parking SPD to be reviewed.
Developers should be required to fund or subsidise a cheap and reliable public transport system within the Borough.	Developer Contributions will be sought from Highway Authority from all sites to fund such measures.
Park and Ride should be provided at Junctions 9, 10 and 11 on the M27 along with a linked subsidised bus service and joined up to local bus services.	Noted. Highway Authority issue.
Air quality is very important but statements such as 'minimise road transport emissions where possible' and 'seek to counter cumulative impact' are ineffective, weak and in need of strengthening.	Noted. Air Quality Policy will provide policy context in areas of concern. Plan will specify active travel, particularly LCWIP schemes in site allocation policy.

The issue of fine particulates arising from the principle transport corridors even if all vehicles are battery electric powered has not been addressed and will still be probably 50% more than current levels.	Noted. Air Quality Policy will provide policy context in areas of concern. Plan will specify active travel, particularly LCWIP schemes in site allocation policy.
Give people more incentive to move up the air quality ladder. i.e. car to bus / diesel car to petrol car to hybrid car to electric car / car to electric bicycle to bicycle to walking.	Noted. Air Quality Policy will provide policy context in areas of concern. Plan will specify active travel, particularly LCWIP schemes in site allocation policy.
Paragraph 11.30 with regards to emissions and Air Quality Management Areas is unobserved in relation to sites identified in Warsash.	Noted. Air Quality Policy will provide policy context in areas of concern. Plan will specify active travel, particularly LCWIP schemes in site allocation policy.
Support	
Support given to Policy INF2 which aims to ensure the accessibility of existing highways networks are not harmed and provision is made for public transport and active travel. (Gosport Borough Council).	Noted.
Support given to Policy INF2 in order to reduce the impact of development on the surrounding local road network. (Ministry of Defence).	Noted.
Support given to the Council's intention of improved infrastructure to support more and safer active travel in the Borough whereby more funds are needed for improved walking, cycling and public transport movements which will help towards a decrease in car journeys.	Noted.
Supportive of any steps which would see Bus Rapid Transit expanded in the Borough.	Noted.
Comment	
<p>The primary focus of the County Council as highway authority is to:</p> <ul style="list-style-type: none"> • Maintain the function of the M27 and A27 for strategic connectivity • Maintain and where appropriate improve the safety and capacity of the networks linking local communities to the A27 and beyond. • Further develop the concept and provision of public transport including Bus Rapid Transit within the borough and with links to adjoining areas. • Promote access to local services and facilities by sustainable transport modes (public transport, walking and cycling). <p>(Hampshire County Council, Highways Authority)</p>	Noted.
Close liaison will be needed with both HCC's Children's Services and Economy, Transport and Environment to support and develop in partnership the Fareham Active Travel Strategy. In particular reference to home to school	Noted. FBC working with HCC on LCWIP.

travel to promote sustainable travel should include early indication of barriers that prevent walking and cycling to school and a strategy to remove those barriers. (Hampshire County Council).	
New housing development should make a financial contribution towards ensuring that access to schools and other community facilities through walking and cycling is promoted and any necessary improvements to walking and cycling routes are to promote sustainable travel are funded and implemented through Borough and County initiatives. A strategy should be developed to ensure Fareham Borough Council and Hampshire County Council achieve this. (Hampshire County Council).	Noted. FBC working with HCC on establishing requirements for education including travel to school. Links to LCWIP which focuses on facilities like schools in first instance.
Even if additional housing does not result in school expansions the identification of suitable walking and cycle routes to schools together with any funded improvements that may be required, should be made. (Hampshire County Council).	Noted. FBC working with HCC on establishing requirements for education including travel to school. Links to LCWIP which focuses on facilities like schools in first instance.
Funding support should be provided to enable HCC to work with local schools on School Travel Plans (STPs) so new communities can be encouraged and supported to walk and cycle relying less on the car. Such financial support should be made through Section 106 agreements or the use of CIL funding. Such a strategy will contribute to the improvement of air quality as identified in paragraphs 11.32 onwards. (Hampshire County Council).	Noted. FBC working with HCC on establishing requirements for education including travel to school. Links to LCWIP which focuses on facilities like schools in first instance.
The current bus station in Fareham Town Centre is too small.	Noted.
All people should be able to obtain a bus pass.	Noted. County Council issue.
New busways are needed like that which runs through Gosport. This would be cheaper than a tram system.	Noted. Rapid Transit a policy area for plan.
Developers of the proposed allocations should be made to financially support a move towards modes such as cycling and walking through infrastructure and travel planning.	Developers will be expected to contribute to such initiatives with LCWIP and other schemes linked to site allocation policies.
The Council should make the most of developer contributions from allocations close to the A27 to improve the safety and accessibility of infrastructure along this route, particularly for cyclists. The A27 would be very suitable for a cycle super-highway with the right infrastructure whereby it should be made safe and convenient to cycle.	Noted. TA will assess and address impacts on A27 and where appropriate developer contributions will be sought towards those schemes. LCWIP scheme runs along this corridor.
Shared paths are suitable for children or people riding slowly but not for a large number of commuters who prefer to use the road as it is faster and	Noted. LCWIP will set out requirements and standards.

avoids multiple delays at signalised crossings and potential conflicts with pedestrians.	
It is considered essential to build a new railway station on the railway line between Fareham and Eastleigh at Welborne. This will have benefits including helping to reduce traffic congestion in and around Fareham and Welborne and provide greater accessibility for local residents to other centres out of the Borough by train for employment, shopping and other purposes.	Noted. Not dealt with through Local Plan.
Noted that Network Rail are carrying out a scoping study for a two platform station at Welborne. The location of Welborne and other housing developments next to the Fareham to Botley railway line and the resulting opportunity for accessing these developments with a rail station is the reason to put the housing in this area of North Fareham.	Noted. Not dealt with through Local Plan.
To consider double tracking of the rail line running from Fareham to Botley as per the remit of the Welborne Station scoping study.	Noted. Dependent on Network Rail.
Noted that there is limited public transport available in order to access essential services which will result in increased car journeys.	Noted.
Cycling should be encouraged particularly as it's a key theme in the Hampshire Local Transport Plan 2011-2031.	Noted. Being progressed through LCWIP.
Cycling should be given priority over motor vehicles which in turn will make it safer to cycle.	Noted. Being progressed through LCWIP.
Safer walking and cycle routes are needed throughout the Borough.	Noted. Being progressed through LCWIP.
The provision of cyclepaths and cycle superhighways needs to be a condition of planning consent.	Noted. Being progressed through LCWIP - schemes will be included in site allocation policy.
Building of the Stubbington Bypass will be at odds with encouraging active transport with particular concern raised about crossing this road to access Ranvilles Lane and Peak Lane.	Noted. Stubbington Bypass a key scheme in easing congestion on the peninsular and taking traffic out of Stubbington, thus supporting safer active travel.
Greater separation is needed between shared paths/cycleways from roads in order to increase safety, associated high levels of pollution and noise risk (e.g. new section of Newgate Lane by Speedfields Business Park) along with improved cycle infrastructure in general.	Noted. Being progressed through LCWIP.
More 20 mile an hour zones are widely required in order to reinforce the commitment to active transport (e.g. Warsash area).	Noted.
Desire to see how proposals for electric and possibly driverless cars can be incorporated onto the road network whilst planning must future proof for these and other technological advances and eventualities. (CPRE).	Noted. Highway Authority issue.

When building more houses in Fareham Town Centre, consider building blocks with only car share and no personal cars. This would save land and encourage more sustainable transport.	Noted. Parking SPD will be reviewed and take account of up to date thinking on the subject.
Increase the cost of car ownership.	Noted.
Increase the frequency of bus services which would result in more people opting to take the bus including on days when bus services are not provided (e.g. Sundays).	Noted. Dependent on operators.
On slowing the maximum speed limit for traffic, it will be necessary to increase the rate at which traffic can exit and enter the Warsash / Locks Heath area by controlling all junctions with the A27.	Noted. TA will assess traffic implications of development across the borough and propose mitigation.
Representations on Site INF3 (Road Network Improvements)	
Number of representations on policy: 72	Objection: 66
	Support: 2
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern regarding access from Barnes Lane and Brook Lane and their capacity to accommodate the increase in traffic and the peninsula location of Warsash south of the A27.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern that the main east west routes in the Borough through Fareham cannot be appropriately improved because of the bridges over the River Wallington.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern that junction improvements and mitigation works to the junction of Downend Road with the A27 and Delme Roundabout will do little to improve traffic flow.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern noted that both Fareham Borough Council and Gosport Borough Council should work together to build a new road across the creek to link up with Portchester and Portsmouth instead of further adding to traffic congestion on the A32.	Noted.
Concern that the idea of duelling the A27 between Fareham and the M27 will not help with traffic flow in Warsash and onto St Margarets Roundabout already congested.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy. St Margarets Roundabout recently upgraded.

Concern that road works on the A27 running through Titchfield to Park Gate are also taking too long and adding to traffic problems.	Noted.
Concern that traffic calming measures are needed to provide child safety.	Noted.
Concern that any further development must include provision for improvements at Delme Roundabout for traffic approaching from Portchester Road.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern that the current design of the A27 provides little scope to cope with increased traffic that would come with the increase in dwellings thereby limiting any perceived economic benefits.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern about the improvements planned to the major traffic routes given that four of the development allocations proposed in Portchester will significantly impact on the traffic volume on the A27 Portchester Road.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern about building Newgate Lane South when access routes into the proposed Newgate Lane South housing allocation (HA2) will be redirecting traffic away from it.	Noted. HA2 is no longer an allocation in the Local Plan.
Concern about whether the impact of increased housing primarily arising from the North and South of Greenaway Lane proposed housing allocation (HA1) in the Western Wards has not been properly considered in relation to traffic flows further afield (e.g. up to Windover Roundabout).	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concerns raised about the narrow footbridge on Downend Road and how this will not be able to cope with increased levels of traffic arising from the Downend Road proposed housing allocation (HA3).	Noted. Being addresses through planning application process. See appeal decision report.
Concerns raised about the impact of increased traffic upon the local road network within the vicinity of the proposed housing allocations at Romsey Avenue (HA5) and Cranleigh Road (HA6).	Noted. is no longer an allocation in the Local Plan.
Concern of no plans for any pedestrian crossing to allow people cross the A27 anywhere west of Allotment Road or navigating the roundabout at Park Gate adjacent to the petrol garage.	Noted.
Concern raised about the impact of increased traffic upon local health due to worsened air quality. Particular reference to these concerns also made to specific areas where larger scale greenfield development is proposed.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy. Air Quality policy will also drive applications in relevant areas.
Some concern specifically relating to the increase in traffic in the Hunts Pond Road / Park Gate area.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Some concern raised that the road south of Warsash promised many years ago hasn't been delivered.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.

Concern that the Stubbington Bypass will impact on the Segensworth/Whiteley roundabouts and M27 motorway junction.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Concern that the plan does not address the lack of east west road capacity. The current proposal to upgrade the M27 at a cost of over £300 million would be better spent providing two new east west grade separated 40mph design speed single carriageways from west of Southampton to east of Havant one of which would incorporate the Botley Bypass. This would help traffic flows when the M27 is closed. The current dualling of the A27 from Fareham to Segensworth won't be a solution to the traffic problems with blockages at each end.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
The Plan does not appear to propose any improvement to the inadequate access to Gosport both via the A32 or the Stubbington Road and Titchfield Gyratory.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
No evidence that the Council has undertaken consultation with any of the relevant transport authorities.	TA carried out with full consultation of the two highway authorities.
Support	
Support given to the safeguarding of the Stubbington Bypass route in accordance with Policy INF3. It is recognised that this route forms part of Hampshire County Council's plan for improving access to Fareham and Gosport and seeks to ease congestion, improve safety and the area's economic prosperity by encouraging investment and regeneration, including at the Solent Enterprise Zone at Daedalus. The accompanying text acknowledges this will create a reliable route for traffic wishing to travel from Gosport Peninsula westwards towards the M27 at Junction 9, in conjunction with the recently completed works at St Margaret's Roundabout on the A27 between the Titchfield Gyratory and Segensworth to two lanes in both directions. It states that the bypass is not being provided with an intention of serving or facilitating new homes. (Gosport Borough Council).	Noted. Bypass under construction, route to be removed from Plan.
Support given in principle as a neighbouring Highway Authority to the extension of the South Hampshire Bus Rapid Transit network from Fareham to Portsmouth. This is in line with the longstanding 'cities first' approach to planning in the PUSH Position Statement and improving Portsmouth - Southampton (East-West connectivity in the Solent LEP Growth Strategy. Will be keen to work on these matters further with the Council through the	Noted.

forthcoming requirements to undertake a Statement of Common Ground. (Portsmouth City Council).	
Comment	
The Highways Authority welcomes the requirement for all new development to deliver the necessary infrastructure that is needed to serve the site and especially the acknowledgment of the role financial contributions have in securing that provision (Hampshire County Council – Highways Authority).	Noted.
There appears to be a proposed improvement on the Draft Fareham Local Plan Policies Map at the Delme Roundabout (A27) but this is not mentioned in the Plan itself. Therefore, clarification is sought on this proposal. (Gosport Borough Council).	Noted. TA specifies Delme so will be included in Reg 19.
Whilst the Stubbington Bypass will help traffic travelling westward, from the south side of the Borough, this inevitability will seriously impact on the Segensworth/Whiteley roundabouts and the M27 motorway junction. These are seriously overloaded and already giving cause for concern which do not appear to be considered or addressed by the Draft Local Plan. In turn, this will negate recent improvements made to the A27.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
A large multi-storey car park should be built for employees enabling the local roads in Warsash/Locks Heath to have yellow lines which would have the effect of considerably improving the flow of traffic in this area.	Noted.
The development planned at Cranleigh Road will have an impact on traffic flows on local roads south of the A27. Traffic also travels too fast through this area (e.g. in excess of 30mph).	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy
Improvements to the A27 west of Fareham although not already completed are welcomed as a success for improving congestion on this route from Quay Street Roundabout westward.	Noted.
Roads will only be solved through bypassing the A27 Quay Street roundabout bottleneck.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.
Improvements are needed to the Fareham/Gosport Road from Quay Street Roundabout southwards. Public transport may not be able to replace the large volume of traffic currently using the A27 from Quay Street / B3334 down to Daedalus.	Noted. TA will assess traffic implications of Local Plan sites and set out mitigation. These will inform allocation policy.

Representations on Policy INF4 (Renewable and Low Carbon Energy)	
Number of representations on policy: 1	Objection: 1
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
To avoid burning more fossil fuels, and increasing negative effects associated with climate change, we must generate more renewable energy in Fareham. Legislation must be passed that all new suitable homes and industrial buildings should have mandatory solar power systems capable of delivering a minimum of 2,500kWh per annum (as an example).	Noted. The creation of legislation is a task for Government. The Local Plan considers renewable energy provision in line with national planning guidance and policy. Building Regulations also cover the requirements associated with energy provision and energy efficiency
<i>Support</i>	
None.	
<i>Comment</i>	
None.	
Representations on Policy DA1 (Development Allocations)	
Number of representations on policy: 30	Objection: 16
	Support: 4
	Comment: 10
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that the areas of Portchester and Warsash take almost half the overall housing allocation. Concern that there is already not much surplus natural greenspace in Portchester and that sites allocated are of as much ecological importance as those rejected in other parts of the Borough.	Noted. The spatial distribution of growth has been subject to consideration as part of the Sustainability Appraisal, and appropriate levels of assessment conducted in relation to ecology.
Concern over the development allocations in Portchester including loss of green space and natural environment with negative impacts such as overcrowding and pollution likely. Further concern regarding impacts upon local infrastructure in Portchester including traffic, schools and doctors.	Noted. The spatial distribution of growth has been subject to consideration as part of the Sustainability Appraisal, and appropriate levels of assessment conducted in relation to traffic and infrastructure.
Concern raised about the impact of development arising from the development allocations upon the wider environment (e.g. loss of countryside / undeveloped land).	Noted. The scale of growth has been assessed through a variety of evidence documents, including assessments on environment and ecology (see the SA, HRA, SFRA)

Concern raised about the impact of development arising from the development allocations upon highway safety, particularly for the elderly, less mobile and younger population groups.	Noted. The scale of growth has been assessed through a variety of evidence documents, including assessments of highways impact and safety (see the Transport Assessment).
Some concern regarding cumulative impact of traffic arising from the development allocations particularly in the western part of the Borough with that south of the M27 in Eastleigh Borough.	Noted. The scale of growth has been assessed through a variety of evidence documents, including assessments of highways impact and safety (see the Transport Assessment).
Some concern about the consequences of local politics upon the proposed strategy and allocation of sites for the delivery of new homes.	Noted. Local Plans must pass the tests of soundness in order to be adopted, which include whether they are evidenced and justified, and are independently examined.
Some concern on population growth generally and number of people resulting in demand for new housing and subsequent additional development allocations.	Noted. Housing numbers are derived from the standard methodology set by Government.
Too many proposed homes are concentrated in north Fareham (i.e. Welborne).	Welborne is part of an adopted plan and so not part of this Local Plan review.
Welborne and supporting infrastructure should be developed before other sites are considered. Other areas with brownfield sites should provide for any additional housing.	Welborne is already part of an adopted plan.
Concern that in light of the potential new standard methodology FBC should consider whether there is the potential for any additional housing sites which are suitable, available and achievable. (Gosport Borough Council).	Local Plan is prepared using the standard methodology. We aim to meet our need with a buffer. We recognise that Gosport is likely to have significant unmet need.
Sites identified do not disclose the extent to which these or combinations of them can contribute to the site selection priorities.	The SA has considered reasonable alternatives.
The publication of the draft plan with specific allocations and statements that 'planning permissions will be granted' should have followed an earlier issues and options consultation on the potential sites. The absence of this has made it impossible for people to suggest alternative sites based on sound evidence, and the marginal land supply would require a further public consultation stage if any sites were to be deleted. (The Fareham Society).	There is no requirement to undertake an Issues and Options consultation at Regulation 18. The format of consultation is undefined. An Issues and Options consultation was undertaken in 2019 in relation to the additional need.
Residential development is supported on suitable sites, but some of the sites proposed for housing are not likely to provide good quality residential environments and should be allocated for employment uses. (The Fareham Society).	All sites are assessed in terms of their suitability for the proposed use.

Many of the proposals for housing in the Town Centre appear to be over ambitious. The proposals for the Civic Quarter and Market Quay with multiple other uses appear to be particularly excessive/unrealistic for the size of the sites. The over emphasis on housing at the expense of convenient parking. For example, in the Civic Quarter, at Market Quay and the closest part of Lysses car park to the High Street will undermine the viability of the remaining shops in Town Centre. (The Fareham Society).	The Publication Plan contains revised proposals for FTC sites.
Object on basis that 75-77 Church road hasn't been included in the draft residential development allocations following its previous allocation in Local Plan Part 2. It should be included as an allocation due to its location in the settlement boundary and sustainable location in proximity to services, facilities and transport links. Allocating this site will also have a number of environmental, social and economic benefits. A determined appeal has recognised the site as an appropriate location for new housing and was only dismissed on the basis it could accommodate a greater level of development. (Landowner).	Publication plan includes this as an allocation.
Greater detail is required on the infrastructure requirements for the proposed development allocations. Further concern that these will impact upon existing infrastructure.	The Local Plan needs to identify key infrastructure requirements for the housing allocations. The Publication Plan and its IDP does this. Further detail will come at planning application stage.
Support	
Support given to the proposed development strategy on the basis the development sites appear to have the least impact possible.	Noted
Suggest that the Brownfield Land Register should be compared with the sites currently proposed in the Draft Local Plan to ensure that all possible brownfield sites have been included to prevent the unnecessary loss of greenfield sites. (CPRE).	The Brownfield Land Register has been reviewed in relation to proposed allocations.
Support given to this policy. (Affordable Housing Provider).	Support welcomed
Pleased to see that the flood risk sequential test has been followed and that all built development on sites will be located within flood zone 1. (Environment Agency).	Comment welcomed.
Comment	
Allocation of sites is flawed such that sites within the SHLAA process have been excluded from all of the options set out in the 'Sustainability and Strategic Environmental Assessment – Sustainability Report'. Disagree that	All developable sites have been included in the SA.

with their assessed location as countryside. Site is sustainable in terms of its location and suitable and noted to have been assessed as developable and available. The site should therefore be allocated for housing. (Landowner and Site Promoter).	
Further allocations capable of delivering within five years will be required to ensure a buffer of sites for delivering the full housing requirement within the Plan period. The Council should ensure delivery assumptions are robust and that contingencies are in place should Welborne not deliver as envisaged. The buffer of 300 dwellings above the Council's housing requirement would only require one years of delays and non-delivery at Welborne to impact upon the Council's housing delivery requirements. Allocating additional sites now would also account for the Government's new standardised OAN methodology. (Landowner).	Housing trajectory has been updated and a buffer is included in the supply to provide a contingency.
Considered that land at Rookery Farm should be added as a proposed site allocation. (Site Promoter).	Noted.
Land at Old Street, Stubbington (SHLAA ID 31) should be allocated for the development of 160 dwellings and added to table DA3 to help meet the shortfall in housing needs which Policy H1 fails to meet. (Landowner).	Shelaa has been published, with reasons for discounting this site.
Two tables named 'Table DA2' in the Draft Plan. Assumed one of these should be 'Table DA3'. (Landowner).	Noted.
There is a lack of employment land identified in the Draft Local Plan with little thought given to where occupiers of the new homes will be employed. Do not want to see commuter towns being built. Greater consideration of infrastructure is needed (e.g. roads, rail and public transport). Alternative solutions such as Park and Ride and Park and Stroll would also ease congestion, enhance productivity and health. Fareham has areas of high business growth but locations of such business do not reflect this global ambition or setting. Much investment and well-planned development is needed. High speed broadband must also be supported to attract and retain business development across the area. (Hampshire Chamber of Commerce).	Publication plan includes allocations to address objectively assessed employment need over plan period.
Objection made to the lack of inclusion of Land off Sopwith Way as an allocation within the emerging Fareham Draft Local Plan. The site is sustainably located and would achieve 40% affordable housing amongst other favourable considerations (e.g. design aspects and no unacceptable environmental, amenity or traffic concerns). Site has also been assessed as	Shelaa has been published, with reasons for discounting this site.

<p>suitable, available and achievable within the Council's SHLAA. Whilst the site is not located within an urban settlement boundary, it is located within a built-up area whilst the schemes landscape impact is considered to be minimal. Allocating additional sites now would also account for the Government's new standardised OAN methodology in providing much needed additional housing. (Landowner and Site Promoter).</p>	
<p>Noted that the next draft of the Local Plan will be taken forward to the HRA: Appropriate Assessment Stage. However, it is critical that before the HRA proceeds to this next stage of assessment, all sites are reassessed against the updated Solent Waders and Brent Goose Strategy. (Royal Society for Protection of Birds).</p>	<p>This work has been undertaken in developing the plan. The SW&BG Strategy is kept up to date by Natural England and we are applying the most updated mapping of relevant sites.</p>
<p>The Council must demonstrate that less damaging options have been excluded and only then should such sites be considered for allocation. This is with regards to the Council considering whether the direct or indirect damage to any such sites forming part of the Solent waders and brent goose network can be mitigated or compensated. (Royal Society for Protection of Birds).</p>	<p>Impacts on the Solent Waders and Brent Goose Network have been considered as part of plan preparation, and particularly in relation to the HRA.</p>
<p>The challenges the Council faces are recognised as it seeks to accommodate development on the scale predicted to be needed in the Plan period. However, given significant constraints affecting Fareham Borough in terms of land availability, sustainability, and in particular, the sensitivity of the surrounding natural environment, it may not be possible for the Council to deliver the assessed housing need while still meeting legislative and other policy requirements. If the Council is unable to allocate sufficient land for development without impacting on statutory wildlife sites, it may be necessary for the Council to pursue a housing requirement that is less than the objectively assessed housing figure through cooperation with other local planning authorities in the housing market area. (Royal Society for the Protection of Birds).</p>	<p>Assessment have been undertaken that demonstrate that we are able to meet our need within the context of statutory wildlife sites and other relevant policy constraints.</p>
<p>An additional criterion should be added to those development allocations that are within the setting of listed buildings specifically requiring proposals for development to conserve and enhance the significance of the listed buildings, in order to ensure adequate protection is afforded to these designated heritage assets in accordance with paragraphs 132, 133 and 134 of the NPPF. (Historic England).</p>	<p>Impacts on the setting of listed buildings has been considered as part of the SHELAA assessment, in consultation with the Council's Conservation Officer.</p>

Noted that a number of the proposed allocation sites are partially within a Hampshire County Council Archaeological Notification Area. Policies allocating these sites should also include a specific criterion requiring the pre-determination archaeological assessment, with the developable area and eventual form of development informed by that assessment. (Historic England).	HCC Archaeology are consulted on all sites for the purpose of preparing the SHELAA.
Hampshire County Council recommend that a reference to the adopted Hampshire Minerals and Waste Plan (2013) is applied particularly in relation to a number of sites within the defined mineral safeguarded areas; Sand & gravel - HA1, HA2, HA3, HA9; brick clay – HA8, HA10 and site HA4 Downend Road East which is within the MWCA Safeguarded Site - Downend Quarry which operates as part of a Waste Transferring station and will need to be considered prior to development (Hampshire County Council - Strategic Planning)	Noted. Added where appropriate.
All development allocations need to submit a transport statement/assessment, as determined by the highway authority, in order to identify the impacts of additional trip generation on the transportation networks and propose appropriate mitigation measures. Highway access to new development should be located where capacity can reasonably be provided on the local and strategic network (Hampshire County Council – Highways Authority).	Referred to in transport policy.
Need to add some general policy wording which can be applied to all the development allocations to ensure that they a) have a transport assessment b) encourage sustainable travel by all modes c) ensure the developments are accessible by pedestrians and cyclists d) mitigate the impacts of additional traffic on the highway network, environment, air quality and amenity e) secure on site and/or off-site highway improvements. This policy needs to complement policy INF3 Sustainable Transport. (Hampshire County Council – Highways Authority).	Please see Sustainable Transport policy.
The planning application process can't rely solely on the specific criteria set out in the site allocation policies FTC1 etc as these descriptions do not provide the complete picture and do not include the findings of a transport statement/assessment. Therefore it needs to be clear that any specific	Further work has been carried out in relation to transport infrastructure to specify the criteria for each site allocation.

transport measures listed in the development allocation descriptions are not absolute and that the list is not exhaustive. Suggest add a generic statement to be included in each allocation which will secure delivery of measures (through s106 contributions or s278 agreement) to mitigate the impact of the development. (Hampshire County Council – Highways Authority).	See Policy on Infrastructure delivery.
Many of the proposed infill and brownfield development sites are extremely close to major roads. All these highways and railways generate considerable noise and inadequate consideration appears to have been given to this issue which is now recognised as injurious to health. Sites adjacent to railway lines and particularly at Fareham Railway Station will also due to the nature of the subsoil be prone to ground borne vibration.	All sites have been reviewed by Environment Health officers through the SHELAA process.
Representations on Policy FTC1 (Civic Area)	
Number of representations on policy: 9	Objection: 2
	Support: 2
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that development will lead to worsening traffic congestion in the vicinity.	Noted. Any proposals will be subject to a transport assessment and include capacity improvements where necessary.
Concern that traffic from the development will lead to worsening air and noise pollution, as the site is likely to be reliant upon car use.	The site is in a v sustainable location, conducive to significant trips made by walking and cycling for the residential component. Impact from noise and air quality will be considered as part of the assessment of planning applications in accordance with policy.
Concern over the lack of parking particularly in the High Street. Also concerned over the loss of parking through demolition of the Osborne Road multi-storey car park.	Future levels of parking for the town centre will ensure that there is sufficient to meet future demand and the well being of the town centre.
Concern over the loss of the civic gardens.	Civic gardens are not proposed to be part of development land within the allocation.
Concern over insufficient pedestrian access in the vicinity.	Site is in a v sustainable location. New development will seek to enhance existing ped links
<i>Support</i>	

Hampshire County Council as a public service provider would support development which improves footfall in the area and introduces other community or civic uses which complement the existing library. Fareham Library is a thriving library with high levels of usage, a busy café and partner space occupied by the Citizen's Advice Bureau. The building has recently been refurbished and is one of the top performing libraries in Hampshire. As such, the existing building is required operationally by the Library Service and this is unlikely to change in the foreseeable future. (Hampshire County Council)	Support noted.
Welcome and support criterion i) of this policy (Historic England).	Support noted.
<i>Comment</i>	
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that there is underground sewerage infrastructure that needs to be taken into account when designing the proposed development. Therefore, future access to the existing infrastructure for upsizing and maintenance purposes are required. Suggest additional criterion to 'provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes'. (Southern Water).	Southern water is a statutory consultee for new development proposals. Early discussions with SW and other utility companies will be a key requirement in preparing any future development proposals. Ref to utility infrastructure to be noted in site allocation policy.
There is a need for more suitable housing close to the train station and bus station. Particularly higher density housing, such as flats with lifts suitable for older people. It is good to see that the Local Plan is assisting with reducing car dependency.	Noted. Higher density flatted schemes proposed at the station and elsewhere in the town centre.
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Proposed development at this location should not have an adverse impact upon Fareham Footpath 94a, which runs adjacent to the site (Hampshire County Council – Countryside Service).	Noted. Detailed layouts will have regard to protecting and enhancing existing PROW. Contributions will be sought where justified.
It is vital that the multi storey car park is completed and fully operational at Market Quay before the new multi storey car park in the Civic Area is demolished.	A phased delivery of parking provision in the town centre is a key part of future strategy and development. The council will ensure that re-provision does not undermine the future vitality and viability of the town centre.

The Civic Garden open space should be enhanced.	The civic gardens will be protected. Enhancements resulting from new development will be part of the assessment of proposals
Improvements to the pedestrian access between West Street and the Civic Quarter should be required as part of the development.	Noted. This is a key link in the town centre and operational or physical improvements will be considered as part of new developments.
The proposed development should be staged so the new cultural facility is provided before the existing theatre is closed (The Theatres Trust).	Noted. This will be considered depending on the location of the new theatre.
A requirement of the proposed development should be to provide alternative car parking in the town centre prior to the multi storey car park being developed (Pegasus Planning).	A phased delivery of parking provision in the town centre is a key part of future strategy and development. The council will ensure that re-provision does not undermine the future vitality and viability of the town centre.
Representations on Policy FTC2 (Market Quay)	
Number of representations on policy: 9	Objection: 2
	Support: 1
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that development will lead to worsening traffic congestion in the vicinity.	Noted. Any proposals will be subject to a transport assessment and include capacity improvements where necessary.
Concern that traffic from the development will lead to worsening air and noise pollution, as the site is likely to be reliant upon car use.	The site is in a very sustainable location, conducive to significant trips made by walking and cycling for the residential component. Impact from noise and air quality will be considered as part of the assessment of planning applications in accordance with policy.
Concern over the quality of shops in the vicinity and particularly in Fareham Precinct.	Noted. The council is unable to manage the control of the 'quality' of shops, being subject to market conditions and the nature of Fareham's retail catchment.
Concern over parking in the vicinity, particularly in Fareham Town Centre and Market Quay.	Noted. Parking will continue to be monitored and improvements to quality and access will be undertaken subject to funding.
Concern over the empty units in Fareham Shopping Centre.	Noted. The shopping centre is privately owned. The viability of shops is subject to market conditions and the retail

	catchment of the town centre. The council will work with the shopping centre owners to consider ways in which the level of vacancies can be addressed.
Concern over the length of construction works on site.	Noted. Construction will be subject to a construction management plan, which seeks to reduce any adverse impacts that may result.
<i>Comment</i>	
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
The proposed development should incorporate measures for reducing car dependency.	The site is in a v sustainable location, conducive to significant trips made by walking and cycling for the residential component. New development will be designed to encourage alternatives to car use.
The proposed development should incorporate higher density housing, in particular flats with lifts which are suitable for older people.	The site is identified for mixed use, which includes higher density flats.
HCC have an aspiration to improve the cycle access from West Street to Fareham Train Station and from all directions from the train station. The Council would like to explore whether this allocation can provide appropriate mitigation towards this aim (Hampshire County Council – Countryside Service).	FBC will work with HCC to explore how this site can contribute to the aspiration
A leisure centre overlooking Market Quay, with under-croft parking and restaurants on the top level should be a requirement of the proposed development.	The site allocation policy is flexible and allows for a mix of uses including leisure. All forms of parking provision will be considered , taking account of the cost and development viability of any proposals.
Viability will be a key component of the site being delivered (Pegasus Planning).	Noted., agreed.
Would like / expect to see a criterion in the policy which makes references to the special interest, character and appearance of the conservation areas, in order to ensure adequate protection is afforded to those characteristics of the of the conservation areas as designated heritage assets in accordance with paragraphs 138 (and 133 and 134) of the NPPF. Would also like to see encouragement for enhancing or better revealing the special interest of the	Development proposals are required to have regard to the setting of heritage assets, through other LP policies.

conservation areas in accordance with paragraph 137 of the NPPF (Historic England).	
Representations on Policy FTC3 (Fareham Station East)	
Number of representations on policy: 5	Objection: 1
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that development will lead to worsening traffic congestion in the vicinity.	Noted. Any proposals will be subject to a transport assessment and include capacity improvements where necessary
Concerns about the loss of the freight yard and the impact that may have on the construction industry.	The freight yard is not included in the site allocation
Concern over the relocation of the fire station.	Relocation of the fire station will only proceed if the new location meets the operational requirements of the fire service that covers this area.
<i>Comment</i>	
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that there is underground sewerage infrastructure that needs to be taken into account when designing the proposed development. Therefore, future access to the existing infrastructure for upsizing and maintenance purposes are required. Suggest an additional criterion to 'provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes'. (Southern Water).	Southern water is a statutory consultee for new development proposals. Early discussions with SW and other utility companies will be a key requirement in preparing any future development proposals. Ref to utility infrastructure to be noted in site allocation policy. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Hampshire County Council have an aspiration to improve the cycle access from West Street to Fareham Train Station. The County Council would like to explore whether this allocation should include appropriate mitigation	FBC will work with HCC to explore how this site can contribute to the aspiration

measures towards this aim (Hampshire County Council – Countryside Service).	
The vehicular access to the site is poor and the proposed development would not improve upon the access.	The design and associated safety of the access will be a key part of any new development.
The proposed development should include transport alternatives to the car. In particular bus links to the train station should be provided.	The site is in a v sustainable location, conducive to significant trips made by walking and cycling for the residential component. Buses currently link the station with the town centre.
The proposed development should include a bike route from the train station along the disused railway line.	This will be considered having regard to viability of proposals. Currently however, the route is via The Avenue and Redlands lane. The council will work with HCC regarding any future use of the remaining part of the old railway line
An agreement would be required by all landowners of the site in order for the comprehensive redevelopment of the site to be achieved. Concern that there could be delays in the delivery of the site. Also concern that quantum of homes on site may be impacted by whether the fire station is re-provided on or off site (Pegasus Planning).	Noted. The council will consider alternative proposals including phased arrangements, subject to an agreed overall development framework or masterplan.
Representations on Policy FTC4 (Fareham Station West)	
Number of representations on policy: 6	Objection: 2
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that development will lead to worsening traffic congestion in the vicinity and particular around the train station.	Noted. Any proposals will be subject to a transport assessment and include capacity improvements where necessary
Concern over the loss of greenfield land.	The site is previously developed. Existing trees will be carefully incorporated.
Concern over the loss of the site which is reserved for a transport interchange for buses/trains.	The site is not reserved for an interchange. The interchange of buses, trains, walking and cycling occurs on the east side of the station.
Concern over the current access to the site.	The design and associated safety of the access will be a key part of any new development.

<i>Comment</i>	
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that additional local sewerage infrastructure would be required, to accommodate the proposed development (an easement width of 6 metres would be required. Therefore, a connection to the network to the nearest point of adequate capacity would be required. In addition, future access to the existing infrastructure for upsizing and maintenance purposes are required. Two additional criteria suggested, '(j) Provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with service provider' and '(k) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Southern water is a statutory consultee for new development proposals. Early discussions with SW and other utility companies will be a key requirement in preparing any future development proposals. Ref to utility infrastructure and lack of sewerage capacity to be noted in site allocation policy. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).
There may be a culverted watercourse below the site. Comments should be sought from the Lead Local Flood Authority (Hampshire County Council) regarding this (Environment Agency).	Noted. Flood risk assessment and water quality impacts will be part of any development proposals
An agreement would be required by all landowners of the site in order for the comprehensive redevelopment of the site to be achieved. Concern that there could be delays in the delivery of the site (Pegasus Planning).	Noted. It is understood that there is only one landowner (network rail). This site is different to FTC3 Station East
Hampshire County Council have an aspiration to improve the cycle access from West Street to Fareham Train Station. The County Council would like to explore whether this allocation should include appropriate mitigation measures towards this aim (Hampshire County Council – Countryside Service).	FBC will work with HCC to explore how this site can contribute to the aspiration, but it should be noted that this site is not directly linked to the station entrance.

Representations on Policy FTC5 (Crofton Conservatories)	
Number of representations on policy: 3	Objection: 0
	Support: 0
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Comment</i>	
Concerned over the impact of the proposed development on residents in the vicinity.	Development will be required to be in accordance with development Plan policies, which takes into account the impact on adjacent sites and their occupiers as well as more strategic impacts
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Fareham Footpath 79 is to the east of these site, and provides a key link to The Gillies open space, and West End. HCC recommend that any development at these locations should enhance Footpath 79 through appropriate mitigation measures, to support sustainable transport and public amenity (Hampshire County Council – Strategic Transport)	Appropriate highway contributions arising from any proposal will be identified and assessed as part of future development in consultation with HCC
Representations on Policy FTC6 (Fareham Magistrates Court)	
Number of representations on policy: 4	Objection: 1
	Support: 0
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concern that development will lead to worsening traffic congestion in the vicinity, including on Junction 11 of the M27 and on the Tesco roundabout.	Noted. Any proposals will be subject to a transport assessment and include capacity improvements where necessary. The site is in a v sustainable location and it is anticipated that a higher than average number of trips will be made via walking ad cycling.

Concern that traffic from the development will lead to worsening air and noise pollution, as the site is likely to be reliant upon car use.	The site is in a v sustainable location, conducive to significant trips made by walking and cycling for the residential component. Impact from noise and air quality will be considered as part of the assessment of planning applications in accordance with policy.
<i>Comment</i>	
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that there is underground sewerage infrastructure that needs to be taken into account when designing the proposed development. Therefore, future access to the existing infrastructure for upsizing and maintenance purposes are required. Suggest additional criterion 'provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Southern water is a statutory consultee for new development proposals. Early discussions with SW and other utility companies will be a key requirement in preparing any future development proposals. Ref to utility infrastructure to be noted in site allocation policy. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water);
Fareham Footpath 95 is opposite the site. The allocation should include appropriate mitigation measures towards enhancing the local rights of way network (Hampshire County Council - Highways).	Appropriate and justified highway contributions arising from any proposal will be identified and assessed as part of future development in consultation with HCC
The proposed development, including the demolition and site clearance works should be phased up until 2036 to avoid disruption in the town centre.	It is not considered necessary or appropriate to seek to phase development. The proposal is likely to be a single development structure, which will be a continuous build. Development will be subject to a construction management plan that will seek to ensure there will be minimal impact upon traffic and amenity of local residents.
Under-croft park should be a requirement of the proposed development. In addition, the under-croft should also provide adequate provision for refuse collection, airing for clothes drying and cycle parking.	The site has potential for undercroft parking and the council will seek to ensure that the site is used efficiently. Provision for refuse collection, cycle parking etc will be part of the assessment of future design proposals

The proposed development should ensure adequate access to natural light and also good ventilation.	This is a requirement of development plan policies
A planning application for the proposed development should set out the requirements for internal access and evacuation during an emergency, which should be indicated on the relevant plans.	Suitable fire escape and means of access/egress is covered by Building Regulations legislation
Representations on Policy FTC7 (Former UTP Site)	
Number of representations on policy: 4	Objection: 0
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Comment</i>	
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that additional local sewerage infrastructure would be required, to accommodate the proposed development (an easement width of 6 metres would be required. Therefore, a connection to the network to the nearest point of adequate capacity would be required. In addition, future access to the existing infrastructure for upsizing and maintenance purposes are required. Additional criterion suggested as '(j) provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider' and '(k) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Fareham Footpath 79 runs to the east of the site and provides a key link to The Gillies open space, and West End. The proposed development at this location should enhance Footpath 79 through appropriate mitigation measures, to support sustainable transport and public amenity (Hampshire County Council - Highways).	Noted. This site is no longer progressing in the Local Plan.

The land at the Brethren Gospel Hall should be included as part of the allocation for a hotel or lodge use to ensure appropriate use of the site (Landowners of the Brethren Gospel Hall).	Noted. This site is no longer progressing in the Local Plan.
The vehicular access to the site is poor and the proposed development would not improve upon the access.	Noted. This site is no longer progressing in the Local Plan.
The site is unsuitable for a residential use, and should function as an industrial site.	Noted. This site is no longer progressing in the Local Plan.
Representations on Policy FTC8 (Lysses Car Park)	
Number of representations on policy:13	Objection: 9
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that development will lead to worsening traffic congestion in the vicinity, including East Street and the Delme Arms roundabout.	Noted. This site is no longer progressing in the Local Plan.
Concern that traffic from the development will lead to worsening air and noise pollution, as the site is likely to be reliant upon car use.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of the car park and the impact it will have upon local businesses.	Noted. This site is no longer progressing in the Local Plan.
Concern that the development will lead to a loss of habitats for wildlife, in particular rare birds.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of trees.	Noted. This site is no longer progressing in the Local Plan.
Concern that there are too many homes proposed in Fareham Town Centre.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of greenfield areas.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of services and jobs, which would result in more car use.	Noted. This site is no longer progressing in the Local Plan.
Concern that the proposed housing would create an issue of overlooking.	Noted. This site is no longer progressing in the Local Plan.
Concern over the safety and security of residents in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Concern over the issue of travellers on site, which has historically created a problem.	Noted. This site is no longer progressing in the Local Plan.
Concern in respect of access to the site from Wallington Way and East Street.	Noted. This site is no longer progressing in the Local Plan.
Concern over surface water flooding.	Noted. This site is no longer progressing in the Local Plan.

Concern over the impact of the proposed development site on the High Street Conservation Area, and also on the reduced burgage plots.	Noted. This site is no longer progressing in the Local Plan.
Concerned that the site is not accessible for all.	Noted. This site is no longer progressing in the Local Plan.
<i>Support</i>	
Support the proposed development of the site for housing, which is in close proximity to the train and bus station.	Noted. This site is no longer progressing in the Local Plan.
Supports the requirement for higher density housing in Fareham Town Centre, specifically flats with lifts for older people.	Noted. This site is no longer progressing in the Local Plan.
Support given to criterion c) of this policy (Historic England).	Noted. This site is no longer progressing in the Local Plan.
<i>Comment</i>	
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that additional local sewerage infrastructure would be required, to accommodate the proposed development (an easement width of 6 metres would be required. Therefore, a connection to the network to the nearest point of adequate capacity would be required. In addition, future access to the existing infrastructure for upsizing and maintenance purposes are required. Additional criterion suggested as '(j) provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider' and '(k) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Fareham Footpath 98 runs along the proposed development site. HCC supports clause f) of the policy but recommends that the development retains the right of way, ideally within a suitable green corridor and that connections are provided to it (Hampshire County Council - Highways).	Noted. This site is no longer progressing in the Local Plan.
The proposed development site cannot be accessed by road from the High Street.	Noted. This site is no longer progressing in the Local Plan.

Representations on Policy FTC9 (Wykeham House School)	
Number of representations on policy: 4	Objection: 0
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Comment</i>	
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that there is underground sewerage infrastructure that needs to be taken into account when designing the proposed development. Therefore, future access to the existing infrastructure for upsizing and maintenance purposes are required. Additional criterion suggested as '(h) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. This site is no longer progressing in the Local Plan.
The proposed development should be allocated solely for affordable housing.	Noted. This site is no longer progressing in the Local Plan.
Support this policy in principle although would prefer references to the special interest, character and appearance of the conservation areas, in order to ensure adequate protection is afforded to those characteristics of the conservation areas as designated heritage assets in accordance with paragraphs 138 (133 and 134) of the NPPF. Also considered that criterion c is too weak and that the Heritage Statement should accord with the requirements of Policy D3 for Heritage Statements (Historic England).	Noted. This site is no longer progressing in the Local Plan.

Representations on Policy FTC10 (Delme Court)	
Number of representations on policy: 3	Objection: 0
	Support: 0
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Comment</i>	
Southern Water is the statutory undertaker for Fareham Town Centre. Southern Water's assessment of the site reveals that there is underground sewerage infrastructure that needs to be taken into account when designing the proposed development. Therefore, future access to the existing infrastructure for upsizing and maintenance purposes are required. Additional criterion suggested as ' (g) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
The proposed development, including the demolition and site clearance works should be phased up until 2036 to avoid disruption in the town centre.	Noted. This site is no longer progressing in the Local Plan.
Under-croft park should be a requirement of the proposed development. In addition, the under-croft should also provide adequate provision for refuse collection, airing for clothes drying and cycle parking.	Noted. This site is no longer progressing in the Local Plan.
The proposed development should ensure adequate access to natural light and also good ventilation.	Noted. This site is no longer progressing in the Local Plan.
A planning application for the proposed development should set out the requirements for internal access and evacuation during an emergency, which should be indicated on the relevant plans.	Noted. This site is no longer progressing in the Local Plan.
FTC allocations 1-10 require up to 54 (30 hour) childcare places for ages 2-4 year olds. Community facilities will also likely be needed to provide sessional care, whilst it is likely that an early year's provider will require a D1 use building with suitable parking to operate a nursery (Hampshire County Council – Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Fareham Footpath 79 is to the east of these site, and provides a key link to The Gillies open space, and West End. HCC recommend that any development at these locations should enhance Footpath 79 through appropriate mitigation measures, to support sustainable transport and public amenity (Hampshire County Council – Strategic Transport)	Noted. This site is no longer progressing in the Local Plan.

Representations on Draft Housing Allocation HA1 - North and South of Greenaway Lane	
Number of representations on policy: 756	Objection: 747
	Support: 4
	Comment: 5 (some further comment points noted as part of wider objection or support)
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<p>Strong concerns that the development will have an unacceptable impact to traffic congestion in the vicinity of the site and that road safety will significantly worsen.</p> <p>Congestion at the points at which connecting roads reach the A27 are highlighted together with the inability of these junctions to accommodate improvements (Barnes Lane and Brook Lane in particular), the potential for rat-runs, lack of pedestrian crossing points (on Warsash Road in particular), more bike lanes needed, delays to emergency services, that the location of bus stops to junctions has not been properly considered and reference to the number of deaths on Fareham roads last year. A 'no right turn' introduction from Warsash Road into Common Lane should be considered.</p>	<p>Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow as would be the case at Barnes Lane/Brook Lane. The TA also considers the potential re-routing effect of various measures which are taken into account in proposed mitigation schemes. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.</p>
<p>Strong concerns that there will be insufficient school places to accommodate children from the development.</p> <p>Concerns are raised for primary and secondary level education (schools are full) together with the lack of A-level provision in the area. The lack of places at schools will mean more children will be transported (largely by car) out of</p>	<p>Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.</p>

the area adding to the traffic issues. Any extensions to schools will reduce the outside space and providing new classrooms will not get over the issue of school hall space and other school facilities. Hook with Warsash is an Academy and cannot/does not want to expand.	
Strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients. New hospital also needed.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concern that the development will lead to a loss of habitats and wildlife. Impacts to protected and non-protected species on site (badgers, bats, deer, foxes, hedgehogs, rabbits, owls, setts (burrows), lizards, dormice, newts, stag beetles, birds, slow worms, bees and insects mentioned). Impacts to flora and fauna.	Noted. Allocation seeks to retain protected trees and masterplan includes protected/retained habitats, public open space, habitat corridor and wildlife links. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Warsash. Site should remain as countryside. The site is outside of the Defined Urban Settlement Boundary.	Noted.
Concerns that the development will lead to worsening air pollution and air quality issues in the area. Concern that there has been insufficient consideration of air quality and the implications from more cars/congestion. Concern of resulting health implications due to the poor air quality levels.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concern that there are too many homes planned in the Warsash/western wards area, cumulative impact with other sites in the area, Warsash has already seen lots of recent development and taken its fair share.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.
Concern that the proposal will have a detrimental impact on the character of the area and the village identity of Warsash.	Noted. Development considers the character and density of the surrounding area.

Concern that there is a lack services to provide a sustainable community. Lack of shops, services and jobs in Warsash, resulting in more car use. Lack of parking at shops in Warsash and at Locks Heath District Centre/unable to park at local shops often, resulting creep of on-street parking on Brook Lane. Not enough for youth to do.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concern over loss of gap between Warsash and Locks Heath (some respondents refer to loss of strategic gap/greenbelt).	Noted. Area is identified as countryside on the adopted policies map but not strategic gap or greenbelt.
Concern of lack of dentists and capacity for new patients.	Noted.
Concern over impact to other infrastructure (gas, electric, drainage, recreation space, broadband inadequate, sewerage, water supply, need for SUDS, telephone exchange).	Noted. Statutory consultation with utility providers undertaken throughout Local Plan preparation. Requirement for development to address site needs, including funding by developer contributions.
Concern that there is a lack of/insufficient public transport to serve the development/area and that more public transport is needed.	Noted. Hampshire County Council consulted as Highways Authority.
Concern relating to the scale of population increase that will arise from the development in Warsash (25% and 30% increases mentioned).	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern over noise pollution from increased use of roads and more people.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that this development/site would not have been needed were it not for the delays in Welborne being delivered.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account.
Concern over the detrimental impact to the quality of life for existing/new residents.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that development needs to be spread more evenly over the borough.	Noted. The local plan identifies areas of future development throughout the Borough.

Concern about the risk of flooding with increased run-off specifically mentioned, flooding on Greenaway Lane and a flood zone in the south east of the site	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concern about the loss of jobs and the loss of the strawberry growing industry as a result of developing the site.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern over the loss of trees and woodland.	Noted. Allocation requires the retention of protected trees.
Concern over the loss of agricultural land/good fertile land.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that brownfield sites would be better/use of empty retail space instead.	Noted. Brownfield sites in the Borough which are deliverable are included in the Local Plan housing or employment allocations.
Concern that there are not enough cycle lanes.	Noted. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority has identified and prioritised walking and cycling routes across the borough including along the A27 corridor.
Concern that the rural nature of Greenaway Lane would be detrimentally affected and any opening up of Greenaway Lane would be a safety concern.	Noted. The transport assessment assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary.
Concern that crime levels will rise.	Noted. Hampshire Constabulary consulted as statutory consultee throughout the local plan process.
Concern that there is insufficient provision for care homes, retirement flats, assisted living and/or bungalows.	Noted. The local plan seeks to address the need for specialist housing such as housing for older persons through policies within the plan.
Concern that the land has been designated as brownfield.	The site is not designated as brownfield land. Development would be included in the urban area.
Concern that the area is expensive/high value and affordable homes built here will not really be affordable.	Noted. Sites of 10 or more dwellings are required to provide affordable housing in the development.
Concern that there has not been enough/any joint working with infrastructure providers (schools, CCG, highways, etc.).	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These

	consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Concern that the increase in homes will place pressure on social services.	Noted. Hampshire County Council, the body responsible for Social Services in the Borough, are consulted throughout the production of the local plan.
Concern that any new development will not include sufficient parking for the homes resulting in overspill of parking from the development.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document.
Concern that there has not been a town centre first approach to development allocations as per the NPPF.	Noted. Sites which are available for housing development in Fareham town centre have been allocated in the local plan.
Concern that local amenities/infrastructure should be delivered before any homes on the site are complete.	Noted. Developer Contributions will be sought from all sites to fund infrastructure requirements.
Concern over the impacts to residential amenity for neighbouring/nearby occupants (noise, overlooking, privacy, overshadowing).	Noted. Allocation requires that building heights are limited. Development framework created to ensure development considers the character and density of the surrounding area.
Concern that the site is not sustainable.	Noted. The sustainability of the development has been considered and reviewed in the Sustainability Appraisal.
Concern about the detrimental impact to the landscape.	Noted. Allocation seeks to retain protected trees and masterplan includes public open space, habitat corridor and wildlife links.
Concern that the site contradicts many of the site selection priorities in the Draft Plan (priorities 1, 3 and 7 in particular).	Site selection is based on the methodology set out in the Strategic Housing and Employment Land Availability Assessment and in line with the Borough's Development Strategy.
Concern over the disruption and problems that will arise during construction.	Noted. Planning Conditions are applied to consents to ensure development minimises this impact.
Concern over the impacts to property values.	Noted.
Concern that the development proposed is overdevelopment/density too high. Related concern that the density of the current planning applications, if reflected over entire site, would far exceed the 700 dwellings referred to in the Draft Policy.	Development considers the character and density of the surrounding area and must ensure the effective use of land.
Concern about the potential impact to archaeological remains.	Noted. As part of the Strategic Housing and Employment Land Availability Assessment, HCC Archaeology are

	consulted to highlight where archaeological assessment will be required on any promoted sites.
Concern that development should not exceed 2-storey (policy criteria currently refers to 2.5 storey).	Noted. The character and density of the surrounding area is considered when defining the allocation requirements. The allocation requires that building heights are limited to 2 storeys for buildings which front onto Greenaway Lane and Brook Lane.
Concern that immigration is the only reason for the need for this site/more housing.	Noted.
Concern that the proposal contradicts the NPPF requirement for social, economic and environment to all be considered.	The Sustainability Appraisal is a statutory requirement which ensures the integration of environmental, social and economic considerations in the plan's preparation.
Concern that there will be increased light pollution resulting from the development.	Noted.
Concern about impact to the Special Protection Area (SPA) and associated species.	Noted. The local plan seeks to protect the natural environment through its policies. Development that takes place in Fareham Borough is expected to make a positive contribution to the existing natural environment.
Concern that the wildlife corridors are insufficient and/or must be provided.	Noted. Allocation seeks to retain protected trees and masterplan includes protected/retained habitats, public open space, habitat corridor and wildlife links.
Concern that there are already large queues for the recycling centres and that this will get worse.	Noted. Hampshire County Council are a statutory consultee during the plan-making process.
Concern that the development must be coordinated as one.	Site development framework included in the Local Plan to address coordination of development.
Concern about the impact to businesses due to the increased traffic levels and issues with access to the area.	The impact of development on the transport network has been considered through the Transport Assessment and recommendations noted.
Concern that some of the trees covered by TPOs are of low quality (Foreman Homes and Bryan Jezeph Consultancy).	Noted.
Concern that there is no evidence to support all the 'protected habitats' shown (Foreman Homes).	Noted.
Concern about the true need for junior pitches on the site and the implications for SUD provision and also the potential disturbance to residents. A financial	Noted. The Playing Pitch Strategy considers the Borough's requirements.

contribution to improvements/provision elsewhere is preferred (Bryan Jezeph Consultancy).	
Concern that a 2-storey limit on development is not appropriate (i.e. too restrictive) (Bryan Jezeph Consultancy).	The character and density of the surrounding area is considered when defining the allocation requirements.
Concern that a wider buffer should be provided around 65 Warsash Road as it faces (rather than backs onto) development.	Noted.
Concern that the footpath shown exiting onto Warsash Road is partly privately owned and therefore the use of the footpath cannot be permitted.	Noted.
Concern that the leisure centre [Holly Hill] is already too busy.	The Indoor Facilities Study considers the Borough's requirements and how they should be addressed.
Concern that access may be created through Victory Hall and any potential destruction of hall.	Noted.
Concern that the site is not deliverable (requires multiple parties to work together and some land is not available).	Noted.
Concern that the decision(s) to accept this site have already been made.	Noted. Resolution to Grant Planning Permission has been granted on a proportion of the allocation.
Concern about the social issues arising from the affordable homes.	Noted.
Concern that there is insufficient policing in the area.	Hampshire Constabulary are a statutory consultee during the plan-making process.
Concern that the land should be instead used for sports/play.	The Borough's requirement for sports pitches is addressed in the Playing Pitch Strategy.
Concern that there will be a detrimental impact to the River Hamble (historic importance and wildlife).	Noted.
Concern that the existing two nursing homes on Brook Lane already have insufficient parking.	Planning proposals are required to meet parking standards as set out in the Residential Parking Standards SPD.
Support	
HCC support the housing allocation located in an existing residential area with local shops and facilities and served by public transport (Hampshire County Council).	Support noted.
The site is in an accessible and sustainable location, walking distance to a range of facilities and services (Foreman Homes and Bryan Jezeph Consultancy).	Support noted.
Support the inclusion of this site as a preferred site (Bryan Jezeph Consultancy, Taylor Wimpey and WYG on behalf of Bargate Homes).	Support Noted

The site is needed to overcome the 5-year housing land supply shortfall (Bryan Jezeph Consultancy).	Noted.
The site could deliver in the short term (Foreman Homes and WYG on behalf of Bargate Homes).	Noted.
Although as part of an objection to the principle of the site being allocated, support for the sensible approach to density.	Noted.
<i>Comment</i>	
ALTERNATIVE SITE: Newlands Farm would be a more appropriate site as it would deliver the infrastructure to serve the development.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Fewer homes/lower density would be better on the site. More of the site should be left open. Suggestion that homes should just be located to the north of Greenaway Lane or just to the east side of the proposed allocation.	Development considers the character and density of the surrounding area and must ensure the effective use of land.
ALTERNATIVE SITE: Another Welborne type development should be provided instead.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
ALTERNATIVE SITE: More homes at Welborne should be added instead.	Delivery of 6000 homes at Welborne has been assessed as appropriate by the Planning Inspectorate on behalf of the Secretary of State.
ALTERNATIVE SITE: Homes should instead be provided at Down End West (Portchester).	Noted.
ALTERNATIVE SITE: More homes should be provided north of the M27 (to take pressure of road network) instead.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability. Further housing delivery to the north of the M27 will be provided at Welborne.
A better or new park is needed.	The allocation requires that two locally equipped areas of play are to be included in the development in accordance with the Fareham Planning Obligations Supplementary Planning Document.
ALTERNATIVE SITE: More homes should be provided at Whiteley instead.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment

	Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
ALTERNATIVE SITE: Homes should instead be provided near Junction 11 of the M27.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
If housing was provided as bungalows/for the elderly then there would be less pressure on the roads and schools.	Housing Allocations are required to meet a variety of local housing needs.
ALTERNATIVE SITE: Homes should instead be provided at Posbrook Road (Titchfield).	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
ALTERNATIVE SITE: Homes should instead be provided at Titchfield Common.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
ALTERNATIVE SITE: Homes should instead be provided at St. Margaret's Lane.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Concerns on the impact of the trips generated from the Warsash allocation on the A27 corridor and specifically the Barnes Lane and Brook Lane junctions. The A27 is part of the strategic road network and the priority will be to maintain this road hierarchy by not adding unacceptable additional delays to the functioning of this corridor. Therefore any improved junction with the A27 would need to prioritise flows along the A27. Substantial investment is already underway on the eastern part of the A27 corridor between Segensworth and Fareham as part of improving access to Fareham and Gosport by improving journey time reliability and vehicle flows. Therefore further study work will be needed to investigate the impact of the proposed allocations on the western section (Segensworth to Windhover roundabout) of the A27 corridor. Suggest that mitigation for site and/or off-site highway improvements is secured for local improvements to the A27 corridor. (Hampshire County Council – Highways Authority)	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow as would be the case at Barnes Lane/Brook Lane. The TA also considers the potential re-routing effect of various measures which are taken into account in proposed mitigation schemes.

Site allocation should include reference to the adopted Hampshire Minerals and Waste Plan (2013) due to mineral safeguarding (sand and gravel likely to underlay site) (Hampshire County Council – Strategic Planning).	Noted. The Publication Plan makes reference to the Minerals and Waste Plan as part of the Development Plan.
The impact from the new housing developments on school place planning in the local area is being assessed. The level of development identified for Warsash, totalling 700 dwellings, would equate to a demand for an extra 210 primary age pupils or 30 per year group. A review of pupil forecasts is being undertaken taking into account these new housing developments (Hampshire County Council Children's Services)	Noted.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Additional local sewerage infrastructure required to accommodate development (Southern Water).	Noted.
Additional criteria should be added to policy to include (j) Provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider; and (k) Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (Southern Water).	Noted. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes at the request of Southern Water.
Alternative connection point onto Lockswood Road suggested (Foreman Homes).	Noted.
Welcome the explicit reference to education provision in all the draft housing allocations. In relation to HA1 recommend that the next iteration of the Local Plan provides further detail to clarify whether an onsite school is required [or the] extent of capacity in nearby schools and potential/suitability for expansion to existing schools. (Education and Skills Funding Agency Department).	Noted.
Confirmation that Vero Ltd. want no part of the housing development and development will make their position untenable (Vero Ltd).	Noted.
If developed the land should be freehold rather than leasehold.	Noted.

Places like Winchester District should build more.	Noted. Winchester District Council are also planning for future development.
More recreation (indoor and outdoor) is needed.	Noted. This is examined in the Playing Pitch Strategy and Indoor Facilities Study.
We do not need more houses.	Fareham has a duty to meet the objectively assessed need of future housing in the Borough.
Building flats on fewer sites would be better.	Noted. Development seeks to consider the character and density of the surrounding area.
The site allocation includes 28 Brook Lane but this does not form part of the land promoted for residential development and should be omitted from the allocation (WYG on behalf of Bargate Homes).	Noted. Site boundary amended.
Criterion (a) – (i) are overly prescriptive and do not allow sufficient flexibility. Criterion (a) in particular should be changed to read ‘the design and layout of proposals should be informed by and be broadly consistent with the Development Framework Plan...’ (WYG on behalf of Bargate Homes).	Noted.
Criterion (b) should be amended to read ‘the quantum of housing proposed shall be broadly consistent with the indicative site capacity’. (WYG on behalf of Bargate Homes).	Noted.
Criterion (c) should not restrict the use of Greenaway Lane to serve only frontage dwellings. The capacity of Greenaway Lane to accommodate access to further dwellings should not be discounted at this stage (WYG on behalf of Bargate Homes).	Noted.
Criterion (h) to too restrictive. Decisions over retention of trees should be at the planning application stage. (WYG on behalf of Bargate Homes).	Noted.
Criterion (i) should also refer to CIL (WYG on behalf of Bargate Homes).	Noted.
Representations on Draft Housing Allocation HA2 - Newgate Lane South	
Number of representations on policy: 529	Objection: 517
	Support: 4
	Comment: 8
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong highway concerns that development will lead to worsening traffic particularly in the vicinity of the allocation. Strong concerns that the	Noted. This site is no longer progressing in the Local Plan.

development will lead to worsening traffic congestion in Peel Common / Bridgemary / Newgate Lane in Gosport Borough and increased rat-running of traffic. Concern raised that the Newgate Lane South improvements will be nullified by the development and impacts on traffic flow further up the A32 towards the Quay Street Roundabout. Concern also raised about how the development will not help traffic flow in and out of the Gosport Peninsula.	
Strong concerns that the proposed allocation will impact upon the quality of life of Gosport residents, particularly in Peel Common and Bridgemary in relation to traffic and infrastructure impacts.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns with the proposed demolition of 165 and 167 Tukes Avenue for access purposes and undue distress caused to existing residents.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns raised to the proposed access points from the site into Gosport Borough (Bridgemary and Peel Common). Many objections raised on access points into Bridgemary adjacent to Woodcot Primary School due to safety concerns. Concerns also raised about proposed access from Brookers Lane.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns raised on the loss of the existing Strategic Gap which prevents both physical coalescence and provides a gap between communities. Some of these objections note this to be in conflict with the existing FBC policy to protect the Strategic Gap in this location (some respondents refer to the loss of green belt land).	Noted. This site is no longer progressing in the Local Plan.
Concerns there will be insufficient school places to accommodate children from the development. Particular concern expressed that there would be an undue burden placed on education facilities in Gosport Borough. A development of this size should be providing for a new school.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that the development will put on existing doctor's surgeries. Particular concern expressed that there would be an undue burden placed on health facilities in Gosport Borough. A development of this size should be providing for a new doctor's surgery. Some concern also expressed that existing facilities within Fareham Borough would not be able to cope and are currently unfit for purpose. (e.g. Stubbington Medical Centre).	Noted. This site is no longer progressing in the Local Plan.
Concerns that traffic from the development will lead to worsening air pollution. Particular concerns raised to the Council's commitments towards reducing air	Noted. This site is no longer progressing in the Local Plan.

pollution due to a continued breach of air quality limits and that allocating this site would not help to achieve air quality reduction targets.	
Concerns over the depletion of countryside/greenfield land.	Noted. This site is no longer progressing in the Local Plan.
Concerns that increased traffic will impact upon the safety of road users, pedestrians and cyclists. Particular concern with the proposed access points via Tukes Avenue opposite Woodcot School from a safety point of view. Reference made to how rat-running will impact upon road safety.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the loss of open space in terms of its recreational value it serves existing residents in the surrounding area of Peel Common / Bridgemark in Gosport Borough.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to the unavailability of parking particularly with overspill onto Tukes Avenue as a result of proposed access points in this area. Also concern that parking in Tukes Avenue is already limited due to people using the road to park when shopping in Asda, which results in limited parking spaces for residents.	Noted. This site is no longer progressing in the Local Plan.
Concerns over how the proposal constitutes overdevelopment and cramming. Reference also made to the already high density of development in the area.	Noted. This site is no longer progressing in the Local Plan.
Concerns over how additional traffic from the development will impact upon Fareham residents using Newgate Lane / getting in and out of Speedfields Park / Stubbington / further north to the A32 and Quay Street.	Noted. This site is no longer progressing in the Local Plan.
Concerns over how the development would impact upon biodiversity and ecology. Reference made to the site accommodating deer, voles, bats, overwintering birds, birds of prey, robins, green finches, blackbirds and sparrows.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of dentists near the proposed allocation.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of infrastructure in the vicinity with much of this emphasis relating to how it would specifically impact upon Gosport Borough in terms of financial implications and reduced capacity for Gosport residents.	Noted. This site is no longer progressing in the Local Plan.
Concerns raised that the site is prone to drainage and flooding problems and how this may be exacerbated by development.	Noted. This site is no longer progressing in the Local Plan.
Concerns raised that Fareham Borough Council is required to have discussions and agreement with Gosport Borough Council with regards to the specific allocation of this site and that such dialogue has not been undertaken. A few specific references made to how Fareham Borough Council has failed to comply with the 'Duty to Cooperate'.	Noted. This site is no longer progressing in the Local Plan.

Some concern raised that the development of this site would constitute coalescence / urban sprawl.	Noted. This site is no longer progressing in the Local Plan.
Some concern that the development of the site would have a negative impact upon the economy (particularly access to Daedalus) due to increased traffic and congestion and concern that there would not be any jobs available for new residents.	Noted. This site is no longer progressing in the Local Plan.
Some concern that the proposed allocation of this site is due to political reasons (e.g. Newgate Lane Southern Section road only built to allow the development / political dogma / Councillors don't live locally within the area / planning committee ignoring views of many local Gosport residents).	Noted. This site is no longer progressing in the Local Plan.
Some concern that the development will negate the benefit produced from the new Newgate Lane South road, by placing additional cars immediately onto it.	Noted. This site is no longer progressing in the Local Plan.
Some concern that this development/site would not have been needed were it not for the delays in the delivery of Welborne.	Noted. This site is no longer progressing in the Local Plan.
Some concern about the lack of community and social facilities to be provided with the development.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would stretch the emergency services (e.g. police and fire), whilst highways congestion may hinder emergency services.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would result in the loss of agricultural land.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would result in the loss of trees and hedgerows.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would result in cumulative impacts along with other developments in the area, including IFA2, Daedalus and the Newgate Lane South road improvements, all of which are located in nearby proximity within the Strategic Gap.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would result in increased crime.	Noted. This site is no longer progressing in the Local Plan.
Some concern about how the development would result in the loss of local amenity value for existing Gosport residents including privacy, sunlight and overlooking.	Noted. This site is no longer progressing in the Local Plan.
Some concern about the level of noise pollution likely to arise from the development including during the construction phase.	Noted. This site is no longer progressing in the Local Plan.
Some concern raised about how the development would impact upon the general character of the Peel Common Estate and surrounding area.	Noted. This site is no longer progressing in the Local Plan.

Some concern raised about how the development may not provide any / enough affordable housing and the prices of the new houses will not be affordable for those people living in the area.	Noted. This site is no longer progressing in the Local Plan.
Comment received about how the development would result in an increase in litter.	Noted. This site is no longer progressing in the Local Plan.
Comment received about how the development would result in an increase in insurance premiums for existing residents.	Noted. This site is no longer progressing in the Local Plan.
Comment received stating that legal action will be taken against Fareham Borough Council due to proposed demolition of homes to create new access route via Tukes Avenue.	Noted. This site is no longer progressing in the Local Plan.
Comment received stating that the proposed development can't be justified as it's inconsistent with the findings of the Council's landscape character assessment.	Noted. This site is no longer progressing in the Local Plan.
Comment received stating the site should be alternatively used for essential services (e.g. health / police).	Noted. This site is no longer progressing in the Local Plan.
Comment made that there will be a lack of bus routes available from the development.	Noted. This site is no longer progressing in the Local Plan.
Concern that the lack of public transport choices from the development will impact upon the AQMA on Newgate Lane with this being supported by information in the Interim Transport Assessment. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
Concern over insufficient detail of how school places would be impacted by the proposals or medical/community facilities. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
There is potential to harm the amenities of local Gosport residents with the introduction of new access points to existing residential areas (increased traffic). (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
There is no provision in the policy to protect the amenities of existing residents in the vicinity. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
The proposed allocation would appear to contradict proposed policy SP6 and its supporting text and that the integrity of the Strategic Gap would be impacted by the sheer scale of the development and physically and visually diminish separation of the settlements. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
The allocation has the potential to negate the benefits of the Newgate Lane South improvements due to a negative impact on traffic flow. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.

Objection raised to proposed allocation proposed housing allocation which is proposed to access the new Newgate Lane South. The purpose of the current improvements to Newgate Lane are to address existing traffic congestion and environmental issues on Newgate Lane and other corridors providing access to the Gosport peninsula and to facilitate better strategic access to jobs at Daedalus. The proposed allocation is likely to increase both the levels of out-commuting from the peninsula in the morning peak travel period and negate the purposes of the Newgate Lane improvements and is therefore not supported. (Hampshire County Council Highways Authority).	Noted. This site is no longer progressing in the Local Plan.
The allocation of this site would be contrary to both proposed Policy SP6 and Policy CS22 within the Local Plan Part 1 Core Strategy with regards to harm caused to the physical and visual benefits of the Fareham/Lee-on-the-Solent Strategic Gap. Further development on the part of the Daedalus site within this gap raises further concerns. (Lee Residents Association).	Noted. This site is no longer progressing in the Local Plan.
The allocation will have a severe detrimental impact on the surrounding road network, roads already formally recorded as over capacity at peak periods and would be in conflict with criterion c) of proposed Policy CF1. (Lee Residents Association).	Noted. This site is no longer progressing in the Local Plan.
The allocation of HA2 would completely contravene sub paragraphs a), b), d), e), g) and h) of proposed Policy INF2. (Lee Residents Association).	Noted. This site is no longer progressing in the Local Plan.
The allocation of this site will seriously undermine the principle for the construction of the Newgate Lane South relief road of which is not intended to serve a new large housing development. (Lee Residents Association).	Noted. This site is no longer progressing in the Local Plan.
Concern that the site can only be accessed by private transport which will aggravate congestion and pollution concerns on the Gosport peninsula and upon the Daedalus Economic Zone. The proposal will also place a strain on existing infrastructure intended to support Gosport residents. (Lee Residents Association).	Noted. This site is no longer progressing in the Local Plan.
Support	
Support for the general principle of the proposed allocation for residential development of approximately 475 dwellings. (Miller Homes, Bargate Homes).	Noted. This site is no longer progressing in the Local Plan.
Promoter of northern parcel has an agreement with Redrow Homes and are committed to working collaboratively with the other two land parcels within the proposed allocation to prepare a detailed framework, which will be informed	Noted. This site is no longer progressing in the Local Plan.

by further technical work. A phased approach of separate planning applications, informed by the Development Framework is supported. (Landowner).	
Northern parcel is available to deliver housing within the next 5 years. (Landowner).	Noted. This site is no longer progressing in the Local Plan.
Support for the principle of the allocation – the southern portion of which (3002) can deliver 100 dwellings. Bargate Homes are committed to working collaboratively with the promoters of the other two land interests within the draft allocation to deliver a high-quality development (Bargate Homes)	Noted. This site is no longer progressing in the Local Plan.
The inclusion of the site is welcomed. The site does not have any significant constraints, which could not be overcome by mitigation, and a key piece of infrastructure (Newgate Lane South Relief Road) is under construction. The site could be delivered quickly and in the early stages of the plan period. Pegasus are promoting Land to the North of Gosport Road to be included as a site for housing in the Draft Local Plan. The site lies adjacent to HA2 (Pegasus Planning Group).	Noted. This site is no longer progressing in the Local Plan.
Comment	
More suitable areas / sites for building housing including: brownfield sites (no specific sites mentioned); Warsash (no specific site mentioned); Stubbington (no specific sites mentioned); north or west of the A32 (no specific sites mentioned); north of Fareham (no specific sites mentioned); other site of Newgate Lane (i.e. western side) behind existing housing (no specific sites mentioned); one of the many other green and open areas within the Borough (no specific sites mentioned); larger housing sites to be located closer to the motorway; smaller developments that would spread out the housing preferably to the north of the M27 (no specific sites mentioned); redevelopment of areas that need knocking down and rebuilding (no specific sites mentioned); put them in the Fareham area (no specific sites mentioned); the open ground behind Collingwood near to Stubbington / Peak Lane (i.e. Newlands Farm).	Noted. This site is no longer progressing in the Local Plan.
Infrastructure provision by developers should be that necessary to make the development acceptable in planning terms, directly related to the development and fair and reasonable in scale and kind to the development. (Site Promoters).	Noted. This site is no longer progressing in the Local Plan.

<p>The supporting text to the policy indicates that, subject to preparation of and compliance with the overarching Development Framework, the Council will accept separate planning applications allowing for the phased delivery of the allocation. Miller Homes & Bargate Homes seek clarification that this does not in fact refer to separate planning applications being an accepted approach rather than the phased delivery of a single outline consent. As such, Miller Homes & Bargate Homes support the approach of working collaboratively to prepare an overarching Development Framework allowing each individual interest to bring forward separate planning applications. (Miller Homes, Bargate Homes).</p>	<p>Noted. This site is no longer progressing in the Local Plan.</p>
<p>Whilst Miller Homes & Bargate Homes support the principle of the allocation at HA2 we would request the wording of the specific requirements set out in part A to J of policy HA2 be presented so as not to be unduly restrictive at the strategic scale ensuring the evolving scheme can respond to the recommendations of any future technical reports prepared in support of a planning application. For instance, HA2 (I) pre-empt the Flood Risk Assessment and the most appropriate drainage strategy. The most appropriate strategy may be best provided separately or on a different alignment to the existing drainage ditches via a network of swales and attenuation ponds. (Miller Homes, Bargate Homes).</p>	<p>Noted. This site is no longer progressing in the Local Plan.</p>
<p>Whilst Miller Homes do not object to the provision of the necessary infrastructure clarity is sought in the policy or the supporting text that the provision of infrastructure will have regard to the tests set out in paragraph 122 of the Community Infrastructure Levy Regulations 2010, specifically that they are: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. (Miller Homes).</p>	<p>Noted. This site is no longer progressing in the Local Plan.</p>
<p>Additional local sewerage infrastructure is required to accommodate the proposed development (involving making a connection to the network at the nearest point of adequate capacity). Insufficient capacity is not a constraint to development as extra capacity can be provided. Additional policy criteria recommended. (Southern Water).</p>	<p>Noted. This site is no longer progressing in the Local Plan.</p>
<p>Existing underground wastewater infrastructure is present beneath the site and needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site</p>	<p>Noted. This site is no longer progressing in the Local Plan.</p>

layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. (Southern Water).	
Proposed site is within 400m of Peel Common Wastewater Treatment Works (WTW). Southern Water's concern is that the proximity of any 'sensitive' development to the WTW, such as housing, could have an unacceptable impact on the amenity of the site's future occupants arising from the WTW's essential operational activities. Such impacts may include odour from wastewater processing. It is therefore important that the layout of any development scheme at this site should be informed by an odour assessment, to ensure there is adequate separation from the WTW. Additional policy criteria recommended. (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
There is an existing main running through the site and the developer should seek more information on this from Portsmouth Water before submitting a planning application. (Portsmouth Water).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council operates as the Minerals and Waste Planning Authority. Site is covered by a minerals and waste safeguarding as it is likely to be underlain by sand and gravel. Further assessment to understand the suitability and viability of extraction of known mineral resources in that location needs to be considered. This is to ensure that the mineral deposits are not sterilised by non-mineral development. (Hampshire County Council Minerals and Waste Planning Authority).	Noted. This site is no longer progressing in the Local Plan.
Additional school places may be required to be delivered from developer contributions secured through a Section 106. (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility as the Highway Authority for Public Rights of Way. Fareham Footpath 76 runs along the northern part of the site, where it connects with other rights of way. A number of other rights of way are located to the east of the site. HCC recommend that any development at this location retain Footpath 76 within a buffer, and provide connections to the route. In addition, the County Council request that appropriate mitigation measures are provided towards enhancing the local rights of way network. (Hampshire County Council Rights of Way).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. It is anticipated that there will be a generated demand for up to 40 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in	Noted. This site is no longer progressing in the Local Plan.

these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	
Local Planning Authority would need to satisfy itself that excluding the proposed site HA2 from the designated strategic gap is not detrimental to the integrity of the gap, leading to the coalescence of the Fareham and Stubbington settlements, and harmful to the overall purpose of the Strategic Gap policy. (Hampshire County Council).	Noted. This site is no longer progressing in the Local Plan.
MOD supports the requirement for further work to assess the importance of the northernmost field for overwintering birds, due to the concern that birds could potentially be displaced onto the adjacent playing fields, which would impact on the operation of HMS Collingwood. (Defence Infrastructure Organisation (on behalf of the Ministry of Defence)).	Noted. This site is no longer progressing in the Local Plan.
Newgate Lane currently experiences congestion during peak traffic times and an increase in congestion associated with this allocation could impact on the operation of HMS Collingwood. Notwithstanding the envisaged completion of the Newgate Lane South road scheme, MOD therefore supports the requirement for further off-site highway improvement and mitigation works and the need to reduce the impact of this allocation on the road network around HMS Collingwood. (Defence Infrastructure Organisation (on behalf of the Ministry of Defence)).	Noted. This site is no longer progressing in the Local Plan.
HA2 is adjacent to a site which has been identified as a 'low use' site in the updated Brent Geese and Waders Strategy. Appropriate mitigation must be used to ensure any development does not have an impact on the adjacent 'low use' site for Brent Geese and Waders. (The RSPB).	Noted. This site is no longer progressing in the Local Plan.
It is critical that the amenities of residents in the vicinity of the proposed development are not harmed by the proposal. (Gosport Borough Council).	Noted. This site is no longer progressing in the Local Plan.
Partial or Anonymous Representations on Policy HA2 (Newgate Lane South) This table provides details of any new matters raised (i.e. not listed in the above table) that have been received in either anonymous or partially completed representations. These representations have limited weight but have been read, considered and reflected below in the interest of transparency.	
Issues Raised	Fareham Borough Council Response
<i>Support</i>	

Lots of improvements to roads, can be accessed from all directions and is close to new employment sites and sixth form college. Improvements to cycle paths in this area will make it safer to commute by bike to Fareham and Gosport, which will help reduce pollution.	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA3 - Southampton Road	
Number of representations on policy: 27	Objection: 14
	Support: 5
	Comment: 8
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns that development will lead to worsening traffic congestion in the vicinity, including the A27, M27 and roundabouts.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Very strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.

Strong concern that traffic from the development will lead to worsening air and noise pollution, as the site is likely to be reliant upon car use.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concerns over the lack of dentists near the proposed allocation.	Noted.
Concerns over the loss of countryside in this location.	Noted. Area proposed for allocation is not identified as an area of special landscape quality. Allocation requires that a buffer is provided for the Sylvan Glade SINC.
Concerns over the lack of shops and services in close proximity to the site – leading to more car use.	Noted. The allocation requires the provision of safe pedestrian/cycle routes and crossing points to local schools, open space and nearby facilities in Park Gate (set out in the development framework).
Concerns over a lack of infrastructure in the vicinity.	Noted. Proposals are required to provide local schools and early years, play area and improvements to existing off-site sports facilities. The allocation also requires the provision of safe pedestrian/cycle routes and crossing points to local schools, open space and nearby facilities in Park Gate (set out in the development framework).
Concerns that the development will lead to the unavailability of parking for services and other properties in the vicinity.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.

Concerns that walking routes to schools will be both dangerous and difficult.	Noted. The allocation requires the provision of safe pedestrian/cycle routes and crossing points to local schools, open space and nearby facilities in Park Gate (set out in the development framework).
Concern over the scale and location of all development proposed within the Borough.	Noted.
Concern that further development will lead to problems with surface water drainage both at and near to the proposed allocation.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concern over the limited/ complete lack of public transport available at/near the proposed allocation.	Noted. Hampshire County Council consulted as Highways Authority.
Concern that the development will lead to a loss of habitats for wildlife.	Noted. Allocation requires that a buffer is provided for the Sylvan Glade SINC. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern over the lack of walking and cycling facilities to/from and at the site.	Noted. The allocation requires the provision of safe pedestrian/cycle routes and crossing points to local schools, open space and nearby facilities in Park Gate (set out in the development framework).
Concern that vehicular access onto the A27 will cause new congestion – would prefer access to be restricted onto Segensworth Road only.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.

<p>Concern over access onto Segensworth Road due to congestion/ geometry of Segensworth Road and Witherbed Lane junction.</p>	<p>Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.</p>
<p>Concern over a lack of recreational facilities available at the site.</p>	<p>Noted. Proposals are required to provide play area and improvements to existing off-site sports facilities. The allocation also requires the provision of safe pedestrian/cycle routes and crossing points to local schools, open space and nearby facilities in Park Gate (set out in the development framework).</p>
<p>Concern that development will lead to traffic rat-running along residential roads.</p>	<p>Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across</p>

	the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Support	
Support for the comprehensive development of this area together with a phased approach.	Noted.
Support for amending the urban boundary to include the proposed allocation.	Noted.
Support for proposed allocation as access can be obtained from the widened A27.	Noted.
Support for location as some existing development is already present.	Noted.
Location is close to existing employment areas.	Noted.
New development will bring new household expenditure into the area supporting local retailers (particularly garden centres).	Noted.
Comment	
Improvements to Segensworth roundabout and junction 9 should be required as part of development.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Highway access improvements required in vicinity of proposed allocation.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.

School places need to be provided to meet requirements of development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Development must protect existing woodland at the site.	Noted. Allocation requires that a buffer is provided for the Sylvan Glade SINC.
Not reasonable/ practical for southern part of site to access via Segensworth Road – has benefit of existing access onto Southampton Road (A27).	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Hampshire County Council, as a landowner, is prepared to make its land available to support the comprehensive redevelopment of the site, subject to the approval of the County Council's Executive Member for Policy and Resources (Hampshire County Council Property Services).	Noted.
Site allocation should include reference to the adopted Hampshire Minerals and Waste Plan (2013) due to mineral safeguarding (sand and gravel likely to underlay site) (Hampshire County Council – Strategic Planning).	Noted. The Publication Plan makes reference to the Minerals and Waste Plan as part of the Development Plan.
Proposed development will require the provision of additional school places (Hampshire County Council - Education).	Noted.
Development must provide appropriate mitigation measures towards the protection and enhancement of Kites Croft SINC located to the south of the site, to mitigate for increased recreational pressure (Hampshire County Council – Countryside).	The following amended wording has been added: Provide appropriate mitigation measures towards the protection and enhancement of Kites Croft Site of Importance for Nature Conservation located to the south of the site.
It is not clear that the proposed allocation is well located in relation to access by active travel modes to local services and facilities and as such, is likely to give rise to increased number and duration of vehicular trips. HCC raises concern with this allocation and will comment further once the local plan TA	Noted.

has been finalised and it has been determined whether these concerns can be addressed at a strategic level (Hampshire County Council – Highways).	
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 44, 30-hour places for 2-3-4 year olds. Despite new provision opening at Titchfield Community Centre and Segensworth early in 2017 there is no spare capacity in these areas. The proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Services for Young Children).	Noted. Appropriate reference to be made in site allocations as necessary.
Southern Water is the statutory water and wastewater undertaker for the area covering the proposed allocation. Underground infrastructure is present at the site and needs to be taken into account when designing the proposed development through an easement, or possibly a diversion. Additional criterion suggested as '(I) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes' (Southern Water).	Noted. The following wording has been added to the site allocation policy: Provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes at the request of Southern Water.
Representations on Draft Housing Allocation HA4 - Downend Road	
Number of representations on policy: 181	Objection: 176
	Support: 3
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong highways concerns. Particularly concerned that development will lead to worsening congestion and delays on The Causeway, The Ridgeway/Portsdown Hill Road/Shearwater Avenue/A27/Downend Lane. Concerns over the use of heavy goods vehicles particularly on the narrow railway bridge, and that it will not support vehicles of that size/weight. Also concerned that road safety will significantly worsen.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.

Strong concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Strong concerns over the proposed access into the site from Downend Road. Particularly that the proposed access is unsuitable for the size of the development and will lead to worsening traffic congestion.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Strong concerns that there is a lack of parking for residents near the proposed development, and development of the site will create further parking issues for residents in the vicinity.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document.
Strong concerns that the traffic from development will lead to worsening air and noise pollution	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.

Strong concerns that the development will lead to a loss of habitats for wildlife. Particularly concerned on the impact on the nearby Downend Chalk Pit SSSI and Ramsar sites and on birds of prey, badgers, foxes and slow worms.	Noted. Allocation requires that proposal's design and layout take account of the SSSI. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concerned that walking routes to school will be both dangerous and difficult.	Noted. The allocation requires that proposals provide pedestrian and cycle connectivity to Downend Road, The Thicket and Cornaway Lane.
Concerned over the depletion of countryside/greenfield land.	Noted.
Concerned over the impact of the landscape in Portchester, particularly the impact on Portsdown Hill.	Noted. Allocation requires that proposal's design and layout considers the site context, taking account of the landscape setting on Portsdown Hill, the SSSI and archaeological remains. .
Concerns over the loss of agricultural land.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concerned over the lack of infrastructure in the vicinity in general.	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Concerned that the proposed development will be detrimental and the 'village' character of Portchester will be lost.	Noted.
Concern over the impact of the proposed development on emergency services, particularly due to the proximity of site to QA Hospital.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Concerned that there are too many homes proposed for Portchester, particularly for the Downend Road site, and that development should be spread across the Borough more evenly.	Noted. The local plan proposes a spread of development allocations throughout the borough.
Concerned over the pressure the development will place on existing dentists in the area.	Noted.

Concern over the lack of services and facilities and jobs in the area, and the increased pressure that the development would impose on these facilities.	Noted. Developments will be required to contribute financially to meet infrastructure requirements which are identified through consultation with statutory consultees such as Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group.
Concern over the lack of affordable housing proposed for the Downend Road site.	Noted. The local plan will require that developments of 10 dwellings or more provide a proportion of dwellings as affordable housing.
Alternative sites should be considered in favour of the Romsey Avenue allocation, this includes Newlands Farm, Swanwick Lane, Sopwith Way, Sovereign Crescent and Oakcroft Lane. Also suggested that further homes should be allocated in Fareham Town Centre.	Noted. The local plan seeks to allocate sites across the borough including in Fareham South, Sarisbury and Fareham Town Centre.
Concern over the shortage of public open space in Portchester.	Noted. The provision of accessible open space either directly, as part of a development allocation or indirectly, through financial contributions to enhance existing open space is a requirement of the local plan allocations.
Concern over the impact of the proposed site on pedestrians and cyclists, with increasing traffic through Downend Road and onto the Thicket where there is a blind spot.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough. All developments will be expected to contribute financially to these routes.
Concern over the lack of public rights of way in the vicinity.	Noted.
Concern over the rise of crime in the vicinity and also the potential security and anti-social behaviour issues arising from the proposed development. In particular there are concerns that the development will create overlooking.	Noted. The police are consulted in all consultations of the Local Plan. Development allocations seek to reduce overlooking through site-specific requirements such as limiting building heights and the retention of important trees and hedgerows.
Concern that this site would not have been required for development were it not for delays in Welborne being delivered.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account, however it is

	acknowledged that there have been delays with the progress of Welborne.
Concern over the poor drainage on the sites, in particular the impact on surface water flooding. In particular concerned about the risk of contamination from soil.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems. Consultation with Environmental Health Officers will identify potential contamination and require appropriate assessment and mitigation.
Concerns over the lack of public transport in the vicinity.	Noted. The site is close to the A27. This is part of the wider bus network and the route identified for the future extension of the Bus Rapid Transit service.
Concern over the impact of developing the site on the nearby memorial gardens and crematorium.	Noted.
Concern over the pedestrian access onto Upper Cornaway Lane.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough. All developments will be expected to contribute financially to these routes.
Concern over the mass/mix of housing proposed for the site.	Noted. Development seeks to consider the character and density of the surrounding area.
Concern over the proximity of the site to the RNAD Bedenham (ammunitions) safeguarding zone.	Noted.
Concerned over the loss of trees on site.	Noted. The local plan allocations require that trees subject to a Tree Preservation Order shall be retained. The local plan provides a policy for the protection of trees woodland and hedgerows.
Concerned over the lack of waste facilities proposed.	Noted. Hampshire Country Council are consulted on the local plan.
Concerned that the appeal for Cranleigh Road has created a precedent for development in the vicinity.	Noted.

Concern that a 2-storey limit to the homes proposed on the perimeter/access to the site is not appropriate (Miller Homes).	Noted.
Concern that more flexibility should be provided in relation to the use of Upper Cornaway Lane as a cycle path (Miller Homes).	Noted.
Veolia UK owns the land to the north known as Downend Quarry. The Hampshire Minerals and Waste Plan identified this site as a protected waste management site for a number of uses including wood sorting, transfer, etc. Concern that due to the openness of Downend Road that the proposed development will be more open and exposed to the approved operations at the quarry site. The development at Downend Road would need to demonstrate that the amenity of future residents would not be compromised by Veolia's operations (Veolia UK).	Noted.
Support	
The site is a suitable and sustainable location for residential development.	Support noted.
Miller Homes support the allocation of the site identified as Land East of Downend Road (3130) (Miller Homes).	Support noted.
Support given to criteria b) and g) in Policy HA4, in order to ensure adequate protection is afforded to potential archaeological heritage assets in accordance with paragraphs 135 and possibly 139 of the NPPF. The required assessment should also include an assessment of the potential impact of the development of this site on the setting and significance of the Fort Nelson Scheduled Ancient Monument to provide it with adequate protection in accordance with paragraphs 132, 133 and 134 of the NPPF (Historic England).	Support noted.
Comment	
Southern Water is the statutory undertaker for Portchester. Southern Water's assessment of the site reveals that additional local sewerage infrastructure would be required, to accommodate the proposed development. Therefore, a connection to the network to the nearest point of adequate capacity would be required (Southern Water).	Noted.
It is not clear that the proposed allocation is well located in relation to access by active travel modes to local services and facilities and as such, is likely to give rise to increased number and duration of vehicular trips. HCC raises concern with this allocation and will comment further once the local plan TA	Noted.

has been finalised and it has been determined whether these concerns can be addressed at a strategic level (Hampshire County Council – Highways).	
Hampshire County Council has a statutory responsibility as the Highways Authority for Public Rights of Way. The allocation appears to use Footpath 117 for vehicular access to the east. HCC would not support the use of this rights of way for vehicular access. HCC have aspirations to improve the rights of way within the vicinity of this site and would therefore request appropriate mitigation measures be provided (Hampshire County Council – Highways).	Noted.
Proposed development will require the provision of additional school places (Hampshire County Council - Education).	Noted.
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that Portchester is deficient by 44 early-years childcare places and with the added Portchester draft allocations, this will increase to 70 places to meet demand for 2-4-year olds. The Local Plan should address this either directly or through financial contributions (Hampshire County Council – Children’s Services).	Noted.
Hampshire County Council operates as the Minerals and Waste Planning Authority. The site is within a MWCA Safeguarded Site (Downend Quarry) which operates as part of a transfer station. This will need to be considered prior to development (Hampshire County Council – Minerals and Waste).	Noted
Representations on Draft Housing Allocation HA5 - Romsey Avenue	
Number of representations on policy: 350	Objection: 341
	Support: 2
	Comment: 7
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong highway concerns. Particularly concerned that the development will lead to worsening traffic congestion on the A27, Beaulieu Avenue and on Romsey Avenue.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that there will be insufficient school places to accommodate children from the development, such as Wicor School.	Noted. This site is no longer progressing in the Local Plan.

Strong concerns that the development will lead to a loss of habitats for wildlife. Particularly concerned on the impact on the nearby Portsmouth Harbour SPA, on Brent geese, slow worms, deer, badgers, bats, etc.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns over the loss of Grade 1 agricultural land.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns generally over the lack of infrastructure in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that the traffic from development will lead to worsening air and noise pollution.	Noted. This site is no longer progressing in the Local Plan.
Concerned that walking routes to school will be both dangerous and difficult.	Noted. This site is no longer progressing in the Local Plan.
Concerned that the access into the site is too narrow, which could create potential hazards when accessing the site. Also concerned that the access is currently used for parking	Noted. This site is no longer progressing in the Local Plan.
Alternative sites should be considered in favour of the Romsey Avenue allocation, this includes Newlands Farm.	Noted. This site is no longer progressing in the Local Plan.
Concerned that the appeal for Cranleigh Road has created a precedent for development in the vicinity, including the allocation at Romsey Avenue.	Noted. This site is no longer progressing in the Local Plan.
Concerned over the amount of development that is proposed in Portchester and the development should be spread more evenly across the Borough.	Noted. This site is no longer progressing in the Local Plan.
Concerned that the development will create a precedent for the loss of countryside in the Borough.	Noted. This site is no longer progressing in the Local Plan.
Concern over the pressure the development will put on existing dentists.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of services and facilities and jobs in the area, and the increased pressure that the development would impose on these facilities.	Noted. This site is no longer progressing in the Local Plan.
Concern over the shortage of recreation facilities and public open space in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact of the development on the character of Portchester (including the heritage assets in close proximity).	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of affordable housing proposed for the Romsey Avenue site.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact on the emergency services, particularly in terms of accessing the site and additional pressure due to the size of the development.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to increased surface water flooding, particularly during peak rainfall.	Noted. This site is no longer progressing in the Local Plan.

Concern that there are too many homes proposed at Romsey Avenue, in conjunction with the other sites proposed in the rest of the Borough.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of trees on site.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact on landscape views.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of public transport provision in Portchester.	Noted. This site is no longer progressing in the Local Plan.
Concern over the noise from construction of the proposed development.	Noted. This site is no longer progressing in the Local Plan.
Concern over the proximity of the site to the RNAD Bedenham (ammunitions) safeguarding zone.	Noted. This site is no longer progressing in the Local Plan.
Concerned the site will result in the additional depletion of natural resources and lack of reference to renewable energy use on site.	Noted. This site is no longer progressing in the Local Plan.
Support	
The site is well served by existing infrastructure, services and facilities.	Noted. This site is no longer progressing in the Local Plan.
The development provides an opportunity to enhance cycle and pedestrian connections in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Romsey Avenue is a practical location for houses to be built in Portchester.	Noted. This site is no longer progressing in the Local Plan.
HCC support the location of the Portchester South housing allocations in existing residential areas which are served by local shops, facilities and public transport (Hampshire County Council – Highways Authority).	Noted. This site is no longer progressing in the Local Plan.
Comment	
The development site should be allocated as a Local Green Space.	Noted. This site is no longer progressing in the Local Plan.
Sites for housing development should be allocated on brownfield land.	Noted. This site is no longer progressing in the Local Plan.
Southern Water is the statutory wastewater undertaker in Portchester. Underground infrastructure is present at the site and needs to be taken into account when designing the proposed development through an easement, or possibly a diversion. Additional criterion suggested as '(i) provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes'. (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Concern that the trips generated from the allocations will feed additional traffic onto roads in the local road network which are difficult to improve. Therefore the site promoters will need to prove that the sites and local facilities are accessible by walking, cycling and public transport and will need to assess the impact on the local roads of traffic heading to the A27 corridor and secure site and/or off-site highway improvements to mitigate the impact of the development (Hampshire County Council – Highways Authority).	Noted. This site is no longer progressing in the Local Plan.

HCC has concerns about the impact of both the Portchester Down End (HA4) and the Portchester South allocations on the Delme roundabout and the A27 Portchester Road. This includes the impact on the identified accident sites at the both the Castle street and West street roundabouts on the A27 in Portchester which are both the subject of a bid to the DfT Safer Roads Fund. Therefore the cumulative impacts of development along the A27 corridor between the Delme Arms Roundabout and the city boundary need to be assessed and any identified significant impacts mitigated (Hampshire County Council – Highways Authority).	Noted. This site is no longer progressing in the Local Plan.
HCC has a statutory responsibility as the Highways Authority for Public Rights of Way. Footpath 111A and Wicor is a nature reserve and countryside service, both of these amenities are in close proximity to the site. HCC require an appropriate mitigation strategy for the increased pressure on the assets that the development would generate. (Hampshire County Council – Highways Authority).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that Portchester is deficient by 44 early-years childcare places and with the added Portchester draft allocations, this will increase to 70 places to meet demand for 2-4-year olds. The Local Plan should address this either directly or through financial contributions. (Hampshire County Council – Children’s Services).	Noted. This site is no longer progressing in the Local Plan.
It is critical that all site allocations are reassessed against the updated Solent Waders and Brent Goose Strategy. A number of the proposed sites including the site at Romsey Avenue is now recognised as having greater importance to the network of SPA supporting sites and identified as a ‘Primary Support Area. The Council must assess all of the sites including HA5 to demonstrate that all less damaging options have been excluded. In the absence of this assessment the RSPB concludes that the Plan would fail the NPPF tests of soundness. If the Council is unable to allocate sufficient land for development without impacting on statutory wildlife sites, it may be necessary for the Council to pursue a housing requirement that is lower than that identified in the PUSH SHMA. (RSPB).	Noted. This site is no longer progressing in the Local Plan.
The status of this site in the new Solent Wader and Brent Goose Strategy has changed from ‘Uncertain’ to ‘Secondary Support Area’ and as such mitigation measures will be required. (Hampshire & Isle of Wight Wildlife Trust).	Noted. This site is no longer progressing in the Local Plan.

Representations on Draft Housing Allocation HA6 - Cranleigh Road	
Number of representations on policy: 78	Objection: 75
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<p>Very strong concerns that the development will have an unacceptable impact to traffic congestion in the vicinity of the site and the A27. Also, that road safety will significantly worsen.</p> <p>Congestion on the A27 is highlighted particularly the stretch between Cams Hill School/Downend Road Junction and the Delme Roundabout. Issues with access to the site and the level of existing parking on Cranleigh Road as a result of the nearby school and Wicor Recreation Ground (the latter mainly problematic on weekends).</p>	Noted. This site is no longer progressing in the Local Plan.
<p>Very strong concerns that there will be insufficient school places to accommodate children from the development.</p> <p>Concerns are raised for primary and secondary level education (schools are full, the lack of places at schools will mean more children will be transported (largely by car) out of the area adding to the traffic issues).</p>	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. This site is no longer progressing in the Local Plan.
<p>Strong concern that the development will lead to a loss of habitats and wildlife.</p> <p>Impacts to Skylarks, Deer, Brent Geese, Badgers, Foxes, Slow Worms etc as well as impacts on the neighbouring Portsmouth Harbour SPA and the bird species associated with it.</p>	Noted. This site is no longer progressing in the Local Plan.
Strong concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Portchester. Site should remain as countryside. The site is outside of the Defined Urban Settlement Boundary.	Noted. This site is no longer progressing in the Local Plan.

Concern that the proposal will have a detrimental impact on the character of the area and the village identity of Portchester.	
Concern that development has not been evenly spread across the Borough and that Portchester has been especially burdened by new development.	Noted. This site is no longer progressing in the Local Plan.
Concern over loss of gap between Portchester and Fareham (some respondents refer to loss of strategic gap).	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that the development will put on existing dental surgeries.	Noted. This site is no longer progressing in the Local Plan.
Concern over impact to other infrastructure, chiefly sewage capacity.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of agricultural land.	Noted. This site is no longer progressing in the Local Plan.
Concern that the affordable homes built here will not be affordable.	Noted. This site is no longer progressing in the Local Plan.
Concern that development of the site will be detrimental to the landscape.	Noted. This site is no longer progressing in the Local Plan.
Concern that there is a lack of shops, services, public transport and jobs in Portchester, resulting in more car use.	Noted. This site is no longer progressing in the Local Plan.
Concern over the amount of light, noise and dust pollution resulting from the development.	Noted. This site is no longer progressing in the Local Plan.
Concerns about the risk of flooding with increased run-off specifically mentioned and effects of climate change on the development.	Noted. This site is no longer progressing in the Local Plan.
Concern that the development will bring an increase in crime to the area.	Noted. This site is no longer progressing in the Local Plan.
Concern over the density of the scheme being too high.	Noted. This site is no longer progressing in the Local Plan.
Concern that the development will take place within the vicinity of an existing oil pipeline which runs north to south along the eastern perimeter of the site.	Noted. This site is no longer progressing in the Local Plan.
HA6 is adjacent to a site which has been identified as a 'primary support area' site in the updated Brent Geese and Waders Strategy. Appropriate mitigation must be used to ensure any development does not have an impact on the adjacent 'primary support area' site for Brent Geese and Waders. (The RSPB).	Noted. This site is no longer progressing in the Local Plan.
<i>Support</i>	
Support for a comprehensive development of the site. (Persimmon Homes).	Noted. This site is no longer progressing in the Local Plan.
HCC support the location of the Portchester South housing allocations in existing residential areas which are served by local shops, facilities and public transport (Hampshire County Council – Highways Authority).	Noted. This site is no longer progressing in the Local Plan.
<i>Comment</i>	

Hampshire County Council request an appropriate mitigation strategy to be agreed to mitigate the increased pressure upon Fareham Footpath 111a and Wicor. (Hampshire County Council – Countryside Service).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that Portchester is deficient by 44 early-years childcare places and with the added Portchester draft allocations, this will increase to 70 places to meet demand for 2-4-year olds. The Local Plan should address this either directly or through financial contributions. (Hampshire County Council – Children’s Services).	Noted. This site is no longer progressing in the Local Plan.
Site Promoters will need to prove that the site and local facilities are accessible by walking, cycling and public transport. (Hampshire County Council- Highways).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has concerns about the cumulative impact development in Portchester will have on the Delme Roundabout and A27 Portchester Road. This includes the impact on the identified accident sites at the both the Castle street and West Street roundabouts on the A27 in Portchester (both are the subject of a bid to the DfT Safer Roads Fund). As a result, impacts (as well as cumulative impacts) of development will need to be assessed and on-site and/or off-site highway improvements secured. (Hampshire County Council- Highways).	Noted. This site is no longer progressing in the Local Plan.
Proposed amendments to policy wording of HA6. This includes the deletion of part e) and h) of HA6. Changes to part c) and part d) of HA6 to reflect what was agreed and consented to in the extant planning permission on the site. See Ref 0027 for full details. (Persimmon Homes).	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA7 - Warsash Maritime Academy	
Number of representations on policy: 177	Objection: 168
	Support: 1
	Comment: 8
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns that the development will have an unacceptable impact to traffic congestion in the vicinity of the site and that road safety will significantly worsen.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be

<p>Congestion at the points at which connecting roads reach the A27 are highlighted as an issue.</p>	<p>exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow.</p>
<p>Very strong concerns that there will be insufficient school places to accommodate children from the development.</p> <p>Concerns are raised for primary and secondary level education (schools are full). The lack of places at schools will mean more children will be transported (largely by car) out of the area adding to the traffic issues. Any extensions to schools will reduce the outside space and providing new classrooms will overcome the issue of school hall space and other school facilities as well as quality of children's schooling. Furthermore, there are concerns that there is no school places available at Hook with Warsash Academy.</p>	<p>Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.</p>
<p>Very strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients. New hospital also needed.</p>	<p>Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.</p>
<p>Strong concerns that the development will lead to worsening air pollution and air quality issues in the area. Particularly concerned that there has been insufficient consideration of air quality implications from more cars/congestion resulting in health implications.</p>	<p>Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.</p>
<p>Strong concern that the development will lead to a loss of habitats and wildlife.</p> <p>Particularly concerned over the impacts to deer, bats, badgers as well as impacts to bird species associated with the neighbouring SPA.</p>	<p>Noted. Allocation seeks to retain protected trees and hedgerows on site to provide a buffer for priority habitats. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.</p>

Issues with Newtown Road and the level of parking/obstructions and access on this road are highlighted.	Noted. Development will be required to provide levels of parking as set out in the Residential Parking Standards Supplementary Planning Document. In addition, the impact of development on the transport network has been considered through the Transport Assessment and recommendations noted.
Concern that the proposal will have a detrimental impact on the character of the area and the village identity of Warsash.	Noted. The character and density of the surrounding area is considered when defining the allocation requirements.
Concern that the density of the development proposed is too high. This will impact on the character of the area, parking and traffic issues mentioned above.	Noted. The character and density of the surrounding area is considered when defining the allocation requirements.
Concern over the lack of pedestrian crossing points (on Warsash Road in particular), and the lack of cycle lanes and connectivity between existing cycle lanes.	Noted. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority has identified and prioritised walking and cycling routes across the Borough. All developments will be expected to contribute financially to these routes.
Concern that there are too many homes planned in the Warsash/western wards area, cumulative impact with other sites in the area. Warsash has been subject to lots of recent development and taken its fair share.	Noted. The local plan allocates sites for development throughout the Borough to meet the future housing and employment needs of the Borough.
Concern over loss of gap between Warsash and neighbouring urban areas (some respondents refer to loss of strategic gap/greenbelt).	Noted. Area is identified as countryside on the adopted policies map but not strategic gap or greenbelt.
Concern that there is a lack of shops, services, public transport and jobs in Warsash, resulting in more car use. Lack of parking at shops in Warsash and at Locks Heath District Centre/unable to park at local shops often, resulting in creep of on-street parking on Brook Lane. Not enough for youths to do.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concern over the impact of the proposed development on emergency services. Particularly in terms of response times.	Noted. Local plan engagement undertaken with statutory consultees including Fire Service and Police.
Concern over impact to other infrastructure (gas, electric, drainage, recreation space, broadband inadequate, sewerage, water supply).	Noted. Statutory consultation with utility providers undertaken throughout Local Plan preparation. Requirement for development to address site needs, including funding by developer contributions.

Concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Warsash. Site should remain as countryside. The site is outside of the Defined Urban Settlement Boundary.	Noted.
Concerns over the pressure that the development will put on existing dentist provision.	Noted.
Concerns about the risk of flooding with increased run-off specifically mentioned and effects of climate change on the development.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concerns raised that the site should be retained as an educational use; either as existing, or a primary/secondary school or as a A-level College.	Noted.
Concern that the area is expensive/high value and affordable homes built here will not really be affordable.	Noted. Sites of 10 or more dwellings or greater than 0.5 hectares are required to provide affordable housing in the development.
Concern that there is insufficient provision for care homes and the development will only add to the problem.	Noted. The local plan seeks to address the need for specialist housing such as housing for older persons through policies within the plan.
Concern that there has not been enough/any joint working with infrastructure providers (schools, CCG, highways, etc.) and neighbouring authorities Portsmouth and Southampton City Councils.	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Concern about the impact to businesses due to the increased traffic levels and issues with access to the area.	Noted. The impact of development on the transport network has been considered through the Transport Assessment and recommendations noted.
Concern over the loss of trees on the site.	Noted. Allocation requires the retention of protected trees.
Concern over the impacts to residential amenity for neighbouring/nearby occupants (noise, overlooking, privacy, overshadowing).	Noted. Allocation requires that building heights are limited. In addition, the character of the surrounding area is considered when defining the allocation requirements.
Concern that there are already large queues for the recycling centres and that this will get worse.	Noted.
Concern over the loss of agricultural land.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to

	prevent and offset adverse effects as a result of the Local Plan.
HA7 is adjacent to a site which has been identified as a 'primary support area' site in the updated Brent Geese and Waders Strategy. Appropriate mitigation must be used to ensure any development does not have an impact on the adjacent 'primary support area' site for Brent Geese and Waders. (The RSPB).	Noted. The following wording has been added: Proposals shall meet the requirements of Policy NE5 given the site's status as primary support for Solent Waders and Brent Geese.
Concern at the potential impact of the development of the site at Warsash Academy notwithstanding criteria f) and g) (even if Policy D3 is amended as requested), on the Grade II listed Cadets Residence and Linked Walkway and Refectory Block (which, according to the National Heritage List for England, is the listed building on this site, not the building indicated on the site allocation map). It's considered that an assessment of the likely impact of the development of the site on the significance of this listed building should be undertaken and its ascertained that there would be no significant harm to that significance before these sites are taken forward, in order to ensure adequate protection is afforded to the listed building in accordance with paragraphs 132, 133 and 134 of the NPPF (Historic England).	Noted. The wording within the Policy should address these concerns.
Objection made on the basis that it's unclear if the noted assessment (as stated in the comment above) was undertaken as part of the Stage 2 detailed assessment of housing sites (SHLAA) with no current confirmation this has been done with it concluding that there would be no unacceptable harm to the significance of the listed building (Historic England)	Noted. The wording within the Policy should address these concerns.
Support	
Support for: Comprehensive development of the site, for primary access on to Newtown Road, the 4-storey limit on the height of new buildings, the requirement for the site frontage on Newtown Road to be well Landscaped, the requirement for a heritage statement to be submitted with a future planning application, the requirement for boundary trees and hedgerows on the western boundary to be retained and incorporated within the design of the development. (Turley and Southampton Solent University)	Support noted.
Support for the principle of providing pedestrian and cycling facilities. Include extra wording at the end of point d) "..... the extent of which will be considered as part of a future planning application." (Turley and Southampton Solent University)	Support noted.

Support a development which is within existing building footprint, is well designed, respects local character and provides adequate parking.	Support noted.
Comment	
Contributions from this development should be made to help mitigate and improve Hook with Warsash, and Strawberry Field Countryside Service sites, Footpath 6, which forms part of the long-distance walking route, the Solent Way, and footpath 10 which runs along the southern boundary of the site. A suitable buffer should also be provided alongside footpath 10 to protect its amenity value. (Hampshire County Council – Countryside Service).	Noted.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Mitigation for site and off-site highway improvements needs to be secured. These will be for local improvements to the A27 corridor and for mitigating traffic impacts on the local road network arising from the development. (Hampshire County Council- Highways).	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Additional criteria should be added to policy to include (l) Provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider; and (m) Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (Southern Water)	Noted. The following wording has been included in the site allocation policy: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).

Alternative site SHLAA ref 3008 Land South of Longfield Avenue should have been considered before this allocation.	Noted.
Alternative site 3127 Land at Downend Road should have been considered before this allocation.	Noted.
Fewer homes/lower density would be better on the site and make it more acceptable.	Development considers the character and density of the surrounding area, and must ensure the effective use of land.
Although as part of an objection to the principle of the site being allocated, development should provide buildings to the highest ecological/environmental standard if permitted.	Noted. The sustainability of the development has been considered and reviewed in the Sustainability Appraisal.
Although as part of an objection to the principle of the site being allocated, roads need to be made safer if the scheme is permitted.	Noted. The transport assessment assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary.
All existing vegetation to be retained and new dwellings should be screened from the River Hamble.	Noted. Allocation seeks to retain protected trees and hedgerows. Development considers the character and density of the surrounding area.
Development will be very sought after with good views and access to the coastline. However, infrastructure needs and possible traffic consequences have to be considered.	Noted. Developer Contributions will be sought from all sites to fund infrastructure requirements. The impact of development on the transport network has been considered through the Transport Assessment and recommendations noted.
The site should be proposed as a retirement complex.	Noted. Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Due to the lack of a drive way and on road parking, certain residents along Newtown Road have an existing resident parking agreement with the Maritime College which enables them to park in the college grounds in perpetuity. This will need to be considered as part of any redevelopment proposals.	Noted.
Flexibility is sought in terms of uses for the site to enable a viable and successful development. As such, the wording to Policy HA7 is requested to be amended to <i>“Proposed Use: Residential (including C2 and C3) or other compatible uses (e.g. Hotel (C1))”</i> . (Turley and Southampton Solent University)	Noted. The site is allocated for housing in the new Local Plan.

Further capacity work on the site is currently being undertaken. This is indicating that the indicative capacity should be increased to 150-200 dwellings. (Turley and Southampton Solent University)	Noted. The indicative site yield has been updated.
Proposed boundary changes of the allocation to exclude the MOS (Maritime & Offshore Safety) Building and include an area of land west of the built development. These changes also have implications for the 'Educational Facilities outside the Urban Boundaries' Policy boundary mapping and will need to be amended accordingly.	Noted. The site boundary has been amended in the new Local Plan.
Amendments to policy wording of HA7 suggested regarding pedestrian and cycling facilities. Suggested to include extra wording at the end of point d) ".....the extent of which will be considered as part of a future planning application." (Turley and Southampton Solent University)	Noted.
Amendments to policy wording of HA7 suggested regarding part g) wording is as follows "There is a binding agreement that will deliver an appropriate re-use of the listed buildings (subject to <u>consultation</u> with Historic England) within a phased programme of works linked to the delivery of residential development <u>or other compatible uses</u> " (Turley and Southampton Solent University)	Noted. Additional allocation wording included.
Amendments to policy wording of HA7 suggested to require the retention of only the most important trees. (Turley and Southampton Solent University)	Noted. Additional allocation wording included.
Removal of criteria j) 'Coastal Change Management Areas' in Policy HA7 as this is covered by Policy NE4 in the Local Plan. (Turley and Southampton Solent University)	Noted. Criteria removed – sufficiently covered by Policy CC3 in the new Local Plan.
Proposed amendments to policy wording of HA7 part k) in the beginning "Where appropriate and not covered by CIL,..." and at the end of part k) "Consideration will be given to abnormal costs associated with the redevelopment of this brownfield site and the reuse of listed Buildings to ensure future development remains viable. Similarly, the impact of the existing or lawful use of the site on local infrastructure will be considered when calculating additional infrastructure requirements for its redevelopment" (Turley and Southampton Solent University)	Noted.

Representations on Draft Housing Allocation HA8 - Pinks Hill	
Number of representations on policy:108	Objection: 95
	Support: 1
	Comment: 12
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong highway concerns. Particularly concerned that development will lead to worsening congestion in Wallington Village and on to the M27. Concern over noise from the motorway and the impact that may have on the amenity of existing and new residents in the proposed development. Also concern over the use of heavy good vehicles along the narrow Pinks Hill. Furthermore, there are concerns over the Pinks Hill Road, particularly in terms of traffic hazards due to the steep incline of the road.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns over the narrow access to the site. Pinks Hill is not an adopted highway and there are issues with the suitability of the road for such a development, including the use of heavy good vehicles, as noted above. Also, very strong concerns over the lack of pedestrian access.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns that the traffic from development will lead to worsening air and noise pollution, particularly in terms of the proximity of the development to the motorway.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns over health issues in respect of the proximity of the site to the nearby household waste centre.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns over the amount of water runoff in the area which has historically created flooding issues and high-water levels in the River Wallington. Also concerns that developing the site will create increased surface run off from underground springs.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the depletion of countryside/greenfield land.	Noted. This site is no longer progressing in the Local Plan.
Strong concern that the development will lead to a loss of habitats and wildlife. Impacts to species on site such as deers, badges and foxes.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of green spaces in and around Wallington village. The site currently provides a green buffer between Wallington and the motorway.	Noted. This site is no longer progressing in the Local Plan.
Concerned over the lack of infrastructure in the vicinity in general.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of sewerage infrastructure in the vicinity.	Noted. This site is no longer progressing in the Local Plan.

Concerns over the lack of public transport to and from the site.	Noted. This site is no longer progressing in the Local Plan.
Concerns that there is a lack of shops, services and jobs in the area, and in particular, access to such facilities.	Noted. This site is no longer progressing in the Local Plan.
Concerned that the site is not easily accessible and isolated.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the proposed development would change the village character of Wallington.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the impact of the proposed development on historical assets on the site, such as the Wartime Pillar Box.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the loss of wildlife on the site, particularly in relation to common birds/butterflies and deer.	Noted. This site is no longer progressing in the Local Plan.
Concerns over subsidence on the site.	Noted. This site is no longer progressing in the Local Plan.
Concerns over noise from the industrial estate and motorway.	Noted. This site is no longer progressing in the Local Plan.
Concerned that there are too many homes proposed for Wallington/Fareham, and that the development of the site could create urban sprawl.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of trees.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. This site is no longer progressing in the Local Plan.
Concerns that there will be insufficient school places to accommodate children from the development.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of parking, particularly for those who use Wallington industrial estate as a car park. Furthermore, there are concerns that the proposed development would exacerbate the existing on road parking in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Concern that this site would not have been required for development were it not for delays in Welborne being delivered.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the improvements to the roundabout at Broadcut, and the impact this may have on traffic.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of affordable housing proposed on the site.	Noted. This site is no longer progressing in the Local Plan.
Support	
The site is close to the town centre and employment sites. The site also benefits from having good access to infrastructure and development of the site would not impact on wildlife.	Noted. This site is no longer progressing in the Local Plan.

The Environment Agency welcomes the inclusion of criterion j which takes account of the source protection zones on and around the site (The Environment Agency).	Noted. This site is no longer progressing in the Local Plan.
<i>Comment</i>	
Pinks Hill should be widened to accommodate an increase in traffic and a 20mph speed limit enforced along this stretch of the road. Land to the rear of 5 Woodlands should be considered as part of the site allocation. The land could be used in connection with the widening of the road to accommodate the additional traffic and assist with providing pedestrianised areas.	Noted. This site is no longer progressing in the Local Plan.
It is not clear that this allocation is well located in relation to local services and facilities accessible by active travel modes and therefore does not appear to accord with the general principles of sustainability in that they are unlikely to reduce the number and duration of vehicle trips. HCC raises concern with this allocation and will comment further once the local plan TA has been finalised and it has been determined whether these concerns can be addressed at a strategic level (Hampshire County Council – Highways).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility as the Highways Authority for Public Rights of Way and the Countryside Service. Footpath 505 runs along Paradise Lane to the east of the sites. HCC have an aspiration to upgrade the footpath as a multi user route and provide a link along Military Road to Fareham Bridleway 100 in Broadcut. HCC would like to explore whether these sites could help deliver this aspiration (Hampshire County Council – Highways).	Noted. This site is no longer progressing in the Local Plan.
The proposed allocation will require the provision of 2, 3 & 4 yr old early-years childcare places as there is no local capacity surplus. The use of community facilities should be made available to providers seeking to establish a business (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.
More flexibility should be provided in the proposed density in the Draft Local Plan. The density is currently too low, and a density of 37.5dph would be more appropriate. More flexibility should also be provided in how the pedestrian and cycle connectivity will be delivered (White Young Green).	Noted. This site is no longer progressing in the Local Plan.
White Young Green are currently undertaking further noise assessments to investigate the extent of mitigation required. In addition, an Illustrative Framework for Pinks Hill should be removed as it adds little to the site allocation (White Young Green).	Noted. This site is no longer progressing in the Local Plan.

Southern Water is the statutory undertaker for Wallington. Southern Water's assessment of the site reveals that additional local sewerage infrastructure would be required, to accommodate the proposed development. Therefore, a connection to the network to the nearest point of adequate capacity would be required. Additional criterion suggested as '(I) provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider' (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Careful consideration is required due to the underlying aquifer (Portsmouth Water).	Noted. This site is no longer progressing in the Local Plan.
My late father held the leaseholder for a part of this land known as "allotment 27" after purchasing from Cay Builders (Caterham) in 1976. On his death in October 2011, this passed to my mother Catherine Walker, as part of his estate. As I have acted as deputy for my mother in respect of "Property and Affairs" since January 2013 (appointed by Court of Protection) and hold all the documentation associated with this leasehold, please can I ask you to submit all the correspondence regarding the acquisition and development of this land to me (Mr Anthony Walker).	Noted. This site is no longer progressing in the Local Plan.
Site allocation should include reference to the adopted Hampshire Minerals and Waste Plan (2013) due to mineral safeguarding (brick clay likely to underlay site) (Hampshire County Council – Strategic Planning).	Noted. This site is no longer progressing in the Local Plan.
Concern at the potential impact of development at this site on the significance of the Grade II Listed Fort Wallington. Criterion i) is too weak and an assessment of the likely impact of the development of this site on the significance of Fort Wallington should be undertaken with it being ascertained there would be no significance harm to that significance before this site is taken forward, in order to ensure adequate protection is afforded to the listed building in accordance with paragraphs 132, 133 and 134 of the NPPF (Historic England).	Noted. This site is no longer progressing in the Local Plan.
It's also unclear if the noted assessment was undertaken as part of the Stage 2 detailed assessment of potential housing sites, with no current confirmation that this has been done and that it concludes that there would be no unacceptable harm to the significance of this listed fort (Historic England).	Noted. This site is no longer progressing in the Local Plan.

Representations on Draft Housing Allocation HA9 - Heath Road	
Number of representations on policy: 90	Objection: 86
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues. Particularly concerned that development will lead to worsening congestion on the A27 and M27. Also concerned over the safety of children walking to school.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow.
Strong concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Concern that this site is rolled over from the current Local Plan when there is no justification it will be delivered. Suggest it should instead not be allocated but be windfall if brought forward.	Noted. The site has a resolution to grant planning permission and therefore it is justified in being included as a housing allocation.
Concerns over the depletion of countryside/greenfield land. Particular concerns that the development of the site would mean the loss of the gap between Locks Heath/Warsash/Sarisbury/Park Gate.	Noted. The site is within countryside and is not covered by a strategic gap designation.
Concerns over the loss of green space and woodland.	Noted. Allocation requires the retention of the existing TPO's on site.
Concerns that there are too many homes in the Western Wards and on the site. The size of the development should be reduced to a maximum of 50 homes on the site.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.

Concerns that the traffic from development will lead to worsening air and noise pollution.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concerns that the development will lead to a loss of habitats for wildlife. Particularly concerned on the impact on deer/bats/birds/snakes/slow worms/foxes/hedgehogs. Badger setts should be retained.	Noted. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern over the lack of services and facilities and jobs in the area, and the increased pressure that the development would impose on these facilities. Particularly concerned over the impact of the development on local shopping centres.	Noted. Site is in close proximity to Locks Heath District Centre. Developments will be required to contribute financially to meet infrastructure requirements which are identified through consultation with statutory consultees such as Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group.
Concerns over parking in the area, particularly in the Locks Heath Centre and near local schools, such as Locks Heath Juniors and Infants.	Noted. Development will be required to provide levels of parking as set out in the Residential Parking Standards Supplementary Planning Document. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concerned over the lack of infrastructure in the vicinity in general. Also concerned that the current infrastructure is overloaded.	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These

	consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Concern over the lack of facilities in the local area for young children. The site could be put to better use such as for open space and play facilities.	Noted. The provision of accessible open space either directly, as part of a development allocation or indirectly, through financial contributions to enhance existing open space is a requirement of the local plan allocations. In addition, this is examined in the Playing Pitch Strategy and Indoor Facilities Study.
Alternative sites should be considered in favour of the Romsey Avenue allocation, this includes Newlands Farm, brownfield sites, Fareham Town Centre sites and an extension of Welborne.	Noted. Fareham Town Centre sites are allocated for development in the Publication Local Plan. In addition, the Local Plan promotes the development of brownfield sites first. Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Concern over the loss of trees.	Noted. Allocation requires the retention of the existing TPO's on site.
Concerned over the pressure the development will place on existing dentists in the area.	Noted.
Concern that there is already overdevelopment in the western wards.	Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Concern over the impact on the emergency services and further development will impact on response times.	Noted. Local plan engagement undertaken with statutory consultees including Fire Service and Police.
Concern over the character of Warsash village.	Noted. Development considers the character and density of the surrounding area.
Concern that this site would not have been required for development were it not for delays in Welborne being delivered.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.
Concern over light pollution.	Noted.
Concern over impact on surface water drainage.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.

Concern that development needs to be spread more evenly across the Borough.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.
Concern over the lack of public transport in the area.	Noted. Hampshire County Council consulted as Highways Authority.
Concern over anti-social behaviour.	Noted. The police are consulted in all consultations of the Local Plan.
Concern over the amount of infill development in the western wards.	Noted.
Concern over flooding in back gardens.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concern over the lack of care homes in the vicinity to accommodate the elderly.	Noted. The Local Plan seeks to address the need for specialist housing such as housing for older persons through policies within the plan.
Concern over the loss of strawberry fields.	Noted.
Concern over the proposed access from Heath Road into the site. Access should be from Centre Way.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Concern that homes should be built to high sustainability standards and that material used should blend in with those used for homes in the vicinity.	Noted. Development considers the character and density of the surrounding area.
Support	
Hampshire County Council in its role as a public landowner supports the proposed re-allocation of land at Heath Road (Hampshire County Council Property Services)	Support noted.
Comment	
Hampshire County Council are the landowners of the site and support the allocation in the Local Plan. However, an application has been submitted by HCC for the site and in order for there to be consistency between the	Noted. Site allocation policy includes reference to the sewerage easement.

application and policy the Council should provide more flexibility in terms of the proposed dwelling heights. In addition, further clarification should be provided by the Council in terms of the reference to the sewerage easement (Hampshire County Council - Estates).	
Peters Road and Heath Road have become a rat run with speeding cars. Traffic calming measure should be implemented along both road.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow.
A new doctor's surgery should be built. The surgery in the Lockwood Centre is full.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
The Local Plan Review 2000 allocated the site as a SINC which suggests that a number of trees with TPO's are present on the site, which could limit the developable area. In addition, the site is under different ownerships where agreement would need to be reached by promoters to plan for a comprehensive development, which could lead to potential delays in delivery of the site. Furthermore, a planning application has not come forward despite the site being allocated in the LP2 (Pegasus Group).	Noted. Allocation requires the retention of existing TPO's on site. Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Site allocation should include reference to the adopted Hampshire Minerals and Waste Plan (2013) due to mineral safeguarding (sand and gravel likely to underlay site) (Hampshire County Council – Strategic Planning).	Noted. Appropriate reference included in the allocation.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. Appropriate reference made in the site allocations policy as necessary.
An outline planning application for this site has recently been submitted for consideration by the Borough Council in response to the existing Local Plan Part 2 Policy DSP40 to support the delivery of the Borough's local housing	Noted.

needs. Three-storey development on part of the site is supported, having regard to the amenity of existing dwellings, whilst there is no knowledge of a sewerage pipe across the site (Hampshire County Council Property Services).	
Representations on Draft Housing Allocation HA10 - Funtley Road South	
Number of representations on policy: 22	Objection: 18
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns that development will lead to increased surface water flooding, particularly during peak rainfall.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Very strong concerns that there is insufficient drainage to cope with increased amount of development in this area- this relates to waste water treatment as well as surface rain water	Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems. In addition, developments including housing allocations are required to be nitrate neutral.
Very strong highways concerns. The existing highway network including bridges in the vicinity of the development could not cope with increases in traffic. In addition, the safety of all users of the highway (cyclists and pedestrians) is questioned. Issues over the use of heavy goods vehicles on narrow bridges and those with height/weight limits is also expressed.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow.
Strong concerns that the cumulative effects of this development as well as HA18 and Welborne will lead to urban sprawl and the village of Funtley "losing its identity". It must be protected.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough. In addition, development considers the character and density of the surrounding area.
Strong concern over the loss of countryside/ the development being outside of the present Defined Urban Settlement Boundary and in a sensitive landscape.	Noted.
Concerns over the loss of wildlife and woodland (deer, woodpecker, dormice and bats)	Noted. Allocation requires the retention of the existing woodland on site and a buffer between the site and the

	Great Beamond Coppice SINC. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern over the lack of public transport provision in Funtley	Noted. Hampshire County Council consulted as Highways Authority.
Concern over contaminated land	Noted.
Concern that development is not being evenly spread across the Borough.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.
Concerns over land subsidence	Noted.
Concern over the loss of agricultural land	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern over the lack of school and doctors' places which development will exacerbate.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need of health access.
Concern over the increased prevalence of rodents as a result of more development.	Noted.
Alternative sites should have been considered before this allocation i.e. SHLAA ref 3008 Land South of Longfield Avenue.	Noted. The SHLAA site has been allocated for development in the Publication Local Plan.
The view corridors stated in HA10 bulletpoint f) are totally inadequate to maintain views that properly recognise the site's landscape context. (The Fareham Society)	Noted.
Support	
Support for the comprehensive development of this area (Reside Developments).	Support noted.
Comment	
Fareham Bridleway 515 runs to west of the site, while a disused railway line runs to the east. HCC has aspirations to upgrade Bridleway 515, and provide	Noted.

a right of way along the old railway line. As such, contributions from this development should be made to help improve the adjacent Bridleway 515 (Deviation Line) (Hampshire County Council – Countryside Service).	
Site allocation should include reference to the adopted Hampshire Minerals and Waste Plan (2013) due to mineral safeguarding (brick clay likely to underlay site) (Hampshire County Council – Strategic Planning).	Noted. Site allocation policy includes reference to the adopted Minerals and Waste Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 44, 30-hour places for 2-3-4 year olds. Despite new provision opening at Titchfield Community Centre and Segensworth early in 2017 there is no spare capacity in these areas. The proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Services for Young Children).	Noted. Appropriate reference made in the site allocations policy as necessary.
Density of development should be increased in order to accommodate more dwellings. (Reside Developments)	Noted. Development considers the character and density of the surrounding area.
Amendments to policy wording of HA10 suggested this is in relation to the provision of a community building, contribution of infrastructure to be funded by the development (open space, play areas and highways). (Reside Developments)	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Representations on Draft Housing Allocation HA11 - Raley Road	
Number of representations on policy: 89	Objection: 87
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues. Particularly concerned that development will lead to worsening congestion on the A27 and M27. Also concerned over the safety of children walking to school, the lack of mitigation and improvement measures proposed on the nearby highway network.	Noted. This site is no longer progressing in the Local Plan.

Strong concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. This site is no longer progressing in the Local Plan.
Concern that this site is rolled over from the current Local Plan when there is no justification it will be delivered. Suggest it should instead not be allocated but be windfall if brought forward.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to a loss of habitats for wildlife. Particularly concerned on the impact on badgers/bats/deer/slowworms/owls/great crested newts and foxes.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the traffic from development will lead to worsening air and noise pollution.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of parking along Raley Road. Concerns that parents picking up children from the nearby Locks Heath Schools are using the road for parking. Also concerned that there is a lack of parking in the Locks Heath Centre.	Noted. This site is no longer progressing in the Local Plan.
Concern over the depletion of countryside/greenfield land. Particular concerns that the development of the site would mean the loss of the gap between Warsash and Locks Heath.	Noted. This site is no longer progressing in the Local Plan.
Alternative sites should be considered in favour of the Raley Road allocation, this includes Newlands Farm and brownfield sites.	Noted. This site is no longer progressing in the Local Plan.
Concern that there is already overdevelopment/too many homes in the western wards.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of infrastructure in the vicinity in general. Also concerned that the current infrastructure is overloaded.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of services and facilities and jobs in the area, and the increased pressure that the development would impose on these facilities. Particularly concerned over the quality of shops in the area.	
Concerned over the impact on the emergency services and further development will impact on response times.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of public transport in the area.	Noted. This site is no longer progressing in the Local Plan.
Concern over the risk of flooding particularly in back gardens and the impact this may have on surface water drainage.	Noted. This site is no longer progressing in the Local Plan.
Concern over the pressure the development will place on existing dentists in the area.	Noted. This site is no longer progressing in the Local Plan.

Concern over the loss of trees.	Noted. This site is no longer progressing in the Local Plan.
Concern over the need for care homes in the vicinity.	Noted. This site is no longer progressing in the Local Plan.
Concern about overlooking from the proposed development.	Noted. This site is no longer progressing in the Local Plan.
Concern about the impact of the proposed development on the character of the western wards.	Noted. This site is no longer progressing in the Local Plan.
Concern in respect of access into the site from Raley Road. Raley Road is too narrow.	Noted. This site is no longer progressing in the Local Plan.
Concern that the proposed development will be detrimental to the existing sense of community.	Noted. This site is no longer progressing in the Local Plan.
Concern over light pollution.	Noted. This site is no longer progressing in the Local Plan.
Concern over safety of residents, in particular the lack of police presence in the vicinity/Concern over antisocial behaviour.	Noted. This site is no longer progressing in the Local Plan.
Concern over antisocial behaviour	Noted. This site is no longer progressing in the Local Plan.
Concern that this site would not have been required for development were it not for delays in Welborne being delivered.	Noted. This site is no longer progressing in the Local Plan.
Support	
None.	None.
Comment	
The proposed development will increase traffic.	Noted. This site is no longer progressing in the Local Plan.
A planning application has not come forward despite allocation of the site for a considerable length of time. In addition, the site is under different ownerships where agreement would need to be reached by promoters to plan for a comprehensive development, which could lead to potential delays in delivery of the site. Furthermore, there are access constraints in developing the southern part of the site, which may further hinder comprehensive development of the site (Pegasus Group).	
	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.

Representations on Draft Housing Allocation HA12 - Moraunt Drive	
Number of representations on policy:	Objection: 80
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<p>Very strong concerns that the development will have an unacceptable impact to traffic congestion in the vicinity of the site, that the access is unsuitable and that road a safety will worsen.</p> <p>Congestion on the A27 and Delme roundabout are areas of particular concern, along with the narrow width of Moraunt Drive and its suitability for access (made worse by on-street parking). Emergency service vehicles will be slowed.</p>	<p>Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.</p>
<p>Strong concerns that there will be insufficient school places to accommodate children from the development.</p>	<p>Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.</p>
<p>Strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times and surgeries not having capacity for new patients.</p>	<p>Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.</p>
<p>Strong concern that the development will lead to a loss of habitats and wildlife, loss of ancient hedgerows, and have a detrimental impact on the SSSIs.</p> <p>Impacts to protected and non-protected species on site (badgers, bats, deer, foxes, lizards, newts, birds, slow worms, frogs mentioned).</p>	<p>Noted. Allocation requires that existing boundary vegetation is retained and reinforced. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.</p>
<p>Strong concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Portchester.</p>	<p>Noted.</p>
<p>Strong concern that the development will lead to worsening air pollution and air quality issues in the area. Concern of resulting health implications.</p>	<p>Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide</p>

	network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough including along the A27 corridor. All developments will be expected to contribute financially to these routes.
Concern that there are too many homes proposed in Portchester and the cumulative impacts with other sites in Portchester.	Noted. The local plan proposes a spread of development allocations throughout the Borough.
Concern that development at the site will have a detrimental impact to landscape, will be visible from the coastal path. Concern also raised that there are contradictions in landscape evidence (between the landscape evidence and the reference to landscape in the SA work).	Noted. Allocation requires that proposal's design and layout considers the site context, taking account of the landscape and the coastal path. The SA and landscape evidence has been updated to support the Local Plan.
Concern of lack of dentists and capacity for new patients.	Noted.
Concern over the loss of trees (particularly what has already been lost at the site).	Noted. The local plan provides a policy for the protection of trees woodland and hedgerows.
Concern relating to the loss of a strategic gap between Portchester and Fareham.	Noted. The site is within designated countryside and is not covered by a Strategic Gap designation.
Concern that the houses will not be affordable for local people.	Noted. The local plan will require that developments of 10 dwellings or more or are greater than 0.5ha provide a proportion of dwellings as affordable housing.
Concern about the impact of noise pollution.	Noted.
Concern that the development should be more evenly spread across the Borough and that there is an uneven proportion of the new homes proposed for Portchester.	Noted. The local plan proposes a spread of development allocations throughout the Borough.
Concern over the loss of agricultural land/good quality land.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that the development of the site will be detrimental to the character of the village.	Noted. Development seeks to consider the character and density of the surrounding area.

Concern that the reason other sites have been discounted (i.e. ecology, landscape) also apply to this site and should therefore have been discounted.	Noted. Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Concern about the increased demand on police and other emergency services.	Noted. Hampshire Police and Hampshire Fire and Rescue have been consulted as part of the Local Plan consultation.
Concern that this development/site would not have been needed were it not for the delays in Welborne being delivered.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account.
Concern over the impacts to residential amenity for neighbouring/nearby occupants (overlooking, privacy)	Noted. Allocation requires that building heights are limited, along with the retention and reinforcement of boundary vegetation to minimise impacts on nearby occupants.
Concern over impact to other infrastructure (gas, electric, drainage, recreation space, broadband inadequate, sewerage, water supply)	Noted. Statutory consultees are consulted throughout the production of the local plan, these include Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group. These consultations seek to address the future infrastructure requirements. All developments will be expected to contribute financially to meet infrastructure requirements.
Concern that brownfield sites should be developed first.	Noted. Brownfield sites in the Borough which are deliverable are included in the Local Plan housing or employment allocations.
Concern about the impact to the SPA / Brent Goose use of site.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern about the detrimental impact to the wellbeing of the existing population and their quality of life.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern over the long-term upkeep and maintenance of buffer land on edges of site.	Noted.
Concern about problems arising from construction traffic.	Noted. Planning Conditions are applied to consents to ensure development minimises this impact.
Concern that there are insufficient community facilities in the area.	Noted. Developments will be required to contribute financially to meet infrastructure requirements which are

	identified through consultation with statutory consultees such as Hampshire County Council as the Education and Highways Authority and Fareham and Gosport Clinical Commissioning Group.
Concern that the density of the development is too great.	Noted. Development seeks to consider the character and density of the surrounding area.
Concern that the plan should have included an issues and options stage.	Noted. The Council consulted on the Issues and Options for its new Local Plan in July 2019.
Concern over the impacts to property values.	Noted.
Concern that the new homes on this site are only needed due to immigration.	Noted.
Concern that the house types/designs will be out of character with the area.	Noted. Development seeks to consider the character and density of the surrounding area.
Support	
Support for the inclusion of the site in the Draft Plan and the findings of the evidence base in determining the site as 'preferred'. (Site Promoter).	Support noted.
Support criteria (b), (d) and (f) of the site policy. (Site Promoter).	Support noted.
Comment	
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that Portchester is deficient by 44 early-years childcare places and with the added Portchester draft allocations, this will increase to 70 places to meet demand for 2-4-year olds. The Local Plan should address this either directly or through financial contributions (Hampshire County Council – Children's Services).	Noted. Appropriate reference to be made in site allocations as necessary.
Concerned with the site allocation which is adjacent to a site identified as 'Secondary Support Areas' in the updated Solent Wader and Brent Goose Strategy (Site Ref. F13) (RSPB)	Noted. The following wording has been added to the Policy: Proposals shall meet the requirements of Policy NE5 given the site's status for Solent Waders and Brent Geese,
Criterion (a) is not consistent with Open Space SPD and reference to open space should be removed. (Site Promoter).	Noted. Criterion (a) has been removed.
Criterion (c) is too prescriptive (building height) and should be a matter for the application as site specific landscape work may find it acceptable. (Site Promoter).	Noted. Development seeks to consider the character and density of the surrounding area.
Criterion (e) may be difficult to achieve. The desired east connection to Seafeld Road is subject to ownership and legal barriers. This criterion should be removed. (Site Promoter).	Noted. The allocation policy wording has been adjusted.

Criterion (g) should include a specific reference to CIL. (Site Promoter).	Noted. Appropriate reference to be made to infrastructure contributions in site allocations as necessary.
Partial or Anonymous Representations on Site HA12 (Moraunt Drive) This table provides details of any new matters raised (i.e. not listed in the above table) that have been received in either anonymous or partially completed representations. These representations have limited weight but have been read, considered and reflected below in the interest of transparency.	
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
The allotments remain in current use and should be retained.	Noted. The current use of the site is countryside.
Derelict properties should be brought back into use first.	Noted. Sites throughout the Borough have been further considered through updates to the Strategic Housing and Employment Land Availability Assessments (SHELAA) for their availability, suitability and achievability.
Representations on Draft Housing Allocation HA13 - Hunts Pond Road	
Number of representations on policy: 45	Objection: 39
	Support: 1
	Comment: 5
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns that the development will have an unacceptable impact on traffic congestion in the vicinity of the site and surrounding roads such as the A27.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The A27 and connecting junctions is a key element of the borough-wide transport network and as such is a key element of the TA. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Issues of on street parking (particularly when the adjacent sports field is in use and people using the local shops), Speeding and highway safety are raised especially.	Noted. Development will be required to provide levels of parking as set out in the residential parking standards supplementary planning document.

Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need of health services.
Strong concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Titchfield Common. Site should remain as countryside/be preserved for community benefit. The site is outside of the Defined Urban Settlement Boundary (some respondents refer to loss of the strategic gap/green belt).	Noted. The site is not within the strategic gap nor is it green belt.
Concern that the development will lead to a loss of habitats and wildlife.	Noted. Allocation requires the retention of trees and hedgerows on the eastern boundary of the site for priority habitats. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern that the burden of development isn't being spread evenly across the Borough. Titchfield Common/ the Western Wards has already seen lots of recent development and taken its fair share.	Noted. The local plan allocates sites for development throughout the borough to meet the future housing and employment needs of the borough.
Concerns about the risk of surface flooding as a result of this proposed development site.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concerns over the pressure that the development will put on existing dental provision.	Noted.
Concern that the density of the development is too high and that development of this site would be detrimental to the rural village setting of the area.	Noted. The development considers the character and density of the surrounding area.
Concerns that there is insufficient drainage and sewage capacity to accommodate development.	Noted. Local Plan policy requirement that development addresses any flood risk and incorporates appropriate flood protection and drainage systems.
Concern over the loss of trees and hedgerows on the site	Noted. Allocation requires the retention of trees and hedgerows on the eastern boundary of the site for priority habitats.

Concern over a lack of public transport serving the area and a lack of shops and services and recreational opportunities.	Noted. Hampshire County Council consulted as Highways Authority.
Concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that the proposed access to the site is dangerous.	Noted. Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues.
Concern the development will lead to an increased need for care home places.	Noted. The New Local Plan includes specific sites and policies to accommodate specialist and older persons housing.
<i>Support</i>	
Hampshire County Council in its role as a public landowner (Children's Services are aware of this proposal and have declared the land surplus to their requirements) supports the proposed allocation of this site in the emerging Fareham Local Plan subject to Member approval to confirm the availability of this landholding should the Local Plan be adopted (Hampshire County Council Property Services)	Support noted.
<i>Comment</i>	
Hampshire Countryside Service requests an appropriate buffer is provided to Kites Croft Local Nature Reserve and that development provides a contribution towards protecting and enhancing the site from recreational pressure. In addition, the County Council has aspirations to provide a multi-user route along Hunts Pond Road and would like appropriate mitigation to achieving this. (Hampshire County Council – Countryside Service).	Noted. Allocations refers to the retention of trees and hedgerows on the eastern boundary of the site.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 44, 30-hour places for 2-3-4 year olds. Despite new provision opening at Titchfield Community Centre and	Noted. Appropriate reference made in the site allocations policy as necessary.

Segensworth early in 2017 there is no spare capacity in these areas. The proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Services for Young Children).	
Assessment reveals that additional local sewerage infrastructure would be required to accommodate development due there currently being insufficient capacity. As a result, Southern Water propose new additional criterion wording to Policy HA13 to 'Provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider' (Southern Water).	Noted. The following wording has been added: "Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water);".
Although as part of objections to the principle of the site being allocated, development of this site should be retained and brought into community uses. Suggestions of creating a nature reserve on site, turning the land into a car park or other ancillary uses for the adjacent sports pitches is mentioned.	Noted.
Alternative sites such as SHLAA Refs: 3008 Land South of Longfield Avenue and 3127 Downend Road Cluster should have been chosen instead of this site.	Noted. Site 3127 is allocated for development in the Publication Local Plan.
If housing is built within a specified time, there will be financial implications for the Locks Heath Free Church.	Noted.
Although as part of an objection to the principle of the site being allocated any development should not contain any social housing and be similar to the existing character of the surrounding area.	Noted. Affordable Housing is required on sites of 10 homes or more or greater than 0.5 hectares. The development considers the character and density of the surrounding area.
Although as part of an objection to the principle of the site being allocated, the existing treeline along Hunts Pond Road should be retained and a 10m buffer in place.	Noted. Allocation requires the retention of trees and hedgerows on the eastern boundary of the site for priority habitats.

Representations on Draft Housing Allocation HA14 - Genesis Centre	
Number of representations on policy: 122	Objection: 115
	Support: 1
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concerns over the loss of the Genesis Community Centre, which is well used by a number of groups/ages, in particular the location of the centre in terms of being easily accessible and also a key youth facility.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that the loss of the facility will mean that a number of users/groups will also be lost, such as mother and baby groups, specialist health groups. The centre also supports a number of health programmes including a diabetes prevention programme.	Noted. This site is no longer progressing in the Local Plan.
Highway concerns. Particularly concerned that development will lead to worsening congestion on the A27 and M27.	Noted. This site is no longer progressing in the Local Plan.
Concern that this site is rolled over from the current Local Plan when there is no justification it will be delivered. Suggest it should instead not be allocated but be windfall if brought forward.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressures that the development will put on existing health care facilities – due to already long wait times.	Noted. This site is no longer progressing in the Local Plan.
Concerns that there will be insufficient school places to accommodate children from the development.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the number of parking spaces in the Locks Heath Centre. In particular, there is concern that the proposed development will create further parking issues in the vicinity. Also, there is concern over the lack of parking facilities in shopping parades in the western wards in general.	
Concern that there are too many homes proposed for the Western Wards, particularly for the Genesis Centre site.	Noted. This site is no longer progressing in the Local Plan.
There are concerns that the site is being allocated for retirement homes and there are too many retirement developments in the western wards in general.	Noted. This site is no longer progressing in the Local Plan.
Concern that the loss of the centre will lead to an increase in anti-social behaviour from youths.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to the loss of open space.	Noted. This site is no longer progressing in the Local Plan.

Concerns that there is a lack of services/shops and jobs in the vicinity and in the Western Wards.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the traffic from development will lead to worsening air and noise pollution	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to a loss of habitats for wildlife. Particularly concerned on the impact on deer, badgers and foxes.	Noted. This site is no longer progressing in the Local Plan.
Concern that the development of the site will lead to crime and anti-social behaviour as there would be nowhere for youths to meet and socialise.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the accessibility of the site.	Noted. This site is no longer progressing in the Local Plan.
Concerns over public transport in the vicinity, in particular the lack of public transport, including bus services. There is also concern over the future of the bus stop serving the Locks Heath Centre.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the relocation of a new community facility to an inaccessible site.	Noted. This site is no longer progressing in the Local Plan.
Concern that this site would not have been required for development were it not for delays in Welborne being delivered.	Noted. This site is no longer progressing in the Local Plan.
Concerned over the pressure the development will place on existing dentists in the area.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the lack of infrastructure in the area, in particular with reference to gas electric, broadband and drainage).	Noted. This site is no longer progressing in the Local Plan.
Concerned that the development in the Western Wards should be spread more evenly around the Borough. In particular, there are concerns that the Western Wards are being overdeveloped.	Noted. This site is no longer progressing in the Local Plan.
Alternative sites should be considered. Comments are in favour of the Romsey Avenue allocation and Newlands Farm proposals.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact of the character of the western wards, in particular the 'village' character of Warsash.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact of the proposed development on emergency services	Noted. This site is no longer progressing in the Local Plan.
Concern over the cumulative impact of housing proposed in the western wards, particularly where it is in close proximity with the housing proposed in Bursledon in the Eastleigh Borough.	Noted. This site is no longer progressing in the Local Plan.
Concern over the impact of light pollution from the proposed development.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of affordable housing proposed.	Noted. This site is no longer progressing in the Local Plan.

Support	
Support for the regeneration of the Genesis Centre site. Notes that development of the site will ensure that a better-quality community facility is provided elsewhere.	Noted. This site is no longer progressing in the Local Plan.
Comment	
There is underground infrastructure that needs to be taken into account when designing the proposed development. An easement will be required clear of proposed buildings and substantial tree planting. Addition criterion recommended to include '(g) Provide future access to the existing underground infrastructure for maintenance and upsizing purposes'. (Southern Water)	Noted. This site is no longer progressing in the Local Plan.
Confirmation sought that development of the site would include a new community facility that is equal or better to that of the existing facility.	Noted. This site is no longer progressing in the Local Plan.
We are concerned that the development of the site will lead to difficulty in accessing the Locks Heath Centre.	Noted. This site is no longer progressing in the Local Plan.
The site is closer to a number of shops and services than the site at Greenaway Lane.	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA15 - Beacon Bottom West	
Number of representations on policy:	Objection: 56
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
Objections	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues. Beacon Bottom is considered too narrow and with the parked vehicles consistently on the road it	Noted. The transport assessment assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The development

is effectively single track. Pavement needed and problems turning out of Beacon Bottom also highlighted, traffic lights should be considered at the junction. Difficult for emergency vehicles to use.	will be required to provide on-site solutions to highway access and financial contribution to deliver off-site highway improvement and mitigation works.
Strong concerns over the pressure that increased development will put on existing doctors' surgeries – already long wait times to see a doctor.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concern that there will be insufficient school places to accommodate children from this development (particularly when considered with the cumulative impact from other developments).	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Strong concern that the development will lead to a loss of habitats and wildlife. Impacts to protected and non-protected species on site (slow worms, bats, sparrows, chaffs, woodpeckers, starlings, owls, foxes, rabbits and deer mentioned).	Noted. Allocation seeks to retain protected trees and hedgerows on site. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Strong concern over the loss of countryside/greenspace and that the allocation of this site is outside of the urban area.	Noted.
Concern about the impact to ancient hedgerows (the holly hedge on north side of Beacon Bottom specifically mentioned) and ancient woodland.	Noted. Allocation seeks to retain protected trees and hedgerows on site.
Concerns that the development will lead to worsening air pollution and air quality issues in the area (with resulting health implications).	Noted. New Local Plan policy seeks to address air quality.
Concern on the impacts to other infrastructure such as gas, water supply, electric and sewerage. Also concerned that there is not enough parking at shops.	Noted. Statutory consultation with utility providers undertaken throughout Local Plan preparation. Requirement for development to address site needs, including funding by developer contributions. Development is required to meet parking standards set out in the Council's Residential Parking Standards SPD.
Concern that the development of the site will have a detrimental impact on the semi-rural character of the road.	Noted. The character and density of the surrounding area is considered when defining the allocation requirements.
Concern over the loss of gap/buffer between Park Gate and Swanwick and/or Locks Heath and Whiteley.	Noted.
Concern that there are too many homes planned in the area and the cumulative impact as a result.	Noted.

Concern about the noise impact and the loss of buffer area to help mitigate noise from the M27.	Noted.
Concern about disruption and disturbance during any construction period and that the road is unsuitable for construction traffic.	Noted. Planning Conditions are applied to consents to ensure development minimises this impact.
Concern that brownfield sites should be developed first.	Noted. Brownfield sites in the Borough which are deliverable are included in the Local Plan housing or employment allocations.
Concern that no direct notification was received about the draft plan and that the Special Edition of Fareham Today was not received.	Noted. The Council are aware of the issues encountered with the Fareham Today delivery. The Fareham Today provided an overview of the work the Council had undertaken but was not itself a consultation document. All consultation documentation was made available online, in libraries and at a number of pop up exhibitions and CAT meetings throughout the borough.
Concern that public transport from the site to Fareham Town Centre is poor.	Noted. Hampshire County Council consulted as Highways Authority.
Concern that there are a lack of shops, parks and social amenities to serve the development.	Noted. Site is in close proximity to Park Gate district centre.
Concern relating to the lack of dentists and capacity for new patients.	Noted.
Concern that the development of this site will have a detrimental impact on the landscape.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern about how sewerage will be addressed as the site is below sewer level so unable to drain into it.	Noted. Statutory consultation with utility providers undertaken throughout Local Plan preparation. Requirement for development to address site needs, including funding by developer contributions.
Concern that this development site would not have been needed if Welborne had delivered homes as expected.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account, however it is acknowledged that there have been delays with the progress of Welborne.
Concern that the allocation of this site contradicts the NPPF and the Council's own site selection priorities.	Noted. The site has been assessed in line with the Strategic Housing and Employment Land Availability Assessment.
Concern about light pollution.	Noted.

Concern that the development is not sustainable.	Noted. The sustainability of the development has been considered and reviewed in the Sustainability Appraisal. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that there is no provision for care homes.	Noted. The New Local Plan includes specific sites and policies to accommodate specialist and older persons housing.
<i>Support</i>	
Support for the sites inclusion in the draft plan as a housing allocation. Confirmation that the site is available and free of significant constraint and could support a development of 30-35 dwellings.	Support noted.
<i>Comment</i>	
HCC have an aspiration to formalise a route [right of way] across this site between Beacon Bottom and Botley Road, so request that this aspiration is incorporated into the policy. (Hampshire County Council)	The following wording has been added: The provision of a pedestrian and cycle link on Beacon Bottom Road to the south of the site at (included at the request of Hampshire County Council).
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. Appropriate reference made in site allocations policy as necessary.
Additional criteria should be added to read as follows; (g) provide a connection at the nearest point of adequate capacity in the sewerage network in collaboration with the service provider; and (h) provide future access to the existing underground infrastructure for maintenance and upsizing purposes. (Southern Water)	The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).
ALTERNATIVE SITE: Homes should instead be provided at Down End West (Portchester)	Noted.
ALTERNATIVE SITE: Newlands Farm would be a more appropriate.	Noted.

Representations on Draft Housing Allocation HA16 - Military Road	
Number of representations on policy: 118	Objection: 108
	Support: 2
	Comment: 8
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns of highway and pedestrian safety and access - Drift Road, Pinks Hill and Military Road are considered unsuitable for increases in residential traffic and HGVs that will need to access the site. The absence of pavements raises very strong pedestrian safety concerns; whilst street lighting and narrow road widths and the inability to widen these roads also raises very strong concerns for vehicular safety and accessibility. Roads are particularly unsuitable in snow/ice conditions.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns about the risk of surface water flooding with increased run-off specifically mentioned and its effects on properties down the hill from the proposed development site. Increased risk of fluvial inundation also highlighted as very strong concern as a result of this proposed development site.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns that there is insufficient drainage and sewage capacity. Linked to the flooding issue above, development of this site will lead to increased pressure on already inadequate drainage and sewage systems leading to flooding issues in Wallington.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns over the presence of Gault (Blue Clay) which could cause subsidence impacting on any development of this site.	Noted. This site is no longer progressing in the Local Plan.
Strong concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Wallington. Site should remain as countryside. The site is outside of the Defined Urban Settlement Boundary.	Noted. This site is no longer progressing in the Local Plan.
Concern that the development will lead to a loss of habitats and wildlife. Impacts to newts, owls, pheasant, deer, bats, field mice, woodpeckers and slow worms. Rare orchids have been found on the site in the past.	Noted. This site is no longer progressing in the Local Plan.
Concerns that the development will lead to worsening air pollution and air quality issues in the area. Also concerns of air quality for any new residents living on the site due to the proximity of the M27 and A27 intersection.	Noted. This site is no longer progressing in the Local Plan.

Concerns of the effects of noise pollution from the M27 and A27 intersection on the new residents of the proposed development.	Noted. This site is no longer progressing in the Local Plan.
Concern that the proposal will have a detrimental impact on the character of the area and the village identity of Wallington.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of public transport provision and lack of shops and services for Wallington; making the development unsustainable and increasing the use of the private car.	Noted. This site is no longer progressing in the Local Plan.
Concern that the site acts as a buffer between Fort Wallington Industrial estate and residential housing. As such, this buffer should not be lost to any development.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that the development will put on existing doctors' surgeries.	Noted. This site is no longer progressing in the Local Plan.
Concern that the burden of development isn't being spread evenly across the Borough. Wallington has already seen lots of recent development and taken its fair share.	Noted. This site is no longer progressing in the Local Plan.
Concerns that there will be insufficient school places to accommodate children from the development.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of trees and hedgerows on the site	Noted. This site is no longer progressing in the Local Plan.
Concern over the visual impact the proposed development will have on short to long distance views of the area/Wallington.	Noted. This site is no longer progressing in the Local Plan.
Concern that the area is expensive/high value and affordable homes built here will not really be affordable.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that the development will put on existing dental provision.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of agricultural land.	Noted. This site is no longer progressing in the Local Plan.
Concern at the potential impact of development at this site on the significance of the Grade II Listed Fort Wallington. Criterion h) is too weak and an assessment of the likely impact of the development of this site on the significance of Fort Wallington should be undertaken with it being ascertained there would be no significance harm to that significance before this site is taken forward, in order to ensure adequate protection is afforded to the listed building in accordance with paragraphs 132, 133 and 134 of the NPPF (Historic England).	Noted. This site is no longer progressing in the Local Plan.
It's also unclear if the noted assessment was undertaken as part of the Stage 2 detailed assessment of potential housing sites, with no current confirmation	Noted. This site is no longer progressing in the Local Plan.

that this has been done and that it concludes that there would be no unacceptable harm to the significance of this listed fort (Historic England).	
Support	
Support for the comprehensive development of the site (Foreman Homes)	Noted. This site is no longer progressing in the Local Plan.
Support for the Inclusion of bullet point (i) regarding ground water Source Protection Zones in Policy HA16. (Environment Agency).	Noted. This site is no longer progressing in the Local Plan.
Comment	
Hampshire Countryside Service has aspirations to upgrade Fareham Footpath 505 (Paradise Lane) into a multi-user route and provide a link along Military Road to Fareham Bridleway 100 in Broadcut. Hampshire Countryside Service would like to explore if this and surrounding developments could help deliver these aspirations. (Hampshire County Council – Countryside Service).	Noted. This site is no longer progressing in the Local Plan.
The proposed allocation will require the provision of 2, 3 & 4 yr old early-years childcare places as there is no local capacity surplus. The use of community facilities should be made available to providers seeking to establish a business (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Assessment reveals that there is underground wastewater infrastructure that needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. As such proposed additional policy wording to HA16 is required. This should be "Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes." (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Careful consideration is required due to the underlying aquifer (Portsmouth Water).	Noted. This site is no longer progressing in the Local Plan.
Although as part of an objection to the principle of the site being allocated, development of this site should be of the same standard, cost, and visual appearance of the existing houses in the area.	Noted. This site is no longer progressing in the Local Plan.
Pinks Hill should be widened and a 20mph speed limit extended to all roads in Wallington.	Noted. This site is no longer progressing in the Local Plan.
There is archaeological potential in the area which must be explored and preserved.	Noted. This site is no longer progressing in the Local Plan.
Although as part of an objection to the principle of the site being allocated, the effects of the development on the water table/river discharge should be	Noted. This site is no longer progressing in the Local Plan.

explored- suggestion of a comprehensive hydrological and geological survey to be carried out.	
There is potentially an existing (10 year) covenant on site which could restrict development.	Noted. This site is no longer progressing in the Local Plan.
Due to former MOD activity in this area, unexploded ordnance could be present.	Noted. This site is no longer progressing in the Local Plan.
Representations on Development Allocation HA17- 69 Botley Road	
Number of representations on policy:	Objection: 27
	Support: 0
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues. Access should not be considered from Beacon Bottom. Pedestrians already find it difficult to cross the road. Access for emergency vehicles will be worse.	Noted. The transport assessment assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The development will be required to provide on-site solutions to highway access and financial contribution to deliver off-site highway improvement and mitigation works.
Strong concern that there will be insufficient school places to accommodate children from this development (particularly when considered with the cumulative impact from other developments).	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Strong concerns over the pressure that increased development will put on existing doctors' surgeries – already long wait times to see a doctor.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concerns that the development will lead to worsening air pollution and air quality issues in the area (with resulting health implications).	Noted. New Local Plan policy seeks to address air quality.
Strong concern that there are too many homes planned in the area and that small sites (such as this) will not deliver the infrastructure required to support development.	Noted. The Local Plan proposes a mix of small and large developments in line with national planning policy. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.

Concern that the development will lead to a loss of habitats and wildlife. Impact to birds specifically mentioned.	Noted. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development.
Concern over the loss of countryside/greenspace.	Noted.
Concern that there is insufficient car parking at the shops and insufficient play area/open space.	Noted. Development is required to meet parking standards set out in the Council's Residential Parking Standards SPD. Allocation requires that proposal provides a financial contribution towards the enhancement of existing off-site open space.
Concern that public transport in the area is insufficient to serve the development and should be improved.	Noted. Hampshire County Council consulted as Highways Authority.
Concern that brownfield sites should/should have been looked at first.	Noted. Brownfield sites in the Borough which are deliverable are included in the Local Plan housing or employment allocations.
Concern about loss of trees/hedgerows.	Noted. New Local Plan policy seeks to retain trees, woodland and hedgerows throughout the borough.
Concern about noise pollution.	Noted.
Concern over the loss of gap/buffer between Locks Heath and Whiteley.	Noted.
Concern about drainage infrastructure.	Noted. Statutory consultation with utility providers undertaken throughout Local Plan preparation. Requirement for development to address site needs, including funding by developer contributions.
Concern about light pollution.	Noted.
Concern that the allocation of this site contradicts the NPPF and the Council's own site selection priorities.	Noted. The site has been assessed in line with the Strategic Housing and Employment Land Availability Assessment.
Concern that the proposal will have an adverse impact on character and function of existing landscape on/around Beacon Bottom.	Noted. The character and density of the surrounding area is considered when defining the allocation requirements.
Concern that there are insufficient dentists.	Noted.
Concern that this site is only needed due to delays in the Welborne development.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account, however it is acknowledged that there have been delays with the progress of Welborne.
Concern about the noise impact and the loss of buffer area to help mitigate noise from the M27.	Noted.

Concern about suitability for and impacts from construction traffic.	Noted. Planning Conditions are applied to consents to ensure development minimises this impact.
Concern that the affordable housing requirement has not been specifically mentioned as a requirement for this site.	Noted. Local Plan policy requirement for affordable housing applies to developments of 10 or more dwellings.
Concern that this site is not sustainable.	Noted. The sustainability of the development has been considered and reviewed in the Sustainability Appraisal. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern that no direct notification was received about the draft plan and that the Special Edition of Fareham Today was not received.	Noted. The Council are aware of the issues encountered with the Fareham Today delivery. The Fareham Today provided an overview of the work the Council had undertaken but was not itself a consultation document. All consultation documentation was made available online, in libraries and at a number of pop up exhibitions and CAT meetings throughout the borough.
Support	
n/a	
Comment	
Additional local sewerage infrastructure will be required to accommodate the development and underground wastewater infrastructure will require an easement free from buildings and substantial tree planting. Additional criterion requested to policy to read (g) provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider; and (h) provide future access to the existing underground infrastructure for maintenance and upsizing purposes. (Southern Water)	Noted. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water); and
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	Noted. Appropriate reference made in site allocations policy as necessary.
Hampshire County Council have an aspiration to formalise a route [right of way] across this site between Beacon Bottom and Botley Road, so request	Noted. The following wording has been added:

that this aspiration is incorporated into the policy. (Hampshire County Council)	The design of the scheme should allow for a potential strategic pedestrian /cycle link between Beacon Bottom and Botley Road (included at the request of Hampshire County Council).
Any development should complement area and have breaks in housing to give an uncluttered feel.	Noted. The character and density of the surrounding area is considered when defining the allocation requirements.
ALTERNATIVE SITE: Newlands Farm would be a more appropriate.	Noted.
Representations on Draft Housing Allocation HA18 - Funtley Road North	
Number of representations on policy: 19	Objection: 15
	Support: 1
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concerns that development will lead to increased surface water flooding, particularly during peak rainfall.	Noted. This site is no longer progressing in the Local Plan.
Very strong concerns that there is insufficient drainage to cope with increased amount of development in this area- this relates to waste water treatment as well as surface water.	Noted. This site is no longer progressing in the Local Plan.
Very strong highways concerns. The existing highway network including bridges in the vicinity of the development could not cope with increases in traffic. In addition, safety of all users of the highway (cyclists and pedestrians) is questioned. Concerns over the use of heavy goods vehicles on narrow bridges and those with height/weight limits is also expressed.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that the cumulative effects of this development as well as HA10 and Welborne will lead to urban sprawl and the village of Funtley "losing its identity". It must be protected.	
Strong concern over the loss of countryside/ the development being outside of the present Defined Urban Settlement Boundary and in a sensitive landscape.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the loss of wildlife and woodland (deer, woodpecker, dormice and bats).	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of public transport provision and pedestrian footways in Funtley.	Noted. This site is no longer progressing in the Local Plan.

Concern over contaminated land.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of services and facilities in the area (doctors, schools, shops etc.).	Noted. This site is no longer progressing in the Local Plan.
Concern that development is not being evenly spread across the Borough.	Noted. This site is no longer progressing in the Local Plan.
Concerns over land subsidence.	Noted. This site is no longer progressing in the Local Plan.
Concern over the lack of school and doctors' places which development will exacerbate.	Noted. This site is no longer progressing in the Local Plan.
Concern over the increased prevalence of rodents as a result of more development.	Noted. This site is no longer progressing in the Local Plan.
Alternative sites should have been considered before this allocation i.e. SHLAA ref 3008 Land South of Longfield Avenue.	Noted. This site is no longer progressing in the Local Plan.
Fears that increased development will lead to security and crime issues for existing residents.	Noted. This site is no longer progressing in the Local Plan.
<i>Support</i>	
Support for the comprehensive development of this area. (Reside Developments)	Noted. This site is no longer progressing in the Local Plan.
<i>Comment</i>	
Fareham Bridleway 515 runs to west of the site, while a disused railway line runs to the east. HCC have aspirations to upgrade Bridleway 515, and provide a right of way along the old railway line. As such, contributions from this development should be made to help improve the adjacent Bridleway 515 (Deviation Line) (Hampshire County Council – Countryside Service).	Noted. This site is no longer progressing in the Local Plan.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 44, 30-hour places for 2-3-4 year olds. Despite new provision opening at Titchfield Community Centre and Segensworth early in 2017 there is no spare capacity in these areas. The proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Services for Young Children).	Noted. This site is no longer progressing in the Local Plan.
Quantum of development should be increased to around 27 dwellings to take into account the increased developable area (following the non-requirement for open space on this site). (Reside Developments)	Noted. This site is no longer progressing in the Local Plan.

Amendments to policy wording of HA18 suggested. This is in relation to the location of the pedestrian footway. (Reside Developments)	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA19 - 399-409 Hunts Pond Road	
Number of representations on policy: 22	Objection: 19
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<p>Very strong concerns that the development will have an unacceptable impact on traffic congestion in the vicinity of the site and surrounding roads such as the A27.</p> <p>Issues of on street parking (particularly when the nearby sports field is in use and people using the local shops). Speeding and highway safety are raised especially.</p>	<p>Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or signalisation and priority flow. The TA also considers the potential re-routing effect of various measures which are taken into account in proposed mitigation schemes. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across the borough to encourage more sustainable modes of transport and reduce reliance on private transportation. All developments will be expected to contribute financially to these routes.</p>
Very strong concerns that there will be insufficient school places to accommodate children from the development.	<p>Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements where required.</p>

Very strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in Titchfield Common. Site should remain as countryside/be preserved for community benefit. The site is outside of the Defined Urban Settlement Boundary (some respondents refer to loss of the strategic gap/green belt).	Noted.
Concerns over the pressure that the development will put on existing dental provision.	Noted.
Concern that the burden of development isn't being spread evenly across the Borough. Titchfield Common/ the Western Wards has already seen lots of recent development and taken its fair share.	Noted. The local plan identifies areas of future development throughout the whole Borough.
Concern over a lack of public transport serving the area and a lack of shops and services and recreational opportunities.	Noted
Concern that the development will lead to a loss of habitats and wildlife.	Noted. Allocation will be expected to avoid and mitigate harm to priority species and habitats onsite. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development. Therefore, development will be expected to preserve and enhance habitats
Concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan. In addition, The Council's Environmental Health team have been consulted as part of the plan preparation and necessary mitigation and avoidance measures included.
Support	
Support for the inclusion of bullet point (e) in HA19 regarding Flood Zones. (Environment Agency).	Support noted.
Comment	
Hampshire Countryside Service requests an appropriate buffer is provided to Kites Croft Local Nature Reserve and that development provides a contribution towards protecting and enhancing the site from recreational pressure. In addition, the County Council has aspirations to provide a multi-	Noted. The following wording has been added: Provide an appropriate between the development and Kites Croft Local Nature Reserve at the request of Hampshire County Council;

user route along Hunts Pond Road and would like appropriate mitigation to achieving this. (Hampshire County Council – Countryside Service).	The requirement for contributions is covered by criterion h) of the policy.
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is anticipated that there will be a generated demand for up to 44, 30-hour places for 2-3-4 year olds. Despite new provision opening at Titchfield Community Centre and Segensworth early in 2017 there is no spare capacity in these areas. The proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Services for Young Children).	Noted. Appropriate reference made in the site allocations policy as necessary.
National Grid prefers that buildings are not directly beneath its overhead lines. This is to protect the amenity of potential occupiers of properties in the vicinity of lines and because National Grid needs quick and easy access to carry out maintenance of its equipment to ensure that it can be returned to service and be available as part of the national transmission system. Such access can be difficult to obtain without inconveniencing and disturbing occupiers and residents, particularly where properties are in close proximity to overhead lines. (National Grid).	Noted. The following wording has been added to the site allocations policy: The design of the scheme should demonstrate how overhead electrical powerlines will be positively taken into account in the layout of the site (included at the request of National Grid).
Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court. (National Grid).	Noted. The following wording has been added to the site allocations policy: The design of the scheme should demonstrate how overhead electrical powerlines will be positively taken into account in the layout of the site (included at the request of National Grid).
Potential developers of the site should be aware that it is National Grid policy to retain our existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only be considered for projects of national importance which has been identified as such by central government. (National Grid).	Noted. The following wording has been added to the site allocations policy: The design of the scheme should demonstrate how overhead electrical powerlines will be positively taken into account in the layout of the site (included at the request of National Grid).
The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that	Noted. The following wording has been added to the site allocations policy: Noted. The following wording has been added to the site allocations policy:

changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site. (National Grid).	The design of the scheme should demonstrate how overhead electrical powerlines will be positively taken into account in the layout of the site (included at the request of National Grid).
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Representations on Draft Housing Allocation HA20 - North Wallington and Standard Way	
Number of representations on policy: 85	Objection: 80
	Support: 1
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues and add to existing congestion. Concern that access to the site will be difficult with parked vehicles (many from nearby employment areas) making it single width in places. The road is already used as a rat-run. There are no pavements causing a safety issue for pedestrians. There is a large amount of lorry movement in vicinity of site. Already insufficient parking in area. Access onto Delme roundabout is difficult.	Noted. This site is no longer progressing in the Local Plan.
Strong concern about flood risk with development of the site increasing run-off to the River Wallington exacerbating existing flood risk issue and jeopardising flood risk mitigation plans. Springs add to flood risk/high water table. Maindell pumping station pipes run diagonal across the site.	Noted. This site is no longer progressing in the Local Plan.
Strong concerns that the development will put more homes in a poor air quality area (with resulting health implications). The site currently acts as a buffer from M27 so it's development will make things worse.	Noted. This site is no longer progressing in the Local Plan.
Strong concern about the noise impact and the loss of buffer area to help mitigate noise from the M27.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of countryside, few remaining green/open space in Wallington.	Noted. This site is no longer progressing in the Local Plan.
Concern that there is no public transport in Wallington.	Noted. This site is no longer progressing in the Local Plan.
Concern about the detrimental impact to the character of the area/Conservation Area.	Noted. This site is no longer progressing in the Local Plan.
Concern that the site is remote with some distance to nearest schools and facilities.	Noted. This site is no longer progressing in the Local Plan.
Concern that the sewerage infrastructure is inadequate to serve new development in this location.	Noted. This site is no longer progressing in the Local Plan.

Concern that the development will lead to a loss of habitats and wildlife. Impacts to specific species mentioned include Egrets and Kingfishers and also flora (Orphys Apifera)	Noted. This site is no longer progressing in the Local Plan.
Concern that development is on an aquifer, water company's advice should be sought.	Noted. This site is no longer progressing in the Local Plan.
Concern about the impact to nearby properties, in particular Riverdale Cottages which have no parking and could be over dominated by new development.	Noted. This site is no longer progressing in the Local Plan.
Concern that there will be insufficient school places to accommodate children from this development (particularly when considered with the cumulative impact from other developments).	Noted. This site is no longer progressing in the Local Plan.
Concern as to how the area is already used as overspill parking from the nearby employment areas.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that increased development will put on existing doctors' surgeries.	Noted. This site is no longer progressing in the Local Plan.
Concern that development of this site will have a detrimental impact on the quality of life.	Noted. This site is no longer progressing in the Local Plan.
Concern about disruption/issues during the construction process.	Noted. This site is no longer progressing in the Local Plan.
Concern over the loss of trees.	Noted. This site is no longer progressing in the Local Plan.
Concern at the loss of agricultural land.	Noted. This site is no longer progressing in the Local Plan.
Concern that development is not evenly distributed across the borough.	Noted. This site is no longer progressing in the Local Plan.
Concern that Welborne was meant to meet the housing need and it has not.	Noted. This site is no longer progressing in the Local Plan.
Concern about the impact to views.	Noted. This site is no longer progressing in the Local Plan.
Concern that the Council are incorrect in considering the site to be a 'low sensitive' landscape.	Noted. This site is no longer progressing in the Local Plan.
Concern that the Council are incorrect in considering the site to have 'good accessibility'.	Noted. This site is no longer progressing in the Local Plan.
Support	
Support allocation of site which is well served by existing infrastructure. Site confirmed as available, achievable and suitable Existing trees and hedgerows along roads can be retained. Site could contribute to Council's 5-year housing requirement. (Foreman Homes).	Noted. This site is no longer progressing in the Local Plan.
Comment	

Welcome the inclusion of bullet (i) in the development criteria which takes account of the source protections zones on and around the site. (Environment Agency).	Noted. This site is no longer progressing in the Local Plan.
Additional local sewerage infrastructure would be required to accommodate the development, making a connection to the network at the nearest point of adequate capacity. Additional criterion should be added to the policy to read (k) provide a connection at the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider. (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Careful consideration is required due to the underlying aquifer (Portsmouth Water).	Noted. This site is no longer progressing in the Local Plan.
Fareham footpath 505 runs along Paradise Lane to the east of these sites. HCC have an aspiration to upgrade Footpath 505 to a multi-user route and provide a link along Military Road to Fareham Bridleway 100 in Broadcut. The County Council would like to explore whether these site allocations could help deliver this aspiration. (Hampshire County Council).	Noted. This site is no longer progressing in the Local Plan.
The proposed allocation will require the provision of 2, 3 & 4 yr old early-years childcare places as there is no local capacity surplus. The use of community facilities should be made available to providers seeking to establish a business (Hampshire County Council Children's Services).	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA21 - Hampshire Rose	
Number of representations on policy: 3	Objection: 1
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerns that the development will have an unacceptable impact on traffic congestion.	Noted. This site is no longer progressing in the Local Plan.
Concerns that there will be insufficient school places to accommodate children from the development.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. This site is no longer progressing in the Local Plan.

Concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. This site is no longer progressing in the Local Plan.
<i>Support</i>	
N/A	N/A
<i>Comment</i>	
Assessment reveals that there is underground wastewater infrastructure that needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. As such proposed additional policy wording to HA21 is required. This should be "Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes." (Southern Water).	Noted. This site is no longer progressing in the Local Plan.
Fareham Footpath 81 runs along Fareham Park Road. HCC would expect any development at this location to minimise impacts upon this route. In addition, the County Council have an aspiration to formalise a link from Highlands Road to Mayles Lane, and as such, request that these allocations include appropriate mitigation towards achieving this aspiration. (Hampshire County Council – Countryside Service).	Noted. This site is no longer progressing in the Local Plan.
It is likely that any generated demand arising for provision of 2,3 & 4 year olds from this development can most likely be accommodated locally but at a stretch. Use of community facilities should be made available to providers seeking to establish a business. (Hampshire County Council Services for Young Children).	Noted. This site is no longer progressing in the Local Plan.
Representations on Draft Housing Allocation HA22 - Wynton Way	
Number of representations on policy: 4	Objection: 0
	Support: 2
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
N/A	N/A
<i>Support</i>	
Support for comprehensive development of the site.	Support noted.

Hampshire County Council in its role as a partial landowner of the allocation supports the re-allocation of this site in the emerging Fareham Local Plan and re-affirms the availability of this landholding. (Hampshire County Council Property Services).	Support noted.
Comment	
Assessment reveals that there is underground wastewater infrastructure that needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. As such proposed additional policy wording to HA22 is required. This should be "Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes." (Southern Water).	Noted. The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).
Fareham Footpath 81 runs along Fareham Park Road. HCC would expect any development at this location to minimise impacts upon this route. In addition, the County Council have an aspiration to formalise a link from Highlands Road to Mayles Lane, and as such, request that these allocations include appropriate mitigation towards achieving this aspiration. (Hampshire County Council – Countryside Service).	Noted.
It is likely that any generated demand arising for provision of 2,3 & 4 year olds from this development can most likely be accommodated locally but at a stretch. Use of community facilities should be made available to providers seeking to establish a business. (Hampshire County Council Services for Young Children).	Noted. Appropriate reference made in the site allocations policy as necessary.
Representations on Draft Housing Allocation HA23 - Stubbington Lane	
Number of representations on policy: 8	Objection: 6
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
Objections	
Very strong concerns that the development will have an unacceptable impact on traffic congestion.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA

	identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow.
Strong concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements.
Strong concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. The transport assessment (TA) assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or changes to the nature of signalisation and priority flow. A new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, has identified and prioritised walking and cycling routes across the borough. All developments will be expected to contribute financially to these routes.
Concern that the site is directly beneath a busy flight path from Solent Airport.	Noted. Development considers the character of the surrounding area.
HA23 is adjacent to a site which has been identified as a 'low use' site in the updated Brent Geese and Waders Strategy. Appropriate mitigation must be used to ensure any development does not have an impact on the adjacent 'low use' site for Brent Geese and Waders. (The RSPB).	Noted. The following wording has been added: "Proposals shall meet the requirements of Policy NE5 given the site's status as primary support for Solent Waders and Brent Geese."
<i>Support</i>	
N/A	N/A
<i>Comment</i>	

Trees on site should be retained. In addition, the removal of the brown wooden fence that surrounds Daedalus next to Stubbington lane would be welcomed, making the area more open.	Noted.
The Solent Way runs along the coast to the south of this site, and will provide a valuable recreational and utility resource for the future residents of this site. There is a need to protect and enhance the Solent Way, and therefore request that appropriate mitigation is provided from this allocation. (Hampshire County Council – Countryside Service).	Noted. Appropriate reference made to contributions in the site allocations policy as necessary.
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that there exists a current 5 place deficit in childcare places. However, in isolation, the site is not significant for likely childcare demand. (Hampshire County Council – Children’s Services).	Noted. Appropriate reference made in the site allocations policy as necessary.
Representations on Draft Housing Allocation HA24 - 335-337 Gosport Road	
Number of representations on policy: 8	Objection: 3
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concerns that the development will have an unacceptable impact on traffic congestion.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary.
Strong concerns that the development will lead to worsening air pollution and air quality issues in the area.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Strong concerns over the pressure that the development will put on existing doctors’ surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Concerns that there will be insufficient school places to accommodate children from the development.	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions where required will be sought by the Education Authority from all sites to fund education requirements.

Concerns over the pressure that the development will put on existing dental provision.	Noted.
Concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in the area.	Noted.
Concerns about the risk of flooding particularly from surface water.	A Strategic Flood Risk Assessment accompanies the Plan which demonstrates the plan has taken a sequential approach to allocating development. The Environment Agency and Hampshire County Council as Lead Local Flood Authority have been consulted at each stage of the Local Plan preparation and advice on flooding matters has informed plan preparation.
<i>Support</i>	
Support for a comprehensive development	Support noted.
Hampshire County Council in its role as a landowner of the allocation supports the re-allocation of this site in the emerging Fareham Local Plan and re-affirms the availability of this landholding. (Hampshire County Council Property Services).	Support noted.
<i>Comment</i>	
Although part of an original objection, comments are made to reduce the density of housing on site and plant more trees/greenery instead- to help combat the identified local air quality issues.	Noted. Development considers the character of the surrounding area.
Assessment reveals that there is underground wastewater infrastructure that needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. As such proposed additional policy wording to HA24 is required. This should be "Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes." (Southern Water).	The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water);
There is an aspiration within the Gosport Borough Council Cycle Strategy, which HCC support, for a multi-user route going south from this site, parallel to the BRT. HCC would therefore like to explore whether this allocation could help achieve this aspiration via appropriate mitigation. (Hampshire County Council – Countryside Service).	Noted. The site is relatively small. However, Part E of the Policy facilitates an infrastructure contribution where necessary.
It is likely that any generated demand arising for provision of 2,3 & 4 year olds from this development can most likely be accommodated locally but at	Noted. Appropriate reference made in the site allocations policy as necessary.

a stretch. Use of community facilities should be made available to providers seeking to establish a business. (Hampshire County Council Services for Young Children).	
Representations on Draft Housing Allocation HA25 - Sea Lane	
Number of representations on policy: 7	Objection:3
	Support: 0
	Comment: 4
Issues Raised	Fareham Borough Council Response
Objections	
Strong concerns that the development will have an unacceptable impact on traffic congestion. In addition the access to the site should be considered (suggestions made that access to the site should be from Stubbington Lane).	Comments noted. This site is not progressing as an allocation in the Draft Local Plan.
Strong concerns that the density of development proposed is too high and should be reduced to be in keeping with the character of the area.	
Concern that the development will lead to a loss of habitats and wildlife.	
Concern over the loss of countryside/greenspace. Loss of one of the few greenspaces left in the area.	
Concerns over the pressure that the development will put on existing doctors' surgeries – due to already long wait times (4-6 weeks) and surgeries not having capacity for new patients.	
Concerns that there will be insufficient school places to accommodate children from the development.	
Concern over the loss of trees and hedgerows on the site.	
Concern that the site is directly beneath a busy flight path from Solent Airport.	
Support	
N/A	N/A
Comment	
Development should be of high quality and well designed and the provision of a pavement and streetlighting should not be included. In addition, the density of housing on site should be reduced. These points will allow	Comments noted. This site is not progressing as an allocation in the Draft Local Plan.

development to reflect the character and local distinctiveness of the surrounding area of Sea Lane.	
Existing trees and hedgerows should be retained.	
Proposed access should be changed from Sea Lane to be focused at Stubbington Lane.	
The Solent Way runs along the coast to the south of this site, and will provide a valuable recreational and utility resource for the future residents of this site. There is a need to protect and enhance the Solent Way, and therefore request that appropriate mitigation is provided from this allocation. (Hampshire County Council – Countryside Service).	
Hampshire County Council has a statutory responsibility for education in the Borough. HCC identified that there exists a current 5 place deficit in childcare places. However, in isolation, the site is not significant for likely childcare demand. (Hampshire County Council – Children’s Services).	
Representations on Draft Housing Allocation HA26 - Beacon Bottom East	
Number of representations on policy: 43	Objection: 40
	Support: 1
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the development is unacceptable in highway terms and will generate additional highway safety issues. Beacon Bottom is considered too narrow and with the parked vehicles consistently on the road it is effectively single track. Pavement needed and problems turning out of Beacon Bottom also highlighted, traffic lights should be considered at the junction.	Noted. The Local Plan is supported by a borough wide transport assessment (TA) as part of evidence base which assesses the impact of all local plan development across the borough wide network and proposes mitigation where necessary. The TA identifies all junctions where capacity is likely to be exceeded and then tests suitable junction improvement mitigation measures to alleviate those issues. These can be physical alterations to junction layouts, or signalisation and priority flow. The TA also considers the potential re-routing effect of various measures which are taken into account in proposed mitigation schemes. The TA and Local Plan will also be informed by a new Local Walking and Cycling Infrastructure Plan produced by the Highway Authority, which has identified and prioritised walking and cycling routes across

	the borough to encourage more sustainable modes of transport and reduce reliance on private transportation. All developments will be expected to contribute financially to these routes.
Strong concerns over the pressure that increased development will put on existing doctors' surgeries – already long wait times to see a doctor.	Noted. Discussion and consultation undertaken with the Fareham and Gosport Clinical Commissioning Group to identify and plan for future need.
Strong concern that there will be insufficient school places to accommodate children from this development (particularly when considered with the cumulative impact from other developments).	Noted. Hampshire County Council as Education Authority are consulted at each stage of the Local Plan process as well as at planning application for major applications. Developer Contributions will be sought by the Education Authority from all sites to fund education requirements where required.
Strong concern over the loss of countryside/greenspace and that the allocation of this site will encourage continued urban sprawl.	Noted.
Strong concern that the development will lead to a loss of habitats and wildlife. Impacts to protected and non-protected species on site (badgers, mice, slow worms, bats, sparrows, starlings, song thrush, owls, foxes and deer mentioned).	Noted. Allocation will be expected to avoid and mitigate harm to priority species and habitats onsite. New Local Plan policy requires that development should provide at least 10% net gain for biodiversity for the lifetime of the development. Therefore, development will be expected to preserve and enhance habitats.
Strong concern that there are too many homes planned in the area and that small sites (such as this) will not deliver the infrastructure required to support development.	Noted. Statutory consultation with utility providers as well as Highway, Education and Health authorities undertaken throughout Local Plan preparation. Requirement for development to address site needs with regards to specific infrastructure needs, including funding by developer contributions. The NPPF also requires 10% of the local plan housing supply to come from small sites of less than 1ha.
Concern about the impact to ancient hedgerows (the holly hedge on north side of Beacon Bottom specifically mentioned) and ancient woodland.	Noted. Development proposals will need to be accompanied by proportionate and adequate ecological information including how they propose to avoid and mitigate for any adverse effects on ecology. The emerging Local Plan has policies prohibiting adverse impacts on ancient woodland and important hedgerows.
Concern about disruption and disturbance during any construction period and that the road is unsuitable for construction traffic.	Noted.

Concern relating to the lack of dentists and capacity for new patients.	Noted. Statutory consultation with utility providers as well as Highway, Education and Health authorities undertaken throughout Local Plan preparation. Requirement for development to address site needs with regards to specific infrastructure, including funding by developer contributions
Concerns that the development will lead to worsening air pollution and air quality issues in the area (with resulting health implications).	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern over the loss of gap/buffer between Park Gate and Swanwick and/or Locks Heath and Whiteley.	Noted.
Concern that there are not enough jobs in the immediate area and not enough parking at Locks Heath District Centre.	Noted.
Concern that the development of this site will have a detrimental impact on the landscape.	Noted.
Concern that brownfield sites should be developed first.	Noted. Sites which are available for housing development on Brownfield land been allocated in the local plan.
Concern that no direct notification was received about the draft plan and that the Special Edition of Fareham Today was not received.	The draft local plan has been publicised in accordance with the Council's Statement of Community involvement.
Concern about the noise impact and the loss of buffer area to help mitigate noise from the M27.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.
Concern about how sewerage will be addressed as the site is below sewer level so unable to drain into it.	Noted. Statutory consultation with utility providers is undertaken throughout Local Plan preparation. Requirement for development to address site needs with regards to specific infrastructure, including funding by developer contributions
Concern that development at this site will be out of character with the area.	Noted.
Concern that the allocation of this site contradicts the NPPF and the Council's own site selection priorities.	The Council has selected allocations that conform with its development strategy and the requirements set out in the NPPF and any other relevant legislation.
Concern about the loss of trees.	The Local Plan has a policy protecting important trees from development.
Concern about light pollution.	Noted. The Sustainability Appraisal considers the significant effects of the Local Plan and the measures needed to prevent and offset adverse effects as a result of the Local Plan.

Concern that the development of the site will have a detrimental impact on the semi-rural character of the road.	Noted.
Concern that this development site would not have been needed if Welborne had delivered homes as expected.	Noted. Housing requirement over the plan period (to 2037) in the Borough does take Welborne into account.
Concern that there is no mention of care homes.	Noted.
Concern that public transport from the site to Fareham Town Centre is poor.	Noted.
Criteria (a) should not refer to legal covenant as this does not form a material consideration in determining any planning application for the site (Agent for site owner)	Noted. Reference to legal covenant has been removed from the site allocations policy.
Criteria (b) is too restrictive considering locational context and topography, where dwellings on the south side of the road sit at a higher level than the site and land to north of Beacon Bottom (Agent on behalf of site owner).	Noted. Development considers the character of the surrounding area.
Criteria (e) is too restrictive, decisions over which trees should be retained will be made at the planning application stage in the context of a tree survey (Agent on behalf of site owner).	Noted.
Criteria (f) should be amended to refer to CIL as well (Agent on behalf of site owner).	Noted. Appropriate reference made to contributions in relation to infrastructure in site allocations policy.
<i>Support</i>	
Support the principle of the allocation and confirm site is available to be delivered in the short term. (Agent on behalf of site owner)	Noted.
<i>Comment</i>	
An [sewer] easement would be required which may affect the site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. Accordingly, we propose that that the following criterion is added to Policy HA26. (g) Provide future access to the existing underground wastewater infrastructure for maintenance and upsizing purposes. (Southern Water)	The following wording has been added: Provide future access to the existing underground water and wastewater infrastructure for maintenance and upsizing purposes (included at the request of Southern Water).
Hampshire County Council have an aspiration to formalise a route [right of way] across this site between Beacon Bottom and Botley Road, so request that this aspiration is incorporated into the policy. (Hampshire County Council)	The following wording has been added: The design of the scheme should allow for a potential strategic pedestrian/cycle link between Beacon Bottom and Botley Road (included at the request of Hampshire County Council).
Hampshire County Council has a statutory responsibility for education in the Borough. In combination with other development in this area, it is	Noted. Appropriate reference made in the site allocations policy as necessary.

anticipated that there will be a generated demand for up to 90 30-hour places for 2-3-4 year olds. As there is currently no spare capacity in these areas the proposed development therefore needs either directly or by way of a financial contribution, to address the identified need. (Hampshire County Council Children's Services).	
The red-line shown in the draft allocation is larger than included in the previous submissions/promotion of the site. Based on this, the indicative dwelling number of 5 dwellings should be increased to 10 dwellings. This accounts for the covenant on the site and could retain existing cottage (Agent on behalf of the site owner).	Noted. The indicative yield has been updated on the site allocations policy.
ALTERNATIVE SITE: Newlands Farm would be a more appropriate.	Noted.
ALTERNATIVE SITE: Homes should instead be provided at Down End West (Portchester)	Noted.
Representations on Site EA1 (Faraday Business Park)	
Number of representations on policy: 10	Objection: 5
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that the A32 and local road infrastructure will be unable to deal with further employment in this location.	Significant improvements to the highway network have been completed or planned (Newgate Lane, Stubbington Bypass) which will improve highway conditions in this area. Transport Assessment considers all local plan development and proposes mitigation where needed to alleviate any capacity issues.
Strong concern over the level of traffic that the allocation will create giving rise to further congestion in the area.	Local Plan allocations are supported by a borough-wide Transport Assessment that has considered levels of growth in addition to baseline growth over the plan period and proposes mitigation where necessary. In addition, and further development at the site will be supported by a detailed transport assessment looking specifically at the local network and junctions.
Concern over the loss of open space resulting from increased employment at this location.	Noted. Development will be supported by open space improvements in the vicinity of the site.

Concern over the lack of public transport serving the site and the local area.	Public transport provision will be consideration of site-based transport assessment and considered by highway authority.
Concern over the impact that the allocation will have on the strategic gap.	Maintaining the function and integrity of the strategic gap will be a key priority of any site masterplan. The role of the existing airfield in the Gap will not be diminished with development being kept to the existing built area.
Concern over the cumulative impact of the allocation alongside the IFA2 development.	Scale and form of new development will be sympathetic to the existing layout of the airfield and the requirements of the Strategic Gap.
Concern about the ancillary uses that are proposed to support employment provision.	Noted.
The site is identified as a "Low Use" site in the updated Solent Water and Brent Goose Strategy (site ref F13). Appropriate mitigation must be used to ensure any development does not have an impact on the adjacent 'low use' site for Brent Geese and Waders. (RSPB)	Noted. Natural England advising.
Representations on Site EA2 (Swordfish Business Park)	
Number of representations on policy: 9	Objection: 4
	Support: 2
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Strong concern that the A32 and local road infrastructure will be unable to deal with further employment in this location.	Significant improvements to the highway network have been completed or planned (Newgate Lane, Stubbington Bypass) which will improve highway conditions in this area. Transport Assessment considers all local plan development and proposes mitigation where needed to alleviate any capacity issues.
Strong concern over the level of traffic that the allocation will create giving rise to further congestion in the area.	Local Plan allocations are supported by a borough-wide Transport Assessment that has considered levels of growth in addition to baseline growth over the plan period and proposes mitigation where necessary. In addition, and further development at the site will be supported by a detailed transport assessment looking specifically at the local network and junctions.

Strong concern over the loss of open space resulting from increased employment at this location.	Noted. Development will be supported by open space improvements in the vicinity of the site.
Strong concern over the impact that the allocation will have on the strategic gap.	Public transport provision will be consideration of site-based transport assessment and considered by highway authority.
Strong concern over the cumulative impact of the allocation alongside the IFA2 development.	Maintaining the function and integrity of the strategic gap will be a key priority of any site masterplan. The role of the existing airfield in the Gap will not be diminished with development being kept to the existing built area.
Strong concern about the ancillary uses that are proposed to support employment provision.	Scale and form of new development will be sympathetic to the existing layout of the airfield and the requirements of the Strategic Gap.
Concern that a further assessment of the historic significance of the buildings on the site should be undertaken through the SA Site Options Assessment before this site goes forward and certainly before any demolition is allowed, and that this requirement should be reflected in the policy (Historic England).	Noted.
Representations on Site EA3 (Solent 2)	
Number of representations on policy: 5	Objection: 4
	Support: 1
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Very strong concern that further employment in this location will lead to increased traffic congestion – particularly at M27 junction 9 and within Whiteley.	Local Plan is supported by a Transport Assessment that assesses the transport impacts of local plan development. In all scenarios Junction 9 continues to operate within capacity following improvements made as a result of North Whiteley development to the north.
Strong concern that due to the level of traffic this allocation is likely to generate that there will be an increase in the level of air pollution locally which will have a negative impact on peoples' health.	Local Plan is supported by a Transport Assessment that assesses the transport impacts of local plan development and will propose suitable mitigation measures where required which will be linked to site allocation policy.
Concern that the level of employment being planned for is far higher than it needs to be and nationally should be spread more evenly.	Local Plan is supported by Employment Land Review which identifies the floorspace requirement for the borough, which is also consistent

	with sub-regional requirements. Whiteley continues to be identified as an attractive location for business requirements.
Concern over the lack of supporting infrastructure for this allocation	Noted.
Concern over the lack of public transport serving Whiteley.	Noted.
Concern over the impact that development is having on communities and peoples' quality of life.	Noted. Site will provide further employment opportunities within walking and cycling distance of housing.
Concern that the level of traffic congestion will make road safety even worse.	Local Plan is supported by a Transport Assessment that assesses the transport impacts of local plan development and will propose suitable mitigation measures where required which will be linked to site allocation policy.
Concern that the proposal directly contradicts the Local Plan objective to protect open space.	Noted. Site is an existing allocation within the settlement boundary.
Support	
Support the allocation of Solent 2 which is consistent with the allocation in the Winchester Local Plan Part 2. (Winchester City Council).	Noted.
Representations on Site EA4 (Midpoint 27)	
Number of representations on policy: 3	Objection: 2
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
Objections	
Very strong concern that further employment in this location will lead to increased traffic congestion, particularly on Southampton Road and through Titchfield.	Noted – This site is under construction and is no longer progressing in the Local Plan.
Strong concern over the level of pollution, particularly noise, that is likely to be generated by this allocation and the negative impact that this will have on peoples' lives.	Noted – This site is under construction and is no longer progressing in the Local Plan.
Concern over the lack of infrastructure (doctors, dentists, schools and) available to support this allocation.	Noted – This site is under construction and is no longer progressing in the Local Plan.
Concern over the lack of public transport and its ability to accommodate an increase in the population of the area.	Noted – This site is under construction and is no longer progressing in the Local Plan.
Support	

None.	None.
Comment	
With regards to site access, Fareham Borough Council are advised that there is an existing hammerhead access off Cartwright Drive to serve the development of this site and as such access would not need to be from Stephenson Road or Talbot Road. (Hampshire County Council – Highways).	Noted – This site is under construction and is no longer progressing in the Local Plan.
Representations on Site EA5 (Standard Way)	
Number of representations on policy: 16	Objection: 14
	Support: 1
	Comment: 1
Issues Raised	Fareham Borough Council Response
Objections	
Very strong concern that this allocation will lead to increased traffic congestion on what are already busy roads; Pinks Hill, Broadcut, Delme roundabout and through Wallington village.	Noted. This site is no longer allocated in the Local Plan.
Strong concern over the safety of the access to the site from Standard Way for both vehicles and pedestrians – combined with the traffic from the Suez waste transfer station, Boarhunt Recovery and the overnight lorry parking.	Noted. This site is no longer allocated in the Local Plan
Strong concern over the need for further employment development in Wallington and the cumulative impact of further development in this location.	Noted. This site is no longer allocated in the Local Plan
Strong concern over the level of air pollution (NO2 and CO2 particularly) that is likely to be generated by this allocation and the negative impact that this will have on peoples' lives, and the impact on the allocation of air pollution from the motorway.	Noted. This site is no longer allocated in the Local Plan
Strong concern over the level of noise pollution that is likely to be generated by this allocation on top of the existing background levels and the negative impact that this will have on peoples' lives, and the impact on the allocation of air pollution from the motorway	Noted. This site is no longer allocated in the Local Plan
Strong concern over the loss of green space which currently provides a green buffer to the motorway.	Noted. This site is no longer allocated in the Local Plan

Strong concern over how the proposal would lead to an increased risk of flooding to Wallington village.	Noted. This site is no longer allocated in the Local Plan
Concern over the impact that the development would have on water pipe infrastructure which is already overloaded.	Noted. This site is no longer allocated in the Local Plan
Concern over pedestrian safety due to the lack of pedestrian footways to the proposed development site	Noted. This site is no longer allocated in the Local Plan
Concern over the impact that the development would have on the character of the adjoining settlement of Wallington	Noted. This site is no longer allocated in the Local Plan
Concern over the impact that the development will have to the general quality of life of Wallington residents.	Noted. This site is no longer allocated in the Local Plan
Concern over the detrimental impact that the development would have on the already difficult problem of parking.	Noted. This site is no longer allocated in the Local Plan
Concern over the existing pillbox adjacent to Pinks Hill.	Noted. This site is no longer allocated in the Local Plan
Concern over safety of traffic exiting Pinks Hill onto A27	Noted. This site is no longer allocated in the Local Plan
Concern over the absence of any public transport serving the site.	Noted. This site is no longer allocated in the Local Plan
Concern that development may result in detrimental views from Wallington village and Portsdown Hill Road.	Noted. This site is no longer allocated in the Local Plan
<i>Support</i>	
Land is in the full control of Foreman Homes and there are no known legal or ownership issues that would constrain the site coming forward.	Noted. This site is no longer allocated in the Local Plan
Site is an ideal location for B1, B2 or B8 development due to excellent access to the M27 particularly for HGVs.	Noted. This site is no longer allocated in the Local Plan
Site is subject to noise disturbance which would be compatible with an employment use.	Noted. This site is no longer allocated in the Local Plan
<i>Comment</i>	
Fareham Footpath 505 runs along Paradise Lane to the east of these sites. HCC in their role as the Highway Authority for Public Rights of Way have an aspiration to upgrade Footpath 505 to a multi-user route and provide a link along Military Road to Fareham Bridleway 100 in Broadcut. The County Council would like to explore whether this site allocation, together with the proposed housing allocations in Wallington could help deliver this aspiration (Hampshire County Council – Highways).	Noted. This allocation is no longer progressing in the Local Plan.

Representations on Implementation and Monitoring	
Number of representations on Evidence Base: 2	Objection: 0
	Support: 0
	Comment: 2
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
<i>Comment</i>	
There is no review policy within the plan and this should be a consideration of the Council. It is the intention of the Housing White Paper for plans to be reviewed every five years and Gladman therefore suggest that the plan would benefit from a policy within the Plan that would introduce a commitment to review in line with this. (Gladman Developments Ltd).	There is no requirement to have a policy on this, as Local Plan review is considered within the NPPF.
Public Health welcome the proposal to expand the number of indicators being monitored and would suggest that you incorporate some health and wellbeing indicators in order to monitor progress towards strategic policy 7. The Public Health Outcomes Framework www.phoutcomes.info provides a good source of data on a range of validated indicators and we would be happy to work with you on which indicators would be appropriate to include. (Hampshire County Council – Public Health).	Noted.
Representations on Appendix A	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	

	Support noted.
<i>Comment</i>	
Representations on Appendix B	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	
Representations on Appendix C	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	
Final paragraph refers to a pedestrian link to Victory Hall but this is not wanted by the halls Management Committee. These references should therefore be removed. (WYG on behalf of Bargate Homes).	Noted. Change to allow flexibility of potential future ownership and management if application does not proceed. The link is a sustainable option that could encourage walking. The design and layout of proposals should allow for access up to the boundary.
The dwelling mix shown in Table A1 should not be seen as a definitive mix and this should be made clear in the text introducing the table. (WYG on behalf of Bargate Homes)	Noted. Both affordable and market housing mix are likely to alter, and more flexibility is needed.

The appendix includes terminology such as ‘the development must....’ in relation to densities. This wording should be changed to allow for greater flexibility. (WYG on behalf of Bargate Homes)	Agreed. The development must should incorporate street design and spaciousness that allows for views through to the open space and biodiversity corridor and the retained woodland and tree belts
The key to the diagram omits the dashed yellow line so it is not clear what this is illustrating. (WYG on behalf of Bargate Homes)	This is an error omission. The dashed yellow is merely indicative of vehicular access penetration and links to adjacent sites. They are not definitive alignments.
There is no justification for the ‘habitat to be protected/incorporated/enhanced’ at the east portion of the Bargate Homes Part of the site. (WYG on behalf of Bargate Homes)	The eastern section was identified by the council’s ecologist and includes TPO trees. Assessment will be subject to more detailed ecology survey work through the planning application process and achieve net gain
Needs to allow more flexibility for connections over the open space as there is no objection to this approach from statutory consultees (WYG on behalf of Bargate Homes).	Agreed. The key needs adjustment to indicate that the routes shown are not definitive alignments. The principle of connection from the development to the central space is the important attribute.
The extent of public open space and habitat corridor at the centre of the Bargate site is excessive and there is no ecological justification for such a large area. (WYG on behalf of Bargate Homes)	This area was identified by the council’s ecologist and includes a badger sett and associated foraging. Assessment will be subject to more detailed ecology survey work through the planning application process and achieve net gain
Representations on Appendix D	
Number of representations on policy: 1	Objection: 0
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	
The dwelling mix shown in Table A1 should not be seen as a definitive mix and will be informed by a wide range of factors including viability	Noted. Both affordable and market housing mix are likely to alter, and more flexibility is needed.

and market conditions and this should be made clear in the text introducing the table. (WYG on behalf of Bargate Homes)	
Needs clarification that the Development Framework is the Council's preferred approach, but not the only approach. (WYG on behalf of Bargate Homes)	Noted. This is made clear in the opening paragraph already 'Introduction and Purpose This Appendix sets out the Council's preferred approach to development within the site allocation....'
Representations on Appendix E	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	
Representations on Appendix F	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	

Representations on Appendix G	
Number of representations on policy:	Objection: 0
	Support: 0
	Comment: 0
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
	Support noted.
<i>Comment</i>	
Representations on the Evidence Base	
Number of representations on Evidence Base: 39	Objection: 21
	Support: 1
	Comment: 17
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Settlement Boundary Review</i> - Concern over the proposed revision to the urban area boundary for WW7 (Sherwood Gardens). The proposed revision should be deleted. The assertion that the road has anymore permanence that any dwelling on this side is erroneous.	Noted. The boundary will follow a permanent boundary, such as an adopted road in this instance.
<i>Settlement Boundary Review</i> – The review should allow for the increase in the amount of employment development at Daedalus as referenced in page 136 of the Landscape Assessment. It is inappropriate to exclude the Daedalus employment area outside of the urban area and include the land as part of the Strategic Gap (The Fareham Society).	The existing settlement boundary does not include any employment land/allocations at Daedalus. Therefore, it is not appropriate to include any additional increases in employment floorspace within the settlement boundary. Future reviews of settlement boundaries will integrate allocation sites when they are built out.

<p><i>Settlement Boundary Review</i> – Object to the proposed boundary for WW9 (Land at 50 Newton Road). Amendment to the proposed boundary requested to include the rear of 46, 48 and 50 Newton Road (as shown on submitted map) to ensure the physical boundary is recognisable and likely to be permanent as stated in the NPPF.</p>	<p>Extension of the boundary to include the garden of No.48 would change the status of the land to PDL as per the definition in the NPPF. In addition, the boundary does not necessarily reflect land ownership boundaries</p>
<p><i>Settlement Boundary Review</i> – Burrridge is a sustainable location and should therefore have an urban area boundary. Both sides of Botley Road and Burrridge Road should be included within the urban area boundary (as shown on submitted map). In addition, the Inset Map of Local Plan Part 2 illustrates the location on areas where there are special characteristics such as strategic gaps, SSSI and there is an absence of these in Burrridge. The 1987 Whiteley Local Plan recognised that Burrridge already had a 'semi-rural character' and could accept further residential development.</p>	<p>The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.</p>
<p><i>Settlement Boundary Review</i> – In the interests of consistency and equity, Fareham Borough Council is requested to amend the DUSB in respect of the permitted private garden land to the south of number 44 Thornton Avenue. This is to be incorporated in the urban area of Warsash, in line with the attached plan contained within this representation.</p>	<p>The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.</p>
<p><i>Settlement Boundary Review</i> – It is incorrect for the Council to consider the northern half of the land to the west of Anchor House to be within the Defined Urban Settlement Boundary (DUSB) but not the southern. There is no physical feature between north and south to justify the DUSB between them. Instead the DUSB should follow the tree-lined boundary along the southern edge of the site as it is readily recognisable and likely to be permanent. The proposed amended boundary is attached with this representation.</p>	<p>The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.</p>

<p><i>Strategic Housing Land Availability Assessment-</i> Object SHLAA Ref 2890 should be discounted for the following reasons: Access to the site is a private road, 24 houses would be totally out of character with the surrounding area- density of the scheme should be lowered. Site is within the countryside and is adjacent to Holly Hill Nature Reserve.</p>	<p>Site considered suitable for development. Access is a matter for developer to agree and secure in highway safety terms. Site is subject to a resolution to grant planning permission (P/18/0592/OA)</p>
<p><i>Strategic Housing Land Availability Assessment-</i> Object SHLAA Ref 3012 should be discounted for the following reasons: Site is on a private road, site is located next to Holly Hill Nature Reserve, the site is a defendable barrier to the countryside. Any development would be out of character with the surrounding area.</p>	<p>Site is considered below study threshold for 2020 SHELA given its size.</p>
<p><i>Strategic Housing Land Availability Assessment-</i> Object SHLAA Ref 3050 should be discounted for the following reasons: Site is on a private road, 49 dwellings on the site would be totally out of character with the surrounding area. The site is located near to a Site of Importance for Nature conservation and is located in the countryside.</p>	<p>Site has been discounted for 2020 SHEELA. Scale not considered in keeping with the settlement pattern.</p>
<p><i>Strategic Housing Land Availability Assessment-</i> SHLAA ref 31 this site is not considered to be within an area defined as a 'valued landscape' and as such not in an area of high landscape sensitivity as stated in the SHLAA. (WYG on Behalf of Bargate Homes Ltd.)</p>	<p>Site has been discounted for 2020 SHEELA. The site is in a highly sensitive landscape (based on Fareham Landscape Assessment (Character area 06.1c)) and has significant ecological sensitivity, particularly associated with the adjacent SPA/SSSI. The site currently provides mitigation land for the SPA. Development must have regard to ecological potential and impacts to the adjacent SPA. The site is within an area of special landscape sensitivity which is highly susceptible to the intrusion of built development. This and the Meon Valley Strategic Gap must be respected.</p>
<p><i>Strategic Housing Land Availability Assessment-</i> SHLAA ref 31 – due to the limited opportunities for publicly available views of the site from public footpaths within the Meon Valley and the small magnitude of change that would occur within those views</p>	<p>Site has been discounted for 2020 SHEELA. The site is in a highly sensitive landscape (based on Fareham Landscape Assessment (Character area 06.1c)) and has significant</p>

as a result of proposed developments, the assessment that the site is in an area of high visual sensitivity is disputed. (WYG on Behalf of Bargate Homes Ltd.)	ecological sensitivity, particularly associated with the adjacent SPA/SSSI.
<i>Housing Evidence: Overview Report (2017)</i> The housing requirement does not provide sufficient flexibility given the likely increased requirements as a consequence of the standardised OAN methodology and meeting wider HMA needs.	The Draft Local Plan 2036 housing requirement is now based on the 'Standard Methodology for Calculating housing Need' published by the Ministry for Housing, Communities and Local Government. The council is planning for this requirement plus a buffer of 10 to 15% to ensure flexibility and any deliverability issues.
<i>South Hampshire Strategic Housing Market Assessment (SHMA)</i> - The projections methodology underpinning the PUSH SHMA which informs the housing need for the Borough does not enable calculations of probability, standard errors or confidence intervals and cannot be calculated for the household projections and therefore in all probability have inaccuracies. As a result, the housing figure the draft Local Plan is working towards may not be an accurate depiction of reality. Furthermore, leaving the public consultation on the PUSH SHMA figures till Fareham's draft Local Plan consultation stage is too late in the planning process. There is no meaningful opportunity at this point for the public to realistically challenge the PUSH SHMA figures (which the draft Local Plan is based upon).	The Draft Local Plan 2036 housing requirement is now based on the 'Standard Methodology for Calculating housing Need' published by the Ministry for Housing, Communities and Local Government. This replaces the previously produced SHMA assessment as the basis for housing need. It is calculated on projected population growth and affordability of the authority area. The council is planning to secure a supply of land for housing to meet this requirement plus a buffer of 10 to 15% to ensure flexibility and any deliverability issues.
<i>Infrastructure Delivery Plan</i> - There is not enough land provision in the Borough for extra roads or capacity to expand existing roads. There is a lack of school places and doctor's surgeries to accommodate the pressure that will be created by additional development.	The Infrastructure Delivery Plan is informed by consultation with service providers responsible for delivering infrastructure. It is also supported by the local plan evidence base. The local plan transport assessment assesses the highways implications of the proposed local plan development and tests mitigation schemes that are required. This will show the deliverability of needed improvements which will then be reflected in the local plan policy. The council liaises closely with the Education Authority, Highway Authority and the Clinical Commissioning

	Group (NHS) to ensure the anticipated requirements and improvements are planned for.
<i>Infrastructure Delivery Plan</i> - There is not enough emphasis on improving the public transport network.	The Infrastructure Delivery Plan is informed by consultation with service providers responsible for delivering infrastructure. With regards to public transport that is the County Council (Highway Authority) and others such as rail and bus companies. Where requirements are sought, they are included. Active Travel, walking and cycling will feature more prominently in the Plan with the development of the Local Cycling and Walking Infrastructure Plan (LCWIP)
<i>Infrastructure Delivery Plan</i> - there is not enough detailed information to enable a proper understanding of the impact of the development of the individual site allocations.	The Infrastructure Delivery Plan is informed by consultation with service providers responsible for delivering infrastructure. It is also supported by the local plan evidence base. The local plan transport assessment assesses the highways implications of the proposed local plan development and tests mitigation schemes that are required. This will show the deliverability of needed improvements which will then be reflected in the local plan policy. The council liaises closely with the Education Authority, Highway Authority and the Clinical Commissioning Group (NHS), amongst others, to ensure the anticipated requirements and improvements are planned for both borough-wide and for any site-specific requirements.
<i>Infrastructure Delivery Plan</i> - A proper infrastructure plan is needed / concern that such a plan has not been published to identify infrastructure needs and costs which will need to be provided up to 2036. This would ensure sustainable community living, including safe roads and adequate provision of schooling (as examples) before schemes can be properly outlined.	The Infrastructure Delivery Plan will be updated and will be informed by consultation with service providers responsible for delivering infrastructure. It is also supported by the local plan evidence base. The local plan transport assessment assesses the highways implications of the proposed local plan development and tests mitigation schemes that are required. This will show the deliverability of needed improvements which will then be reflected in the local plan policy. The council liaises closely with the Education Authority, Highway Authority and the

	Clinical Commissioning Group (NHS) to ensure the anticipated requirements and improvements are planned for.
<i>Infrastructure Delivery Plan</i> - This does not demonstrate that the required infrastructure is known in sufficient detail and will be provided when required (The Fareham Society)	Noted. The IDP includes detail on projects identified by service providers as required to support the development of new houses in the borough.
<i>Infrastructure Delivery Plan</i> - Concern that this makes reference to CIL funding for several categories of infrastructure that are not currently included on the CIL 123 List (e.g. Fire Station re-provision / library provision). The CIL 123 List should be updated urgently to incorporate contributions towards the provision of additional facilities (The Fareham Society)	Noted. The IDP includes detail on projects identified by service providers as required to support the development of new houses in the borough. This will refine funding categories and align with CIL.
<i>Infrastructure Delivery Plan</i> - The CIL 123 List should include the provision of health facilities and use the formula proposed by the CCG within the Draft IDP for calculating contributions (The Fareham Society)	Noted. The IDP includes detail on projects identified by service providers as required to support the development of new houses in the borough. This will refine funding categories and align with CIL. CIL R123 to be replaced by Infrastructure Funding Statements.
<i>Infrastructure Delivery Plan</i> - This doesn't include enough detail on costs or funding for proposed new facilities (e.g. schools and health provision)	Noted. The IDP includes detail on projects identified by service providers as required to support the development of new houses in the borough.
<i>Employment Land review</i> - It is understood that a more detailed scoring assessment of individual employment sites to be retained or discounted for protection for employment purposes is to be produced at the Reg 19 stage of the Local Plan. It is requested that a detailed scoring assessment is undertaken separately for Cams Hall and the wider business park within the Cams Estate; so that fair consideration can be given as to the suitability of Cams Hall for employment retention. It is also requested that further information is disclosed on the assessment criteria used as part of this scoring process. It is our view that Cams Hall in isolation, is not a strategic employment site for the Borough and that there is a desire	The Employment Land Review was updated with the Business Needs, Site Assessments and Employment Land Study 2019. The scoring assessment for all sites is contained within the report. Cams Estate proposed to remain an Existing Employment Area and covered by the policy to that effect.

within the market for other users to be considered to ensure the conservation of Cams Hall in the longer term. (Wilky Group Ltd)	
<i>Transport Assessment</i> - Welborne is not included in the 2036 baseline for the Transport Assessment (TA) and as such, does not form a credible baseline against which the incremental traffic impacts of the proposed site allocations can be compared. Despite the TA stating the M27 all-moves junction 10 is included within the model, it is not included in any of figures within the assessment.	The 2019/20 Transport Assessment has included Welborne within the 2036 baseline for the assessment.
<i>Transport Assessment</i> -Many of the Figures are of poor quality and do not include Portchester and Stubbington/Hill Head which will be significantly affected by the local plan allocations.	The 2019/20 Transport Assessment has been updated.
<i>Transport Assessment</i> - There is insufficient information to enable comparisons of actual flows of traffic. There should be actual flow figures for the 2015 baseline, so that comparisons can be made with the 2036 actual flows demonstrated.	The 2019/20 Transport Assessment has been updated. It is supported by the modelling report produced by Systra which shows all the flows for the different scenarios.
<i>Transport Assessment</i> - There would be an expectation of congestion being shown off M27 Junctions 9 and 10 in the pm period as well as the am.	The 2019/20 Transport Assessment has been updated. It is supported by the modelling report produced by Systra which shows all the flows for the different scenarios for AM and PM peaks.
<i>Transport Assessment</i> - There is insufficient information and explanation of what the modelling outputs show. Improved clarity is required.	Noted. Revised Transport Assessment is being published in support of Local Plan.
<i>Housing Site Selection Paper</i> - States that sites such as HA10 Funtley Road South have medium landscape sensitivity but the Landscape Assessment assesses the whole of the Upper Meon Valley as having high landscape sensitivity. The Landscape Assessment does not reflect the statement made in the Housing Site Selection Paper, it does not identify any parts of the valley as having medium landscape sensitivity.	Noted. The Local Plan evidence base will be updated with a Strategic Housing and Economic Land Availability Assessment (SHELAA) and a new Landscape Assessment that will inform and support the development strategy and site allocations.
<i>Landscape Assessment</i> - The Fareham Landscape Assessment describes area 6.1 as a 'crucial role in defining the	Noted. A new Landscape Assessment will be undertaken as part of the evidence base for the emerging plan.

natural limits to growth of settlements to the north and east, preventing further sprawl into open countryside to the west of Stubbington and south of Titchfield and Fareham and the potential coalescence of these settlements.’ This is a generalisation because the whole of area 6.1 is not essential to prevent either physical or visual coalescence.	
<i>Landscape Assessment</i> - The 2017 assessment compared to the 1996 assessment does not acknowledge to the same degree the variety in character and landscape quality that exist across the character area 6.1 (WYG on Behalf of Bargate Homes Ltd.)	Noted. A new Landscape Assessment will be undertaken as part of the evidence base for the emerging plan. This will examine and identify potential Areas of Special Landscape Quality.
<i>Sustainability Appraisal / Strategic Environmental Assessment / Habitats Regulations Assessment</i> - Some concern relating to whether an environmental assessment has been undertaken	Noted. Confirm that an EA has been completed as part of the evidence base.
<i>Sustainability Appraisal</i> - Noted that the Site Options Assessment notes that there are fourteen non-listed historic buildings on Daedalus East (Faraday) and six on Daedalus West (Swordfish). It is considered there should be a further assessment of the historic significance of these buildings, ideally before this site goes forward and certainly before any demolition is allowed, and that this requirement should be reflected in these policies (Historic England).	Noted. Solent Enterprise Zone an existing allocation and subject to outline planning permissions. Historic buildings are being considered through that process.
<i>Equalities Impact Assessment</i> - Noted that this states contributions towards local childcare facilities, primary and secondary schools will only be collected for schemes totalling 100+ dwellings	Noted. Has been updated. Contributions will be sought from all development.
<i>Green Space Study</i> - There is no provision mentioned for horse riders in the draft local plan.	Noted.
<i>Windfall Background Paper</i> – The large site inclusion is unjustified. Many will now be known through the Brownfield Register and will no longer be windfall. Raw data should also	An updated Windfall Analysis paper supersedes that published in 2017 and provides justification for the inclusion of large sites. Windfall analysis excludes sites of more than 40 dwellings to ensure the result is not overly optimistic as were any sites

be published. Windfall allowance of 37dpa is more appropriate. (Persimmon Homes)	which had been identified as developable in land availability assessments prior to planning application. Information gathered in the land availability assessment process informs the Brownfield Land Register.
Support	
<i>Settlement Boundary Review</i> - The proposed changes to the Urban/Settlement Boundary is supported. (Titchfield Neighbourhood Forum).	Support Noted.
<i>Transport Assessment</i> - HCC support the methodology of the Borough Council in preparing an interim Transport Assessment (TA) and the use of the Sub Regional Transport Model (SRTM) to assess the wider transport impacts of the strategic disposition of proposed development across the borough. The purpose of the TA is to identify those key locations on the transport networks where impacts have been predicted by the strategic model as a focus for further investigation and to identify potential mitigation measures to deal with significant impacts. It should be noted that the use of the SRTM and the TA assessment is focused at a strategic level and intended to identify potential strategic transport infrastructure obstacles to successful delivery of the development levels proposed in the local plan review in combination. The TA and this response do not concern themselves with the localised traffic and transportation impacts of each development site and these will need to be assessed by site or cluster specific TAs that can be prepared in full knowledge of the detailed characteristics of each site and its surroundings. (Hampshire County Council – Highways Authority)	Support Noted. Transport Assessment being reviewed.
Comment	
<i>Settlement Boundary Review</i> – The boundary has been amended to include the houses and gardens of Farmhouse	Agreed. Boundary to be amended.

Close and 16B and 16C Lychgate Green. The review should also include 16A and 17 Lychgate Green.	
<i>Settlement Boundary Review</i> - The Titchfield Neighbourhood Forum propose an extension to the Urban/Settlement Boundary to include most of Southampton Hill- See plan attached with representation. (Titchfield Neighbourhood Forum).	Comment noted. The Titchfield Neighbourhood Plan received a majority 'No' vote at Referendum and therefore there will be no change to the boundary.
<i>Settlement Boundary Review</i> – Proposes the inclusion of Chapel Road and Spring Road in Sarisbury as part of the urban area boundary. This part of Sarisbury Green is a sustainable location and the absence of this land from the urban area boundary would prevent the delivery of sustainable residential development.	Comment noted. The site does not meet the criteria for the settlement boundary review and therefore is not included as an amendment.
<i>Strategic Housing Land Availability Assessment</i> - this document does not take into account the Air Quality issue that exists in the Borough. Potential development sites should be assessed against the contribution to the air quality problem. Certain SHLAA sites such as SHLAA ref 27 act as important pollution sinks and this should be taken into account within the SHLAA document.	SHLAA replacement, the Strategic Housing and Economic Land Availability Assessment (SHELAA) includes an air quality assessment.
<i>Strategic Housing Land Availability Assessment</i> - SHLAA Ref 3102 this site is Available, Achievable and Suitable for residential development. The supporting information justifies this. (Foreman Homes Ltd)	SHELAA identifies site as within landscape of special character and so site is discounted.
<i>Strategic Housing Land Availability Assessment</i> - SHLAA Ref 3050. The site has been classed as suitable in the SHLAA and has received a good Sustainability Appraisal (SA) score. Alternative less sustainable sites (according to the SA) have been chosen above this site such as HA10, HA18, HA5 and HA12. It is argued that this SHLAA site constitutes a more appropriate site for residential allocation than several of the proposed allocations namely those identified above. (WYG on Behalf of Bargate Homes Ltd)	Site is discounted within SHELAA as development of scale promoted would not be in keeping with the settlement pattern.

<i>Strategic Housing Land Availability Assessment-</i> SHLAA Ref 2890 should be listed as discounted in the SHLAA for the Following reasons. The area is considered countryside and is adjacent to Holly Hill Nature Reserve. The access to the site is on a private road. An application for 2 dwellings on the site was refused and dismissed at appeal, the inspector concluded that ‘the proposal would be detrimental to the character and appearance of the countryside’.	Site considered suitable for development and is subject to a resolution to grant planning permission (P/18/0592/OA)
<i>Strategic Housing Land Availability Assessment-</i> SHLAA Ref 1336 and 3103. Both these sites are considered Available, Achievable and Suitable and should be included within the Local Plan to meet the Housing needs of the Borough (Foreman Homes Ltd)	Site is considered a developable housing site in new SHELAA
<i>Strategic Housing Land Availability Assessment-</i> parking provision and the number of cars associated with each potential development should be included within the SHLAA Assessment.	Parking provision is covered by the Residential Parking SPD. This will be updated following the Local Plan adoption.
<i>Housing Site Selection Paper-</i> It is not clear how the site selection priorities/refining points have been used. There is no discernible difference between the summaries for sites selected and those rejected. It would be beneficial to have a table for each site showing how the score against each priority/point is included. There is an issue with using point 7 relating to highways impacts because there is no reference to the interim Transport Assessment in the list of evidence. Questions raised about how the comments regarding point 7 being made and what evidence is behind these comments. In some cases point 10 relating to ‘provide and maintain a defensible urban edge following development does not appear to have been used.	The Housing Site Selection Paper will not be part of the evidence base for the publication version of the Plan. The Strategic Housing and Economic Land Availability Assessment will set out reasoning for site selection.
<i>Housing Site Selection Paper-</i> There is no reference to the assessment of high, low or medium potential in the Housing Site Selection Paper.	The Housing Site Selection Paper will not be part of the evidence base for the publication version of the Plan. The

	Strategic Housing and Economic Land Availability Assessment will set out reasoning for site selection.
<i>Infrastructure Delivery Plan</i> - Recommended that further information is added to the IDP on the provision of education for 16-19 year olds. Table 3 sets out the phases and types of education considered as infrastructure, but could be amended to include 16-19 phase, or reference made to this having been included within the secondary phase. Tables for secondary education also appear absent from the IDP (Education and Skills Funding Agency)	Noted. Will liaise with Education Authority on IDP refresh.
<i>Infrastructure Delivery Plan</i> - Table 7 sets out the detailed infrastructure requirements and planned infrastructure projects, including the need for school expansions by settlement and the numbers of primary school places generated by proposed development in that area. Presumably there is not sufficient capacity in secondary schools to absorb all housing growth in the plan to 2036. The new housing will also generate pupils requiring a place at a special school, about which the IDP is silent (Education and Skills Funding Agency).	Noted. SEND contributions will be identified through the IDP refresh.
<i>Infrastructure Delivery Plan</i> - As well as being informed by the Hampshire School Places Plan, the IDP should provide sufficient detail on the longer-term expectation of all education needs and provision costs associated with the Local Plan period to 2036 (Education and Skills Funding Agency)	Noted.
<i>Infrastructure Delivery Plan</i> - Would be useful if a Planning for Schools topic/background paper could be produced, expanding on the evidence in the IDP and Hampshire County Council's School Places Plan, setting out clearly how the forecast housing growth at allocated sites has been translated (via an evidence based pupil yield calculation) into an identified need for specific numbers of school places and new schools over the plan period. This would help to clearly demonstrate that the	Noted. IDP will refer to the Developer Contributions towards Children's Services document produced by the County Council which explains this point.

approach to the planning and delivery of education infrastructure is justified and based on proportionate evidence (Education and Skills Funding Agency).	
<i>HRA Screening Report</i> - Report considers the New Forest SPA/SAC/Ramsar sites. Would like to highlight the importance of taking a cooperative and strategic approach to help ensure designated international nature conservation sites are avoided. (New Forest District Council).	Noted. PfSH provides the cooperative and strategic approach to such issues, with individual authorities actions reflected in Local Plans.
<i>Planning Obligations SPD</i> - Noted that this sets out the Council's approach to securing infrastructure through CIL and developer contributions. Recommended that a light touch review of this SPD is undertaken to reflect the latest planning policy at the local and national level with regards to ensuring education contributions made by developers are sufficient to ensure the additional school places required to meet the increase in demand generated by new developments (Education and Skills Funding Agency).	Noted. Plan for review to take place.
<i>Planning Obligations SPD</i> - Also noted that this SPD currently includes very little reference to education and a review of this document will be an opportunity to clarify how the council would approach onsite delivery of new schools where these are necessary to make development acceptable in planning terms. Alternatively, more detail could be provided in the Local Plan. Where a planning obligation is considered the most effective mechanism for securing appropriate developer contributions for education, this should include the free transfer of land to the County Council and contributions to construction that are commensurate with the school places generated by the development (Education and Skills Funding Agency).	Noted. Plan for review to take place which will include education. Site allocation policies in LP will highlight need for education contributions.
<i>Planning Obligations SPD</i> - The Council policy on seeking contributions should also align with Hampshire County	Noted. Agreed. IDP and LP will be aligned to the document.

Council's guidance: 'Developers' contributions towards Children's Services facilities'.	
<i>Habitats Regulations Assessment and Strategic Housing Land Availability Assessment</i> - It is noted that Paragraph 0.3.5 of the HRA Screening Report states that none of the proposed allocation sites is an 'important' site, as per the 2010 strategy. However, the site classifications have been revised and whilst none of the allocation sites is a Core Area or Primary Support Area, some of the sites are Secondary Support Areas or Low Use sites (SHLAA Refs: 207, 3028, 3114, 3113). This needs to be reflected in the HRA and those SHLAA sites. Mitigation and off-setting requirements will be necessary for these sites as they are integral to the ecological network within the Solent. (Natural England).	Noted. Liaison will take place with Natural England regarding this issue, particularly in relation to important sites.
<i>Strategic Housing Land Availability Assessment</i> - Consideration will need to be given to land take associated with all sites included within the updated SWBGS as well as recreational pressure arising from development adjacent to sensitive sites. For example, site 3014 is located adjacent to a Secondary Support Area. (Natural England).	Noted.
<i>Renewable and Low Carbon Energy Capacity Study</i> - the plan showing the areas of least constraint for Solar energy has included some sites identified as Secondary Support Areas in the forthcoming update of the Solent Wader and Brent Goose Strategy. We would advise that this plan is updated in due course in line with the forthcoming SWBGS maps. (Natural England).	Noted.
<i>Habitats Regulations Assessment</i> - Natural England usually advises that any local plan HRA can refer to the agreed Water Resources Management Plans (WRMPs). However, the HRA for Southern Water's extant WRMP cannot be relied upon to ensure there will be no adverse effects on designated sites	Noted. FBC are working closely with Natural England and Southern Water with regards to a host of issues that feed into HRA.

<p>arising from future development within Southern Water's area. In addition the risk of adverse effects remains until the deficit in public water supply resultant from the licence changes is fulfilled by alternative options and or the compensatory habitat requirements are met. (Natural England)</p>	
<p><i>Habitats Regulations Assessment</i>- Natural England and the Environment Agency have been working closely with the PUSH authorities with regard to the Integrated Water Management Study for South Hampshire. The assessment has identified that there is a gap in evidence and therefore some uncertainty with regard to achieving the full development growth throughout the plan period. Continued joint working will be needed and that there may be a need for mitigation to accompany development during the later stages of the PUSH plan period. This may require new development to ensure it is 'nutrient neutral', which could be delivered via a Nutrient Management Plan (NMP). At this stage, Natural England recommends that water quality issues are included within the local plan HRA screening assessment for further examination. (Natural England).</p>	<p>Noted. FBC are working closely with PfSH authorities, Natural England and Southern Water with regards to a host of issues that feed into HRA</p>
<p><i>Habitats Regulations Assessment</i> - Paragraph 6.1.2 states that 'Allocations which are retained from the DSP Plan (adopted June 2015) have already undergone HRA during preparation of that plan are not considered again in the current HRA'. It is important to carry out a screening review of the allocated sites retained from the DSP Plan. This is to confirm if there is any new evidence that changes the conclusions and requires further consideration. One example of new evidence would be the forthcoming updated Solent Wader and Brent Goose Strategy and the Bird Aware Definitive Strategy. For example, we would recommend that housing allocation 3119 is reviewed in the HRA Assessment. (Natural England).</p>	<p>Updated HRA is looking at all development strategy, policies and development allocations that are proposed to be included in the plan.</p>

<i>Green Space Study</i> - Whilst development occurs in Fareham and the neighbouring authorities leading to pressure on the existing infrastructure, it is important to retain small fingers of green space for natural habitats and well-being of the area.	Noted.
<i>Green Space Study</i> - Ensure open spaces are afforded maximum protection and provide a continuous countryside facility for people and nature to thrive in.	Noted.
<i>Green Space Study</i> - The Open Space behind Fareham College should be retained. It provides a respite to the students of the college as well as local residents. It would serve as an excellent area to hold events and competitions as well.	Noted.
<i>Green Space Study</i> - The Open Spaces in Titchfield Common are essential for the residents Borough and should continue to be retained.	Noted.
Representations on Alternative Sites	
Number of representations: 78	
Sites which were not detailed as Proposed Allocations in Draft Local Plan	Fareham Borough Council Response
<i>SHLAA Sites</i>	
Newlands Farm (3008) – Very strong preference for the allocation of Newlands Farm primarily due to the level of infrastructure (school, health, community, care home, green space) that is being proposed for delivery. Furthermore, it will be supported by the new Stubbington bypass highway. In addition, it is located near to a significant area of new employment (Daedalus). Development is not invasive to existing communities and would still retain a large gap. Would provide additional people / footfall for retailers in Stubbington and Fareham. Reasons for rejection insufficient in balance of benefits site would provide.	Noted.

Swanwick Lane, Swanwick (3017) – Preference for site as it would enable a better spread of the new homes across the Borough	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Sopwith Way, Swanwick (3109) – Preference for site as it would enable a better spread of the new homes across the Borough	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Sovereign Crescent, Locks Heath (3036) – Preference for site as it would enable a better spread of the new homes across the Borough. Site is located in a sustainable location, can be delivered in the short-term, provide open space and a mix of housing. The landscape setting does not provide a constraint and the site scores well against SA criteria.	Noted. Site allocated in the plan.
St Margaret's Lane, Titchfield (3060) – Preference for site as it would enable a better spread of the new homes across the Borough	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Oakcroft Lane, Stubbington (1341) – Preference for site as it would enable a better spread of the new homes across the Borough, has good access and would keep traffic away from centre of Stubbington.	Noted.
Oakcroft Lane, Stubbington (1341) – Site should be allocated. It is sustainable, well related to the existing settlement, benefits from and ecological assessment. Detailed highway access has now been demonstrated with a 'workable highway solution' [included with representation]. Can be delivered in 5-year period. (Persimmon Homes).	Noted.
Southampton Road, Titchfield (3010) – Some preference for site as provides some small-scale development to support Titchfield, is accessible by foot to the village centre and would not affect character of village.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
St Margaret's Lane East (3058) - Some preference for site as it would enable a better spread of the new homes across the Borough	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
177 – 181 Botley Road, Burridge (3123) – Some preference for the site as its size (small) would help provide a more varied housing-size mix for the Local Plan. The site can be delivered quickly and has good access to services. The site does not impact upon the landscape and as such should not be a reason for ruling the site out.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.

Land at Brook Avenue, Warsash (3050) – The site could assist in spreading the number of homes planned for HA1 (Land South of Greenaway Lane). Site has also been promoted for approximately 48 dwellings. Reasons for rejection include the access into the site, the location of the site (in the countryside and adjacent to the Holly Hill nature reserve) and the number of homes proposed are contrary to the character of the area.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
South of Holly Hill Lane, Sarisbury (3110) – Some preference for site which is considered suitable, available and achievable and can provide approximately 100 dwellings. The site comprises vacant grazing land, has a range of possible highways access points and would allow for improvements to the pedestrian, cycle and road network.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
East of Furze Court, Fareham (3052) – Some preference for site. Is available immediately and can be delivered quickly (within 5 years). Technical assessments indicate that there would be no concerns with regards to noise and air quality (including no objections from relevant consultees). Although it would represent some loss of open space, the existing quality is very poor and under-used (as was originally intended as a landscaped area for offices) and there would remain a surplus for the ward.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land West of Newgate Lane South, Stubbington (3129) – Some preference for site. Represents a sustainable and deliverable location able to deliver 200 – 250 dwellings (with inclusion of parcel of land to north of 3129 as well). Development would have limited landscape impact, whilst mitigation could reduce impact upon strategic gap. Significant open space proposed, including formal child play. Provides a logical extension to HA2 and can be delivered swiftly.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land West of Downend Road (3009) – Support for the identification of this site which is considered suitable, available and achievable whereby a range of between 550 – 650 dwellings has been identified.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
<i>'New' sites not previously promoted in SHLAA</i>	

Land Off Nelson Lane, Portsdown Hill – Promotion of site for approximately 25 dwellings to form an extension to existing cluster of dwellings. Provides opportunity to increase amenity open space and provide biodiversity enhancements.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land north of A3051 / A27 roundabout, Park Gate – Promotion of site for redevelopment as it currently consists of a scruffy disused former off-licence.	Noted. Site not promoted by landowner at call for sites. No evidence of availability.
Land South of 1 & 5 Woodlands, Pinks Hill, Wallington – Promotion of site for residential development. Site could assist with providing additional width to Pinks Hill highway and also assist with providing pedestrian access to/from Pinks Hill (HA8) from Wallington. Site has good access to motorway and benefits from existing utilities.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land West and North of Titchfield Abbey – good connections with A27 & M27	Noted. Site not promoted by landowner at call for sites. No evidence of availability.
Land between Swanwick Lane and A27 (The Glen) – good access	Noted. Site not promoted by landowner at call for sites. No evidence of availability.
West end of West Street, Fareham – suited to denser mid-rise properties. Would improve character of area.	Noted.
Land at 86 Funtley Road, Funtley – some preference for site. The site is on the edge of the settlement and backs onto land identified to form the landscaped buffer for Welborne. Additional width for an access could be provided by the demolition of No 86. Failure to allow development on this land will result in an area of just less than 1ha left sandwiched between the two settlements, and unrelated to any other agricultural land in the locality.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land West of Botley Road / North of Beacon Bottom, Park Gate – Site promoted for approximately 60 dwellings and improved open space. Represents a suitable location with good road and rail access and is within walking distance to existing local shops, employment opportunities and community facilities. Would provide additional footfall for local shops. Site is available immediately.	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.
Land at Hound Hill Farm, Titchfield – Site promoted for approximately 300 dwellings and which is available immediately. Site is in highly	Noted. Site assessed in the Strategic Housing Land Availability Assessment 2020.

accessible location and can be accessed from Cartwright Drive. North of site would provide buffer to SINC. Would adjoin Titchfield Abbey Conservation Area, as such design would be sympathetic to its character. Site is not subject to any ecological designations and appears to have limited ecological value.	
Military sites – possible availability of sites if made vacant by MoD.	Noted.
Empty homes – must be many empty homes in Borough which can be refurbished or rebuilt to help maximise the use of previously developed sites.	Noted.

Petitions

In addition to the responses received via the online survey, by email and in writing, the Council also received 5 petitions during the consultation period which related to development and proposed housing allocations. Details of the petitions are set out below:

October 2017 Portchester

"We the undersigned are appalled at the ruin of our village being brought about by developers with only their own interests at heart. We call on the Council to oppose future such actions."

There were 471 expressions of support for this petition (paper version).

Online (not hosted by FBC) unable to verify but the Council received a screenshot showing 262 signatures.

October 2017 Portchester

"We the undersigned residents petition the Council to reconsider plans for proposed housing developments on the following greenfield sites in Portchester: Moraunt Drive- 49, Downend Road East – 350, Romsey Avenue – 225 The present plan which is currently out for consultation is unbalanced. The proposed site allocations for new housing within the Draft Plan is not Equally distributed across the Borough of Fareham. It is beyond belief that Fareham Borough Council believes Portchester can grapple with an additional 624 new homes on top of 120 already being built at Cranleigh Road."

There were 240 expressions of support for this petition (paper and online).

November 2017 Warsash and Western Wards

"We the undersigned petition the council to get on and allow the building of some decent homes for local people and those that chose to make this their home. We are not keen on the traffic but we understand homes have to be built somewhere."

There were 26 expressions of support for this petition.

November 2017 Wallington

"We the undersigned petition the council to reconsider the proposed 127 houses on the Wallington Sites – Pinks Hill (HA8), Military Road (Gauntlett's Field – HA16) and North Wallington/Standard Way (HA20) as outlined under FBC's Draft Local Plan"

There were 122 expressions of support for this petition.

December 2017 Warsash & Western Wards

"We the undersigned petition the council to stop the building of 1500 new homes in Warsash, Locks Heath, Park Gate and Titchfield Common. Whilst it is appreciated that the task is not an easy one, there are many sites that we believe the council should be looking at that are more suitable than Warsash and the Western Wards, such as Newlands Farm. We also request that Fareham Borough Council look at SHLAA Ref 3127 and the surrounding area of Fareham North and east of the Town centre. This appears to be a prime location as it already has direct access to the motorway and easy access to the public transport links in Fareham town centre and three senior schools. Fareham centre is also an ideal place for leisure facilities and has space for doctors etc to service the needs of new houses. It would inject a new lease of life into what is already an established town that is essentially being allowed to slide into disrepair."

Paper and online Petition with 2390 expressions for support of this petition.

2.0 *Regulation 18 Issues and Options Consultation*

A total of 487 public survey responses were received in response to the Issues and Options Consultation as well as a further 67 emailed responses and 20 responses from statutory bodies and consultees. Of the 487 public survey responses, there were approximately 1500 individual responses to the questions set.

The following is a summary of the responses received to each question posed together with the Council's summary response:

Our approach: *Do you agree with this approach?* 373 responses

Agree	64%
Disagree	25%
Neutral	8%
Uncertain/Not clear	3%

Summary of responses:

- Strong support for the Council's approach but would like infrastructure and services to increase in line with development.
- Some concern that the Council should assert more control over developers.
- Support for better road access to new developments.
- Comments that consideration should be given to well-being, leisure and the protection of the natural environment.
- Comments that spaces should be created that still gave communities a quality of life.
- Comments supporting first time buyer opportunities to access the housing ladder.

Ensuring good home design – introduced a desire to use nationally described space standards – do you agree this is an issue the Council should be tackling?

Support	83%
Oppose	5%
Neutral	12%

Summary of responses:

- Strong support that new homes should be built in an eco-friendly manner and that residents should have sufficient access to green/open space.
- Design of new homes is important to local residents and many wanted to ensure they would be in keeping with the existing style of the area.
- Concerns that modern homes are too small, not well sound-proofed and built with insufficient parking and storage space.
- Support that the Council should tackle these issues at the planning stage along with making sure we have enough affordable housing and sufficient infrastructure to support growth.

***Are there any other elements of design that you think are important?* 23 respondents**

Summary of responses:

- Eco-friendly (incl. solar panels)
- Open space
- Parking provision
- Soundproofing

- 'good' design.

Large or small-scale developments - Do you agree with the Council's large "cluster sites" approach to housing development? 146 responses

Support	46
Oppose	65
Neutral	35

Summary of responses:

- Support the approach as long as infrastructure and services provision are in line with development.
- Oppose large scale developments and impact on infrastructure.
- Some support for the Council's preference to larger cluster sites as they are likely to make public transport more viable and provide more significant CIL contributions to deliver sustainable transport infrastructure.
- Great concern of respondents that infrastructure must be provided to support new developments.
- Some concern that any large-scale developments should be restricted to areas above the M27.
- Some support of development, particularly small-scale developments, as long as infrastructure concerns were addressed,
- Comments that cycle paths should be provided as part of infrastructure projects.
- Lack of infrastructure to support, loss of strategic gaps and wildlife habitats.

Do you support the Council in continuing to allocate brownfield sites that are likely to deliver homes in the period we are planning for? 162 responses

Support	158
Oppose	0
Neutral	4

Summary of responses:

- Strong support with 97.5% supporting development in brownfield sites.
- Brownfield should be prioritised for development over greenfield.
- Reuse retail and empty industrial sites.
- Brownfield should also be used for employment opportunities.
- Council should implement compulsory purchase orders to take control of brownfield.
- Strong opinions that use of brownfield sites should be prioritised over-use of greenfield sites.
- Where wildlife has 'taken-over' they should be protected to support bio-diversity and as a green oasis in town.
- Support for higher density/taller developments on brownfield sites or small developments and self-builds.
- Concerns over infrastructure/congestion from developments on brownfield sites.

Would you support high density development where infrastructure such as a railway station exists? 111 responses

Support	82
Oppose	8
Neutral	21

Summary of responses:

- Support for up to 3 or 4 storeys but not higher.
- Sufficient parking should be provided.
- Blocks should be sympathetic to character of the surrounding area.
- Opposition to 'high-rise' development.
- Development should consist of lower height blocks of up to three or four storeys.
- Concerned about crime/social issues associated with high-rise developments.
- Sufficient car parking needs to be provided within any developments (including underground car parks)
- general improvements are required to transport infrastructure if more people will be living in town centre (bus routes, cycle routes).
- Apartment blocks need to be sympathetic to appearance and character of town centre and must provide green space and balconies and cycle parking for residents.
- Fareham station needs improving to a transport hub.
- Town centre shopping area/West Street should be considered for low-rise development.

What kind of landscapes do you value in the Borough? 63 responses

Green Spaces	37
Coastal Areas	19
Open Space	13
Parks	3
Historic Areas	2
Trees	2
Apartment Blocks	2

Summary of responses:

- Strong support to ensure that green spaces are protected in the Borough in the context of any development.
- Strong concern over the loss of natural habitats and agricultural land to urban sprawl with particular reference to woodlands, green-corridors, fields, coastal areas and riverbanks.
- Concern of the possible loss of small local areas of green space (copses, rural walks, parks and recreation grounds) and the negative impact on wildlife and the mental & physical well-being of local people if these were lost to development.

Strengthening retail space - What type of development do you think should be encouraged both in the town centre and other centres? 99 responses

Summary of responses:

- Concern that high streets across the country are struggling to survive.
- Focus should be on independent, boutique type retail and food outlets.
- Council should support shops by reducing business rates and reducing parking costs.

- Town centre transport and health infrastructure is insufficient to cope with any more homes.
- The town centre shopping centre should be re-developed into accommodation and West Street encouraged to become a cultural mixed-use area for shops, restaurants and community use.

The survey posed a series of questions regarding general areas in the Borough and whether they should be protected or if respondents felt the areas could support good growth.

Land between Fareham & Stubbington – Do you think this area could support good growth? 241 responses:

Support	66
Oppose	167
Neutral	8

Summary of responses:

- Strong opposition to development, maintain the separation of settlements and prevent the impact of development on the natural environment.
- Concerns that the current infrastructure would be unable to cope with increases in population and the benefits of the Stubbington Bypass would be lost if more homes were built in the area.
- Significant housing development in the current Strategic Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington, particularly along Newgate Lane would harm the amenities of local Gosport residents due to the increase of traffic on residential roads.
- Some support of development in the Fareham/Stubbington Strategic Gap as long as additional infrastructure is put in place.

Land West of Portchester – If transport constraints could be removed, do you think this area could support growth? 92 responses:

Support	29
Oppose	55
Neutral	8

Summary of responses:

- Strong Concern regarding increased traffic and the impact of any development on the current transport and public service infrastructure.
- Concern regarding the protection of the coastal area, including views of the coast and from the coastal path.
- Romsey Avenue area should not be developed.
- Concern over the impact of any developments in this area and future rising sea levels.
- Support to maintain green spaces and not encroach on countryside
- Development would remove the gap between Portchester and Fareham.
- Concern of increased air pollution.

Meon Valley – Should the Council continue to protect this area from development? 137 responses:

Support	129
Oppose	4
Neutral	4

Summary of Comments:

- Support for protecting this area from development due to the area's landscape quality and historical significance.
- This area is prone to flooding and should not be built on.
- Important for protection of wildlife habitat.

Land South of Locks Heath – Would you support limited small-scale development in this area? 112 responses:

Support	29
Oppose	72
Neutral	9

Summary of comments:

- Small scale developments are merging into large scale communities.
- There is a lack of GP's and schools to support development.
- Concerns regarding disappearance of green space and wildlife habitat and the lack of infrastructure to support development.
- Only support small-scale development which is supported by appropriate road and infrastructure improvements.

Land around Swanwick Station – Would you support limited small-scale development or large scale if close to the railway station? 67 responses:

Support	48
Oppose	14
Neutral	5

Summary of Comments:

- Preference for small scale development. The area benefits from good rail/road links.
- Area is suitable for development if supported by appropriate infrastructure.
- Support for the opportunity to intensify the use of Swanwick rail station with improved access by walking and cycling.
- Large-scale, high-density development should be placed close to Swanwick Station as it would place less additional pressure on the road network and could provide quality walking and cycling facilities and parking facilities (park and ride).
- Traffic issues in the area would be made worse by development.
- Green space and woodland should be protected.

Land around Burridge – Would you support limited small-scale development in this area? 60 responses:

Support	34
Oppose	21
Neutral	5

Summary of comments:

- Small scale developments would be better in this area rather than large scale.
- Area is too far from community facilities, would increase car use.

- Green spaces and gaps between communities should be protected.
- Area suitable for small-scale development if supported by infrastructure as close to existing transport links.
- 3000 new homes are already planned at Whiteley.

Land to the west of the Western Wards – would you support limited small-scale development in this area? 128 responses:

Support	15
Oppose	93
Neutral	20

Summary of comments:

- River Hamble landscape should be protected, value as wildlife habitat and scenic environment. Strain on existing infrastructure.
- Oppose development in the Western Wards due to impact on A27 corridor and the limited scope for highway capacity improvements along the single carriageway sections west of Segensworth.
- Concern regarding strain on existing infrastructure should more houses be permitted.

Are there any areas that you think would support future growth or that merit protection from any future development? 79 responses:

Areas to support future growth		Areas that Merit Protection	
Welborne	16	Fields & green spaces	6
Area around Welborne	9	Everywhere	4
Brownfield Sites	7	Area around Welborne	4
Town Centre	5	Coastal Areas	3
North of M27	5	Strategic Gaps	3
Stubbington Bypass	2		
Fareham Station	2		
North of Fareham	2		

- Developers and landowners responding to the consultation did not provide any additional sites for consideration, those sites which were submitted had already been promoted in some form via the call for sites, through planning applications or in response to the earlier consultation.

Summary and Council's response

5.6

The responses received to the issues and options consultation have provided clarity on what local residents value and the issues that they are concerned about in relation to the local plan and the future of the Borough:

- Strong views on what types of housing to build; the future of retail and leisure space; roads and transport; infrastructure capacity;
- Strong support for preserving distinct communities; protecting landscape for health, well-being and wildlife; environmental concerns;
- Range of views about which locations could support new further development;
- Maintain the character of our distinct communities;
- Preserve our valued landscapes, natural environment and wildlife;
- Minimise environmental impact and address climate change;
- The concerns about and the capacity of infrastructure e.g health & schools to meet additional population;

- The ambition to encourage green transport and more active travel modes;
- Meet the Borough housing need and encourage diversity through a mix of sites.

5.7 The information provided in the consultation has been used to inform the progression of the plan.

5.8 In addition to the responses received from local residents and businesses, the following responses were received from statutory consultees and developers:

Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to the Development Strategy and Housing Need Supply		
Number of representations: 43		
Name of organisation	Summary of representation	Council's Response
Eastleigh Borough Council	<p>Eastleigh BC welcomes the development of a new Local Plan and recognises the importance of working together to maintain and enhance the interconnectivity of the entire Solent region. They particularly welcome the positive approach taken through the Issues and Options consultation to identifying further potential sites for development which is noted to reflect a further increased need for new homes within Fareham.</p> <p>With regards specific issues impacting upon Eastleigh Borough, it is noted that the Issues and Options consultation is seeking views on the scale of new development in the Western Wards. They wish to discuss transport and traffic if the new Local Plan supports major development in this area in addition to that previously identified in the Draft Local Plan 2036 (2017). They would also welcome a continuation of the policies included in the Draft Local Plan 2036 (2017) in relation to the mooring restriction areas, designations and nature conservation designations on the River Hamble.</p>	Noted. Fareham Borough Council will continue to engage with Eastleigh Borough Council through the ongoing duty to cooperate.
Gosport Borough Council	<p>Gosport BC strongly opposes significant housing development in the current Strategic Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington.</p> <p>They believe further allocations will lead to the extensive erosion of the Strategic Gap. GBC object fully to the proposed residential allocation at Newgate Lane. The proposal would physically and visually diminish the long-established Strategic Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington. The proposal would significantly harm the amenities of local Gosport residents with the introduction of new access points to existing residential areas, which due to the scale of the proposal would lead to a significant increase of traffic on residential roads.</p>	Noted. HA2 Newgate Lane is no longer allocated in the Local Plan. The Strategic Growth Area South of Fareham is not progressing in the Local Plan. Fareham Borough Council will continue to engage and work with Gosport Borough Council through the ongoing duty to cooperate and the preparation of a statement of common ground.

Havant Borough Council	Given the high need for development and the geographical position of our two local authorities adjacent to the city of Portsmouth, it is essential that we authorities positively, cooperate together in order to meet the National Planning Policy Framework's (NPPF) requirement to "support the Government's objective of significantly boosting the supply of homes" and ultimately meet the need for housing in the area.	Noted. Fareham Borough Council will continue to engage with Havant Borough Council through the ongoing duty to cooperate.
Portsmouth City Council	<p>The last Strategic Housing Market Assessment prepared by PUSH noted that both Portsmouth and Fareham (eastern wards) fall within one single Housing Market Area. PCC is working with FBC on strategic planning issues, in both the production of a review of the PUSH Planning Position Statement and in production of a Statement of Common Ground for strategic planning matters. Both pieces of work are ongoing but the Council is keen to reflect the ongoing collaborative work in a formal Statement in due course.</p> <p>PCC has published a Housing and Economic Land Availability Assessment which shows a shortfall of capacity in the city of some 2,800 dwellings over the same plan period. Given the size of the shortfall it is extremely likely that the City will not be able to meet its own Local Housing Needs as assessed using the government's standard methodology. This will be a critical element for both PCC and FBC to consider in the finalisation of a Statement of Common Ground, either as part of a PUSH-wide review or other arrangement.</p> <p><u>Employment</u> There is potential within the wider market area to provide for employment need, and therefore the City Council will be keen to work with Fareham Borough Council to consider this further through PUSH or other discussions.</p> <p><u>Cities First approach</u> – PCC want FBC to ensure that development strategy does not prejudice the delivery of regeneration and investment in the cities.</p> <p><u>Portsdown Hill</u> - keen to work with Fareham Borough Council as the Fareham Local Plan progresses to ensure that views to and from the hill are adequately considered as both the emerging Fareham and Portsmouth local plans progress.</p>	Noted. Fareham Borough Council will continue to engage and work with Gosport Borough Council through the ongoing duty to cooperate and the preparation of a statement of common ground.
Southampton City Council	In terms of the current Local Plan Issues and Options Consultation, SCC's Planning Policy Team believes that the Draft Local Plan document responds appropriately to	Noted. Fareham Borough Council will continue to engage with

	<p>Fareham Borough's needs and highlights the Council's understanding of up to date, local issues in both Fareham and the wider Solent region. We consider that to 'future proof' the plan, any office proposals which would lead to an over provision set against assessed need or an agreed target for the Borough for a particular phase of the plan should be subject to a sequential assessment of whether there are any sites in Southampton city centre.</p> <p>In terms of 'Large or Small Developments' SCC strongly supports FBC's preference for larger cluster sites rather than a higher level of 'piecemeal' or smaller scale development, on the grounds that:</p> <ul style="list-style-type: none"> • Larger sites can often cater for higher density development (especially those developments close to transport nodes and facilities) • Public transport (buses) are more likely to be viable in conjunction with larger sites • Bigger development sites would tend to be accompanied by larger developer contributions (s106 or CIL) which are more likely to deliver practical items of sustainable transport infrastructure e.g. a coherent and direct cycle corridor with segregated cycle facilities rather than a just small sections of cycle routes. <p>Regarding the 'Land Around Swanwick Station', SCC would strongly encourage large scale (high density) development close to Swanwick Station, the rationale being:</p> <ul style="list-style-type: none"> • Housing close to the station (ideally with exemplar active travel linkages to the station) would (relatively) place much less additional pressure on the M27 and the rest of the network. • Developer funding from high density development near the station could be used to provide excellent quality walking and cycling infrastructure connecting the new dwellings with the station and local facilities. • Development at the station could be accompanied by additional high quality car parking and the encouragement of Swanwick as a park and ride into Southampton (given the frequent rail services into Southampton from the station) and providing better access to Whiteley by foot and cycle. 	<p>Havant Borough Council through the ongoing duty to cooperate.</p>
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	<ul style="list-style-type: none"> Depending on the proximity of development to the station, potentially new developments could be designed as car-free. 	
Foreman Homes	<ul style="list-style-type: none"> Promotes land at Beacon Bottom West for inclusion in the Local Plan. No alternations to draft deemed necessary. Promotes land to the west of Botley Road for inclusion in the Local Plan. Supports allocation for North and South of Greenaway Lane and promotes land north of Greenaway Lane. Promotes land at 21 Burrige Road Swanwick for inclusion in the Local Plan. Promotes land at Bursledon Brickworks for inclusion in the Local Plan. Promotes land at Crofton Equestrian Centre for inclusion in the Local Plan. Promotes land at Downend Road for inclusion in the Local Plan. Promotes land on the south east side of Fleet End Road, Warsash for inclusion in the Local Plan. Promotes land at Hollam Nurseries, Titchfield for inclusion in the Local Plan. Promotes land east of Glen Road, Sarisbury for inclusion in the Local Plan. Promotes land east of Cartwright Drive for inclusion in the Local Plan. Promotes land to the west of Botley Road for inclusion in the Local Plan. Promotes land at Military Road for employment uses. Promotes land north of Military Road for custom and self-build housing. Promotes land at Standard Way for employment uses. Promotes land at Monument Farm for inclusion in the Local Plan with potential for use classes A1 – C1. Promotes land at Newgate Lane for inclusion in the Local Plan. Promotes land at North Wallington for inclusion in the Local Plan. Policy HA20 should be revised to allow for a larger number of dwellings on site and not limit the dwellings to 2 storeys. Promotes land east of Posbrook Lane for inclusion in the Local Plan. Promotes land at Raley Road for inclusion in the Local Plan Promotes land to the west of Ranvilles Lane for inclusion in the Local Plan. Promotes land at Romsey Avenue for inclusion in the Local Plan. The draft allocation included in the draft Local Plan 2017 and proposed extension to the settlement boundary of Portchester are supported. Promotes land off Rookery Avenue for inclusion in the Local Plan. Promotes land at Southampton Hill for inclusion in the Local Plan. 	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.

	<ul style="list-style-type: none"> Promotes land to the south of Sovereign Crescent for inclusion in the Local Plan. Promotes land to the west of Sovereign Crescent for inclusion in the Local Plan. Promotes land at Warsash Maritime Academy for inclusion in the Local Plan and supports allocation in draft Local Plan 2017. 	
Kerman & Co (on behalf of the owners of Hambles Edge and Fenmead)	<p>Considerable concerns about the changes to the local plan proposed in the consultation document. It would be inappropriate for Fareham to proceed to include land to the west of the western wards around Brook Avenue. Such a proposal would not be deliverable for development purposes.</p> <p>Legal opinion provided on the need to have provided a definition of 'limited small scale' in the consultation document, impact on the Hamble River and surroundings, access to Brook Avenue and lack of environmental report.</p>	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Robert Tutton Town Planning Consultants	Objection to Romsey Avenue allocation. The allocation of land to the south of Romsey Avenue would conflict with the sustainable development ambitions of the NPPF, as it would result in the loss of a substantial area of the best and most versatile agricultural land and a 'Primary Support area' for Solent Waders and Brent Geese.	Noted. This site is no longer allocated in the Local Plan
WYG (on behalf of Bargate Homes)	<p>Acknowledges landscape value of Meon Valley but suggests that sustainably located sites within the Meon Valley but close or immediately adjacent to existing settlements are suitable for development. There are a number of areas within the Meon Valley where larger scale development could be sustainably supported subject to site specific considerations and appropriate mitigation measures.</p> <p>Promotes land west of Old Street Stubbington for inclusion in the Local Plan.</p>	Noted.
David Lock Associates (on behalf of Buckland Development)	Support the Council's position to not revisit the detailed policies of the Welborne Plan. Also support the Council's position to focus development on a small number of larger clusters, as infrastructure is easier to provide in this context rather than individual piecemeal developments. Note the consideration of the land around Welborne Garden Village for potential development and support the Council's conclusion that this area is of high value landscape with little development potential at this time. Buckland represent the majority landowner of this area and are not currently considering promoting this area for any development during this plan period.	Support noted.

Bryan Jezeph Consultancy	Promotes Land to the North of Funtley, Land off Addison Road and Land between Common Lane and Warsash Road, for inclusion in the Local Plan.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Gladman Developments	<ul style="list-style-type: none"> Local Plan should be prepared in accordance with the NPPF and Planning Practice Guidance. The housing requirement established through the use of the standard methodology should be viewed as a minimum. The widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest possible range of products. This will also help boost delivery rates. The Council will need to be realistic about the delivery timescales and expectations of Welborne and not place an over reliance on its delivery. A sufficient contingency will need to be incorporated into the housing requirement to account for any further delays that may arise around the delivery of this site. There is no hard and fast rule around what level of contingency should be incorporated into the Plan but Gladman advocate a 20% margin where there is considerable reliance on large schemes like there is in Fareham. Gladman would be opposed to the use Local Green Space designations if these were only to be opposed to prevent sustainable development from going ahead. In allocating land for future housing development the Council should adopt a strategy that seeks to direct growth to higher order centres that benefit from a good range of services and facilities, however this should not be to detriment of bringing forward additional allocations and developments in lower order centres that are and can be made more sustainable though the support that new housing growth could bring for existing or new amenities, and benefit from good accessibility to higher order centres. New areas of Green Belt should only be established in exceptional circumstances, for example when planning for new settlements or major urban extensions. Welcomes the recognition that Burridge has the potential to accommodate housing growth to meet the borough's needs, however we submit that there is 	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.

	<p>the potential to deliver a higher quantum of sustainable growth in this area, in addition to small-scale development opportunities.</p> <ul style="list-style-type: none"> • Promotes land at Botley Road, Burridge for inclusion in the Local Plan. • Opposed to the use of settlement boundaries, as these are often used as an arbitrary tool to prevent otherwise sustainable proposals from going ahead. Instead, Gladman believe that criteria-based policies are a more appropriate mechanism for assessing the merits of individual development proposals, based on their specific circumstances and ability to deliver sustainable development. • However, Gladman would support the introduction of a new settlement boundary for the existing built-up area of Burridge, incorporating any sites that are proposed be allocated through the Local Plan process. 	
Heaton Planning (on behalf of Tarmac Trading)	Promotes land at Fareham Wharf for inclusion in the Local Plan.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Gillings Planning (on behalf of The Estate of William Bryant Tracy, Deceased)	Promotes land south of Holly Hill Lane, Sarisbury for inclusion in the Local Plan.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Bryan Jezeph Consultancy (on behalf of Land & Partners)	<p>Supports the retention of housing allocation HA1: North and South of Greenaway Lane. There are small parcels of vacant or underused land within and immediately adjoining the housing allocation that have not yet come forward for development. It is anticipated that some of these windfall sites will come forward in the short term, meaning that there may be greater capacity within the overall housing allocation than first envisaged by the Council.</p> <p>The Council should also revisit Policy H1 of the Draft Local Plan: Strategic Housing Provision in light of its increased housing requirements and trajectory across the Plan period. It is considered that there is greater potential for much more housing to be delivered in the early years of the next Local Plan than is currently predicted. This</p>	Noted.

	would deliver much-needed affordable housing and help tackle affordability in the short term, as well providing the overall number of new homes that the Council is required to provide.	
Bryan Jezeph Consultancy	Proposes extension to the existing Swanwick settlement boundary. It should at least be extended to include the site subject to planning permission P/19/0061/VC, however it is considered that there is further land which could be developed. Some of the landowners have intimated they willingness to develop some of their land. Furthermore, it is anticipated that the access road to be constructed on the custom build site could potentially be extended to serve adjoining land to the east. This would avoid the need for potential additional access points between frontage dwellings on Swanwick Lane and Walpole Lane.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Bryan Jezeph Consultancy (on behalf of the landowners of land described as land west of Botley Road)	Promotes land to the west of Botley Road, Burridge for inclusion in the Local Plan.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Terence O Rourke (on behalf of Miller Homes)	Promotes land to the east and west of Downend Road, Portchester, for residential development and supports the inclusion of land east of Downend Road as an allocation in the draft Local Plan 2017 (HA4). Land to the north of HA4 is also promoted and HA4 should be extended as such. Generally, agree with the principles for growth set out in the consultation document, however policies should be flexible. Supports LPA's overall spatial strategy approach. Larger sites have the capacity and likely critical mass to deliver a broad mix of housing types and styles and deliver the associated infrastructure requirements that smaller sites can't. Continuing to focus on strategic-scale locations alongside smaller brownfield opportunities will support delivery of the plan's aims and objectives. Supportive of the LPA's proposal to continue to identify and allocate brownfield sites for housing delivery.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Varsity Town Planning (on	Promotes land south of Hook Park Road for a small self-build community.	Noted. The sites promoted are assessed through the Strategic

behalf of O&H Properties)		Housing and Employment Land Availability Assessment.
Pegasus Group (on behalf of Fareham Land LP and Bargate Homes)	Promotes land between Newgate Lane and Newgate Lane East.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Joe Maphosa, Persimmon Homes South Coast	Supports the allocation of brownfield sites but the council needs to be realistic in terms of potential capacities and deliverability. Supports higher density development in suitable locations. Historically development in the borough has been relatively low density. Given the borough's housing need, it is necessary for the council to revisit its approach to modern day housing development and the densities which can be delivered. Supports development on land between Fareham and Stubbington. The Stubbington Gap and its function should be reviewed. Persimmon have land interests in this part of the borough and maintain the view that the site is suitable, available and achievable.	Noted.
WYG	Promotes land adjacent to Spurlings Industrial Estate (Junction 11) for employment uses.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Turley (on behalf of Reside Developments – Land at Funtley)	Welcomes recognition of increased housing need and acknowledgement that 520 is a minimum. Promotes land to the north of Funtley Road and land to the south of Funtley Road. Supports the allocation of these sites in the draft Local Plan 2017 but concern regarding some of the detailed elements. This representation should be read in conjunction with the representations made in 2017. Sites previously proposed for allocation in the draft Local Plan will need to be carried forward in the next iteration of the Plan in light of the borough's housing need. The Local Plan update does not include Funtley as an area of search, concerned that the latent development potential of Funtley is being overlooked. The NPPF requires that the Local Plans are justified by an appropriate strategy which takes into account reasonable alternatives. Density of Policy HA10 (Funtley South) is considered too low, the site has capacity for a higher number of dwellings. The capacity of the site could be further increased were	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.

	the developable area extended further south than is proposed in the planning application proposals. It is considered that the Council should test the strategy option (including through the SA process) of increasing the capacity of DLP sites to see if capacities can be increased without unacceptable adverse impacts, in line with the provisions set out in the NPPF to use land efficiently.	
Turley (on behalf of Taylor Wimpey)	Land to the west of Burr ridge/Whiteley, specifically land to the east, west and north of 60 Swanwick Lane, Swanwick is promoted for allocation in the emerging Local Plan.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Turley (on behalf of Reside Developments – Land East of Southampton Road, Titchfield)	Promotes land to the east of Southampton Road. Welcomes recognition of increased housing need and acknowledgement that 520 is a minimum. Sites previously proposed for allocation in the draft Local Plan will need to be carried forward in the next iteration of the Plan in light of the borough's housing need.	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Urban Wilderness (on behalf of Hallam Land Management)	<p>Promotes land to the south of Fareham at Newlands for inclusion in the Local Plan.</p> <p>In identifying a housing supply strategy to accommodate the increase in the housing requirement, the diversity of opportunity will be an important measure, and this can be achieved by ensuring a diversity offer on large strategic sites as well as the allocation of small sites.</p> <p>Agree with the principle of good growth. Boundaries of strategic gaps should be reviewed alongside the preparation of development plans.</p> <p><u>Development Options</u></p> <p>Welborne – It would make little sense to extend Welborne in an easterly direction to meet additional housing need as there would be no genuine prospect for additional housing being delivered in this location within the plan period.</p> <p>Land around Locks Heath, Swanwick Station and Burr ridge – The extent to which land around Locks Heath, Swanwick and Burr ridge is capable of accommodating new development is constrained by the extent of nature conservation designations close to the existing urban area. The extent of constraints in these locations, significantly limiting development opportunities to small-scale schemes at most.</p> <p>Land West of Portchester – Having regard to recent planning application refusals, the extent to which further additional housing can be provided in this location will require</p>	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.

	careful consideration and balanced against the extent to which other locations are better suited in this respect.	
Wickham Society	<ul style="list-style-type: none"> • Don't understand the need for additional housing in the area. Will lead to increased traffic congestion and impact on the local health provision and environment. • Support the use of brownfield sites, particularly close to public transport hubs. • Important for new development to be located where there is opportunity for adequate infrastructure and road improvements. • Concerned that further development could be considered on land around Welborne. 	Comments noted. Concerns around impacts of additional housing are assessed within the Local Plan evidence.
Knowle Village Residents Association	Concerned that council may be proposing to include land around Welborne for development. Consider it would have significant impact on the infrastructure around Knowle Village.	Comments noted. East of Welborne was one area noted in the consultation but site allocations in that area have not been taken forward.
Fareham Liberal Democrats	<p>Any future Local plan needs to be fair and balanced when considering subsequent housing allocations. All communities should share some of the pain with regard to new housing.</p> <p>Is the councils large cluster sites approach to development compatible with the requirement that 10% of development should be on small sites?</p> <p>Brownfield schemes should be carefully examined to avoid increased congestion and pressure on already-over-stretched services</p> <p>Support higher density, taller development where supporting infrastructure exists provided it doesn't put pressure on parking near the station which could discourage commuting by rail.</p> <p>Potential areas for growth:</p> <p>The consultation response contains extensive questions for each of the areas identified in the issues and options consultation, including:</p> <p>Could development on the eastern flank beyond the land allocated east of Newgate Lane in the 2017 draft plan be achieved on eastern flank without destroying the rural feel of the established settlement around the old course of Newgate Lane?</p>	Comments noted. Distribution of housing is based on spatial options tested through the SA. Queries on potential areas for growth noted and addressed through the evidence base.

	<p>What does small-scale mean in this area? Small groups of affordable homes?</p> <p>As with the land south of Locks Heath, would larger development with sustainable services and improved transport links have less impact on the landscape than piecemeal development?</p> <p>Does its proximity to the motorway offer opportunity for growth without undue pressure on feeder highways?</p>	
Hill Head Residents Association	<p>The underlying principles which HHRA particularly wishes to stress are:</p> <ul style="list-style-type: none"> • The maximum use of brownfield sites and, accordingly, minimum incursion onto greenfield sites. • Protection of the coastal area, both for wildlife and because road access is already over-strained and public transport limited. HHRA encourages FBC to recognise the importance of the coast, and particularly the beaches, to the well-being of those in the Borough and the many visitors from further afield. • Maintenance of strategic gaps and, in particular, the Meon Gap and a Stubbington/Fareham gap. • The need for good access to any areas of development, particularly via public transport. • Careful regeneration of retail areas, eg Fareham town centre and Portchester, including an increased proportion of housing. • Provision of open spaces and, where appropriate, inclusion in planning conditions for large developments the requirement for essential facilities such as GP surgeries and schools to be provided by the relevant authorities. • Implementation of the updated guidance on the Natural Environment issued by the Minister for Housing, Communities and Local Government on 21 July 2019, requiring house builders to do “more to protect Britain’s cherished wildlife”. 	Noted. Much of the response supports government policy which is followed through in the Development Strategy.
The Fareham Society	<p>Lack of information in the consultation document (Issues and Options Fareham Today) - does not quantify the number of additional houses or the total area of land required for housing or employment. It is not clear how this consultation builds on the work that was</p>	Noted. Much of the response supports government policy which is within the proposed

	<p>done in 2017. The consultation makes many references to land that has been promoted for development but does not show where these are.</p> <p>Air Quality: Approves of measures to improve air quality in the Borough and considers that this should be one of the factors guiding the location of new development and the facilitating of sustainable means of transport.</p> <p>Housing Numbers/Sites:</p> <ul style="list-style-type: none"> • Reference should be made to new housing providing for net migration into the Borough, particularly from other parts of the Partnership for Urban South Hampshire area, rather than only catering for changing demographics within the existing population. • Supports the identification of brownfield sites provided that they have not become important for biodiversity. • Not many sites in the Borough that are suitable for taller buildings, but Fareham railway station could probably support 4-5 storey development subject to detailed design taking account of the impact on local residents and the provision of adequate infrastructure including car parking. • Valued landscapes: Main river valleys, (Hamble and Wallington as well as the Meon), the coast, Portsdown Hill and the gaps between settlements. <p>Finding land for new housing:</p> <ul style="list-style-type: none"> • No development in the strategic gap that would adversely affect its function in providing for the separation of settlements. • On character and appearance grounds, no further incursion towards the coast or on land south of the motorway to either side of Downend Road. • Meon Valley should become part of any proposed South Hampshire Green Belt. • Land south of Locks Heath would not be viable without encroaching on woodland, common ground or good quality and productive agricultural land. • Land around Welborne is unsuitable either because of the high value river valley and 'downland' landscape or the unacceptable noise levels near to the motorway. • Small-scale development may be possible around Swanwick Station on a case by case basis. • Some very small-scale and sensitive development may be acceptable close to existing built up areas, whilst protecting the planting belt between Burridge and Whiteley. 	<p>development strategy. Issues and options was not specific on additional housing numbers because they were not fixed at that time.</p>
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	<ul style="list-style-type: none"> The rural nature of the landscape alongside the Hamble River needs to be protected. 	
Bryan Jezeph Consultancy	<ul style="list-style-type: none"> Agrees with approach of developing most new homes on larger developments. Notes 10% of sites should be small as per NPPF. Supports limited development on land south of Locks Heath, (specifically Lowater Nursery – promoted by them in call for sites). <p>Supports the retention of HA26 – Beacon Bottom in the draft plan (on behalf of their client Southcott Homes Ltd, the land owner)</p>	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Wickham Parish Council	<ul style="list-style-type: none"> Protect land around Welborne from future development – designate as valued landscape/green belt. Valued landscapes: undeveloped coastal areas and southern edge of Portsdown Hill. 	Noted. Landscape evidence available to support the Reg 19.
Varsity Town Planning on behalf of O&H Properties Ltd	Supports development on land south of Hook Park Road for Self Build (promoted by O&H in call for sites).	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Wessex Planning	<ul style="list-style-type: none"> Does not support large cluster site approach as damaging to smaller housebuilder industry. Prefer a balanced approach supporting both. Should include Brownfield sites outside the urban area for development. 	Noted. The sites promoted are assessed through the Strategic Housing and Employment Land Availability Assessment.
Workham European Property Ltd. On behalf of Luken Beck	<ul style="list-style-type: none"> Spread of development locations and sizes required. Supports development around Burridge, in particular Land at Eversdown Farm (promoted by Luken Beck in call for sites). 	Noted. Eversdown Farm considered in the Shela.
MP Caroline Dinenage	<ul style="list-style-type: none"> Important to maintain strategic gap between Fareham & Stubbington – protecting green space and preventing worsening pressure on roads/air quality. Concerned about pressure of development in Newgate Lane/Stubbington Gap on schools, dental practices & GPs. Supports allocation of Brownfield sites for housing 	Noted. Much of the response supports government policy which is within the proposed development strategy.

	<ul style="list-style-type: none"> • Use more environmentally sustainable construction methods, include renewable energy sources. • Provide homes which are suitable for multi-generations & for people with disabilities 	
Fareham Constituency Labour Party	<ul style="list-style-type: none"> • Protect green spaces for future generations • Allocate Brownfield sites and prioritise them over greenfield sites • Agree with principal of higher density in town centre, sustainable and a boost to the economy. • Encourage independent retailers to the retail areas and build additional affordable properties in town centre and other centres. 	Noted. Much of the response supports government policy which is within the proposed development strategy.
CBRE on behalf of Swanwick Marinas	Supports the further development of the Swanwick Marina site in addition to the 50 dwelling extant permission – development of a Brownfield site.	Site identified as developable.
Natural England	<p>In response to the Issues and Options question about ‘Meon Valley- Should the Council continue to protect this areas from development?’</p> <p>Natural England would support the continued protection and enhancement of this area for biodiversity, access and opportunities for river restoration. Southern Water’s River Itchen Drought Order Habitats Regulations Compensation Package includes the proposal for river restoration to improve the chalk stream habitat in the River Meon. It is advised that the Local Plan safeguards land in the Meon Valley that could contribute to this project.</p>	Noted. Landscape evidence available to support the Reg 19.
Campaign to Protect Rural England (CPRE) Hampshire	<p>CPRE does not agree with the current MHCLG mechanism for calculating housing numbers. CPRE support the use of 2016-based household projections and not 2014-based. It is envisaged that 2016-based or even 2018-based projections for the Local Plan could result in Fareham’s housing need being less than at present, meaning less greenfield land needing to be allocated. As such, there would be support for a policy that had a ‘reserve’ type approach to greenfield sites if they were required.</p> <p>CPRE advocates a better definition of ‘affordable housing’. CPRE is urging the government to change this definition and set affordable rents at 35% of net income for the lowest income groups unless the 80% of market rate is cheaper.</p>	Noted. To deviate from the standard methodology would require exceptional circumstances. Support for other policy areas noted.

	<p>Anecdotally there may be some underutilised retail parks that could offer redevelopment opportunities.</p> <p>Large sites take longer to be developed whereas small brownfield sites can come forward much quicker, CPRE has research to show this. There is support for any policies that encourage the better use of small brownfield sites and would like to see more ambitious targeting of brownfield sites for development by the Council.</p> <p>Smaller sites can often use existing infrastructure and provide a meaningful financial contribution to improving it. The Local Plan could use a cluster approach to source contributions from a number of small developments to provide sizeable improvements to infrastructure.</p> <p>CPRE would agree to higher densities in town centres. High density streets could include Georgian style terraces which would be in keeping with the historic pattern of parts of Fareham. CPRE recommends the design principles endorsed by CreateStreets and supported by the interim report of the Building Better Building Beautiful Commission.</p> <p>The Stubbington Fareham Strategic Gap should not be lost completely. The new road could make this area more accessible than other locations in the Borough. Any new housing proposed here would have to fit within and around existing communities and ensure there was no infrastructure deficit.</p> <p>CPRE would not support additional development in the coastal area or along the slopes of Portsdown Hill in Portchester. These areas are important landscape features. Portsdown Hill has historic importance as well.</p> <p>CPRE agrees that the Meon Valley should be protected. This area could form part of a South Hampshire Green Belt. CPRE would welcome efforts to work with other Local Authorities in South Hampshire on this proposal through a Statement of Common Ground.</p>	
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	<p>Very small-scale development could be possible at Land South of Locks Heath. This would need to be designed to fit within and around existing communities and add to the infrastructure where required. CPRE agrees that the coastal area is an important rural landscape.</p> <p>CPRE is supportive of development close to mass transit around Swanwick Station. Small-scale would need to be designed to fit within and around existing communities and add to the infrastructure where required. Development would need to have active travel transport links to the train station. The area to the north of the M27 has some important areas of natural habitat which would likely preclude development. Additionally, there may be underutilised areas of retail park in Locks Heath/Park Gate that could be considered for redevelopment.</p> <p>The area around Burridge has some important areas of natural habitat which would likely preclude development. Very small-scale development could be possible but it would need to be designed to fit within and around existing communities and add to the infrastructure where required.</p> <p>CPRE has concerns that Warsash has seen a large amount of housing building already. There is no support for significant additional development in this area. Development that would impact in the value of the landscape along the river Hamble would be strongly objected to.</p> <p>CPRE feels strongly that the countryside separating the existing settlements are important aspects and all possible efforts must be made to avoid coalescence. In addition, the land east of Welborne has high landscape and historic value and should never be built on. Both this area and the Meon Valley could be included within a new South Hampshire Green Belt.</p>	
Hampshire County Council (Minerals and Waste Safeguarding)	The MWPA appreciate there are not specific sites detailed in the Issues & Options document (more possible 'areas' for development) however, it would raise with Fareham Borough Council at this stage that some of these areas do fall within safeguarded mineral areas and / or contain safeguarded waste sites.	Noted. The Strategic Housing and Employment Land Availability Assessment considers this.

Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to Housing		
Number of representations: 9		
Name of organisation	Summary of representation	Council's Response
David Lock Associates (on behalf of Buckland Development)	Request that the full NPPF definition of affordable homes is taken into account, rather than a narrowed definition as presented in this document. Different tenure types are important to create mixed and diverse communities, and other affordable tenures, such as shared ownership and starter homes also can provide valuable affordable homes which respond to local needs. The focus on Social Rent could result in fewer affordable homes being delivered. In our view it is far better to build Affordable Rent homes and, using the S106 mechanism, peg rent levels to the Local Housing Allowance (LHA). This will ensure that the funding streams for Registered Providers can be used to deliver Affordable Rent homes and, more importantly, the properties will remain affordable because the rent levels will be tied to housing benefit levels.	Noted- Reg 19 Publication Plan recognises the full breadth of affordable homes.
Gladman Developments	Affordable housing provision in the Local Plan should be set at a realistic level and not compromise sustainable development.	Levels in the Reg 19 Publication Plan have been set based on viability evidence.
Tetlow King Planning (on behalf of Rentplus UK)	Providing a supply of affordable housing for local people is central to achieving sustainable development. Affordable rent to buy products offered through the local housing register and managed and maintained by a local housing association can diversify local housing stock and free up existing affordable housing for other households in greater need. The policy requirement to deliver 10% affordable home ownership models as part of all qualifying residential developments is supported. The proposal to start negotiation of tenure mix at 65:35 affordable rent to affordable home ownership products is a pragmatic guideline but should also be used flexibly to take account tenures such as rent to buy which bridges both. Note the concern raised in paragraph 5.19 (Draft Local Plan 2017) that affordable home ownership tenures should be priced appropriately to ensure supply does not undermine the attractiveness of shared ownership housing. The delivery of all affordable housing must take into	Noted – differing affordable tenure types will be welcome provided they fit with the 'affordable housing' definition provided by the NPPF. Rent to Buy and Rentplus models are normally considered as intermediate or affordable routes to home ownership.

	account the need and demand for each product, and individual developments must be viable proposals. Rentplus is a fully privately funded model and does not require any public subsidy to deliver homes, the delivery of rent to buy homes will result in significant additional investment that would not otherwise be available and enable higher levels of affordable housing to be delivered. Just as shared ownership homes can provide a 'stepping-stone' (paragraph 5.22) for families already in affordable rented homes, Rentplus homes provide this, with the additional benefits that paying an affordable rent to save for purchase provides.	
Terence O Rourke (on behalf of Miller Homes)	Specific sites should be identified for self-build as opposed to seeking to incorporate a proportion on all site allocations. Regarding affordable provision, the LPA should engage with Registered Providers to identify the demand and type of housing that is required.	Local Plan includes a specific, allocated site. Such developments can also be achieved through the planning application process.
Foxley Tagg Planning (on behalf of the National Custom and Self-Build Association)	It is important that the Local Plan is proactive and progressive in its approach to custom and self-build. It is not sufficient to include a policy that simply 'encourages' custom and self-build. Instead the plan must demonstrate specifically and in detail how it will ensure that the needs of custom and self-builders is to be met. NaCSBA consider that a specific policy relating to custom and self-build is required and have provided suggestions as to specifics that could be included within such a policy.	Local Plan includes Self and Custom Build Policy with requirement that developments of 40 dwellings or more must provide self and custom build plots.
Fareham Liberal Democrats	Important to provide suitable mix of affordable housing. Council must improve its target for building its own homes to rent. FBC should press central government for increased funding (bigger share of receipts from council house sales). Can the Council ensure targets for affordable homes are met while ensuring sufficient developer contributions to provide infrastructure?	Noted. The Council's adopted Affordable Housing Strategy (2019) includes an increased emphasis on affordable homes delivered directly by the Council. The Local Plan also includes several sites allocated for housing that are within the control of the Council. The funding for the delivery of more Council affordable homes is outside of the remit of the Local Plan.
The Fareham Society	Affordable housing need should be met with genuinely affordable housing provision	Noted. A comparison has been made between AH need and supply within the plan period.

Varsity Town Planning on behalf of O&H Properties Ltd	Supports the Council's approach to Self & Custom Build as can raise design standards.	Support noted.
Wessex Planning	Self-Build policies are lacking, self-builders do not want plots on major allocated sites.	Evidence gathered from Self and Custom Build Register indicates that self-build market is interested in pursuing this type of opportunity (see Self and Custom Build Background Paper).

Reg 18 Issues & Options Consultation 2019

Representations from Specific Consultees, Developers and Agents relating to Infrastructure

Number of representations: 14		
Name of organisation	Summary of representation	Council's Response
National Grid	No comments to make in response to this consultation. National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect assets.	Noted.
Portsmouth Hospitals NHS Trust University Hospital Southampton NHS Trust	Request that the Council uses this consultation as an opportunity to communicate a positive message to residents (existing and new) that health is a high priority and will be given the same scrutiny as the provision of affordable housing and schools within the planning process. New dwellings will place additional pressure on local NHS health services. Many residents will access treatment at Portsmouth Hospitals NHS Trust or UHS. A strategy to encourage clustering of new dwellings will enable the Trusts to calculate the health needs and therefore the additional services required. Trusts will welcome a policy that seeks contributions from these developers towards the delivery of healthcare services.	The Council has been engaging with the Clinical Commissioning Group on behalf of the health estate. The Infrastructure delivery plan sets out the health requirements needed to support the delivery of the Local Plan. Developer contributions towards the health estate will be sought

	<p>Developers should consider the allocation of land for primary care use, but also undertake consultation across the NHS during the planning process to understand the impact of any proposed development on acute, ambulance, community, mental health, and GP provision.</p> <p>The Council should clearly articulate within policy, a requirement that developers will make contributions (CIL, s106) for health services, including hospitals. These will mitigate both short term unfunded impacts upon unplanned care (revenue claims) and shortfalls in capital programmes that deliver essential services to the catchment population. These contributions will recognise both the service and built infrastructure requirements of the provision of additional healthcare services. The NHS trusts will work with FBC to create an approach whereby a unified NHS funding request can be submitted for new developments. For larger developments, we welcome the use of the EIA as a tool to examine the impact of the development on health services provision.</p>	and is stated in the site development briefs.
Highways England	<p>We would be concerned if any material increase in traffic were to occur on the strategic road network because of planned growth in Fareham without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place.</p> <p>When identifying the preferred strategy for spatial options, consideration will need to be given to assessing the cumulative impact of new sites that might be taken forward together with already planned growth in Fareham on the SRN.</p> <p>Welcome further dialogue on potential growth in particular any site in and around M27 J11, this would include land close to J11 being promoted for commercial use, when considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible.</p> <p>Will support proposals that consider sustainable measures which manage down demand and reduces the need to travel.</p>	<p>The Transport Assessment (TA) that accompanies the Local Plan considers the impact on the highway network of the borough including the Strategic Road Network. The TA looks at the cumulative impact across the borough and proposes mitigation where this is flagged. Highways England have agreed the approach and that there are no points of the SRN that require mitigation as a result of Local Plan development. Highways England have been consulted on the sites most relevant to them. They will continue to play a role in determining the final scheme outcome for the site.</p>

	<p>Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the M27.</p>	
Southern Water	<p>The adopted Fareham Local Plan will inform Southern Water's investment planning. Adoption provides the planning certainty required to support investment proposals to Ofwat. Ofwat's price determination at the end of this year will fund the investment programme for the period 2020 to 2025. There will be another price review in 2024, covering the period 2025 to 2030, giving repeated opportunities over the timeframe of the Local Plan to plan for infrastructure investment.</p> <p>Southern Water does not have any comments to make at this stage and will make appropriate assessments of the impacts on infrastructure once the location and scale of development has been identified.</p>	<p>Noted. Reference to local utility infrastructure connections is included within the IDP.</p>
Portsmouth Water	<p>Comments provided on the current local plan that will assist the council's consideration of the issues and options.</p> <p>Spatial Strategy Safeguarding existing infrastructure, such as mains and aquifers, is important. Developers should check for existing infrastructure and for source protection zones that may limit development options as need to protect the water environment from pollution.</p> <p>Design Policies <u>Energy and Water Efficiency</u> Portsmouth Water's Water Resource Management Plan is based on lower per capita consumption than that proposed in the Local Plan. Both water companies supplying Fareham have an aspiration for customers to reach 100 litres/head/day by 2050. Large new developments constructed with water efficient targets would contribute to those targets – PW also proposing that if a developer can provide evidence of intention to build to a level of 100 litres per head per day, or less, they would provide a 50% allowance on infrastructure charges.</p>	<p>Noted.</p> <p>Policy D5 of the Plan requires development across all areas of water supply to achieve water efficiency standards as a minimum of 110 litres per person per day. The supporting text to the policy references Portsmouth and Southern Water's targeted ambition of 100 litres per person per day and encourages</p>

	<p>Recommend and strongly encourage Fareham to aspire to lower consumption figures, and to recommend this for all new dwellings, rather than just for those with water supply issues.</p> <p><u>Water Resources</u></p> <p>Note that this statement includes that there are “<i>nitrate problems and catchment level nitrate measures are required now...</i>” and “that housing growth will not affect the scale of these measures”. Further clarity on this is needed. Recommend that this statement is amended to include more specifics in reducing impacts to the water environment. However, we do support the statement “<i>Development proposals must not be detrimental to the management and protection of river, coastal and groundwater and will take opportunities to enhance these resources</i>”.</p> <p>We support the inclusion and requirement to protect water resources in this policy, in addition we would recommend that water quality protection and enhancement is included as a separate Policy and we would be happy to help in developing this.</p> <p>Suggested policy:</p> <p>Policy D7: Water Quality</p> <p><i>10.44 The chalk that underlies a large part of the Borough is designated as a Principal Aquifer providing crucial groundwater resources for public water supply. Part of the Borough’s public water supply is sourced from a groundwater abstraction at Maindell.</i></p> <p><i>10.45 The chalk aquifer can easily be polluted from development which can be very difficult to remediate. Pollution can originate from a number of sources including:</i></p> <ul style="list-style-type: none"> • <i>Industry (for example agriculture);</i> • <i>The disposal of effluent in soakaways;</i> • <i>The disturbance of contaminated sites;</i> • <i>Inappropriate storage of oil and chemicals during and post-construction;</i> • <i>Development in the vicinity of solution features in the chalk (e.g. swallow holes) increasing groundwater turbidity;</i> • <i>Piling and inappropriate foundation design;</i> 	<p>development to attain this target where possible.</p> <p>Noted. The position regarding water quality impacts from development has since been clarified.</p> <p>The requirement to consider groundwater is covered in Policy D5 of the Plan. In addition, the requirement to consider the impact on Groundwater Source Protection Zone is a requirement of the relevant site allocations.</p>
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	<ul style="list-style-type: none"> • <i>Inappropriate drainage systems (for example, infiltration drainage into the aquifer or bore hole soakaways).</i> <p><i>10.46 Policy D7 is designed to assist in the protection of groundwater and controlled water. This policy complements the powers and duties of the Environment Agency; the statutory body responsible for the protection of groundwater in England, and the 'catchment management' approach being adopted by Portsmouth Water. This approach aims to address pollution at its origin in the catchment, thereby preventing deterioration and improving the quality of water in the chalk aquifer which supports abstraction for public water supply.</i></p> <p><i>10.47 If a development is within Source Protection Zone 1 this policy will apply, and it is likely that specialised geotechnical advice will be required to support any development proposals.</i></p> <p><i>D7: Water Quality</i> <i>Proposals for non-householder development in a groundwater Source Protection Zone 1 will be permitted where:</i></p> <ol style="list-style-type: none"> <i>The following key risks are taken into account during the early stage of planning and understood in the context of a Conceptual Site Model and risk assessment:</i> <ol style="list-style-type: none"> <i>Drainage and Sustainable Urban Drainage Systems (SuDs);</i> <i>Piling and foundation design;</i> <i>Contaminated land;</i> <i>Activities that include large-scale ground disturbance such as excavations;</i> <i>Storage of chemicals and polluting materials;</i> <i>Waste disposal;</i> <i>Importation and use of soils.</i> <i>Where a risk has been identified as part of a., development proposals must:</i> <ol style="list-style-type: none"> <i>Provide appropriate mitigation to minimise the risk to groundwater which may include requirements for groundwater monitoring and;</i> 	
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	<p><i>ii. Ensure the ongoing management and maintenance of any mitigation measures.</i></p> <p><i>10.48 A Conceptual Site Model (CSM) should identify risks and provide a representation of anticipated site conditions and interactions between different processes. A phased approach to the CSM is considered appropriate. This should start with a desk study and literature review identifying all potential source, pathway and receptor linkages. Depending on the findings of the desk study, an intrusive investigation may be required to further establish the risk of contamination in the hydrological setting. Once risk has been established, options can be assessed to ensure that development removes or adequately minimises the risk to groundwater. Portsmouth Water Groundwater Protection Guidance Notes provide appropriate guidance for applicants when considering development on the Principal Chalk Aquifer and within Source Protection Zones.</i></p> <p><i>10.49 Areas of aquifer vulnerability are defined by the Environment Agency Source Protection Zones (SPZs). These zones show the risk of contamination from any activities that might cause pollution in the area. Part of the Borough is situated within a Source Protection Zone 1 (SPZ1) which is defined as the 50-day travel time from any point below the water table to the source.</i></p> <p><i>10.50 The Environment Agency and Portsmouth Water will be consulted at the earliest opportunity on any planning application for new development located within SPZ1. In most cases it will be possible to protect groundwater/public water supply through the inclusion of appropriate planning conditions on any consent granted.</i></p> <p>Sustainable Urban Drainage systems (SuDS) SuDS provide a mechanism to enhance water quality, safeguard water resources and improve biodiversity if developed properly and managed well in the future. We recommend that a specific statement on SuDS is included.</p> <p>Land Contamination A “brown field” first policy would help to achieve remediation of land and improve water quality. In addition to this, the management of land contamination including</p>	
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	appropriate investigations, risk assessment and remediation strategies is required. We recommend that a specific statement is included on land affected by contamination.	<p>A Policy relating to SuDS is included within the Local Plan.</p> <p>Noted.</p>
Fareham Liberal Democrats	<p>Concern that HCC as highway authority dismiss public concerns regarding highway issues.</p> <p>Health forms part of sustainable development – area of concern for residents.</p> <p>No mention of public transport alongside active forms of travel.</p>	<p>The Local Plan is supported by a Transport Assessment that has been produced in consultation with HCC as Highway Authority.</p> <p>Health requirements as requested by the CCG are included within the IDP.</p> <p>The TA sets out the role public transport will play alongside road capacity improvements to improve travel throughout the borough.</p>
British Horse Society	<ul style="list-style-type: none"> Concerns of highway safety to horse riders using the road network. The Hampshire right of way network is fragmented. Requirement for equestrians to be recognised as vulnerable road users alongside pedestrians & cyclists and for them to be included in the emerging Fareham Active Travel Strategy, to be included in any shared-use routes wherever possible. Suggest incorporating principles set out in Hampshire Countryside Access Forum guidance – Equestrians in Hampshire. 	Noted. The Local Plan links to the Local Cycling and Walking Infrastructure Plan produced by the Highway Authority. In addition a number of improvements to the rights of way network are

		identified in the IDP as required infrastructure improvements.
Southampton City Council	<p>Important to provide Electric Vehicle Charging Points (and ideally other alternative fuel provision as well) into new developments.</p> <p>Whilst the iteration of this plan is high level, SCC would still wish to flag up the pressing need for any new developments on the western side of Fareham (Borough) to be linked into a strategic cycling network for journeys towards Southampton.</p>	<p>Noted. The provision of EV Charging points in new development is included within the Local Plan.</p> <p>Noted.</p>
Portsmouth City Council	<p><u>Transport</u> – wish to see connections with SEHRT and walking/cycling strategies linking Fareham to Portsmouth.</p> <p><u>Education</u> - Timing of housing provision on border with PCC in relation to school places provision.</p>	<p>Safeguarding and contributing to Rapid Transit schemes is contained in the policy of the plan with development sites contributing to SEHRT schemes where relevant.</p> <p>. Final decision on how provision is made in the area will be agreed with the Education Authority as sites come forward.</p>
Hampshire County Council (Highways)	<p>Fareham Town Centres must address identified air quality exceedances for NO2 along sections of the A27 corridor.</p> <p>The Highway Authority does not support additional development in the Strategic Gap between Fareham and Stubbington because there is very limited opportunity for housing growth in Stubbington based on the current local facilities. The Highway Authority would wish to highlight that Stubbington bypass has planning permission and that this infrastructure is primarily to provide highway capacity to support access to the Gosport peninsula and access to jobs and regeneration in Gosport. Must restrict any new direct access onto the bypass particularly in the morning peak.</p> <p>The Highway Authority recognises that there are opportunities for housing development in Portchester which can be served by the local shops and services together with the regeneration of Portchester precinct. The A27 through Portchester is a key strategic corridor (and diversion route for the M27) and the priority will always be to maintain this road hierarchy by not adding unacceptable additional delays to the</p>	<p>Noted.</p> <p>The Council has worked with and consulted the Highway Authority regarding the production of the Transport Assessment. Localised network considerations will be considered through site specific transport assessments as part of the planning application process.</p>

	<p>efficient functioning of this corridor. All housing sites must connect and integrate with SEHRT and address identified highway safety aspect of the A27 corridor.</p> <p>The Highway Authority supports the opportunity to intensify the use of Swanwick railway station with improved access by walking and cycling. Any new small-scale development at the station should address the inadequate bus, walking and cycling connections to the Segensworth business parks.</p> <p>The Highway Authority does not support additional small -scale development in the Western Wards due to the impact of the trips generated on the A27 corridor and the limited scope for highway capacity improvements along the single carriageway sections of the A27 west of Segensworth.</p>	<p>Noted. Walking and cycling links to Swanwick are identified in relevant site allocation policy.</p> <p>The Transport Assessment has considered the cumulative impact of local plan development on the highway network of the borough, including runs of mitigation schemes where junctions have been identified as failing in capacity terms. The Council is satisfied that this demonstrates the ability of the transport network to accommodate local plan growth, with site specific impacts to be identified and mitigated through individual transport assessments through the planning application process.</p>
Hampshire County Council (Adult Extra Care/Specialist Housing)	<p>Across the County, currently 1 in 10 of people are over 75 years in age. In the next seven years the number of residents aged 75 years and over will increase by 30%. An estimated 14% increase in the 85-89 year old age range is expected in the next five years and an even higher 26% increase in those aged 90 and above, Inevitably longer lives mean more people succumb to illness and lose the ability to care for themselves.</p> <p>There are an increasing number of younger adults with highly complex needs surviving into older age. The number of people aged 18 years and over predicted to have a learning disability is projected to increase by 11% over the next five years. The future requirement for supported living accommodation, including Extra Care, is set to increase by over 60% in the next 5 years.</p> <p>The County Council's Adult Health and Care Strategy aims to double to quantity of Extra Care housing provided for older persons in response to the demands created by</p>	<p>Noted.</p>

	<p>an ageing population. HCC implementing the strategy by development of its own land and securing provision through S106 agreements.</p> <p>County Council wishes to see Affordable Extra Care Housing provided on large developments across the County.</p> <p>Pg6. The County Council consider that It is important to meet the needs of vulnerable members of the community including older people and those with support needs. Affordable housing solutions should be designed to help meet those needs, including the provision of Extra Care Housing.</p> <p>Pg7. Providing accessible homes across tenures is important in meeting the existing and changing needs of communities and ensuring everyone has a home that meets their requirements. All new homes should be built the higher levels of accessibility as set out in the Building Regulations unless this is not practical or viable.</p>	Noted.
Hampshire County Council (Public Health)	Following meetings with Fareham Borough Council, Hampshire County Council as the competent Authority responsible for Public Health have collated a background report on key public Health issues that the Borough Council should consider as part of the local plan making process.	Noted. This work has been used to inform the Health Background Paper which accompanies the Local Plan.
Hampshire County Council (Children's Services – School Plan)	<p>Continued liaison with the Borough on this matter will be key</p> <p>The requirement for any additional pupil places, and associated infrastructure, will be identified as soon as possible so details can be provided to Fareham Borough Council and the developer to assist with financial planning of schemes.</p> <p>A strategic review of Hampshire's SEND provision is currently being undertaken and is due to be published in 2019. The impact from new housing will need to be assessed against the requirement for additional places for pupils with SEND, and associated mitigation sought.</p> <p>A detailed database of all the housing developments planned within schools' catchment areas is used to generate projections of new housing and pupil yield. Across the County as a whole the pupil yield for primary schools averages out at 30 primary age pupils per 100 dwellings, for secondary the figure is 21 pupils per 100 dwellings.</p>	<p>Noted. Fareham Borough Council will continue to engage with Hampshire County Council Children's Services through the ongoing duty to cooperate.</p> <p>Requirement for contributions to education are set out in the Plan and the IDP.</p>

<p>Hampshire County Council (Library Service)</p>	<p>Considering also Local Plan Part 3: The Draft Welborne Plan April 2013 and the associated response from Hampshire Libraries, it is no longer deemed suitable to instigate a community led Library within the proposed community buildings in Welborne. The existing Library Infrastructure in Fareham Borough is able to meet the extra demand which will put upon them by the 6000 houses that will make up the Welborne development.</p> <p>Instead, priority should be given to implementing an Open Plus system at the library in Fareham and at Lockswood, Portchester and Stubbington Libraries. The Open Plus system will allow these libraries to be accessible outside of core hours at a lower cost, providing a better access to a range of services for the community.</p> <p>Alongside <i>Library Service Transformation Strategy 2016 to 2020</i>, HCC as a Library Service supports the intentions of the Borough Council's policy position CF1: Community and Leisure Facilities within the Urban Area. However, the current position re: Policy CF3: Loss of a Community Facility is considered unsound as it is not effective in recognising the role of public services and how they function. The requirement for a 12-month marketing assessment to prove that a facility is surplus to requirements can be inappropriate and impose unnecessary delay in securing much-needed funding for public services. It is noted that Development Management Policy SD43: New and existing community facilities (2) in the Pre-Submission South Downs Local Plan recognises the difference between commercial and public facilities and requires a marketing exercise only for the former. It is suggested that any emerging Community Services and Facility Policy in the next Fareham Borough Council (FBC) Local Plan should adopt a similar approach.</p> <p>Hampshire Library Service will seek Section 106 contributions to meet this shortfall in stock levels.</p> <p>Population of Fareham Borough 2017 - 116,219 Current Stock in Libraries within Borough Boundaries - 106,000 items Current stock shortfall 10,000 items Required investment to make up stock shortfall (based on average price of stock item of £10 from Askews Library Service September 2017) £100,000 Expected new homes per year until 2034 420</p>	<p>Noted. Identified in IDP.</p>
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	<p>Expected population increase per year until 2034 (based on national average of 2.4 occupants per household) 1,008</p> <p>Recommended stock increase for expected population per year (population x 1.532) 1,362 items</p> <p>Required annual investment to make up stock shortfall (based on average price of stock item from Askews Library Service September 2017) £13,620</p>	
Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to Retail and Town Centres		
Number of representations: 3		
Name of organisation	Summary of representation	Council's Response
Savills on behalf of Roubaix Group	<p>Supports the following policies in the Draft Plan:</p> <p>Policies SP4 and R1 set a positive policy framework for ensuring the vitality and viability of town centres in accordance with the 'Town Centre First Approach'.</p> <p>Policies SP4, H1 and the parts of R2 that seek to deliver residential development within Fareham town centre. These are consistent with the requirements of Paragraph 85 (f) of the NPPF.</p> <p>Suggests the following changes:</p> <p>The Council could be more ambitious in its provision for residential dwellings in the town centre to increase the number of residents that could be accommodated in the town centre to its wider benefit. The Council should set minimum residential density standards for the town centre that should seek a significant uplift in the average density of residential development, the Emerging Local Plan should include these minimum residential densities.</p> <p>Policy R2 did not meet the required policy objectives of the Draft Local Plan, nor the NPPF, to ensure the vitality and viability of town centres. Policy R2 is not a 'positive</p>	<p>Support noted.</p> <p>Noted. The amended Retail and Town Centres Chapter seeks to</p>

	strategy', and nor will it allow the town centre to rapidly respond to the delivery of appropriate main town centre uses that ensure the vitality and viability of the town centre. The Local Planning Authority should take positive intervention measures to ensure the vitality and viability of the town centre. Policy R2 be redrafted to allow all Class A1 – A5, Class D2 and other appropriate town centre uses within the town centre as a whole to ensure its vitality and viability. The Local Planning Authority could still impose policy obligations, for example to require an active frontage as is already specified in Policy R2.	protect the vitality and viability of centres, allowing for appropriate town centre uses in the centres.
Fareham Liberal Democrats	Consideration needs to be given to whether retail space needs to contract, thus allowing potential areas to be used for housing. Retailers could be encouraged to offer part of their premises as banking hubs in local centres. Empty shops could be used for popup leisure facilities. Can a way be found to reconcile new homes in shopping centres with pressure on already-crowded parking?	Noted. The retail chapter seeks to protect the vitality and viability of centres, allowing for appropriate town centre uses in the centres.
The Fareham Society	Do not want to see excessive housing crowded into the Town Centre at the expense of other, traditional town centre uses. The Society would like to see more employment as well as some additional housing in centres whilst their retail function is retained as far as possible. Policies on the town and other centres should be sufficiently flexible to accommodate future changes in retail trends.	Noted. The retail chapter seeks to protect the vitality and viability of centres, allowing for appropriate town centre uses in the centres.

Reg 18 Issues & Options Consultation 2019

Representations from Specific Consultees, Developers and Agents relating to Natural Environment

Number of representations: 8		
Name of organisation	Summary of representation	Council's Response
Natural England (NE)	Strategic Approach The Plan should take a strategic approach to the protection and enhancement of the natural environment including providing a net gain for biodiversity, enhancing and improving ecological connectivity. Linkages should also be made with the various environmental and ecological components such as Brent Geese and Wader, SRMP,	Noted.

	<p>Green Infrastructure Strategies, Local Nature Partnerships and Nutrient Offsetting projects.</p> <p>Designated Sites The Local Plan should set criteria-based policies to ensure the protection and enhancement of designated biodiversity and geological sites. It should also be HRA screened at an early stage to ensure no adverse effect on designated sites. The outcomes of the HRA assessment should inform the decision making around strategic options and development sites.</p> <p>The Local Plan should include an assessment of existing and potential components of the Local Ecological Network. This assessment should be used to inform the Sustainability Appraisal of the Local Plan. Where development is proposed, opportunities should be explored to contribute to the enhancement of the ecological network.</p> <p>Where the plan area contains irreplaceable habitats such as ancient woodland, ancient and veteran trees, there should be appropriate policies in place to ensure their protection.</p> <p>Solent Wader and Brent Geese A large proportion of proposed development is on areas identified in the Solent Wader and Brent Goose Strategy (SWBGS). Development should follow the mitigation hierarchy and it is recommended that the council take the impacts on SWBG sites into consideration when considering allocating sites for development, avoiding SWBG sites wherever possible. Where avoidance is not possible, development impacting on SWBG sites will be expected to provide mitigation.</p> <p>It is strongly recommended that the Local Plan includes policies and offsetting land for housing allocations and other development to address the impacts on SWBG sites. This should be done in accordance with the SWBG off-setting and mitigation guidance. Certainty with regards to appropriateness and deliverability of offsetting land needs to be ensured.</p> <p>SRMP</p>	<p>Noted. The Council has produced a HRA to accompany the Publication Plan.</p> <p>Noted.</p> <p>The Publication Plan contains a policy relating to ancient woodland, ancient and veteran trees.</p> <p>The Publication Plan contains a policy reflecting the updated SW&BG network and offsetting/mitigation guidance that has been produced.</p> <p>The Council continues to work on developing a local strategy to mitigate any impacts on the SW&BG network.</p>
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	<p>It is recommended that the Local Plan includes a policy covering the recreational disturbance impacts from new residential development and references the mitigation guidance set out by the Solent Recreation Mitigation Partnership which provides a strategic solution to the impact.</p> <p>Nutrient Neutrality New development in Fareham has the potential to detrimentally affect designated sites through increases in nutrients into the water environment from wastewater. It is strongly recommended that the Local Plan includes a nutrient management plan or similar strategy to offset the increased nutrients from the local plan development and achieve nutrient neutrality. It is recommended that the Local Plan includes a policy to support this strategy/approach.</p> <p>Air Quality The Council is encouraged to work collaboratively with its PUSH partners to develop a strategic approach towards air quality.</p> <p>Biodiversity Mitigation and Enhancement It is strongly recommended that all development plans achieve biodiversity net gain. It is suggested that the Local Plan includes a requirement for all planning applications to be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP) that is approved by the Council's Ecologist. BMEPs should especially apply to residential and employment development. Retail and town centre uses should also be encouraged to provide environmental enhancements.</p> <p>Consideration of enhancements onsite or offsite should be made. Biodiversity compensation measures should be employed where residual biodiversity losses cannot be fully mitigated. The Approach taken by Warwickshire, Coventry and Solihull authorities should be considered.</p> <p>It is recommended that the Council considers developing a suite of projects that development in the Borough can contribute to. Partners that manage land for biodiversity such as Local Nature Reserves etc. could submit projects to the Council and these projects could be funded by development that requires offsite/residual</p>	<p>The Publication Plan has a policy covering the recreational disturbance impacts from new residential development and references the mitigation guidance set out by the Solent Recreation Mitigation Partnership.</p> <p>The Publication Plan has a policy covering direct and indirect effects on designated sites which includes the effects of development of deteriorating water quality. The Local Plan also has an accompanying HRA which sets out the scale and impact of the Local Plan a necessary mitigation to prevent likely significant effects.</p> <p>The Council will continue to work with PfSH partners and other organisations to reduce and mitigate poor air quality in the region.</p> <p>The Publication Plan has a policy covering Biodiversity Net Gain requiring gains to be achieved onsite in the first instance and then offsite where it is not achievable. The Local Plan also</p>
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	<p>compensation to achieve net gain. An approved and secured BMEP helps the Council meet its duties under Section 40 of the NERC Act. 2006.</p> <p>Green Infrastructure (GI) The provision of a standalone policy on GI or integrated within other policies in the Local Plan, is encouraged.</p> <p>Landscape It is expected that the Local Plan contains strategic policies that protect and enhance valued landscapes is included alongside criteria-based policies to guide development.</p> <p>Access and Rights of Way The Local Plan should include policies that ensure the protection and enhancement of Public Rights of Way (PRoW) and National Trails. Recognition should be given to the value of PRoW and access to the natural environment in relation to health and wellbeing. The Plan should link PRoW where possible and provide for new access opportunities. The Plan should also avoid building on designated open space.</p> <p>Sites of Least Environmental Value and Soils The Plan should allocate land with the least environmental or amenity value. Sufficient evidence should be provided in the SEA/SA and HRA process for the Local Plan to justify the selection of sites for development. Appropriate weight should also be given to soils including the impact on soil, their intrinsic character and the sustainability of the ecosystem services they deliver. The Local Plan should safeguard the long-term capability of the best and most versatile agricultural land (1, 2 and 3a in the agricultural land classification).</p>	<p>states that it expects planning applications to be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP) to demonstrate that they have achieved biodiversity net gain.</p> <p>Noted.</p> <p>The Publication Plan contains a policy on Green Infrastructure and references GI throughout the plan where appropriate.</p> <p>Noted.</p> <p>Noted.</p>
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		Noted. The SEA/SA accompanying the Publication Plan takes into account these components when assessing the Plan.
Environment Agency (EA)	<p>The following comments were made on the draft Local Plan 2017 and still apply.</p> <p>Biodiversity and Green Infrastructure</p> <p>The local plan should include policies that enhance and protect biodiversity and contribute to helping wildlife adapt to climate change and reducing its adverse impacts. Future development that improves biodiversity through valuing nature and protecting and enhancing healthy, well-functioning ecosystems and ecological networks should be encouraged.</p>	<p>The Council has included a policy within the Publication Plan which addresses the recommendation for a holistic approach to the water environment. It includes requirements relating to water resources and water quality.</p> <p>The Publication Plan has a policy requiring development to provide Biodiversity Net Gain.</p>
Hampshire County Council Minerals and Waste.	<p>Pleased to see that the Hampshire Minerals and Waste Plan (2013) is mentioned in the draft Local Plan and appendices. However, this is only brief, and there needs to be more emphasis on how Minerals and Waste Plan will apply to the Local Plan.</p> <p>The following sites are likely to underlain by sand and gravel:</p> <ul style="list-style-type: none"> • HA1 North and South of Greenaway Lane • HA2 Newgate Lane South • HA3 Southampton Road, Titchfield Common • HA9 Heath Road <p>Sites that are likely to be underlain by brick clay:</p> <ul style="list-style-type: none"> • HA8 Pinks Hill • HA10 Funtley Road South 	Noted.

	<p>Site HA4 Downend Road East is within the MWCA Safeguarded Site Downend Quarry which operates as part of a waste transfer station, this will need to be considered prior to development.</p> <p>Any development may impact in mineral resources so it is important that viable mineral resources are 'safeguarded' from needless sterilisation by other development to help to secure a long-term future supply of minerals.</p> <p>The NPPF requires planning authorities to define Minerals Safeguarding Areas and adopt policies. This is so that known locations of mineral resources of local and national importance are not needlessly sterilised by non-mineral development and if it is necessary for non-mineral development to take place, the prior extraction of minerals, where practicable and environmentally feasible, is encouraged.</p>	<p>Noted.</p> <p>Noted.</p>
Marine Management Organisation (MMO).	<p>There should be a clear inclusion of Marine Planning in line with the NPPF and Marine and Coastal Access Act. within the next iteration of the Local Plan.</p> <p>Reference to the legal Duty to Co-operate with the Marine Management Organisation as well as reference to Marine Planning, the Marine Policy Statement and the South Marine Plan should be included.</p> <p>There are some policies within the Fareham Borough Council draft Local Plan that have marine relevance and so it is recommended that the South Marine Plan and its specific policies are referred to in these sections.</p>	Marine Planning references, in particular, the South Marine Plan have been referred to in the Publication plan.
Turley (on behalf of Reside Developments – Land at Funtley)	<p>Concern regarding Natural England methodology on assessing the impact of nitrates from development and who is responsible for resolving the issue.</p> <p>Funtley South can demonstrate nitrogen neutrality and may have spare nitrogen 'capacity'.</p>	Noted.
Fareham Liberal Democrats	<p>The local plan should set an objective that all communities have a right to a quality allocation of green space, protecting the well-being of residents. The Council should honour the pledge made earlier this year to protect designated open spaces, including those not in its ownership.</p> <p>Development should be achieved without damage to Ramsar, Special Protection Areas and Special Areas of Conservation.</p>	<p>Noted.</p> <p>Noted.</p>

<p>Campaign to Protect Rural England (CPRE) Hampshire</p>	<p>CPRE supports the designation of Local Green Spaces, but these should not be seen as a substitute for landscape scale countryside or gaps between settlements.</p> <p>CPRE endorses the Ecological Network Map prepared by the Hampshire Biodiversity Information Centre and advocates its inclusion and use in the Local Plan.</p> <p>Fareham's countryside can perform additional important ecosystem services/natural capital functions. Such assets include soil, food production, clean water, carbon storage and flood prevention. The Local Plan should reference these and recognise their importance.</p> <p>Increasing access to countryside is important for promoting health and well-being. The Local Plan could put public health as a core objective, facilitated by green spaces within and around its towns and villages.</p>	<p>Noted.</p> <p>Noted. The LEN is referenced in the Publication plan where appropriate.</p> <p>Noted.</p> <p>Noted.</p>
<p>Hampshire County Council (PRoW)</p>	<p><u>Land west of Portchester</u></p> <p>It is suggested that consideration for Rights of Way and green infrastructure, which provides links to natural green space, should be given to future site assessments, design and masterplanning work for potential site allocations. Financial contributions should be secured to enhance the Rights of Way network and help mitigate for increased recreational pressure. Impacts on the Coastal Path, Portsdown Hill, the Solent European Sites / Portsmouth Harbour and Brent Geese sites should be avoided in accordance with NPPF and local policy.</p> <p><u>Land around Swanwick station</u></p> <p>The condition of Rights of Way network on the south side of the A27 would require significant surface improvements to routes Fareham 17, 18 or 125 and Glen Road to the North in order to accommodate increased pedestrian and cycle use that would result from even the small-scale development being considered.</p> <p>The County Council considers the allocation of larger scale development would negatively affect these Rights would be contrary to guidance provided by NPPF paragraph 98 which states public rights of way and access should be protected and enhanced with opportunities sought to provide better facilities for users, including by adding links to existing networks.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

	<p>In addition to improvements to Fareham 17,18 and 125 if a limited number of sites for small-scale development were allocated in Land around Swanwick Station consideration should be given to formalize a route between Beacon Bottom and Botley Road and should be included in the allocation and the requirement for funding for its implementation.</p> <p>It is requested that any development proposals or future site allocations take account of impacts to existing facilities and potential for infrastructure provision at Manor Farm and River Hamble.</p>	<p>Noted.</p> <p>Noted.</p>
Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to Climate Change		
Number of representations: 3		
Name of organisation	Summary of representation	Council's Response
Natural England	<p>Coastal Issues and Climate Change Adaptation</p> <p>The Local Plan should take into account the North Solent Shoreline Management Plan when shaping policy in coastal areas. Due to sea level rise and coastal change, there is a need for the Plan to provide for coastal adaptation and respond to changes over time, adopting an integrated approach across administrative land/sea boundaries.</p> <p>Local Plans should help facilitate the relocation of valued environmental assets away from areas of risk.</p> <p>The Local Plan should also consider climate change adaptation measures and recognise the role of the natural environment in delivering these measures (such as GI and resilient Ecological Networks). Factors that may exacerbate climate change should be avoided.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
Environment Agency	<p>The following comments were made on the draft Local Plan 2017 and still apply.</p> <p>Flood Risk</p>	

	<p>Policies and allocations should ensure no inappropriate development in areas at high flood risk. A sequential test approach should be taken to the allocation of sites. The Local plan should ensure that development in areas at risk of flooding will be safe without increasing flood risk elsewhere. Where possible the Local Plan should help contribute to reducing flood risk for existing communities. The Plan should take into account the impacts of climate change including adopting positive strategies to mitigate and adapt to climate change. New development should be planned to avoid increased vulnerability to climate change.</p> <p>Projected water availability for proposed growth should take account of climate change.</p>	<p>A sequential approach to allocating development has been applied to the Local Plan as evidenced by the Local Sites Strategic Flood Risk assessment accompanying the plan.</p> <p>The Local Plan contains a holistic water policy, covering Water resources as well as water quality.</p>
Campaign to Protect Rural England (CPRE) Hampshire	Future planning should focus on making places where people can live, work and be entertained without the need to travel particularly in light of climate change obligations.	Noted.
Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to Design		
Number of representations: 7		
Name of organisation	Summary of representation	Council's Response
David Lock Associates (on behalf of Buckland Development)	support the increased focus on ensuring good design and the use of national space standards	Noted
Gladman Developments	Design policies should not aim to be overly prescriptive and require some flexibility in order for schemes to respond to site specifics and the character of the local area. If the Council wishes to adopt internal space standards it should be justified and evidenced by meeting the criteria set out in the PPG including need, viability and impact on affordability.	Noted. Flexibility in the policies ensures proposals are contextual. Evidence has been identified justifying policy.

Terence O Rourke (on behalf of Miller Homes)	Supports provision of well-designed and high-quality housing. However, the LPA should be mindful of the imposition of too onerous and rigid requirements that could impact on viability and deliverability.	Noted. Viability is acknowledged part of consideration of planning applications. Viability assessment has been undertaken for the plan, which did not raise concern.
Fareham Liberal Democrats	In addition to good design for new housing, the council must ensure conversions of commercial properties are not used to evade planning criteria, leading to supply of sub-standard housing.	Noted. However, many conversions are permitted development now.
Natural England (NE)	It is recommended that good design includes future-proofing building stock with regards to climate change (rising temperatures, extreme weather events and rising sea levels). The Council should consider the aims of the 25 Year Environment Plan and the Clean Growth Strategy which includes reducing the impact and improving the resilience of the built environment.	Noted. Link with climate change is recognised in the policy and specific climate change policies included in the plan. Updated design policy includes reference to Building for Healthy Life 12.
Environment Agency (EA)	<p>The following comments were made on the draft Local Plan 2017 and still apply:</p> <p>Water Quality When not planned properly, development can increase pressure on the water environment. Well planned development however, can provide opportunities to protect and enhance water quality, amenity and biodiversity within the catchment. Waste water treatment and the quality of the water environment should be addressed in the Local Plan to ensure there is infrastructure to support sustainable growth and ensure there is no deterioration of water quality. The local plan should help to ensure that the quality of surface, ground and coastal waters continues to improve for the benefit of people, the economy and for wildlife. A catchment scale approach to the water environment in the development of policies should be undertaken within the Plan. The delivery of the River Basin Management Plan objectives, flood risk management, including SuDS should be also be promoted.</p> <p>Water resources The plan should recognise and protect water as a precious resource. The capacity and quality of water supply systems and any impact development may have on the environment, also including in relation to wastewater disposal, should be considered. Water usage and water disposal (and therefore water treatment and discharges) are intrinsically linked. Water efficiency measures should be a</p>	Policies in the reg 19 plan address these issues.

	<p>requirement within the plan to reduce water usage. Projected water availability for proposed growth should take account of climate change.</p> <p>Groundwater Protection Policies should ensure that groundwater is protected and improved for the benefit of people, wildlife and the economy. Local plan policies should help to ensure that developing land affected by contamination won't create unacceptable pollution risks or allow existing ones to continue.</p>	
Campaign to Protect Rural England (CPRE) Hampshire	<p>CPRE is supportive of good design principles alongside high-density development to minimise land take. Make location choice and public transport options at the heart of planning in the public realm. Use locally sourced and vernacular materials to aid sustainability and integrate development better into existing built environment.</p> <p>Design codes or site development briefs might be required for self-build houses to ensure that they would meet the overall street pattern, layout and style in certain locations.</p>	<p>Noted. Site selection and permissive policies focus on ensuring that development is in the most sustainable locations. Detailed design identifies the need to focus on pedestrian priority and links to public transport and footpath connections.</p> <p>Options for self build design codes and use of vernacular and locally sourced materials will be considered on a site by site basis.</p>
Reg 18 Issues & Options Consultation 2019 Representations from Specific Consultees, Developers and Agents relating to Historic Environment		
Number of representations: 2		
Name of organisation	Summary of representation	Council's Response
Campaign to Protect Rural England (CPRE) Hampshire	<p>CPRE supports more intensive development of existing urban areas as long as it does not compromise historic assets, Conservation Areas and Listed Buildings.</p>	Noted.

Historic England	<ul style="list-style-type: none"> • Selection of sites for development must be based on full and proper consideration of the potential impacts of development on the historic environment. • The plan should set out a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment. • The local plan needs to assess whether or not it should identify any areas where certain types of development might need to be limited or would be inappropriate due to the impact that they might have upon the historic environment. • Strongly advise that the Council's own conservation staff are closely involved throughout the preparation of the Local Plan. 	Noted. Local Plan includes a positive strategy to the conservation, enjoyment and enhancement of the historic environment.
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3.0 **Regulation 18 Draft Local Plan 2036 Supplement**

The survey structure was based on the consultation document 'the Supplement'. Some questions were compulsory and others optional, allowing respondents to skip to sections they were most interested in.

There were 48 questions in total, 3 being the minimum compulsory requirement. 803 responses were received from local residents and interested parties. The methods of receipt were either directly online or via paper surveys and email responses. There were an additional 7 responses that did not fit into the format. In addition, 97 responses were received from organisations and statutory consultees which were received via email directly to the Planning Strategy team.

The following is a summary of responses received from local residents and interested parties together with the Council's responses:

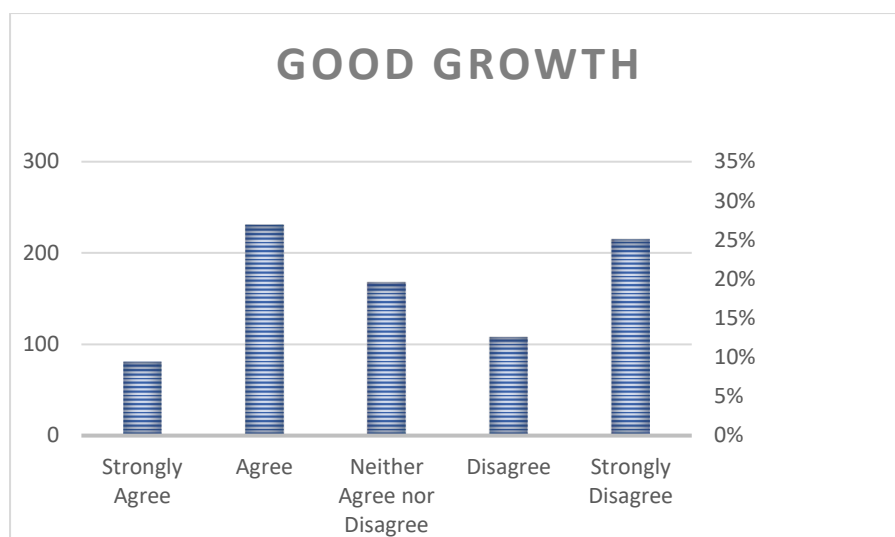
The questions relating to Good Growth and Development Approach required a compulsory response online in order to examine whether the overall approach was supported.

Good Growth

Given that the Council must meet the requirement for additional housing, we wanted to know whether residents agreed with the parameters we are proposing for 'Good Growth'. Those being to:

- Maintain the character of our distinct communities
- Preserve our valued landscapes, natural environment and wildlife
- Minimise environmental impact and address climate change
- Manage congestion and encourage green and healthy travel
- Work with partners to increase the capacity of infrastructure e.g health
- Meet our housing need and encourage diversity through a mix of sites

There was a small margin of 1% more in favour of the Good Growth principles than not. Through meetings with the public many said these principles were high minded but unachievable, and that there was no such thing as 'good growth'. Some people told us they didn't want to answer the question as although they would support these ideals in principle, they didn't want to support the Local Plan. This gives us an insight into the spread of the percentages here and may also account for 21% of respondents not wishing to agree or disagree with the principles, which was provided as an 'opt out'.



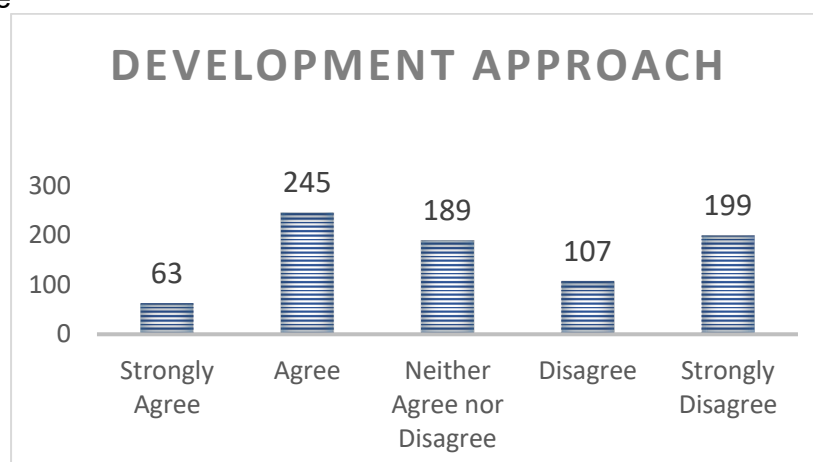
Development Approach

The consultation asked to what extent respondents agreed with our approach to development:

To find suitable, available and achievable sites in order to meet our Government-set housing requirement through a robust, plan-led development strategy that:

- Provides certainty to residents and businesses
- Enables us to deter speculative, unsuitable and unsustainable development
- Allows us to work strategically with neighbouring local authorities and manage housing need across the area
- Provides enough contingency to avoid losing control of development should sites fail to deliver in the timeframe

The overall responses to this question were evenly divided between agree and disagree



From these two questions, taken in conjunction with views from the consultation overall (i.e at public events) it is possible to say that there are a number of people for whom development can never be viewed as 'good' and for whom the approach

the Council is proposing does not lessen their objections. There are an equal number of respondents who, given the directives from government, support the approach the Council is taking. For some, it is for the Council to show that it can convert these principles into practice.

Specific Housing Allocations

The consultation asked for views on the three additional sites which had been identified to address the additional housing need in the Borough:

1-2 The Avenue Fareham

Of the 72 people that expressed a view, just over half did not support it, 11 were neutral 22 viewed it positively.

Those that objected to the site were asked to select up to three themes that reflected their concerns or add their own comment as 'other'. Respondents were given a choice of themes based on those that emerged from the analysis of the 'Issues and Options' consultations, along with an 'other' option allowing some space for a 'free text' justification.

The objections were themed as follows:

Themes	*39	**%
Transport infrastructure	24	64.9%
Service infrastructure (health, schools etc)	19	51.4%
Impact on wildlife & loss of natural habitat	7	18.9%
Environmental impact	19	51.4%
Maintaining rural or coastal landscape	3	8.1%
Preserving way of life of our community	6	16.2%
Wellbeing & health of the population	13	35.1%
Other	7	18.9%
*39 – The number of survey respondents that answered this question. Each respondent could select up to three themes. **% - The percentages do not add up to 100%, they represent the share of the total respondents that selected this theme.		

Council's response: The site will not be progressing as an allocation in the Fareham Local Plan 2037.

20 Botley Road

34 of the 58 people that responded to the Botley Road site objected to the site, 13 were neutral and 11 supported. According to the comments received, the objections related to traffic congestion, especially as a result of the Whiteley development; the pressures on infrastructure and the consequences for climate change on in-filling gardens with more homes.

The objections were themed as follows:

Themes	*34	**%
Transport infrastructure	23	69.7%
Service infrastructure (health, schools etc)	23	69.7%
Impact on wildlife & loss of natural habitat	5	15.2%
Environmental impact	11	33.3%
Maintaining rural or coastal landscape	4	12.1%

Preserving way of life of our community	4	12.1%
Wellbeing & health of the population	10	30.3%
Other	7	21.2%
*34 – The number of survey respondents that answered this question. Each respondent could select up to three themes. **% - The percentages do not add up to 100%, they represent the share of the total respondents that selected this theme.		

A small number of comments (4/18) supported it being a brownfield site.

Council's response: The site will not be progressing as an allocation in the Fareham Local Plan 2037.

Rookery Farm

Of the 130 responses to the Rookery Farm site 98 were negative, 15 were neutral and 17 were positive. 88 people left comments about the proposed site and the vast majority of these were unsupportive on the grounds of loss of natural habitats; the lack of infrastructure (i.e. health & schools) the largest number, 40 comments, cited the increased traffic they said would be generated on Botley Road.

The objections were themed as follows:

Themes	*98	**%
Transport infrastructure	68	70.1%
Service infrastructure (health, schools etc)	53	54.6%
Impact on wildlife & loss of natural habitat	43	44.3%
Environmental impact	33	34.0%
Maintaining rural or coastal landscape	15	15.5%
Preserving way of life of our community	11	11.3%
Wellbeing & health of the population	19	19.6%
Other	13	13.4%
*98 – The number of survey respondents that answered this question. Each respondent could select up to three themes. **% - The percentages do not add up to 100%, they represent the share of the total respondents that selected this theme.		

Seven responses offered some support for the proposal, though they also wanted reassurance on the detail of the proposals.

- Council's response: The site will not be progressing as an allocation in the Fareham Local Plan 2037.

Strategic Growth Areas (SGA)

Strategic Growth Areas - Approach

Of the 803 respondents (7%) said they agreed with the approach of Strategic Growth Areas, 30% said they supported the policy but had concerns about it, 15% did not agree or disagree while 47% said they did not agree with the approach. Those that answered 'I agree but have some concerns' and 'I do not agree with this approach' were routed to a multi-choice question. The choices were based on themes that emerged from the Issues and Options consultation in July 2019.

The objections were themed as follows:

Themes	*620	**%
Transport infrastructure (Roads, traffic, public transport)	332	53.7%
Service infrastructure (health, schools etc)	305	49.4%
Impact on wildlife & loss of natural habitat	331	53.6%
Environmental impact (air quality, flood risk etc)	277	44.8%
Maintaining rural or coastal landscape	233	37.7%
Preserving way of life of our community	136	22.0%
Wellbeing & health of the population	117	18.9%
<p>*620 - The number of respondents that answered this question. Only those that answered, 'agree but with concerns' and 'don't agree' were routed to the multi-choice</p> <p>**% - The percentages do not add up to 100%, they represent the share of the total respondents that selected this theme. Respondents could only select a maximum of three themes.</p>		

Council's response: Strategic Growth Areas will not form part of the Local Plan.

Strategic Growth Area South of Fareham

Of the 532 who responded to this question 75% of responses were negative, with only 15% in favour of the proposals. Those that said they were negative about the proposal were routed to a multiple-choice question. The options reflect the themes used in the evaluation of objections to the Local Plan.

The objections were themed as follows:

Themes	*408	**%
There are other reasonable alternatives	140	34.3%
It is not based on evidence	50	12.3%
It is not consistent with national policy (National Planning Policy Framework)	34	8.3%
It is not deliverable in terms of timeframes or because of cross boundary issues	18	4.4%
It does not take into account the areas needs and those of its neighbouring authorities as determined by government	142	34.8%
Other/comments	166	40.7%
<p>*408 = The number of respondents that answered this question. Only those that answered 'negative' were routed to the multi-choice</p> <p>**% = The percentages shown do not add up to 100%, respondents could choose as many of the choices as they liked and/or 'Other' and use the comment box</p>		

Specific comments focussed on the value that is attached to the Strategic Gap and concerns about losing it.

- Important to maintain the distinct community of Stubbington.

- Benefit to all of having an open area for wildlife; agriculture; health and wellbeing.
- Area is prone to flooding and highlighted the ability of fields to absorb rainfall for the whole area, while houses could add to the risk of flooding.
- It had previously been stated that the gap would be maintained and that the bypass would not lead to development of the area.
- Anger that building in the Strategic Gap to meet the housing need of Portsmouth and/or Gosport.
- Strains on existing infrastructure, roads, education and health.

Council's response: The Strategic Growth Area identified in the supplement will not be progressing in the local plan.

Strategic Growth Area North of Downend

157 responses to the survey in respect of this SGA. Of those that responded to the survey almost 70% were against the proposal and 14% in support. Those that said they objected to the proposal were routed to a multiple-choice question. The options reflect the themes used in the evaluation of objections to the Local Plan, in which objections must be framed with reference to specific themes.

The objections were themed as follows:

Themes	*106	*%
There are other reasonable alternatives	29	27.4%
It is not based on evidence	15	14.2%
It is not consistent with national policy (National Planning Policy Framework)	11	10.4%
It is not deliverable in terms of timeframes or because of cross boundary issues	4	3.8%
It does not take into account the areas needs and those of its neighbouring authorities as determined by government	20	18.9%
*106 = The number of respondents that answered this question. Only those that answered 'negative' were routed to the multi-choice **% = The percentages shown do not add up to 100%, respondents could choose as many of the choices as they liked and/or 'Other' and use the comment box.		

Summary of comments:

- Concerns of the impact of building more homes in an area that has poor air quality and rush hour traffic jams.
- Concerns about congestion in the area as access to the A27, Delme roundabout and the junction around Cams Hill School.
- Important that infrastructure is provided.
- A planning appeal at Winnham Farm showed the area is unsuitable for development, even if the issues with the bridge at Downend were resolved.
- Agriculture/Countryside should be retained.
- Should retain the gap between Portchester and Fareham.

Council's response: The Strategic Growth Area identified in the supplement will not be progressing in the local plan.

Housing policies

Five Year Land Supply

60% of respondents supported the inclusion of this policy.

Summary of comments:

- Council need a five-year housing land supply, otherwise developers will gain permission on appeal for unsuitable projects.
- Sensitively designed should be defined.
- Proposals should have zero adverse impact on the countryside and Strategic Gaps.
- Important to ensure quality, energy efficient housing.
- Five-year housing land supply cannot be perpetually sustained.
- Housing pressure should be applied to government, not communities.

Council's response: This policy has been used in the adopted Local Plan since 2015. The concerns raised have been noted.

Small Scale Developments Outside of Urban Areas.

78% of responses to this policy were overall in support.

Summary of comments:

- Small developments dotted around the Borough are preferable to larger projects.
- Causes less impact on neighbourhoods.
- Even small developments in small communities can negatively impact infrastructure.

Council's response: Overall support for the policy noted. The policy seeks to limit development to sustainable locations (defined), small scale (4 or less) and that it fits with character of the area.

Cams Alders Sheltered Scheme

68% of respondents agreed with this proposal and welcomed more sheltered housing for older residents in the Borough.

Summary of comments:

- Object to the loss of open space at Cams Alders.
- The land is subject to flooding.
- Site is not close enough to amenities.
- Good location, close to bus routes.

Council's response: Support of the allocation noted. Development in areas which are identified by the Environment Agency as flood zones will require a flood risk assessment.

Space Standards

Overall, there was high support for this policy at 75%. Those that disagreed were opposed in general to any development.

Summary of comments:

- The area around the dwelling is as important as the area inside, as is the distance between properties.
- Essential to have sufficient internal living space for families.
- Space is essential for mental wellbeing.

Council's response: Support for the policy noted.

Environmental policies

Areas of Special Landscape

Of the 202 responses to this policy 66% of people agreed with the proposal, however almost 30% did not. All areas proposed gained some support but there was concern that protecting some areas meant the loss of others automatically.

Summary of comments:

- Opposed to development on any open space in the Borough.
- All Strategic Gaps should be protected.
- Protect all Countryside.

Council's response: Support for the policy noted. Further evidence has been gathered on the exact boundaries of the Areas of Special Landscape Quality which is presented for the Regulation 19. Strategic gaps and ASLQs have different purposes and different spatial extents. The Publication Plan and its evidence provide clarity. Although the proposed policy does not preclude development in the ALSQ, it does require further evidence to accompany in the form of a Landscape Assessment.

Trees, Woodland and Hedgerows

Of the 174 respondents, 66% were in favour, although many also had some concerns. Many expressed, the view that developers ignore such policies, either by destroying fauna prior to planning, or ripping them up anyway. The Stubbington By-pass was often sighted as an example of where pledges are being broken. People wanted more enforcement of the tree protection policies and a prohibition on replacing old trees with saplings.

Summary of Comments:

- An agreed quota of trees should be planted on new sites.
- This policy must be enforced.
- Replacement trees should be planted.

Council's response: Support noted.

Flooding and Sustainable Drainage

Responses to this policy were evenly spread among the 196 people replying. 70% of the total respondents and most of the 111 comments, were those that agreed 'but with some concerns' and those that did 'not agree'. Comments focussed on flooding that already takes place in the Borough; worries about the ability of the land to drain with more homes on it and the impact of more housing on existing water courses and coastal areas.

Summary of comments:

- Coastal protection must be a priority.
- Concerns about the ability of the land to drain with additional housing.
- Concern regarding the impact of more housing on existing water courses and coastal areas.

Council's response: Concerns noted. The Environment Agency and the Eastern Solent Coastal Partnership (ESCP) have developed plans to reduce the risk of

flooding. Policy CC3 provides further detail regarding coastal defence. The local plan requires a site-specific flood risk assessment for all development in Flood Zones 2 and 3 as well as some requirements for sites in Flood zone 1.

Climate Change

Of the 152 respondents many of the 40% that 'agreed with the policy but had concerns', said they supported any policy that minimised climate change but felt it did not go far enough. Most of the people that did 'not agree' felt that it was too little and thereby meaningless. They expressed the opinion that any development nullified a climate change policy outright, particularly with reference to increases in car travel, given that public transport in the Borough is so poor.

Council's response: The policy is intended to be high-level and overarching which details how the Local Plan in its entirety will ensure development mitigates and adapts to climate change. The finer details on how this is achieved i.e. through the setting of particular standards is described in each of the individual policies that relate to climate change. This has been made clearer in the supportive text in the Publication Plan.

Air Quality

Of the 202 that answered, 130 (64%) agreed with the policy. In the comments many supported the proposals for Electric Vehicle charging points. Those that agreed, but had some concerns, generally felt it did not go far enough and questioned how building more homes, with more cars, could resolve air quality issues, particularly in relation to the two Strategic Growth Areas. Those against the policy said that any development would inevitably result in more cars on the road, therefore they did not agree with a policy that endorsed development with a mitigation approach.

Council's response: Support noted. The requirement is to deliver 1 charge point per dwelling that has its own private off-street parking. There is therefore a need to provide EV charging points within developments that have shared parking areas in recognition that the charging points installed per dwelling with off street parking would be for the private use of the owner/occupier of that dwelling. This approach also accords with the aspiration of Government as set out in the publication Road to Zero Next steps towards cleaner road transport and delivering our Industrial Strategy.

Summary

- 5.12 7 responses were sent directly to the Planning Strategy team which were not possible to fit into the survey. There was a number of reasons for this: some were not relevant to the questions asked, some were detailed queries to specific clauses, others were attachments, such as previous consultation responses or images. The Planning Strategy team responded to the queries. With 803 people completing a survey and comments reported through the exhibitions and CAT meetings, it is possible to get a good insight into how the proposals are viewed by residents in the Borough. There is general opposition to any development, and this is reflected in many of the comments received. Where people were given the opportunity to express their concerns many said they did not want more development but given that we are being told we must, they agree with the approach the Council is taking, as long as this is accompanied by additional road, education and health infrastructure.

The participation levels of the Local Plan consultations have reduced since the 2017 draft plan but remain significant. The Council accepts that having to re-visit the Local Plan following the 2017 consultations may have led to consultation fatigue among many residents, a view expressed at consultation events as to why less people were attending. For example some people said they had already answered many of these questions last time around so why is the Council revisiting them?

At meetings local residents often asked whether previous consultation responses and petitions would be taken into account and asked why their original answers couldn't be acted on without having to go through the process again. People sometimes expressed the views to officers that 'if you keep asking the same questions over and over eventually you will get the answer you want.' There is a high level of distrust among some respondents.

- 5.13 In addition to the responses from local residents and businesses, the following responses were received from Statutory Consultees:

Representations on Development Strategy	
Number of representations on policy: 14	Objection: 2
	Support: 8
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Object to the fact that Land at Brook Avenue is not included as a further development allocation (WYG on behalf of Landowners).	Noted, but the SHELAA explains why this site is discounted and not proposed for allocation.
Object to the omission of the Land at Maindell as a housing allocation through the Draft Local Plan. Consider that the site is capable of providing 16 new homes. However, in the event the Council consider the site is more suitable as an employment use, PW would support an employment allocation based on the site's sustainable location. In addition, the published evidence does not provide any justification for discounting the site for employment purposes (WYG on behalf of Portsmouth Water).	Noted, but the SHELAA explains why this site is discounted and not proposed for allocation.
Welcomes the principles in the spatial strategy but objects to the plan on the basis that the South Hampshire Green Belt could aid in achieving these goals. Suggest that green infrastructure could be formalised as a Green Belt in the Borough (CPRE).	Noted. Green Belt likely to be considered at sub-regional level.
The Council objects to the overall development strategy including the plan that identified the Newgate Lane South allocation and the Strategic Growth Area as it does not represent 'good growth' (Gosport Borough Council).	Noted.
<i>Support</i>	
Supports the identification of two Strategic Growth Areas. Also welcomes collaborative working with EBC through the Partnership for South Hampshire (Eastleigh Borough Council).	Noted. Strategic Growth Areas will not form part of the Local Plan.
Welcomes the increase in housing provision (with a buffer) and provision to accommodate unknown unmet housing need (Winchester City Council).	Noted. Strategic Growth Areas will not form part of the Local Plan.
Supports that the final housing figure will have regard to the work of PfSH and any unmet housing need that will need to be addressed as a result. Welcomes the inclusion of two Strategic Growth Areas identified to meet the housing requirement (New Forest District Council).	Noted. Strategic Growth Areas will not form part of the Local Plan.

Support the Council's housing need assessment and welcome to plan for a buffer of between 10-15%. However, advise a 20% buffer would provide security and ensure housing needs are met in full. Also, welcome the recognition that the Council may have to address the unmet needs of its neighbours (Home Builders Federation).	Noted.
Supports the identification of land around Swanwick Station as an area which should accommodate growth (Turley on behalf of Taylor Wimpey).	Noted.
Supports the approach in relation to green infrastructure. Suggests that further emphasis should be provided on improving green infrastructure adjacent to the Meon Valley and addressing a shortfall in open space provision (WYG on behalf of Bargate).	Noted.
Supports the inclusion of Pinks Hill as an allocation in the revised development strategy in the Local Plan supplement (WYG on behalf of Vistry Group).	Noted. This site is no longer allocated in the Local Plan.
Supports the fact that the revised development strategy does not jeopardise the development of land to the East of Newgate Lane East/land at Copps Field/Land at Newgate Lane South (WYG on behalf of Bargate/Miller Homes).	Noted. The HA2 allocation is no longer progressing in the Local Plan.
Supports the development strategy as believe the land at Maindell Pumping Station is suitable, deliverable and achievable (WYG on behalf of Portsmouth Water).	Noted.
Supports the recognition that the Council need to address changes made to the NPPF and the increase in housing requirement introduced through the standard methodology. Also, supports the recognition that the Council will need to meet some of the unmet needs arising from the sub-region and providing flexibility in the plan for allowing for contingency to ensure sufficient sites are brought forward to meet identified needs. (Gladman Developments).	Noted.
Welcome the Council's acknowledgement that housing allocations made in the Draft Local Plan will continue to form an important part of the Borough's housing supply (Turley on behalf of Reside Developments).	Noted.
Supports the retention of HA26 in the next iteration of the Fareham Local Plan. The Council is requested to amend the yield for the site to 9 dwellings and change the site area to 0.41 ha as referenced in planning application P/19/1061/FP (Bryan Jezeph Consultancy on behalf of Southcott Homes).	Noted. SHELAA updated.
Comment	

Requests that the Council accommodates 1,000 dwellings of the City's unmet needs. The City Council intend to set out its position for its Local Authority neighbours to provide certainty through the Duty to Cooperate. In addition, it is considered the standard methodology does not capture the complexities of the housing market area and the City Council are keen to work with Fareham Council to ensure this is recognised in cross boundary work (Portsmouth City Council).	Noted.
Concerned that proposed housing areas include areas next to the M27 and strategic gaps. Particularly concerned that plan is too focused on the provision of housing, which compromises the existing strategic gaps (Hampshire Chamber of Commerce).	Noted. Housing need, which is set by Government, must be met unless there are extraordinary circumstances.
Considers that the 2016-based household projections should be considered a material factor in the Local Plan. CPRE will support the Council if they choose more up to date household projections (CPRE).	Noted, but the standard methodology and PPG require use of the 2014-based population projections, unless there are exceptional circumstances.
Considers that the Local Plan has not set out FBC's approach to meeting unmet need, including the identification of suitable sites to meet this need. In addition, the development strategy relies heavily on the delivery of large-scale strategic sites, which will take time to come forward. There needs to be a balanced approach to growth with smaller sites. Questions whether the Council will undertake an immediate review of the Local Plan once adopted to address the shortfall in housing (Turley on behalf of Taylor Wimpey).	Noted. The Council recognises a heavy reliance on large sites, notably Welborne, which is why it is proposing a 10-15% buffer and a new policy to allow small sites, of less than 1ha, to come forward outside existing settlements.
Consider that the Council should make additional use of draft allocations, there may be potential to provide development at a greater density on these sites. Yields in allocation policies should be a minimum (Turley on behalf of Reside Developments).	Yields are being reviewed before the Publication Plan alongside the site promoters. Yields may need to be altered as a product of the need to put forward nitrate neutral schemes. Yields are indicative at the Local Plan stage.
It is considered that the 10-15% buffer may not provide enough contingency in the event that Welborne is delayed, suggest a 20% buffer is more appropriate. Shortfalls as a result of delays to Welborne and other larger greenfield sites will be at the start of the plan period and so the buffer should be front loaded into an earlier part of the Local Plan. Requirement has gone up, but delivery has gone down. A situation likely to worsen as a result of nitrate issues. Another reason to front load the buffer (Turley on behalf of Reside Developments).	Noted. 10-15% buffer considered suitable at this time. Delivery of all sites, including Welborne will be kept under review as part of regular Local Plan review.

Considers that the 10-15% buffer given reliance on Welborne is sensible and provides flexibility if some sites cannot be delivered. In addition, the supplement does not set out to what extent the housing requirements should be uplifted to account for unmet need, growth strategies and strategic infrastructure provision. Once an uplift figure has been calculated a buffer should be applied to this figure (Persimmon Homes).	Disagree. The supplement does set out the approach to unmet need. There is no requirement in NPPF or PPG to add a buffer to unmet need.
Consider that given the levels of uncertainty in relation to housing provision the 10-15% buffer is inadequate and should be increased to 20% (Bryan Jezeph Consultancy on behalf of Land Owners Group).	Noted.
It is considered that the housing need figure calculated using the standard methodology should be a starting point and may increase through DtC discussions (Gladman Developments).	Noted. That is the case.
It is considered that the 10-15% buffer may not provide enough contingency in the event that strategic sites are delayed, suggest a 20% buffer is more appropriate (Gladman Developments).	Noted. 10-15% buffer considered suitable at this time. Delivery of all sites will be kept under review as part of regular Local Plan review.
Concerned over the reliance on the delivery of large-scale strategic sites, including Welborne, which will take time to come forward. Consider that there will be a need for medium size allocations to support strategic sites. Also concerned, about the lack of a long-term solution in relation to the nitrates issue (Pegasus Group on behalf of Fareham Land and Bargate Homes).	A buffer is being applied on top of Fareham's need to address delivery contingency.

Representations on Policy Rookery Farm	
Number of representations on policy: 8	Objection:0
	Support: 2
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None	
<i>Support</i>	
Sites refs should be 0046 plus 3224. Site is available, deliverable & sustainable. Would meet a real and urgent need to provide homes in the Borough. Part of the site is an aggregates recycling facility with extant planning permission for recycling and landfill which would lead to significant future vehicle movements and impact on future development potential. C1 million tonnes of waste material would be imported to the site before 2026. The indicative capacity could be unnecessarily limiting. If housing density of 20dph is applied to net developable area of 0046, site has potential for c200 units, plus 17 for site 3224.	Noted. This site is no longer progressing in the Local Plan.
Allocation acceptable subject to noise and numbers (Fareham Society).	Noted. This site is no longer progressing in the Local Plan.
<i>Comment</i>	
Number of housing should be constrained by noise issues from M27.	Noted. This site is no longer progressing in the Local Plan.
Impact of proposed development upon Swanwick Lane and Bridge Road should be assessed.	Noted. This site is no longer progressing in the Local Plan.
Consideration of pressure on early years capacity in Whiteley.	Noted. This site is no longer progressing in the Local Plan.
Concerns over the delivery of the site in terms of timescales and the ground being suitable for development due to its current use (WYG on behalf of Taylor Wimpey)	Noted. This site is no longer progressing in the Local Plan.
Concern that Rookery Farm development may impact upon the swanwick lane/bridge road junction, which may affect access to the marina. (Swanwick Marina CBRE)	Noted. This site is no longer progressing in the Local Plan.
Development on the site should conserve the significance of grade II listed buildings to north. Including the contribution setting makes to the significance of the assets. The policy requirement already included is considered sufficient	Noted. This site is no longer progressing in the Local Plan.

to address this. A desk-based assessment of archaeology should be required, and the council should consider including this as a policy requirement (Historic England).	
Cumulatively, traffic generated by the site could exacerbate any existing or future capacity issues at junction 9 of M27. Noted that policy includes requirement to provide or fund off site highway improvement works (Highways England).	Noted. This site is no longer progressing in the Local Plan.
The identification of the need for additional education infrastructure as well as improvements to off-site highway works is welcome. The latter should include for any new or improvements to cycle and footpaths to the local schools, especially as this would involve accessing school's south of the M27.	Noted. This site is no longer progressing in the Local Plan.
Considers that the site will be affected by noise and pollution from the M27 and from being in close proximity to the landfill site (Bryan Jezeph Consultancy on behalf of Land Owners Group).	Noted. This site is no longer progressing in the Local Plan.
Consider installation electric vehicle charging points to the majority or all of the housing on the development.	Noted. This site is no longer progressing in the Local Plan.
Consider that the Land at Newgate Lane is a preferable alternative site to Rookery Farm. Also concerned over the proximity of Rookery Farm to the M27 (Pegasus Group on behalf of Fareham Land and Bargate Homes).	Noted. This site is no longer progressing in the Local Plan.
Advise that the policy should ensure any development proposals will address the requirements for Habitats Regulations with regards to impacts including recreational disturbance to the Solent and Southampton Water Special Protection Area (SPA) and nutrient enrichment of Solent designated sites. In addition, any proposals should ensure that the mitigation hierarchy is engaged to protect and enhance priority habitat and other features of ecological interest, and ensure a net gain for biodiversity. Provision should also be made for green infrastructure that includes measures to protect and enhance biodiversity features and improve ecological connectivity within and out of the site (Natural England).	Noted. This site is no longer progressing in the Local Plan.

Representations on Policy XX: Strategic Growth Areas	
Number of representations on policy: 30	Objection: 3
	Support: 6
	Comment: 21
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Object to housing growth on the boundary of Downend Quarry. Concern that any new housing on the North of Downend SGA, particularly to the east of the site would be exposed to the waste operations on the Quarry. There is a lack of supporting text or policy direction in respect of the impact of residential encroachment on existing waste uses ('Agent of Change' principle). In addition, the Agent of Change principle as cited in the NPPF should be defined in the Local Plan glossary (Veolia)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Opposes the principle of SGA as considers that SGA's are not an appropriate method to deal with unmet need. Identifying SGA's is premature in light of PfSH work. Development of Downend SGA would harm the character and appearance of the area. Particularly western side which would intrude substantially into the lower slopes of Portsdown Hill. Clarification needed on access solution. Concern at lack of identified scale and if substantial would undermine the strategic gap (Fareham Society).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Gosport Borough Council strongly objects to the designation of Strategic Growth Areas (SGAs) including the South of Fareham SGA within the current Strategic Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington for the following reasons: <ul style="list-style-type: none"> The promotion of SGAs at this stage prejudices work being undertaken by local planning authorities at a multilateral level to ascertain the most appropriate sustainable broad locations for development over the period to 2036 and beyond to 2050, known as Strategic Development Opportunity Areas. 	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.

<ul style="list-style-type: none"> • The South of Fareham SGA does not represent 'good growth' for the residents of Gosport, Lee-on-the-Solent, Stubbington, Hillhead and south Fareham and therefore is not considered to be sustainable development. • It is imperative to safeguard effective strategic transport routes through the Strategic Gap to improve accessibility to, and from, the Gosport Peninsula to support the local economy. • Further housing allocations will lead to the extensive erosion of the Strategic Gap, the protection of which is a long established planning principle in the South Hampshire area, as identified by the Partnership for South Hampshire's Spatial Position Statement. <p>(Gosport Borough Council)</p>	
Support	
Supportive of the Fareham SGA (I Judd and Partners on behalf of Ms S Williams).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Supportive of the Council's approach in relation to the SGA's specifically the North of Downend. However, there are concerns in relation to the provision of self-build on the strategic sites. It is also recommended that the reference to the delivery of bridleways should be removed as there are not bridleways in the vicinity to connect to. (Terence O'Rourke on behalf of Miller Homes Ltd).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Support the inclusion of Strategic Growth Areas in the Local Plan. However, it is considered that the SGA's are important in providing housing land in the immediate and long term, which requires the SGA's to become housing allocations in the next iteration of the Plan (LRM Planning on behalf of Hallam Land Management).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Welcome the identification of further development sites to meet the increased housing requirement. Highlighted the potential of the Fareham-Stubbington gap in meeting this need (Pegasus Group on behalf Fareham Land and Bargate Homes).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Support the strategy of identifying sites to meet unmet need. (New Forest DC & Winchester CC)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.

Support the intention for a comprehensive area-wide master planning approach (Natural England)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
<i>Comment</i>	
Further information would provide the basis for demonstrating how Fareham Borough could contribute towards a significant unmet housing need of 17,000 dwellings across the wider Partnership for South Hampshire sub region (Eastleigh Borough Council).	Noted. The Development Strategy and Housing Need and Supply Chapters of the Publication Local Plan provides detail on how Fareham will meet unmet need in the PfSH area.
Welcomes the two SGA's seeks 1000 as unmet need. Suggests a specific reference in the plan to the North of Downend SGA meeting unmet needs. Also, considers that any review of the development strategy for emerging Local Plans should ensure that development of the wider South Hampshire region should not prejudice the delivery of regeneration and investment in cities. Seeks potential land for mitigation for nitrates and bio net gain, with appropriate legal agreements (Portsmouth City Council).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan. The new Local Plan includes a new policy on Biodiversity Net Gain and a policy on water quality effects on the SPA's/SAC's for all new development that result in an increase in accommodation/dwellings in the Borough.
<p>Considers SGA's should include sustainable transport and mass transit as part of the proposals and:</p> <ul style="list-style-type: none"> • Minimise light pollution (Downend) • Support natural greenspace • Supports requirement to support the rural setting of the area. <p>CPRE would like to see an additional criterion in the policy for the South of Fareham in relation to minimising light pollution. (CPRE)</p>	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
This consultation does not provide any details on the type or amount of development within the SGAs (Hampshire County Council).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Advise that more emphasis is placed on the need for development to comply with the existing environmental policy and legislation, particularly the Habitats Regulations 2017, and that proposals seek to protect and enhance existing ecological features and achieve biodiversity net gain	<p>Noted. A new policy is included in the Publication Local Plan that seeks to achieve Biodiversity Net Gain, as well as updated policies that protect and enhance ecology.</p> <p>Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.</p>

<p><i>North of Downend SGA</i> – Advise that the policy should outline that the masterplan should ensure a sensitively designed layout that protects the site from various aspects associated with the development. Large buffers are recommended as well as the creation and enhancement of ecological corridors.</p> <p><i>South of Fareham SGA</i> – advise that where avoidance of impacts on Solent Wader and Brent Geese (SWBG) sites are not possible mitigation is required. Strongly recommend that the policy addresses the impact of development on supporting habitat within the SWBG strategy and offsetting and mitigation guidance to inform an updated Local Plan Habitats Regulation Assessment. The Local Plan should include a commitment to ensure the continued ecological function of the SWBG network in the SGA area and that there is certainty with regard to the appropriateness and deliverability of mitigation. It is recommended that the mitigation approach is referenced in the policy text and the identified area shown on the Policies Map. Also recommends that the policy identifies that development in the area will require significant provision of green infrastructure any impacts on the Solent and Southampton Water SPA. It is also advised that full contributions will be required to the Bird Aware Strategy in combination effects on the SPA's. Furthermore, it is also recommended that specific measures are required to protect and enhance ancient woodlands in the locality, such as woodland management plans.</p> <p>In addition to the above, it is recommended that specialists are engaged to produce a strategy that identifies the current ecological baseline to form a landscape-scale green infrastructure and ecological mitigation strategy, around which development can be designed. It is advised that managing and securing a scheme in perpetuity we recommend land is transferred into the ownership and management of a suitable third party (Natural England).</p>	
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Policy H1 should be updated to include development within the SGA as a supply of housing (Persimmon Homes).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Consider that there is little justification for the identification of the SGA's or detail on the extent of development and how this will meet the Council's housing requirement (WYG on behalf of Taylor Wimpey).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Land East of Burnt House Lane and Land West of Peak Lane have a stronger relationship with the Strategic Gap and inclusion within the Fareham SGA considered justified (Persimmon Homes).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Concerned that there is no evidence that the reason for the North of Downend site being dismissed at appeal can be addressed via an allocation in the Local Plan. Also concerned that the issue relating to the railway bridge could lead to significant delays, particularly in the short term (Gladman Developments).	Noted. Detailed traffic and highways design work ensure there is a solution that addresses the issues raised at appeal.
The policy requires development in the SGA in line with a masterplan to ensure comprehensive development is achieved (Persimmon Homes).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Concern that the consultation document does not include any detail as to the extent of development on the SGA's. It is also unclear how the SGA at the North of Downend interrelates to the allocation shown in the 2017 Local Plan. Also concerned, that the SGA at the North of Downend will undermine the quality of Portsdown Hill. In addition, the appeal related to the allocation site was partly dismissed due to concern over the proposals for the railway bridge which has not been addressed in the Supplement. It is suggested that the allocation is removed from the Local Plan (Bryan Jezeph Consultancy on behalf of the Land Owners Group).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Concern that the level of development for the South of Fareham SGA has not been identified as well as the impact on the strategic gap. Considers that the site cannot contribute to the Council's 5-year supply (Bryan Jezeph Consultancy on behalf of Land Owners Group).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Considers that there is a lack of assessment or discussion around the effect of the chosen sites included in the Strategic Growth Area on the integrity of the strategic gap. Considers that the Land at	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.

Newgate Lane would be a more suitable site (Pegasus Group on behalf of Fareham Land and Bargate Homes).	
Concern that the plan is too focused on housing and focuses on development in the strategic gap. (Hampshire Chamber of Commerce).	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Downend – The plan should take account of the setting of listed building (Fort Nelson). The masterplan should also respond to Fort Fareham, its field of fire and strategic and archaeological assessments required. SoF SGA – setting of grade 2* church to west to be referenced. The masterplan should also respond to Fort Fareham, its field of fire and strategic context. (Historic England)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
Welcome further dialogue on potential growth in particular any site in around M27 Junction 11, this would include land close to J11 being promoted for commercial use. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support proposals that consider sustainable measures which manage down demand and reduces the need to travel. More detailed junction capacity modelling of M27 Junction 11, mitigation measures should be considered here in order to minimise the risk of a queue tailing back on to the main line of the M27 from the M27 Junction 11 westbound off-slip. (Highways England)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.
SoF SGA welcome the fact that the Meon Valley strategic gap will be protected from development. Any amendment of the boundary should consider gap within Winchester's district to ensure conformity over the administrative boundary. (Winchester CC)	Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.

<p>Disappointed to see Strategic Growth Area's within the Draft Local Plan. Feels that this does not represent good growth and the development of large scale housing would compromise the effectiveness of the Stubbington Bypass. Notes that SGA's are predicated on supplying housing for Local Planning Authorities unmet need and concerned this is premature and undermines the work of PfSH. Concerned that Fareham are going ahead of the PfSH timelines for determining an updated spatial strategy and where unmet need may go in the PfSh area. Also concerned about the impact of the SGA on air quality (Cllr Phillpott, Gosport Borough Council).</p>	<p>Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.</p>
<p>SoF SGA - noted within the Strategic Gap. This appears to be internally inconsistent and could result in coalescence between Fareham and Stubbington unless appropriately managed. Recommend clearly differentiate between the SGA to be developed and what remains undeveloped as the Strategic Gap. (HCC property)</p>	<p>Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.</p>
<p>Downend SGA falls within a Groundwater Source Protection Zone (SPZ). Any development proposals within this area will need to take into consideration the high sensitivity of the groundwater environment. There will be certain constraints and measures that will to be implemented to protect groundwater quality. (Portsmouth Water)</p>	<p>Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.</p>
<p>RSPB is concerned by the proposed loss of sites between Fareham and Stubbington and the impact that these developments in-combination will have on the wider SWBGS network of sites and its connectivity. The land between Fareham and Stubbington provides one of the last stepping-stones between SWBGS sites from Portsmouth Harbour SPA to the east of the Borough and Southampton Water SPA to the west.</p>	<p>Noted. Strategic Growth Areas will not form part of the Fareham Local Plan.</p>

Need assessment of this in-combination effect of the loss of these sites. Any development identified within 5.6km of the Solent SPAs will need to contribute towards the Solent Recreation Mitigation Strategy (SRMP). Development located immediately adjacent is likely to require more than financial contribution to the strategy in order to fully mitigate likely significant impacts upon the SPAs. (RSPB)	
Representations on Policy XX: Five-Year Housing Land Supply	
Number of representations on policy: 8	Objection:2
	Support: 4
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerned about the unintended consequences of this policy and believe that it may lead to legal disputes over the 5-year supply and how to interpret the policy criteria (CPRE).	Noted. This policy has been used in the adopted Local Plan since 2015.
Objects to the policy on the basis that it presumes in favour of sustainable development outside of the settlement boundaries prior to other types of land within urban areas and within more sustainable development (Gosport Borough Council).	Noted. However, development in urban areas are likely to be policy compliant in any case. This policy is designed to provide guidance for dealing with speculative greenfield applications.
<i>Support</i>	
Supports the rationale behind the policy and the criteria for permissible residential development (Luken Beck on behalf of Mr and Mrs Coles).	Noted.
Supports the policy in principle. However, concern that some criteria is unduly restrictive and prevents the effective use of land (Bryan Jezeph Consultancy on behalf of Capital Homes Group).	Noted.
Supports the need for flexibility to be built into the Local Plan in the event that the Council cannot demonstrate a 5-year supply (Gladman Developments).	Noted.
Supports the policies flexible approach to facilitating development outside the settlement boundaries in the absence of a 5-year supply (Pegasus Group on behalf of Fareham Land and Bargate Homes).	Noted.

<i>Comment</i>	
Concerned that the Council could use the policy to limit the application of the presumption in favour of sustainable development and therefore, do not consider the policy to be sound (Home Builders Federation).	DSP40 in the current adopted plan was found to be sound at examination in 2015, post the NPPF. This policy is an updated version of that existing policy.
Welcomes the proactive approach to establishing what types of residential development will be permissible in the event it cannot demonstrate a 5-year housing land supply through 'Policy XX: Five-Year Housing Land Supply'. However, the Council could avoid scenarios of not having a five year housing land supply were it to ensure there are sufficient allocations in the Local Plan, that capacities for these allocations make best use of the land available and that enough dwellings can come forward in the first 5-10 years of the Plan Period whilst larger sites as Welborne implement their required infrastructure and start to build their first dwellings (Turley on behalf of Reside Developments).	Noted. The Council attempts to secure a 5yHLS through the Local Plan process and notes that there are some omission sites.
It is considered that there should be some amendments to the policy criteria. For instance, criteria a) should be amended to remove the reference to scale and it is considered that criteria b) is too onerous (Gladman Developments).	DSP40 in the current adopted plan was found to be sound at examination in 2015, post the NPPF. This policy is an updated version of that existing policy.
Representations on Small Scale Development Policy:XX	
Number of representations on policy:6	Objection:1
	Support: 2
	Comment: 5
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Concerned about the unintended consequences of this policy and believe it may lead to legal disputes over different interpretations of criteria 1 –4 (CPRE).	The policy seeks to limit development to sustainable locations (defined), small scale (4 or less) and that it fits with character of context (identified). Whilst there will always be interpretations, the policy seeks to be clear, with some degree of flexibility. The 'unintended consequences' are not set out to be able to respond.
<i>Support</i>	

Supports policy on small scale development outside of the defined urban areas in principle (Bryan Jezeph Consultancy on behalf of Mr S Dunleavy/Land Owners Group/Capital Homes Group)	Noted.
Supports the Council's commitment to ensuring the supply and delivery of small and medium sites. (Luken Beck on behalf of Mr and Mrs Cole).	Noted. However, the policy is specifically aimed at small scale, not medium scale development
Comment	
Suggest that the upper limit is removed from the policy criteria and is managed instead by the development management process, using the draft policy criteria as a guide (Luken Beck on behalf of Mr and Mrs Cole).	The upper limit of 4 is set because anything 5 or greater could be assessed through the SHELAA and potentially allocated.
Considers that clarification is required as to how this policy will work with Policy SP7 of the 2017 Local Plan, particularly criteria d). Considers that the upper limit on the policy is arbitrary and lacks justification. In addition, concerned that criteria b) is unduly restrictive (Bryan Jezeph Consultancy on behalf of Capital Homes Group).	SP7 has been updated whereby there is no conflict with this policy. The sustainable locations to which this policy will likely apply are generally ribbon development areas close to existing settlements. The pattern and character of such developments would most likely be undermined by larger developments, through inappropriate backland developments. The sketch guidance helps to demonstrate the acceptable approach, depending on the character of the location. Further design guidance will be considered.
Inclusion of the policy is welcomed. Considers that the Council will need to identify sufficient small sites on which 10% of the housing supply will need to be delivered. Advocates the allocation of small sites to provide greater certainty for SME builders (Home Builders Federation).	It is not possible to identify every possible small-scale site of between 1 and 4 units. It is a permissive policy to encourage self-build and within sustainable locations, helping 5-year supply. Allocations are for 5 units or more and identified within the SHEELA.
Considers the text of the policy may be open to argument/interpretation and it is suggested a list of requirements/indicators is included within the policy (Winchester City Council).	Noted. This will be considered to strengthen the policy.
Concerned that the policy could lead to speculative proposals and give rise to sporadic development which could be harmful to rural areas in the Borough (Fareham Society).	Noted. The limitations within the policy should curtail the scale of development and ensure that it responds appropriately to its context. It must be in a sustainable location and well related to the settlement. As such it is unlikely to be sporadic within the wider rural areas.

Representations on Space Standards Policy XX	
Number of representations on policy:	Objection:1
	Support: 3
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Object to the policy as it is considered that the Council should provide a local assessment to justify the scale of need proposed and test its deliverability through the Council's viability assessment (Gladman Developments).	Noted. The viability implications of applying the space standards to new developments have been tested in the Council's 2019 Viability Assessment. Information on a local assessment is available to support the Publication Plan.
<i>Support</i>	
Encourage and support the space standards set out by the Council (Ian Judd and Partners).	Noted.
Support the space standards set out by the Council (I Judd on Behalf of Ms S Williams).	Noted.
Supports the policy (Fareham Society).	Noted.
<i>Comment</i>	
Considers that the Council should ensure they provide necessary evidence on the need for such homes and their impact on development viability. Also concerned that strict adherence to the space standards could limit well designed and more affordable smaller homes that better meet needs (Home Builders Federation).	Noted. The viability implications of applying the space standards to new developments have been tested in the Council's 2019 Viability Assessment. Information on a local assessment is available to support the Publication Plan.

Representations on Policy XX: Sheltered Housing - Land South of Cams Alders	
Number of representations on policy: 2	Objection:1
	Support: 0
	Comment: 1
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Object to the allocation of Cams Alders as it would harm the pleasant wooded character of the Cams Alders open space and is inappropriate given that most of it is a SINC (Fareham Society).	Noted. The Publication Plan provides the justification for this allocation
<i>Comment</i>	
Advises that an alternative site should be found for the sheltered housing proposed at Cams Alders that avoids the loss of a SINC habitat. Where this is not possible it should be made clear in the policy how requirements set out within the NPPF, NERC Act 2006 and Fareham's own local policies on nature conservation will be met (Natural England).	Noted. The Publication Plan provides the justification.
Representations on Policy NE:XX Landscape	
Number of representations on policy:10	Objection:2
	Support: 4
	Comment:6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Object to the special landscape character designation introduced through the Local Plan Supplement. The site at Brook Avenue is a flat field used for grazing, is devoid of trees and as such, does not contribute to the special landscape character or quality of the area. Such a broad-brush application of this designation will conflict with the Council's objective to provide sufficient suitable, available and achievable sites to meet housing need (WYG on behalf of Anthony and Lisa King).	Further evidence has been gathered on the exact boundaries of the Areas of Special Landscape Quality which is presented for the Regulation 19. The proposed policy does not preclude development in the ALSQ, just requires a Landscape Assessment to be completed alongside any planning application.
Strongly object to the first sentence of the policy as believe it may lead to legal disputes over different interpretations of what 'taking account' might	Publication plan policy is amended.

mean in respect of quality, local distinctiveness and sensitivity to change of landscape areas. Suggested deleting the sentence (CPRE).	
Support	
Agree with the appraisal of valued landscapes and that these can be formalised with a policy for 'Areas of Special Landscape Quality'. The decision to redefine strategic gaps is noted and suggest that a new Green Belt could achieve this (CPRE).	Noted.
Welcomes the proposed designation of 6 Areas of Special Landscape Quality within the Borough (Natural England).	Noted.
Welcome the fact that the Meon Valley strategic gap will be protected from development. Notes that the gap boundary is proposed to be amended and suggests this could be addressed through a statement of common ground and reflected in the supporting text of paragraph 2.9 (Winchester City Council).	Noted.
Welcomes the policy on Areas of Special Landscape Quality. Suggests minor amendments to policy text including to prohibit small scale development such as stables. The map of the ASLQ should also be extended to include the Posbrook Lane appeal site and the whole of the Wallington Valley (Fareham Society).	Noted. Policy has been reworded.
Comment	
The proposed Area of Special Landscape Quality (ASLQ) is too extensive and does not reflect the criteria in the Local Plan evidence base. Modifications are required to the ASLQ boundary to exclude areas that no longer represent unspoilt character and high scenic value (Michael Sparks Associates on behalf of Cambria Land Ltd).	Further evidence has been gathered on the exact boundaries of the Areas of Special Landscape Quality which is presented for the Regulation 19.
Consider that the Council should demonstrate where there is major development proposed in the ASLQ the scheme should demonstrate that it is in accordance with the criteria of the Council's Landscape Sensitivity Assessment (Persimmon Homes).	Further text added to support the policy linking the need to assess planning applications against the Council's landscape evidence.
Considers that ASLQ boundaries should be drawn to exclude proposed allocations otherwise it could unduly restrict developable areas and affect housing numbers (Turley on behalf of Reside Developments).	Further evidence has been gathered on the exact boundaries of the Areas of Special Landscape Quality which is presented for the Regulation 19.

Unclear as to the role of the strategic gaps in the Local Plan. As such, it is considered that those gaps within the identified ASLQ will broadly be considered more sensitive than outside them (Pegasus Group on behalf of Fareham Land and Bargate Homes).	Strategic gaps and ASLQs have different purposes and different spatial extents. The Publication Plan and its evidence distinguish.
Keen to work with the Council to ensure view to and from Portsdown Hill are adequately considered as both Local Plans progress. City Council will work with Fareham on cross boundary work to assess the landscape value of Portsdown Hill (Portsmouth City Council).	Noted.
Concerned that the wording of the policy does not provide sufficient protection for the Upper Hamble Valley, the Meon Valley, the Forest of Bere and Portsdown Hill (CPRE).	Noted. Policy has been reworded, in line with the text of the NPPF.
Representations on Policy <u>NEXX Trees Woodland and Hedgerows</u>	
Number of representations on policy: 5	Objection:0
	Support: 3
	Comment: 4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
CPRE Hampshire agrees with any policy that supports the preservation or enhancement of trees, woodlands and hedgerows. (CPRE Hampshire)	Support noted.
Supportive of Policy. (Fareham Society)	Support noted.
Supportive of Policy. (RSPB)	Support noted.
Supportive of Policy. (Natural England)	Support noted.
<i>Comment</i>	
The reference to compensation is not understood. Is this mitigation or is it a net gain calculation? What is the compensation – financial contribution towards a larger net gain scheme? This should be clarified. (Winchester City Council)	Position within policy clarified to reflect where trees are lost, appropriate replacement in a suitable locations is achieved.

There should be additional protection of valuable habitats such as SINC.s. (<i>Fareham Society</i>)	The protection of SINC habitats is covered under Policy NE1 Biodiversity, nature conservation and the local ecological network.
We believe that Para 4.24 should be moved to be within the policy rather than in the supporting text. (<i>CPRE Hampshire</i>)	It is considered that the inclusion of para 4.24 within the policy is not required. The policy is sufficiently worded to protect trees, woodland and hedgerows as it stands.
It is critical that opportunities for the planting of new trees, woodlands and hedgerows consider the existing habitat value of areas where these new trees are proposed. Woodland and hedgerow creation should not undermine important open habitats such as chalk grassland or areas functionally linked to the Special Protection Areas (SPAs) used by waders and Brent Geese. (<i>RSPB</i>).	The Policy wording " <i>New planting shall be suitable for the site conditions</i> " reflects that's the provision of new trees, woodland and hedgerows need to be carefully considered so that they do not undermine important open habitats.
Recommend the policy includes requirements with regards to ancient woodlands and veteran trees to ensure development complies with the NPPF (Natural England).	Noted. Ancient woodland and veteran trees have been included into the policy.
Representations on Policy <u>NEXX Managing Flood Risk and Sustainable Drainage Systems.</u>	
Number of representations on policy: 5	Objection:0
	Support: 4
	Comment: 3
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
None	
<i>Support</i>	
Supportive of policy (<i>Environment Agency</i>)	Support noted.
Supportive of policy (<i>Hampshire County Council as Landowner</i>)	Support noted.
Supportive of policy (<i>Hampshire County Council as Lead Local Flood Authority</i>)	Support noted.
Supportive of policy (Natural England)	Support noted.
<i>Comment</i>	

Second set of bullet points – This policy should apply to all developments that incorporate Sustainable Drainage Systems rather than developments that are required to incorporate. (<i>Winchester City Council</i>)	Noted and Policy amended
There is no specific statement regarding surface water disposal and the protection of water resources and specifically the encouragement of including SuDS within the design of housing developments. (<i>Portsmouth Water</i>)	The supporting text has been amended to cover surface water disposal and the encouragement of SuDS for all development. Protection of water as a resource is covered within a separate policy in the Local Plan.
There is no specific policy or statement on land affected by contamination and the potential impacts on the water environment. A “brown field” first policy would help to achieve remediation of land and improve water quality. In addition to this, the management of land contamination including appropriate investigations, risk assessment and remediation strategies is required. We recommend that a specific statement is included on land affected by contamination. (<i>Portsmouth Water</i>).	In line with National Policy and Guidance the Local Plan prioritises brownfield land first in its approach to meeting it's housing need. Contaminated Land is covered in the Design policy in the Publication Plan.
HCC as Lead Local Flood Authority would recommend that the text regarding 'Greenfield and Brown field run off rates and managing on-site surface water run-off' should be added to the 'planning permission will only be granted where' section, as these rules apply on all sites, not just those where SuDS are required. (<i>Hampshire County Council as Lead Local Flood Authority</i>)	Noted. Policy amended.
All sites should be incorporating SuDS unless there is a very specific reason why this cannot be achieved and the County Council would recommend that all sites start from a principal of surface, open water SuDS as detailed in the Ciria SuDS manual, considered as industry best practice. (<i>Hampshire County Council as Lead Local Flood Authority</i>)	Noted. Policy amended to include reference to CIRIA C753 SuDs Manual and that priority is given to SuDS which mimic and reflect natural drainage processes.
HCC as Lead Local Flood Authority would also recommend that the following sentence is added to the relevant section of the next iteration of the Local Plan as the County Council is keen that the LLFA strategy is referenced in local plans and vice versa to highlight the joint working that is taking place: 'Guidance set out by the Lead Local Flood Authority (LLFA) will be followed for developments in areas in Fareham which have been prioritised as high	Noted. The text added to the supporting text section of the policy.

risk by the County wide Local Flood and Water Management Strategy'. (Hampshire County Council as Lead Local Flood Authority)	
Representations on Policy <u>NEXX Climate Change</u>	
Number of representations on policy:9	Objection:0
	Support: 6
	Comment: 5
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
Supportive of Policy (Environment Agency)	Support noted.
Supportive of Policy (Portsmouth Water)	Support noted.
Supportive of Policy (Southern Water)	Support noted.
Supportive of Policy. (RSPB)	Support noted.
Supportive of Policy (Ian Judd and Partners)	Support noted.
Supportive of Policy (Terence O'Rourke on behalf of Miller Homes)	Support noted.
<i>Comment</i>	
The aims of this policy are not very clear as we understand from our meeting that it is intended to be an overarching policy with the detail contained in further policies in the existing draft plan with which it is intended to be read. In its current form, it makes reference to details which are not necessary if this is intended to be a high-level strategic policy. For example, the policy refers to higher water efficiency standards, but it is not clear from the text what standards are expected. We recommend the following RTPI document which gives some good examples of positive policies to counter the effects of climate change. (Winchester City Council)	The policy is intended to be high-level and overarching which details how the Local Plan in its entirety will ensure development mitigates and adapts to climate change. The finer details on how this is achieved i.e. through the setting of particular standards is described in each of the individual policies that relate to climate change. This has been made clearer in the supportive text in the Publication Plan.
To be effective The Climate Change Policy needs to specify the standards sought. The Policy should clearly state what standards are to be sought in new houses in terms of water conservation and energy efficiency. (Fareham Society)	The policy is intended to be high-level and overarching which details how the Local Plan in its entirety will ensure development mitigates and adapts to climate change. The finer details on how this is achieved i.e. through the setting of particular standards is described in each of the individual

	policies that relate to climate change. This has been made clearer in the supportive text in the Publication Plan.
CPRE Hampshire agrees with Criteria b) to e) which are worthwhile and important. However, we feel that Criterion a) does not go far enough. It must be a fundamental tenet of the Fareham Local Plan that NO development should be permitted that relies on the car as its main means of access. The principles of development and transport as set out in the Transport for New Homes checklist should be followed (<i>CPRE</i>)	Noted.
Suggest that more explicit reference is made within the policy text to what those 'higher water efficiency standards' are, either with specific mention of the target itself or reference to the higher technical standard from building regulations. (<i>Environment Agency</i>)	The policy is intended to be high-level and overarching which details how the Local Plan in its entirety will ensure development mitigates and adapts to climate change. The finer details on how this is achieved i.e. through the setting of particular standards is described in each of the individual policies that relate to climate change. This has been made clearer in the supportive text in the Publication Plan.
Portsmouth Water would strongly encourage Fareham as part of their higher standards in the Building Regulations for water consumption, to aspire to lower consumption figures than in the current draft local plan. Fareham is supplied jointly by Portsmouth Water and Southern Water, and we both have an aspiration for all customer to reach 100 litres/head/day by 2050 to improve environmental protection, reduce wastewater discharge and improve sustainable and resilient water use into the future. (<i>Portsmouth Water</i>).	The Local Plan requests the higher standard for water consumption that are set out within the Building Regulations. The supporting text within policy D4 covering water resources and quality encourages applicants to strive towards achieving the water companies targeted aspirations of 100 litres/head/day.
Portsmouth Water recommend a stand-alone 'Water Quality' policy, to protect groundwater quality. The suggested policy wording is included in our previous representation dated 25/07/2019. (<i>Portsmouth Water</i>).	Noted. The Local Plan has a standalone policy covering water quality and resources.
Considers there is a need to amend criterion d) of the policy, which requires higher water efficiency standards to be achieved. It is not currently clear against what baseline water consumption figures the policy will be assessed against. Accordingly, as currently worded the policy has clear scope for confusion and conflict at the determination stage (Terence O'Rourke on behalf of Miller Homes).	The policy is intended to be high-level and overarching which details how the Local Plan in its entirety will ensure development mitigates and adapts to climate change. The finer details on how this is achieved such as through higher water efficiency standards is given in Policy D4 of the Plan. The supporting text for the policy on climate change signposts to the correct policy (D4) relating to water efficiency standards.

Representations on Policy <u>NEXX Air Quality</u>	
Number of representations on policy: 4	Objection:1
	Support: 2
	Comment:4
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
The requirements for an air quality assessment on any development of 10 or more dwellings or more than 1,000 sqm, are more stringent than national guidance. (<i>Bargate Homes</i>)	Fareham Borough Council was identified as one of the local authorities where the annual mean European Limit Value for NO ₂ (40 µg/m ³) is at risk of being exceeded in future years. To ensure future major development does not contribute individually or cumulatively to exceeding limit values, air Quality Assessments are required to assess and mitigate any impacts on air quality. Guidance from Environmental Protection UK and the Institute of Air Quality Management also recommends that all major developments produce an air quality assessment, particularly if the background and future baseline air quality of an area is likely to approach or exceed the values set by air quality objectives. Furthermore, the Council's local information requirements states that an AQA is required for major developments for outline and full planning applications.
There is scope for any development which causes even a slight negative change in within AQMAs or Clean Air Zones to be refused based on bullet point a) of the policy. The requirement for mitigation to offset any effect is left open-ended and would benefit from further clarification. (<i>Bargate Homes</i>)	AQMAs are designated because an area is not likely to achieve compliance with national air quality objectives, development will not be permitted where individually or cumulatively it leads to an exceedance in the air quality objectives. Development however will be permitted where it mitigates any identified air quality effects within Air Quality Management Areas (AQMAs) and/or any Clean Air Zones
<i>Support</i>	
Supportive of policy (<i>Hampshire County Council</i>).	Noted.
Support the requirement to future proof developments so they can be retrofitted with EV charge points, rather than requiring installation at the time of development. (<i>Bargate Homes</i>)	Noted.

Comment	
Policy is welcomed. However, there should be a reference to the legal UK limits and the safe levels set by the World Health Organisation, and how air quality is to be monitored. The reference (17) paragraph 4.52, page 43 should be moved/deleted as it refers to greenhouse gases, predominantly CO2 rather than the main air pollutants. <i>(Fareham Society)</i>	Noted.
This Policy's reference to 'smaller scale development' is not sufficiently precise to be effective. It is recommended that the Policy wording is amended to better define what is meant by the terms 'major' and 'small-scale' in relation to the type of development and threshold for which air quality assessment is required. In addition, it would be helpful to include a definition of Air Quality Neutral in the explanatory text or a glossary of terms to support the soundness of the Plan. T=There appears to be a typo in the Policy where it reads- 'a AQA' which perhaps should read 'an AQA' instead. <i>(Hampshire County Council)</i>	Noted. Major development is defined in the NPPF. Typo amended.
Proposals are for developments to be 'air quality neutral' which is a policy currently exclusive to London. While this means that developments do not generate more emissions than is appropriate for the scale of the development and therefore shouldn't significantly affect development viability, if it does result in more air quality mitigation measures being required, these impacts should continue to be assessed alongside other policy requirements. <i>(Bargate Homes)</i>	Noted. Policy in the Publication Plan has been updated.
Concern that there is a lack of justification for scale of EV rapid charge points required in shared parking areas, especially given the requirement to deliver one charge point per dwelling. As such it is respectfully requested that further consideration and justification is given to this draft policy requirement (Terence O'Rourke on behalf of Miller Homes).	The requirement is to deliver 1 charge point per dwelling that has its own private off-street parking. There is therefore a need to provide EV charging points within developments that have shared parking areas in recognition that the charging points installed per dwelling with off street parking would be for the private use of the owner/occupier of that dwelling. This approach also accords with the aspiration of Government as set out in the publication Road to Zero Next steps towards cleaner road transport and delivering our Industrial Strategy.

Topics	Representations on Transport and Infrastructure	
	Number of representations on policy:	Objection:
		Support:
		Comment:
	Issues Raised	Fareham Borough Council Response
	<i>Objection</i>	
Transport Sustainable Transport	<p>The Group objects to the current plan proposals on the following grounds:</p> <ul style="list-style-type: none"> • The plan should address the issues relating to road infrastructure; its capacity, interactions with existing networks and funding complications. • Junction 10 needs to be fully funded and constructed. • The plan should strengthen considerably provision for additional sustainable transport services and infrastructure including: bus rapid transit, railway development (including a new station at Knowle Hospital to serve Welborne), as well as more pedestrian links and cycleways. All should take account of the Transforming Cities Fund for the Solent and recent Government announcements on bus services, infrastructure, cycling and general sustainable transport initiatives. <p>(Hampshire Chamber of Commerce)</p> 	<p>The Plan is supported by a comprehensive Transport Assessment that addresses the issues relating to road infrastructure, its capacity and interactions with existing networks. The TA assess the impact associated with the proposed Local Plan growth and demonstrates mitigation. Sustainable Transport services in the form of Rapid Transit are referred to in the Infrastructure Policy within the plan with links made to specific junctions where rapid transit schemes are likely to take place. In addition, the plan links to the Local Cycling and Walking Infrastructure Delivery Plan (LCWIP) produced by the Highway Authority.</p>
HA2	<p>The County Council in its capacity as Local Highway Authority submitted an objection to policy HA2 Newgate Lane South. This objection remains valid and is restated. The proposed housing allocation which is likely to both increase the levels of out-commuting from the peninsula in the morning peak travel period and negate the purposes of the Newgate Lane improvements is not supported.</p> <p>(Hampshire County Council as Highway Authority)</p>	<p>Noted. HA2 is no longer an allocation in the Local Plan.</p>
Updated TA	<p>In the absence of an updated TA, the County Council in its capacity as Local Highway Authority is submitting a holding objection until such time as a revised Local Plan TA has been produced and finalised and the</p>	<p>The Strategic Growth Areas will not form part of the Local Plan.</p>

	<p>strategic impacts of the proposed allocations and the two Strategic Growth Areas (SGAs) have been adequately assessed with evidence that any significant impacts can be mitigated.</p> <p>(Hampshire County Council as Highway Authority)</p>	
Stubbington Bypass	<p>The County Council is seriously concerned that the introduction of significant further development anywhere within the general area outlined within the South of Fareham SGA is likely to have a highly detrimental impact on the Stubbington bypass, regardless of whether the development accesses the bypass directly or the traffic generated by the development accesses the route indirectly. For this reason, the County Council objects to the principle of the designation of a SGA in this area</p> <p>(Hampshire County Council as Highway Authority)</p>	Noted. Strategic Growth Area not progressing in the Local Plan.
Newgate Lane	<p>That this Council maintains its strong objection in full to the proposed residential allocation at Newgate Lane:</p> <ul style="list-style-type: none"> - The proposal will negate the benefits provided by the recent improvements to Newgate Lane with a negative impact on traffic flow and increased congestion to the detriment of Gosport Borough and Stubbington residents and the local economy including accessibility to the Solent Enterprise Zone at Daedalus; - The proposal will significantly harm the amenities of local Gosport residents by the introduction of new access points to existing residential areas, which due to the scale of the proposal would lead to a significant increase of traffic on residential roads; - The proposal, as previously described in the DFLP is very car dependent with no provision for public transport. This would exacerbate the number of trips using Newgate Lane; - There is insufficient information on supporting infrastructure required including education, medical and community facilities. <p>(Gosport Borough Council)</p>	Noted. This site is no longer allocated in the Local Plan.
South of Fareham SGA	<p>The Council strongly objects to the designation of Strategic Growth Areas (SGAs) including the South of Fareham SGA within the current Strategic</p>	Noted. The Strategic Growth Areas are not progressing in the Local Plan.

	<p>Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington for the following reasons:</p> <ul style="list-style-type: none"> It is imperative to safeguard effective strategic transport routes through the Strategic Gap to improve accessibility to, and from, the Gosport Peninsula to support the local economy. Further housing allocations will individually and cumulatively exacerbate accessibility constraints <p>(Gosport Borough Council)</p>	
	<i>Support</i>	
Sustainable Transport and Mass Transit	<p>Strategic Growth Area Policy. We would like to see reference to sustainable transport and mass transit as part of the policy. We hope that Fareham BC will feel empowered to reject any masterplan that does not include this aspect. The principles of development and transport as set out in the Transport for New Homes checklist should be followed.</p> <p>(CPRE)</p>	Noted. The Strategic Growth Areas are not progressing in the Local Plan.
SEHRT Network	<p>The revised development strategy should include the future extension of the SEHRT network:</p> <ul style="list-style-type: none"> west of Fareham town centre towards Segensworth, Swanwick Station, Whiteley and the North Whiteley major development area; to serve the Solent Enterprise Zone at Daedalus and adjacent coastal settlements; as part of the master planning for the two Strategic Growth Areas (north of Downend and south of Fareham). <p>(Hampshire County Council as Highway Authority)</p>	Noted. The Transport and Other Infrastructure policy references the rapid transit and identifies junctions and routes where safeguarding is necessary.
Rookery Farm Active modes	<p><u>Rookery Farm housing allocation (150 dws).</u></p> <p>This allocation is close to Swanwick railway station. The County Council supports the opportunity for this site to provide high quality walking and cycling routes to Swanwick station. This may include a new active modes bridge over the motorway and enhanced interchange at Swanwick Station with new local bus services. The development brief also needs to include provision for off-site improvements to address the inadequate bus, walking and cycling connections to the Segensworth business parks.</p>	Noted. This site is no longer progressing in the Local Plan.

	(Hampshire County Council as Highway Authority)	
Cams Alders routes to BRT	<p><u>Sheltered housing – land south of Cams Alders (60 dws).</u> This new development allocation needs to be supported by a Transport Assessment and should include new pedestrian and cycle connections to the Eclipse busway corridor.</p> <p>(Hampshire County Council as Highway Authority)</p>	Noted. The development allocation policy includes requirement to contribute towards schemes/routes set out in the LCWIP.
SEND planning	<p>The main principle of current and future provision is that we will seek to provide local schools for local children. The inclusion of the need to mitigate the impact on school places and early years facilities is welcomed. This will also need to account of any need for additional SEND places.</p> <p>(Hampshire County Council as Education Authority)</p>	Noted. Approach has been agreed with Education Authority and relevant requirements specified in IDP.
Rookery Farm Allocation	<p><u>Rookery Farm</u> Hampshire County Council has concluded that sufficient aggregate recycling capacity is currently in place to deal with the additional waste and as such no objection to this allocation will be raised.</p> <p>(Hampshire County Council as Minerals and Waste Authority)</p>	Noted.
SGA ROW	<p>The County Council welcome that the Strategic Growth Area: South of Fareham policy proposes to retain existing Public Rights of Way and would welcome further discussions on the impacts and opportunities for PRoW in relation to future housing allocations in the Borough.</p> <p>(Hampshire County Council as ROW/Highway Authority)</p>	Noted. The Strategic Growth Area is not progressing in the Local Plan.
Infrastructure requirements/Transport modelling	<p>The intention to provide specific infrastructure requirements of each of the proposed allocations submitted as part of the evidence base to support the Publication Plan is welcomed. Increased certainty in relation to financial contributions is also welcomed.</p> <p>(WYG on behalf of Bargate/Miller Homes/Portsmouth Water/Vistry Group and various Landowners)</p>	Noted. IDP evidences infrastructure requirements where specified for proposed allocations.
Transport modelling	<p>Supports the conclusion in the Council's updated evidence base (transport modelling) that HA2 can be delivered with access via, Newgate Lane, with no material impacts on journey time.</p> <p>(WYG on behalf of Bargate/Millers Homes)</p>	Noted. The HA2 site is no longer an allocation in the Local Plan..
	<i>Comment</i>	

North of Downend good transport links	North of Downend is better located to accommodate unmet housing need from Portsmouth, with a close geographical proximity to the city and good transport links via the M27/ A27, Portchester railway station and the proposed Bus Rapid Transit (BRT) line. (Portsmouth City Council)	Noted.
Cross border pupil movement	PCC continues to maintain close links with Hampshire County Council as Education Authority due to cross border pupil movement. Development on the proximity of this border can impact the availability of school places across authorities and therefore the timing and size of development should be closely monitored to ensure the continued availability of school places during the life of this plan. (Portsmouth City Council)	Noted. Education Authority have informed FBC to that effect and are feeding into the Plan process accordingly.
Promotion of SEHRT	The City Council would encourage that the promotion and development of the emerging SEHRT network is put at the forefront of any future development plans across the Fareham BC area. Equally, opportunities to build in walking and cycling facilities (such as those identified in Portsmouth's Local Cycling and Walking Infrastructure Plan, currently in development) to connect in with existing routes linking Portsmouth to Fareham, should be prioritised to ensure that new and existing residents have a full range of travel options available. (PCC)	Noted. Local Plan policy references SEHRT (rapid Transit) and need to safeguard land and seek opportunities to support its delivery. Plan also links to LCWIP for contributions towards walking and cycling routes/schemes.
Highway Impacts	The relationship of the report on <i>SRTM modelling</i> to the Local Plan Supplement is not clear, but the modelling does give cause for concern on highway impacts. (Fareham Society)	The SRTM modelling is the basis for the TA, which explains the impact of development on the local highway network. The findings from the TA show that at the strategic level, the highways impact from the new development can be satisfactory mitigated.
Access defined and agreed upfront	The proposed means of access for both SGA areas needs clarification to ensure that a satisfactory and affordable solution could be found. The Society would not wish to see the situation, as at Welborne, where legitimate concerns on highway impacts remain unaddressed and access costs have led to a reduction in affordable and Passivhaus housing. (Fareham Society)	Noted. The Strategic Growth Areas are no longer progressing in the Local Plan.

Reject development which doesn't accord with transport good growth	Recognise that Fareham BC aspire to have 'good growth' with existing and proposed transport corridors influencing choice of development, but we feel a simple aspiration does not go far enough. The Council should feel empowered to reject development which is not already located around, or can provide, public mass transit hubs, in particular the rail network. (CPRE)	Noted. Opportunities for locating development in proximity to rail hubs/network are limited in Fareham. Where relevant and applicable policy specifies links to public transport hubs, particularly Swanwick Station.
Early years requirements	<u>Rookery Farm 150 units</u> The site specific requirements refer to 'Local Schools and early-years childcare infrastructure' This site will most likely generate demand for between 12 and 15 early years places. <u>North of Downend</u> S106 allocation of land to allow an early years developer to build and operate a new nursery for 80 – 100 children <u>South of Fareham</u> large area and depending on location and development size, consideration needs to be given to allocating sites for early years development as above. Childcare facilities should either be associated within / alongside community facilities or in a dedicated space identified and available for development. There are advantages with locating adjacent to, or combined with, primary school sites. For dedicated nursery/childcare facilities, area of 0.25 hectares. For combined school / pre-school sites this can be reduced to 0.2 hectares. (HCC Early Years)	Noted. This site is no longer progressing in the Local Plan.
Cumulative impact/increase on SRN	We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in Fareham without careful consideration of mitigation measures. Consideration will need to be given to assessing the cumulative impact of new sites that might be taken forward together with already planned growth in Fareham on the SRN this would include land close to J11 being promoted for commercial use. Any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support proposals that consider sustainable measures which manage down demand and reduces the	Noted. HE comments were fed into the TA process and additional work undertaken to satisfy the concerns. HE is a key stakeholder in the TA process and is consulted with on regular basis.

	<p>need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the M27.</p> <p>(Highways England)</p>	
Downend Source Protection Zone	<p>Land West of Portchester falls within a Groundwater Source Protection Zone (SPZ). Any development proposals within these areas that fall within the Groundwater Source Protection Zone (SPZ) will need to take into consideration the high sensitivity of the groundwater environment. There will be certain constraints and measures that will to be implemented to protect groundwater quality.</p> <p>(Portsmouth Water)</p>	Noted. Groundwater Source Protection Zone identified within the master planning work for the site.
SEHRT as intervention	<p>The TA will need to assess the strategic impacts of the housing allocations and propose a package of mitigation measures. The proposed package of interventions will need to include the South East Hampshire Rapid Transit network (elements of which are the subject of a Transforming Cities Bid with a reasonable chance of being funded by 2024) as well as cycle routes identified in the draft Local Cycling and Walking Infrastructure Plan.</p> <p>(Hampshire County Council as Highway Authority)</p>	Noted. The SEHRT importance is reflected in Policy and addressed in the TA. LCWIP routes/schemes form a key element sustainable transport measures and site allocation policy links to the LCWIP.
Positive statement about BRT/SEHRT	<p>The draft local plan needs a more positive statement about Bus Rapid Transit (BRT) including updates on the extension of the southern section of the Eclipse busway to Rowner Road in Gosport and the recent Transforming Cities Fund (TCF) bid in November 2019 to government for funding the South East Hampshire Rapid Transit network (SEHRT).</p> <p>(Hampshire County Council as Highway Authority)</p>	Noted. Policy refers to Rapid Transit and need to safeguard the route and junctions.
Consistent approach to BRT/SEHRT	<p>Needs to be a consistency when referring to BRT in Fareham because various different terms are used throughout the draft plans both in the text and policies with terms including: bus rapid transit, rapid transit bus route, a high frequency bus route and A27 rapid transit bus services. These references need to clarify the difference between purely an enhanced local bus route and a bus rapid transit corridor. The County Council recommends that when referring to the defined bus rapid transit corridors that the non-bus specific term of South East Hampshire Rapid Transit (SEHRT) is used.</p>	Noted.

	(Hampshire County Council as Highway Authority)	
Developer Contributions for Education	<p>In line with central government guidance on developers' contributions the County Council expects financial contributions from developers in order to fully mitigate the impact of their development on children's services facilities.</p> <p>(Hampshire County Council as Education Authority)</p>	Noted. Education requirements reflected in IDP and site allocation policy.
Primary Education Provision	<p><u>Downend SGA</u> To ensure long-term sustainability, it is unlikely that a 1FE (one form of entry or 30 places per year group equates to 210 places) would be provided. This would equate to 700/800 dwellings and ideally a larger development would be needed before a new school could be provided – this would be approximately 1,000 dwellings for a 1.5FE and 1,400 for 2FE.</p> <p><u>SoF SGA</u> Likely for a new 2FE school to be required if development is in the region of 1,400/1,500 dwellings. If less than this, then consideration could be given to providing a 1.5FE school but this creates challenging organisational and financial issues for the school through having to manage mixed age teaching.</p> <p><u>Rookery Farm, Sarisbury</u> This proposed development of 150 dwellings, will generate additional primary and secondary school pupils in an area where there is significant pressure at both primary and secondary schools. The identification of the need for additional education infrastructure as well as improvements to off-site highway works is welcome. The latter should include for any new or improvements to cycle and footpaths to the local schools, especially as this would involve accessing school's south of the M27.</p> <p><u>Portchester</u> The level of development will generate the need for additional primary and secondary school places. Developer contributions will be required for improvements to education infrastructure at primary, secondary and SEND schools. Should the SGA at Downend be of significant size this will add to the pressure which could generate the need for a new primary school.</p>	<p>Noted. The Strategic Growth Areas are no longer progressing in the Local Plan.</p> <p>Noted. Rookery Farm is no longer progressing in the Local Plan.</p> <p>Noted. The SGA is no longer progressing in the Local Plan.</p>

	<p><u>Newgate Lane</u> This development is close to Gosport and there are schools closer within Gosport than the current catchment area schools in Stubbington. The impact on local school places is being assessed but developer contributions will be required to mitigate the impact on local schools by improving infrastructure.</p> <p><u>Locks Heath/Sarisbury</u> The level of development will generate additional pupils that are likely to require the expansion of local schools. Building viability studies have been undertaken regarding potential expansion and developer contributions will be sought should the expansion of local schools be required.</p> <p>(Hampshire County Council as Education Authority)</p>	Noted. HA2 – Newgate Lane is no longer progressing in the Local Plan.				
Secondary Education Provision	<p>For secondary provision, additional places will be needed depending on the level of housing provided. There will also be a requirement for provision to be made for additional places for pupils with special educational needs and disability (SEND).</p> <p>(Hampshire County Council as Education Authority)</p>	Noted. Education requirements reflected in IDP and site allocation policy.				
Active Travel to School	<p>Whilst the inclusion of connectivity for footways and cycle paths is detailed, it is important this includes access to local schools to promote active travel and discourage the use of the car for travel to school. This should include ensuring necessary improvements are made to existing routes between the development and local schools. For example, housing site HA3 – Southampton Road, Titchfield Common. Access from this site to local schools would appear to be problematic due to the proximity of the major highway network.</p> <p>(Hampshire County Council as Education Authority)</p>	Noted. Education requirements reflected in IDP and site allocation policy. Submission of School Travel Plans made during planning application process.				
Minerals Safeguarding	<p>More emphasis on how minerals and waste policies will apply to the development strategy of the Local Plan. County Council would like to see further wording included to strengthen the focus on safeguarded mineral deposits.</p> <p>sites that will require a Minerals Assessment under the HMWP is shown below.</p> <table><tr><td>Site ID</td><td>Site Name</td></tr><tr><td>1998</td><td>Pinks Hill, Wallington</td></tr></table>	Site ID	Site Name	1998	Pinks Hill, Wallington	Noted. Where sites are progressing in the plan, the requirement is reflected in site allocation policies.
Site ID	Site Name					
1998	Pinks Hill, Wallington					

	<p>1341 Land South of Oakcroft Lane, Stubbington 3008 Land South of Longfield Avenue, Fareham 3057 Land East of Newgate Lane, Peel Common 3199 Newlands Plus - Area B1 3200 Newlands Plus - Area B2 3201 Newlands Plus - Area C 3059 Land East of Titchfield Road, Titchfield 3198 Newlands Plus - Area A 3113 Faraday</p> <p>Request that wording is added to each allocated site's assessment comments to promote potential mineral extraction where suitable. (Hampshire County Council as Minerals and Waste Authority)</p>	
SuDS	<p>The County Council would recommend that the text regarding 'Greenfield and Brown field run off rates and managing on-site surface water run-off' should be added to the 'planning permission will only be granted where' section, as these rules apply on all sites, not just those where SuDS are required. All sites should be incorporating SuDS unless there is a very specific reason why this cannot be achieved and the County Council would recommend that all sites start from a principal of surface, open water SuDS as detailed in the Ciria SuDS manual, considered as industry best practice. (Hampshire County Council as Lead Local Flood Authority)</p>	Noted. Policy amended to reflect suggested changes. Policy also amended to include reference to CIRIA C753 SuDs Manual and that priority is given to SuDS which mimic and reflect natural drainage processes.
ROW	<p>The Rights of Way network is fragmented within Fareham borough and there is an undersupply of bridleways for horse-riding. There is however a strong demand for access to coastal areas and river estuaries within the borough by pedestrians, cyclists, horse riders and other non-motorised vehicles. Opportunities to improve the Rights of Way network for pedestrians and horse riders (especially bridleways) as well as non-motorized vehicles could be developed further through the Local Plan process. (Hampshire County Council as ROW/Highway Authority)</p>	Noted. Rights of Way requirements reflected in IDP
Extra Care	<p>Based on analysis of need, Hampshire County Council's Adults Health and Care department would recommend making specific provision for the following services:</p>	Noted. Extra Care requirements reflected in IDP.

	<ul style="list-style-type: none"> Allocation of a 1-hectare site for the development of an Affordable Older Adults Extra Care scheme of between 50 and 100 units capable of serving the Fareham, Titchfield, Peel Common and Park Gate areas Allocation of a site capable of providing up to 10 units of accommodation for Younger Adults with a Learning or Physical Disability <p>(Hampshire County Council Adults Services)</p>	
SGA's	<p>Considers that any infrastructure demands from the Fareham SGA should recognise the needs of both Fareham and Stubbington. Furthermore, any planning obligations sought from both SGA's are devised in accordance with the tests set out in the CIL Regulations.</p> <p>(Persimmon Homes)</p>	Noted. The Strategic Growth Areas are no longer progressing in the Local Plan.
IDP	<p>Suggest that the Council includes any heritage assets at risk to the IDP. Suggest this is considered 'important' using the scale already used (Historic England).</p>	No Heritage Assets have been identified as at risk.
Representations on Employment		
Number of representations on policy:		Objection: 1
		Support: 1
		Comment: 4
Issues Raised		Fareham Borough Council Response
<i>Objections</i>		
<p>The Group objects to the current plan proposals on the following grounds:</p> <ul style="list-style-type: none"> There are no new employment land allocations proposed The existing employment land allocations at Daedalus and Welborne do not meet the needs for SMEs or general commercial businesses. <p>(Hampshire Chamber of Commerce)</p>		<p>There are no new proposed allocations in the plan as the existing 'supply' of sites provides the council with sufficient sites to meet overall demand. However, it is recognised that SMEs and other general businesses require a range of sites and flexibility, and hence the Publication Plan includes a policy supportive of extensions and intensification of existing sites, and new sites outside the urban area.</p>
<i>Support</i>		
The Council welcomes the contribution of the proposed Daedalus and Welborne allocations for meeting both local and wider strategic employment		Noted.

needs. The sub-regional importance of the Solent Enterprise Zone is also recognised in terms of the wider employment, skills and training opportunities this will continue to provide. (Eastleigh Borough Council)	
<i>Comment</i>	
Portsmouth and Fareham's authority area's form part of a wider market area. The exact quantum of employment floorspace required in Portsmouth is still being ascertained. Portsmouth has a limited number of potential sites available for additional employment land and assessments indicate that a shortfall could be possible (B1 - B8 class uses). There is potential within the wider market area to provide for employment need, and the City Council request joint working with Fareham Borough Council to consider this further through PfSH or other discussions. (Portsmouth City Council)	Noted. The Strategic Site at Welborne will contribute to both local and sub-regional employment needs.
Approximately 30 additional homes could be viably delivered on the Marina site, without undermining or impacting upon the vitality of the Marina as both a key leisure and employment site within Fareham, and without causing harm to the sensitive receptors adjacent to the site. (Swanwick Marina)	Noted. The Boatyards policy will continue to apply to Swanwick Marina.
Considers that there is currently insufficient land to meet employment needs in Fareham in the short term (Michael Sparks Associates on behalf of Cambria Land Ltd).	Noted that the delivery of Welborne remains in employment land supply. The policies concerning existing employment areas and proposed allocations at Swordfish, Faraday and Solent 2 will provide for employment requirements in the short term.
Reference to employment area on northern part of Land at Pinks Hill in Draft Development Framework at Appendix F of the Draft Local Plan should be removed. In addition, the 'employment buffer' not required (noise modelling has been carried out) (WYG on behalf of Vistry Group).	Noted.

Representations on Evidence Base	
Number of representations on policy:	Objection: 4
	Support: 2
	Comment:
Issues Raised	Fareham Borough Council Response
Objections	
<i>Settlement Boundary Review</i> – Gladman oppose the use of settlement boundaries. It is considered that these are an arbitrary tool to prevent sustainable proposals going ahead. Gladman believe that criteria-based policies are a more appropriate mechanism for assessing individual development proposals on their ability to deliver sustainable development (Gladman Developments).	Disagree. Settlement boundaries provide the starting point for directing development in more sustainable development. In addition, any new development proposal coming forward following the adoption of the Local Plan will need to be assessed against all relevant policies.
<i>SHELAA</i> – Re Old Street site ref 31 object to the site being discounted for landscape and ecological reasons. Consider that a proposed planting on site can address a shortfall of open in Hill Head/Stubbington and mitigate landscape impacts on site. (WYG on behalf of Bargate Homes)	Noted, site assessed by officers to establish suitability availability and achievability. In this instance the site is not considered suitable based on ecological advice, being adjacent to Titchfield Haven and as it forms part of the Meon Valley valued landscape.
<i>SHELAA</i> – Land at Brook Ave site 3050 objection that site discounted based on “highly sensitive landscape” as this contradicts the Sustainability Appraisal. (WYG on behalf of Landowners)	Noted. The site assessment has been updated in the latest SHELAA.
<i>SHELAA</i> – Maindell Pumping Station site 3213 objection to reason for discounting as “Site is unsuitable” lack of justification (WYG on behalf of Portsmouth Water)	Noted. SHELAA has been corrected to provide justification.
Support	
<i>SHELAA</i> – Support for inclusion of sites 3028 Copps Field and 3057 Newgate Lane as developable (WYG on behalf of Bargate Homes and Miller Homes)	Noted.
<i>SHELAA</i> - Supports the conclusions of the SHELAA, specifically in relation to the North of Downend SGA (Terence O'Rourke on behalf of Miller Homes).	Noted.
Comment	
<i>Settlement Boundary Review</i> – It is requested that the settlement boundary for the Western Wards is extended to include properties 60 – 86 Newtown Road, Warsash. It is considered that the properties are more akin to the	Noted. The Council undertook a review of the Settlement Boundaries to accompany the 2017 Draft Local Plan. The review has been updated to support the Regulation 19 Local

urban area rather than countryside and that there are no physical or environmental constraints that would prevent small scale development coming forward. The inclusion of the site in the settlement boundary would also contribute towards the Council's housing requirement (Luken Beck on behalf of Landowners).	Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – It is considered that a new settlement boundary should be created for all of the land west of Lockswood Road, north of Warsash Road, east of Brook Lane and south of Peters Road (Bryan Jezeph Consultancy on behalf of Mr Brian Edwards).	Noted. The 2017 Settlement Boundary Review proposes an extension to the western wards settlement boundary to include the housing allocation at Greenaway Lane (HA1).
<i>Settlement Boundary Review</i> – It is requested that Swanwick Lane and Botley Road should be included within the settlement boundary (Bryan Jezeph Consultancy).	Noted. The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – Concern that the adopted Core Strategy made provision for a review of the settlement boundaries and that this review did not take place and therefore the current settlement boundaries are out of date (Bryan Jezeph Consultancy/BJC on behalf of Capital Homes Group).	Noted. The Council undertook a review of the Settlement Boundaries to accompany the 2017 Draft Local Plan. The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – Gladman supports the introduction of a new settlement boundary for the existing built up area of Burridge. This would incorporate any sites that are proposed to be allocated through the Local Plan process (Gladman Developments).	Noted. The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – It is requested that an extension is made to the settlement boundary for Lower Swanwick to incorporate land to the east of Bye Road, South of Swanwick Lane and Walpole Lane. This extension would include the recent planning permission for 7 self-build homes. (Bryan Jezeph Consultancy on behalf of Mr Dunleavy).	Noted. The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – It is suggested that it might be preferable to define settlement policy boundaries for smaller settlements in the Borough in	Noted. The Council undertook a review of the Settlement Boundaries to accompany the 2017 Draft Local Plan. The

order to avoid confusion as to what might be considered 'sustainably' and 'reasonably' located (CPRE).	Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>Settlement Boundary Review</i> – The Council should review existing urban boundaries to ensure that windfall sites can come forward during the plan period (Luken Beck on behalf of Mr and Mrs Cole).	Noted. The Council undertook a review of the Settlement Boundaries to accompany the 2017 Draft Local Plan. The Settlement Boundary Review has been updated to support the Regulation 19 Local Plan and there will be the opportunity to comment on the updated review during the consultation period.
<i>SHELAA</i> – Site 3017 assessed as developable in 2017 SHLAA but discounted in 2019 SHELAA as not in accordance with development strategy. Should be assessed in accordance with PPG. (Turley on behalf of Taylor Wimpey)	As described in the SHELAA methodology para 4.19, the Council have considered the emerging plan, in particular the draft development strategy to inform the site assessments. This is in accordance with PPG Land availability Assessments para 018.
<i>SHELAA</i> - Considers that Site 3189 should be allocated as part of HA1 (Bryan Jezeph Consultancy on behalf of Land and Partners).	Noted.
<i>SHELAA</i> – Site 3002 should be assessed at higher yield of 99 dwellings as per planning app P/19/1260/OA. Also considers, that the commentary in the SHELAA should be updated to reflect the fact that the constraint in relation to Brent Geese and Waders can be mitigated through financial contributions. In addition, reference to the public right of way should be removed (WYG on behalf of Bargate).	Noted. The site assessment has been updated in the latest SHELAA.
<i>SHELAA</i> – Considers that the PRow that extends along the northern boundary of Site 3028 (Land at Copps Field) should be incorporated into the masterplanning process. It is also considered that the same approach to mitigating Brent Geese and Waders used for Site 3002 should be applied to Land at Copps Field (WYG on behalf of Bargate).	Noted. Consistency in SHELAA addressed.
<i>SHELAA</i> - Considers that the commentary in relation to SHELAA site 3057 should be updated to reflect the fact that the constraint in relation to Brent Geese and Waders can be mitigated through financial contributions. In addition, reference to the public right of way should be removed. Considers that the SHELAA commentary should also be updated to reflect Hampshire County Council's condition requiring incidental extraction. Furthermore, the	Noted. Consistency in SHELAA addressed. Highways consultation to ensure validity of comment.

SHELAA commentary should also be reviewed in relation to the Newgate Lane relief road. (WYG on behalf of Miller Homes).	
<i>SHELAA</i> – Site 3190 (Land North of Titchfield Road) and Site 1341 (Land at Oakcroft Lane) should be clearly distinct from and separate to the wider SGA and delivered as standalone sites (Persimmon Homes).	Noted.
<i>SHELAA</i> – Sites 1040 (Land east of Burnt House Lane) and (Land West of Peak Lane) should be considered within the SGA masterplanning process (Persimmon Homes).	Noted.
<i>SHELAA</i> – Site (Land south of Titchfield Road) could contribute towards the Council's small/medium housing sites requirement (Persimmon Homes).	Noted.
<i>SHELAA</i> – Part of site 3098 (Land west of Cuckoo Lane) capable of delivering approximately 240 homes. Part of site 3098 (Land south of Titchfield Road) could contribute towards the Council's small/medium housing sites requirement. Persimmon consider that both sites in combination are unsuitable for development and therefore each site should be assessed on their own merits (Persimmon Homes).	Noted. Site is within an area of high landscape sensitivity which is highly susceptible to the intrusion of built development.
<i>SHELAA</i> – Site 1998 should be assessed at higher yield of 130 dwellings to achieve efficient use of land. In relation to the commentary in the SHLAA it is considered that the reference to the PRoW should be removed. In addition, it is considered that the access on the site should not act as a constraint to development (WYG on behalf of Vistry Homes)	Noted.
<i>SHELAA</i> – Site 3004 should be assessed as developable as it lies immediately east of the urban area boundary and "It does not fall within the Coastal Zone, nor within the Protected Area for Nature Conservation. It is simply identified as Countryside" could provide self-build opportunities. (Varsity on behalf of O&H Properties Ltd)	Noted. Site falls within Area of Special Landscape Quality which informs the Local Plan Development Strategy. Also located in unsustainable location which resulted in site being discounted.
<i>SHELAA</i> – Consider that site 3000 (60 Swanwick Lane) has been unfairly discounted based on the planning application that has been refused (Turley on behalf of Taylor Wimpey).	Noted. Site assessed in accordance with evidence and in line with the Local Plan development strategy.
<i>SHELAA</i> - The decision to reject Land at Newgate Lane (refs 3161 & 3129) as a potential allocation despite a proper landscape or character assessment is a failing of the SHELAA. The assertion that development would "not be in keeping with the settlement pattern" has not been explained or justified. This is contrary to Housing Site Selection Background Paper.	Noted. 2019 SHELAA outlines updated methodology which has been used to assess sites, rather than Housing Site Selection Paper from 2017.

<i>SHELAA</i> – Site 3222 Fareham Wharf should be considered developable due to available, achievable and sustainable location. Designation of Aggregates Wharf should not prevent development (Heaton Planning on behalf of Tarmac).	Noted. Site assessed in line with Hampshire Minerals and Waste Plan which safeguards the wharf designation.
<i>SHELAA</i> – sites which make up HA2 allocation identify problems with access off Newgate Lane (Gosport BC)	Noted. HA2 is no longer an allocation in the Local Plan.
<i>SHELAA</i> – To consider site 3244 and 0046 as part of the Rookery Farm site. (Ian Judd and Partners)	Noted. This site is no longer progressing in the Local Plan.
<i>SHELAA</i> – Consider that 30 additional homes can be viability delivered on the Swanwick Marina Site without impacting the vitality of the Marina. (CBRE on behalf of Premier Marinas).	Noted. Site assessment based on extant planning permission.
<i>SHELAA</i> - Down Barn Farm (<i>SHELAA</i> site 3011) should be allocated for employment floorspace to meet employment needs in the Borough (Michael Sparks Associates on behalf of Cambria Land Ltd).	Noted. The site is located in a highly sensitive landscape setting.
<i>SHELAA</i> - Considered that the yield for Site 3121 (Land South of Funtley Road) is too low and should be increased to meet the Borough's housing requirement (Turley on behalf of Reside Developments).	Noted. Assessed in line with the outline application which has a resolution to grant planning permission.
<i>SHELAA</i> – Consider that the Land at Botley Road is suitable for allocation in the next iteration of the Local Plan, would offer additional flexibility and be available to meet unmet needs (Gladman Developments).	Noted.
<i>SHELAA</i> – the Land west of Botley Road should be allocated in the Local Plan (Bryan Jezeph Consultancy on behalf of Land Owners Group).	Noted.
<i>SHELAA</i> - Concerns that the land at Newgate Lane has been dismissed as a housing allocation purely on landscape reasons. Questions the process by which sites have been assessed and selected. Consider that there has been a lack of justification in relation to site being 'not in keeping with the settlement pattern' in the commentary. Also consider that the site is nitrate neutral, which is evidenced in the recently submitted planning application (Pegasus Group on behalf of Fareham Land and Bargate Homes).	Noted.
<i>SHELAA</i> - Increasingly concerned about by the incremental loss of the Solent Protection Area (SPA) supporting sites across the Solent and therefore concerned over the number of sites assessed as developable in the <i>SHELAA</i> . Concerned that there are a number of sites in the Solent Wader and Brent Goose Strategy that will be lost, in particular Romsey Avenue (Site	Noted. Development proposals would be required to mitigate impacts on the Solent Brent Geese and Waders in line with the Solent Brent Geese and Wader Strategy guidance. Noted. This site is no longer allocated in the Local Plan.

207) and Land between Fareham and Stubbington. Requests the removal of Romsey Avenue as a housing allocation on this basis (RSPB).	
<i>Landscape Assessment</i> – The 2017 assessment does not define the areas of special landscape character. There is a continued reliance on the 1996 landscape assessment without a review to define the landscape boundaries. Further clarification should be made to the site-specific landscape assessments to confirm that there should be a focus on the conservation of the distinctiveness of the landscape character of the Local Landscape Character Area (WYG on behalf of Bargate).	<p>Further evidence on the Areas of Special Landscape Quality will be presented at Publication plan stage.</p> <p>Text added to supporting text to detail how the Landscape Sensitivity Assessment for an application should reflect the landscape evidence.</p>
Representations on Sustainability Appraisal	
Number of representations on policy: 7	Objection:
	Support: 1
	Comment: 6
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
<i>Support</i>	
Supportive of the interim SA (Terence O'Rourke on behalf of Miller Homes).	Noted.
<i>Comment</i>	
The interim Sustainability Appraisal considers that the development of Old Street (SHELAA Ref 31) to have a, "likely adverse effect" on 3 sustainability objectives; to minimise carbon emissions and promote adaption to climate change, to conserve and enhance biodiversity and; to conserve and manage natural resources (SA5, SA7 and SA8). It is considered that the assessment of these SA objectives should be amended to positive, taking into account a future development proposal for the site and comments made in relation to an appeal decision APP/A1720/W/18/3200409. (WYG on behalf of Bargate Homes)	WYG note that the proposed planting strategy would have a positive effect on these SA objectives. Whilst this may be the case, mitigation is not taken into account in the assessment at the plan making stage. Whilst mitigation measures, such as tree planting and habitat creation, may be included in a developer's illustrative site plans, there is no certainty that these measures will be implemented or that they will be effective in mitigating the assessed impact at this stage. Therefore, a precautionary approach must be adopted. Note: in relation to landscape comments made by WYG, Areas of Special Landscape Quality have not been used in the assessment of landscape effects in the SA as these areas are intended to inform the location of development as opposed to forming part of the landscape baseline for the

	Borough.
There are some discrepancies between the results for Land at 60 Swanwick Lane (site ID 3000) and Rookery Farm (site ID 46) particularly in relation to SA objectives 3,4,5,6, 8 and 11. Due to the close proximity of the two sites, it is considered that the SA should be reviewed and the assessments of the two sites re-done to ensure there are no inconsistencies. <i>(Turley on behalf of Taylor Wimpey).</i>	See rows below for responses to individual comments
Rookery Farm (site ID 46) is a former landfill site and working extraction site. Taking into account pollution from the M27 coupled with former land uses at Rookery Farm, we suggest that the site should score a likely strong adverse effect (--) in respect of SA6. <i>(Turley on behalf of Taylor Wimpey).</i>	Noted. This site is no longer progressing in the Local Plan.
Within the Sustainability Appraisal, Land at 60 Swanwick Lane (site ID 3000) has a likely negative effect with regards to SA3 Landscape and this is unreasonable. The SA assessment should take into account the illustrative masterplan for this site when undertaking the assessment. <i>(Turley on behalf of Taylor Wimpey).</i>	At the plan making stage, the assessment of impacts in the SA is undertaken without consideration of mitigation. Whilst mitigation measures, such as tree planting and screening, may be included in the developer's illustrative site layout, there is no certainty that these measures will be implemented or that they will be effective in mitigating the assessed impact, given that no landscape assessment has been undertaken at this stage. Therefore, a precautionary approach must be adopted. As a result, in this instance, site 3000 scores more adversely than site 46 due to its encroachment into LLCA 13.2a which has lower development potential than the LLCA to the south.
The detailed SA assessment for Rookery Farm assesses the short, medium, and longterm effects on the landscape as negative (-), yet it scores likely positive effect (+) in the Site Allocations Options Assessment. This demonstrates a lack of consistency. <i>(Turley on behalf of Taylor Wimpey).</i>	A High-level assessment is undertaken for all potential site options and the results are presented in the Site Options Report. The Council then use the results of this assessment to inform their decision as to a short list of sites proposed for allocation. The High-level assessment is just one of the factors considered by the Council in their decision making process. Only those site options proposed for allocation are then considered for Detailed Assessment. Where sites proposed for allocation are predicted to result in significant adverse effects (--) or have more negative or uncertain effects than

	<p>positive effects at the High-level assessment stage then they are taken forward for detailed assessment. This enables potential negative or uncertain effects to be scrutinised in more detail.</p> <p>By its nature, the detailed assessment applies a more in depth assessment of effects and therefore the scoring may differ from that at the High-level assessment stage</p>
<p>the detailed assessment for Rookery Farm states that an LVIA should be carried out in the comments / mitigation column and sets out proposed mitigation measures. Had a detailed assessment of Land at 60 Swanwick Lane been carried out, landscape mitigation could have been considered and factored into the scoring in the SA. With an appropriate design, adverse landscape impacts could be avoided or mitigated. <i>(Turley on behalf of Taylor Wimpey)</i>.</p>	<p>Whilst mitigation measures are referenced in the Detailed Assessment Matrices, these are not taken account into the scoring for those reasons set out above.</p>
<p>In relation to SA4, it is interesting that Rookery Farm scores likely positive effects (+) while Land at 60 Swanwick Lane scores likely negative effects (-) and this is explained in the Interim Sustainability Report as due to the number of accessibility zones which the site falls within. It is not easy to understand from the report which datasets were used and how accessibility was calculated. The sites are in very close proximity to each other, so the variation in accessibility is surprising, particularly if it based on distance. <i>(Turley on behalf of Taylor Wimpey)</i>.</p>	<p>The accessibility datasets used in the assessment of SA4 are set out in Appendix III of the Site Options Assessment Report. These are taken from FBC's Accessibility Study 2018. Although sites 46 and 3000 are in relatively close proximity some of the accessibility distances are relatively small (e.g. bus stops 400m) and therefore even close by sites can score quite differently. Some sites also have large distances across and therefore accessibility in different areas of the site can differ.</p>
<p>As Rookery Farm and Land at 60 Swanwick Lane are approximately 120m apart, it would seem inconsistent that the two sites score so differently in relation to SA11. Land at 60 Swanwick Lane is in close proximity to Swanwick Nature Reserve and the current pre-application submission proposes provision of a LEAP within the public open space, on the northern part of the site. <i>(Turley on behalf of Taylor Wimpey)</i>.</p>	<p>Sites in close proximity can score very differently. In this locality existing open spaces are predominantly located in Whiteley which is closer to site 46 than site 3000. Swanwick Nature Reserve is counted for site 3000.</p> <p>Open space to be provided as part of a development is not taken into account in the assessment. As for mitigation, there is no certainty at this stage that this will be provided and to what extent and therefore a precautionary approach is adopted.</p>
	<p>A High-level assessment is undertaken for all potential site</p>

<p>The SA provides a Detailed Assessment Matrix for Rookery Farm, however the same level of analysis has not been undertaken for Land at 60 Swanwick Lane. In fact detailed assessments have only been undertaken for Rookery Farm and the two proposed Strategic Growth Areas: North of Downend and South of Fareham. <i>(Turley on behalf of Taylor Wimpey)</i>.</p>	<p>options and the results are presented in the Site Options Report. The Council then use the results of this assessment to inform their decision as to a short list of sites proposed for allocation. The High-level assessment is just one of the factors considered by the Council in their decision making process.</p> <p>Only those site options proposed for allocation are then considered for Detailed Assessment. Where sites proposed for allocation are predicted to result in significant adverse effects (--) or have more negative or uncertain effects than positive effects at the High-level assessment stage then they are taken forward for Detailed Assessment. This enables potential negative or uncertain effects to be scrutinised in more detail. Site 3000 did not meet the criteria for Detailed Assessment.</p> <p>The SA report accompanying the Draft Local Plan in 2017 provided Detailed Assessment Matrices for all those proposed allocations in the Draft Plan meeting the criteria set out above. Only four additional sites (0046, 0086, 2843 and 3204) and two Strategic Growth Areas (North of Downend and South of Fareham) were considered within the Interim SA Report 2020 accompanying the latest Regulation 18 Local Plan Supplement. This is because these were new sites / SGAs proposed for allocation but were not considered in the 2017 SA Report. Of the four sites only site 46 met the criteria requiring detailed assessment. It was deemed appropriate to carry out detailed assessment for the two SGAs given the potential volume of development which could come forward in these areas.</p>
<p>Given that Newgate Lane South has now been constructed (as Newgate Lane East) it is requested that the effect of this on SA3 (landscape) is re-assessed for Land East of Newgate Lane South (A) (site ID 3002), Copps Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057). <i>(WYG on behalf of Bargate Homes and Miller Homes)</i></p>	<p>These sites fall within Woodcot - Alver Valley LCA which was classified as having low development potential in the 2018 LDA landscape assessment. It was acknowledged that the significance of landscape impact may be lessened following construction of Newgate Lane South however the 2018 LDA assessment notes:</p>

	<p>“... the influence [of Newgate Lane South] on the overall character of this area is relatively localised and, for the most part, the countryside character of the farmland on either side of the road (and its structure of hedgerows and trees) remains intact and not substantially urbanised.”</p> <p>LDA’s assessment of development potential for this area remains unchanged and hence the SA/SEA assessment is also unchanged.</p>
<p>It is requested that Sustainability Objective 8 is re-assessed in future iterations of the Sustainability Appraisal for Land East of Newgate Lane South (A) (site ID 3002), Copps Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057), to take into consideration the favourable response from Hampshire County Council. See below</p> <p>“Following a review of the Minerals Safeguarding Assessment (MEWP Limited, January 2020) submitted in support of the planning application, Hampshire County Council as the Minerals Planning Authority (MPA) note that although no intrusive works have been undertaken the evidence presented is sufficiently compelling to argue that prior extraction would not be a viable option for the development.”</p> <p>“HCC would (however) request the following conditions to be included in any permission for this planning application, to be delivered through submitted construction management plans or similar, requiring a statement outlining: i. a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use; and ii. a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the MPA.” <i>(WYG on behalf of Bargate Homes and Miller Homes)</i></p>	<p>This has been subject to more detailed study.</p>
<p>A separate Transport Note has been prepared by iTransport to support the suggested amendment of SA objective 4 to a likely strong positive effect for Land East of Newgate Lane South (A) (site ID 3002), Copps Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057). <i>(WYG on behalf of Bargate Homes and Miller Homes)</i></p>	<p>The High-level Assessment of sites 3002, 3028, 3057 and site 3133 (cluster of all 3 sites) identifies that they fall within 7 of the 12 accessibility zones taken from FBC’s Accessibility Study 2018. They fall outside of the accessibility zones for the following facilities:</p>

	<p>Cafes (>1000m) Play equipment (>800m) Local centres (>1600m) Train stations (>1600m) Major employment areas (>1600m) They fall within the accessibility zones for the following facilities:</p> <p>Accessible green and play space (<800m) Community and Leisure centres (<800m) Local shops (<800m) Primary schools (<1200m) GPs (<1200m) Secondary schools (<1600m) Bus stops (<400m)</p> <p>The site falling outside of the major employment area accessibility zone appears to be the only discrepancy with the iTransport note. However, the site falling within one additional accessibility zone would not alter the SA scoring from +/- for objective SA4</p>
A negative assessment has been recorded in respect of SA objective 8 (natural resources) for Brook Avenue (site ID 3050). However, it is also noted that the ALC is 3b. This classification, combined with the relatively small site area when considered for agricultural purposes, means that this negative assessment should not be considered as a constraint to development). (<i>WYG on behalf of Lisa and Anthony King, Andrew Norris and Melanie Norris</i>).	It is acknowledged that ALC 3b is not considered best and most versatile agricultural land. However, whilst the site area is relatively small (2ha), a large portion of the site (91.7%) is in agricultural use and therefore development of the site will result in the loss of agricultural resource and therefore a score of a single negative is considered appropriate.
The SA must demonstrate that a comprehensive testing of options has been undertaken and that it provides evidence and reasoning as to why any reasonable alternatives identified have not been pursued. (<i>Gladman</i>).	Noted.
Many of the negative scores for Maindell Pumping Station (site ID 3213) would be offset by the benefits of the site, such as provision of new homes, low landscape sensitivity and the lack of site specific constraints such as	Each of the SA Objectives is scored individually and is not combined into an overall sustainability score for each site as this risks masking some benefits or adverse impacts associated with the site from the decision making process.

<p>flooding, CCMAAs and nationally designated features. <i>(WYG on behalf of Portsmouth Water)</i>.</p>	<p>The individual scores against each sustainability objective are therefore taken forward by the Council in their decision making process of which sites proceed to allocation in the Local Plan.</p> <p>It should also be noted that the SA/SEA scoring is not the only factor taken into account in FBC's decision making process as to which sites are taken forward for allocation.</p>
<p>Historic England have produced an advice note for SA/SEA which can be accessed here: https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/ (Historic England).</p>	<p>Noted.</p>
<p>MH generally agrees with the scoring and considers that it demonstrates that the site is suitable for housing. Noting that all development of greenfield sites will score negatively with respect to landscape character but, due to the size of the site, there is clear scope to mitigate any potential negative impacts. In relation to objective 6, the Site Options Assessment reports one historic landfill covering c.2% of the site; 3.2% SPZ1, 15.1% SPZ2, 15.1% SPZ3 and the fact that the site is adjacent to the M27 which is a significant noise source. Whilst there may be scope to mitigate some of these issues, Specifically MH does not agree with the scoring of objectives 6 and 7... Objective 6 has been scored as having a 'likely strong adverse effect' on account of two historic landfill sites which partially cover the site (c.1%), 1.8% SPZ1 and being adjacent to the M27. Given the size of the site and the small areas affected, there is clear scope to appropriately mitigate any potential impacts. As such, MH would suggest that SEA objective 6 should be scored as 'likely adverse effects'.</p> <p>The current agricultural use of the site means that the existing value for biodiversity is limited. As such there is clear scope to enhance biodiversity through the development of the site. MH strongly believes SEA objective 7 should be scored as 'likely positive effect'. (Terence O'Rourke on behalf of Miller Homes)</p>	<p>as set out above, the SA/SEA assessment does not take mitigation into account as there is no certainty at this stage that these measures / conditions will be imposed and therefore a precautionary approach is required. Similarly for objective 7, whilst there may be scope to enhance biodiversity on site there is no detail of these measures at this stage and therefore a precautionary approach is applied and a 'mixed' score is deemed appropriate. The proximity of internationally designated features is also reflected in the 'mixed' scoring.</p>

General comments relating to other policies in the Local Plan	
Number of representations on policy:	Objection:
	Support:
	Comment:
Issues Raised	Fareham Borough Council Response
<i>Objections</i>	
Disappointed that there is no mention of a South Hampshire Green Belt in the Regulation 18 consultation and therefore, object to the consultation on this basis (CPRE).	Noted.
<p>Gosport Borough Council maintains its strong objection in full to the proposed residential allocation at Newgate Lane (referred to in the previous Draft Fareham Local Plan (DFLP) (2017) as HA2) for the reasons set out below:</p> <ul style="list-style-type: none"> • The proposal would physically and visually diminish the long-established Strategic Gap between Fareham, Gosport, Lee-on-the-Solent and Stubbington; • The proposal will negate the benefits provided by the recent improvements to Newgate Lane with a negative impact on traffic flow and increased congestion to the detriment of Gosport Borough and Stubbington residents and the local economy including accessibility to the Solent Enterprise Zone at Daedalus; • The proposal will significantly harm the amenities of local Gosport residents by the introduction of new access points to existing residential areas, which due to the scale of the proposal would lead to a significant increase of traffic on residential roads; • The proposal, as previously described in the DFLP is very car dependent with no provision for public transport. This would exacerbate the number of trips using Newgate Lane; • There is insufficient information on supporting infrastructure required including education, medical and community facilities. 	Noted. HA2 is no longer an allocation in the Local Plan.

<ul style="list-style-type: none"> HA2 allocation was not subject to a second consultation as part of this Supplement given the problems that arose with the initial consultation in 2017 on the Draft Fareham Local Plan relating to the access arrangements to the site, particularly in relation to Tukes Avenue. (Gosport Borough Council). 	
Support	
Support the decision of the Council not to revisit the policies in the Welborne Plan. Also support the approach undertaken in the Local Plan 2036 in terms of reviewing the Welborne delivery (Buckland Development).	Noted.
Support the recommendation that a zero CIL rate should be applied to Welborne (Buckland Development).	Noted.
Welcomes recognition that Welborne could be delayed and smaller, less constrained sites which can be delivered in the early part of the plan period are required (WYG on behalf of Vistry Group).	Noted.
Supports LP Policies SP4 and R1 for setting a positive policy framework approach for ensuring the vitality and viability of town centre (Savills on behalf of Madone Ltd).	Noted.
Supports LP Policies SP4, H1 and parts of R2 in seeking residential development within Fareham Town Centre (Savills on behalf of Madone Ltd).	Noted.
Support the inclusion of land to the rear of No's 1 and 5 Woodlands for Policy HA8 Pinks Hill (Mr Phelan).	Noted.
Support the Council's intention to provide a proportion of unmet need within its administrative boundaries (Persimmon Homes).	Noted.
Support the retention of allocation HA1 in the next iteration of the Local Plan (Bryan Jezeph Consultancy on behalf of Land and Partners).	Noted.
Supports the intention of the Council to allocate HA2 in the Regulation 19 version of the Draft local Plan (WYG on behalf of Bargate/Miller Homes).	Noted. HA2 is no longer an allocation in the Local Plan.
Supports recognition that Welborne could be delayed and smaller, less constrained sites are needed (WYG on behalf of Bargate/Miller Homes/Portsmouth Water and various Landowners).	Noted.
The Council's recognition that the housing need is likely to change in light of updated affordability ratios and unmet need is welcomed (Turley on behalf of Reside Developments).	Noted.

Support the Local Plan's spatial approach which emphasises opportunities for the waterfront area. Also, support the approach of policies SP4, H1 and EC1 (Heaton Planning on behalf of Tarmac).	Noted.
Comment	
Suggests the inclusion of land at Hook Park Road as an allocation for self build home (Varsity Town Planning on behalf of O&H Properties).	Noted. The site has not been assessed as developable. Details can be found in the SHELAA
Policy R2 of the 2017 Draft Local Plan does not define what is a reasonable period of time. In addition, where there is an alternative use proposed further detail should be provided that it contributes to the vitality and viability of the town centre (Savills on behalf of Madone Ltd).	Noted. The retail chapter has been significantly amended since the draft plan was published in 2017 for the regulation 18 consultation. This has been addressed in the regulation 19 publication plan
The Draft Local Plan should seek minimum density standards for residential development to allow for more homes within Fareham Town Centre, unless there is a justification as to why this would be inappropriate (Savills on behalf of Madone Ltd).	Noted.
Concern that Policy R2 of the 2017 Draft Local Plan places onerous obligations on landlords that delay investment and delivery of uses that support the vitality and viability of Fareham Town Centre. In addition, the policy does not set out a range of uses as outlined in the NPPF, and therefore request the policy is re-drafted to take account of Use A1 – A5 and Class D2 (Savills on behalf of Madone Ltd).	Noted. The retail chapter has been significantly amended since the draft plan was published in 2017 for the regulation 18 consultation.
Highly recommend that the draft Local Plan includes a policy on biodiversity net gain, which should be compliant with the mitigation hierarchy and include monitoring with indicators to demonstrate the amount and type of gain provided through development. In addition, suggests the Council should consider the requirements of the NPPF and seek opportunities for wider environmental net gain where possible. Also advise that reference is made to the Hampshire Ecological Network Mapping dataset (Natural England).	Noted. Plan includes biodiversity net gain policy.
Concern that reference in Policy SP4 of the 2017 Local Plan to provide parking in line with the standards outlined in the Residential Parking Standards SPD would not be appropriate for the Town Centre (Savills on behalf of Madone Ltd).	Noted. The draft plan has undergone significant amendments since it was published in 2017 for the regulation 18 consultation. This policy no longer forms part of the local plan.
Considers that Appendix D (referenced at criteria a) of the 2017 Draft Local Plan should be updated to reflect the proposals for the southernmost part of	Noted. This site is no longer allocated in the Local Plan.

the site, which include access from Brookers Lane only and a green buffer along the western boundary. The supporting text should be updated to reflect the fact that the Newgate Lane East relief road has been constructed and is now open (WYG on behalf of Bargate).	
<p>Compact neighbourhoods, i.e. neighbourhoods with higher street connectivity (typically designed using finer grid patterns) with diverse land use mixes and greater residential densities are generally more conducive to non-motorised transport.</p> <p>Provision of local amenities can improve mobility and social engagement among older adults. Mixed land use developments that prioritise access to schools, recreational centres and social amenities can increase physical activity among children, adolescents and older adults. (HCC Public Health)</p>	Noted.
Consider that the employment buffer in Appendix F of the Draft Local Plan should be removed at the northern point of the site at Pinks Hill. Consider that it is not required to secure acceptable living conditions for future residents. In addition, the Draft Framework should be updated to reflect a higher density and remove employment units (WYG on behalf of Vistry Group).	Noted. This isn't considered part of employment supply. Appendix F to be updated.
Considers that all housing allocation capacities should be preceded by the term 'minimum of' to provide flexibility to the policy and so that the capacities are not viewed as caps (Turley on behalf of Reside Developments).	Noted. The allocations illustrate the indicative dwelling numbers as outlined in the SHELAA methodology.
Council is requested to delete the reference to the legal covenant in criteria a) of HA26 in the 2017 Draft Local Plan. It is also suggested that criteria f) and g) should be reviewed as it is not considered that the site should make the financial contributions currently sought (Bryan Jezeph Consultancy on behalf of Southcott Homes).	Noted. Evidence provided that reference to covenant can be removed. Local plan requirement that development should make contributions to provide for infrastructure.
Consider that land at 60 Swanwick Lane provides an opportunity to deliver housing and open space on a medium-sized site in a sustainable location early in the Plan period and therefore should be allocated for development (Turley on behalf of Taylor Wimpey).	Noted. The site has not been assessed as developable. Details can be found in the SHELAA
Considers that the Council should ensure it monitors progress made by neighbouring authorities with their Local Plans to ensure cross boundary strategic issues are addressed effectively. In addition, it is considered that the Regulation 19 Local Plan should not be published until the work of the	Noted. The Council has undertaken a thorough process of cooperation with neighbouring authorities and stakeholders as documented in the Duty to Cooperate Statement. This has identified strategic issues that have formed the basis for

Partnership for South Hampshire has concluded and the plan can reflect the outcome of that work (Gladman Developments).	ongoing cooperation. PfSH are working on a Statement of Common Ground to identify Strategic Development Opportunity Areas (SDOAs) that could be selected to address the identified unmet need in the sub-region. This work is likely to continue into 2021 and the Council will remain an active partner in discussions. However, the Council considers it unnecessary to wait for the outcome of the PfSH work due to two main reasons. First, Fareham Borough Council are members of PfSH and as such are party to the discussions and technical assessment undertaken on potential SDOAs within the borough. It is confident that the assessments undertaken on behalf of PfSH will corroborate its own technical work and support the proposals for the two Strategic Growth Areas including within this Publication Plan. Second, the Council has undertaken bilateral conversations with neighbouring authorities through the Duty to Co-operate obligation and is aware of the unmet need arising there and the borough's capacity to address any unmet need.
It is considered that Draft Local Plan does not meet key requirements in the NPPF because a number of schemes identified are questionable and at risk. Concerned that the impacts of the Local Plan have not been reviewed in sufficient detail to identify what type of mitigation is required, when it is required and how the necessary funding for identified transport infrastructure will be secured (Pegasus Group on behalf of Fareham Land and Bargate Homes).	The Council has produced a Strategic Transport Assessment (STA) as part of the evidence base in support of the Local Plan. The STA identifies the points on the network where the Local Plan development is predicted to have a significant or severe impact. The STA sets out the level of mitigation required at those locations to make those impacts acceptable. These schemes are identified in the Policy and are listed in the Infrastructure Delivery Plan.
Advise the Local Planning Authority to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river (Marine Management Organisation).	Noted.
Development proposals that fall within Groundwater Source Protection Zones need to take into consideration the high sensitivity of the groundwater environment. Also suggest a standalone water quality policy and a policy relating to land contamination (Portsmouth Water).	Noted.

Prior to the allocation of 1-2 The Avenue we would recommend the implications of climate change on this flood zone, and the site are considered to ensure the development is safe for its lifetime (Environment Agency).	This site is being considered within the councils Local SFRA which takes into account the new climate change allowances released by the Environment Agency.
Encourage the use of detailed site requirements as part of allocation policies and where appropriate development briefs and master plans. It is considered that the significance of heritage assets, and the potential of allocations on that significance, will need to be fully understood and justified as early as possible in the plan making process. Expect to see reference in the policy for an allocation to the need to conserve and seek opportunities to enhance any heritage assets that would be affected by development, including their setting and the need for high quality design (Historic England).	Noted.
<p>HCC recommend that the Council:</p> <ul style="list-style-type: none"> • Maintain a supply of housing that meet a wide range of community needs; • Maximise the provision of new affordable housing, including specialised housing for those with a health or social care need throughout the Borough, including rural areas; • Include policies to achieve healthy, inclusive and safe places, which: promote formal and incidental social interaction, minimise social isolation, are safe and accessible and which enable and support healthy and active lifestyles (including the provision of green and blue infrastructure) This includes ensuring homes are built to nationally described space standards and Build Regulations. <p>(Hampshire County Council).</p>	Noted.
Concerned about the allocation of 1-2 The Avenue could lead to some loss of employment use close to the Town Centre (Fareham Society).	Noted. This site is no longer progressing as an allocation in the local plan.
Objects to HA2 inclusion. Notes that SHELAA still refers to an upgraded access onto Tukes Avenue. (Cllr Philpott Gosport)	HA2 is no longer an allocation in the Local Plan.
Concerned that the allocation at 20 Botley Road could harm the character and appearance of the area and neighbours living conditions (Fareham Society).	Noted. This site is no longer progressing as an allocation in the local plan.
Concerns that the Council is not fulfilling its Duty to Cooperate because it is not considering the outcome of the PFSH work on Strategic Development	The Council has an obligation to work with neighbouring authorities in order to identify and address unmet need within

<p>Opportunity Areas as part of the sub-regional statement of common ground (Gosport Borough Council).</p>	<p>the region. This work is being undertaken through the Partnership for South Hampshire (PfSH), which the Council sits on. PfSH are working on a Statement of Common Ground to identify Strategic Development Opportunity Areas (SDOAs) that could be selected to address the identified unmet need in the sub-region. This work is likely to continue into 2021 and the Council will remain an active partner in discussions. However, the Council considers it unnecessary to wait for the outcome of the PfSH work in relation to the question of Fareham's contribution to unmet need due to two main reasons. First, as has been mentioned Fareham Borough Council are members of PfSH and as such are party to the discussions and technical assessment undertaken on potential SDOAs within the borough. It is confident that the assessments undertaken on behalf of PfSH will corroborate its own technical work. Second, the Council has undertaken bilateral conversations with neighbouring authorities through the Duty to Co-operate obligation and is aware of the unmet need arising there and the borough's capacity to address any unmet need.</p>
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Petitions

In addition to the responses received via the online survey, by email and in writing, the Council also received 1 petition during the consultation period which related to development in the Strategic Gap. Details of the petition is set out below:

March 2020 Fareham and Gosport Residents against the development in the Strategic Gap

“Fareham and Gosport residents against the development in the strategic gap” has now closed, I wanted to take this opportunity to provide an update to that Petition as well as an overview of all Petitions which are linked to planning matters.”

Total of 1379 expressions of support from:

- A. FBC 'hosted' ePetition of 133 signatures
- B. Change.org Petition of 1075 signatures
- C. Paper Petition of 171 signatures.

Analysis of Consultation Responses						
Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
Natural England	Mar-16	1	Biodiversity and Geodiversity	The Scoping Report has not clearly identified the key strategic issues that could threaten the integrity of the European wildlife sites: recreational disturbance, deteriorating water and air quality. A more comprehensive review of the vulnerabilities of these sites is available in the Site Improvement Plans and Fareham can also review the Designated Site System for threats and adverse conditions for the underpinning SSSI units. Further information on the issue of recreational disturbance is available from the Solent Recreation and Mitigation Partnership. Deteriorating water quality/eutrophication of the SPAs and SACs is also a particular threat in the Solent, as highlighted in the Environment Agency/Natural England's recent letter to Partnership for Urban South Hampshire (see annex 1). We are aware that PUSH is about to commission an update of the 2008 Integrated Water Management Strategy to investigate this issue and potential mitigation options further.	Scoping report	Noted; these issues will be addressed in the HRA.
		2	Landscape	Natural England has recently produced National Character Areas (NCAs) which provide environmental evidence and information about places. This may be of use to Fareham. NCAs divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. Development in the setting of the South Downs National Park (SDNP) could also impact the "special qualities" (e.g. tranquil and unspoilt places) of the National Park, not just the views. The key issues should therefore refer to the potential effects on the SDNP's landscape character as well as views.	Scoping report	Baseline updated.
		3	Soils & agricultural land	The Agricultural Land Classification (ALC) evidence that has been used in this Scoping Report is the Provisional Dataset. The Provisional ALC dataset, is a broad-brush strategic scale dataset published at 1:250,000 scale. This dataset predates the subdivision of Grade 3 land so does not show sub grades 3a and 3b which is needed to indicate whether the land is Best and Most Versatile (BMV) (i.e. Grades 1, 2 and 3a); the stated accuracy is to the nearest 80ha so it is not considered suitable for detailed site specific decision making. More detailed site specific surveys enable a more definitive classification including the subdivision of Grade 3 land; consequently it is feasible that the results of more detailed surveys may be different from the broad-brush provisional map. The provisional dataset is not an appropriate dataset for the Local Planning Authorities (LPAs) to use to make site specific decisions for their Local Plans. It is worth including reference here that LPAs, as part of their Local Plan process, should prioritise the use of lower quality land (i.e. non BMV) in preference of that of higher quality (grade 1, 2 and 3a) in line with para 112 of the NPPF. Fareham should ensure that they have sufficient detailed information to apply the requirements of the NPPF at the beginning of the local plan process in order to provide the necessary evidence to underpin the Local Plan. Local Plan decision making should begin only after sufficient reliable site specific ALC evidence has been gathered. Where no reliable information is available, it would be reasonable to expect that developers should commission a new ALC survey for any sites they wished to put forward for consideration in the Local Plan.	Scoping report	Noted; this is acknowledged in the baseline section on soils. Flagged to FBC. Added to Key Issues.
		4	GIS & other baseline data	We would like to share the following GIS datasets which should assist Fareham with the evidence base: <input type="checkbox"/> SSSI Impact Risk Zones. N.B. These risk zones are not adequate for understanding the risks associated with excess nitrogen. We have attached a map of the water quality priority areas (Annex 2), which shows that nearly the entire catchment for the Solent is within a risk zone for nitrogen. <input type="checkbox"/> Marine Conservation Advice: Portsmouth Harbour SPA: Supplementary advice on conserving and restoring features was published in December 2015. <input type="checkbox"/> For information - consultation on the draft Marine Conservation Advice for Solent Maritime SAC is due in May 2016. <input type="checkbox"/> SSSI Condition Assessments: GIS data available SSSI Units and Designated Site System. The SSSI Condition Assessments are updated periodically and are subject to change. N.B. We have recently agreed new water quality targets for the transitional water (estuary) or coastal water (TRAC) SSIs, and we also have new biological and nitrogen modelling information. This new information is likely, in some cases, to change the conclusion of the condition assessment. <input type="checkbox"/> Catchment Data Explorer. EA's latest publicly available assessment of water bodies in South East. <input type="checkbox"/> Other datasets are available on Magic	Scoping report	Noted with thanks; we are already aware of these data sources.
		5	SEA Framework	We are broadly satisfied that the objectives and indicators cover our key interests, however we would advise the use of a green infrastructure standard as an indicator, such as Natural England's Accessible Natural Greenspace Standard (ANGS).	Scoping report	Added to SEA Framework.
Hampshire and Isle of Wight Wildlife Trust	Mar-16	6	6.1	Plan should seek to establish the creation and maintenance of functioning ecological networks to protect and enhance local biodiversity. There is little evidence that ecological network mapping is currently occurring in local plan policies despite NPPF policy requirements. Concerned that ecological networks will not be appropriately considered despite statements such as those in section 6.1.	Scoping report	Addressed by policy NE1 of the Publication Plan.

Analysis of Consultation Responses						
Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
		7	Chapter 17	We would wish to see that consideration had been given to achievement of objectives under the WFD, namely, that developments and their associated infrastructure: will not have an impact upon waterbodies such that they prevent achievement of 'good' status, (comprising good chemical status and good ecological status or, in the case of Highly Modified waterbodies, do not prevent their achievement of good potential); will not cause a deterioration in status; and will not prevent the achievement of Protected Area objectives for the European Protected Sites incorporating or depending upon those waterbodies. These three objectives (Good Status, No Deterioration and Protected Area Objectives) are all requirements of the WFD.	Scoping report	Added to Key Issues and SEA Framework.
Environment Agency	Mar-16	8	General	The Scoping report addresses most of the key sustainability issues that we would want to see covered however the issues around flood risk needs to be developed further.	Scoping report	Noted.
		9	Biodiversity and Geodiversity	There is little or no mention for the need to protect and improve the water quality of the boroughs water bodies including the Hamble Estuary (Part of Southampton water) to West and Portsmouth Harbour in East, and main rivers are Meon and Wellington Below Southwick. Protection and improvement is needed to support the biodiversity interests for these habitats and we would not want to see new development impacting on the quality of the water environment within the borough. You have mentioned enhancement of green infrastructure network but there is no reference to protecting and enhancing blue infrastructure within the borough and the benefits that access to river corridors and the coast can have for both wildlife, and local communities in terms of health and wellbeing. We would welcome a map that shows the connectivity of main rivers and corridors across the borough as well as the coastal waters highlighting their significance in terms of wildlife/biodiversity value and enhancement opportunities.	Scoping report	Water quality is addressed in chapter 17; comments added to Key Issues in chapter 17. Blue infrastructure comment added to Key Issues in chapter 6. Mapping suggestion raised for consideration by FBC.
		10	Green Infrastructure and Ecosystem Services	9.12.1 - There are opportunities to ensure the protection, enhancement and access to open spaces through development. There is no mention of the importance of and the protection and enhancement of blue corridors throughout the borough. Blue corridors can be where urban development is set back from watercourses, overland flow paths and ponding areas creating a mosaic of urban corridors designed to facilitate natural hydrological processes whilst minimising urban flooding, enhancing biodiversity and improving access to recreation. The establishment of such corridors will help relieve the pressure of flooding on upstream and downstream communities and make flood protection options within the urban area more resilient and flexible. They also contribute to networks of green infrastructure, which act as the life support systems for cities, towns and rural areas and provide a range of environmental, social and economic benefits.	Scoping report	Added to chapter 9.
		11	Climate Change	7.1.2 Sustainable Urban Drainage systems are now referred to as 'sustainable drainage systems'. 7.5 Mitigating and adapting to climate change are cross cutting over many of the Sustainability Appraisal objectives. In the first instance you should seek to mitigate against the effects of climate change and there is no mention of mitigation measures within your report. After seeking to mitigate against climate change then you then you should seek to adapt through measures you have stipulated. 7.6.1 There should be a clear distinction between the various sources of flooding within the borough this includes, coastal flooding (sea level rise and wave overtopping), fluvial flooding (river flooding) and surface water (rainfall) all of which need to be considered and addressed in different ways.	Scoping report	Amended. Pares 7.1.1 and 7.8 discuss mitigation. Section 17.5 discusses flood risk.
		12	Green Infrastructure and Ecosystem Services	We feel that the protection and enhancement of blue infrastructure within this section could be made stronger there are multiple benefits rivers and their corridors offer to wildlife e.g. diversity of species and habitats and people e.g. recreation such as fishing, however these benefits and opportunities do not come through within this section.	Scoping report	Added to chapter 9.
		13	Water	17.3.3 The River Hamble only has water available for licensing at the bottom of the catchment not at the top, this should be made clear. 17.3.5 There will need to be careful consideration given to the management of surface water in designated source protection zone 1 and 1 C. We would not want to see certain types of development activities and/or surface water management methods such as deep borehole soakaways used in these source protection zones due to the sensitive nature of the environment and the potential environmental impacts associated with them.	Scoping report	Amended. Amendment added to Key Issues.
		14	Water	17.4.1 The 2009 South East River Basin Management plan has now been superseded by the 2015 South East River Basin Management Plan. The 2015 plan should be used to inform you SA report which can be found at: https://www.gov.uk/government/collections/river-basin-management-plans-2015 . For the most up to date data and information on the Water Framework Directive status on water bodies within your borough we would encourage you to sign up to the Data Share service, registering as a WFD Co-deliverer to access data on local water bodies: http://www.geostore.com/environment-agency/	Scoping report	Amended.

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
		15	Water	<p>17.5.1 The Partnership for Urban South Hampshire (PUSH) Strategic Flood Risk Assessment (SFRA) is in the process of been updated and is due to be signed off very soon. I would encourage you to use the revised SFRA to inform you SA scoping report otherwise it will be out of date within months.</p> <p>The Environment Agency has updated its guidance on how climate change could affect flood risk to new development - 'Flood risk assessments: climate change allowances'. This was published on gov.uk on 19th February.</p> <p>It has been finalised in the last few months following user testing with practitioners in 2015. It has been updated in line with best available scientific evidence to help ensure new housing and other developments remain safe and resilient to flooding, without increasing flood risk elsewhere. We will update the advice should new scientific evidence become available through future work, such as the National Resilience Review, the next Climate Change Risk Assessment and the next UK climate projections.</p> <p>The main changes are to the peak river flow allowances. They are provided for each river basin district rather than a single national allowance. A range of allowances are provided based on different probabilities for each epoch, rather than a single allowance for each epoch. The allowances for the upper end of the range are significantly higher than the previous single national allowance.</p> <p>There is also a small change to peak rainfall allowances. Rather than a single allowance, a range of allowances is provided. The allowance at the upper end of the range is slightly higher than the current single allowance. As previously, the allowances are provided at a national scale.</p>	Scoping report	Amended.
		16	Water	<p>17.9.1 All sources of flood risk need to be considered not just surface water and sewage flooding. As mentioned previously the borough is subject to coastal and fluvial flooding. The Flood Risk Management hierarchy should be used in conjunction with the Sequential Test and sequential approach to ensure that no new development is located within inappropriate areas and in turn increase flood risk to both people and property on and off site.</p> <p>The presence of source protection zones north of Fareham will require the close management of both development activities and management and disposal of surface water runoff.</p> <p>Reference to the 'no deterioration' policy set out within the Water Framework Directive should be made when discussing water quality.</p>	Scoping report	Amended.
		17	Data sources	<p>You may find the following general sources of information and baseline data useful:</p> <ul style="list-style-type: none"> - Cross-boundary planning for water quality - Water company business plans - Water company catchment drainage strategies and plans - Flood hazard maps - Flood risk management plans - Shoreline management plans - Catchment flood management plans - Preliminary flood risk appraisals - Groundwater protection: principles and practice (GP3) 	Scoping report	Noted with thanks; we are already aware of these data sources.
Historic England	Mar-16	18	1.3	We note that there is no mention of the historic environment interest of the Borough in sub-section 1.3. We consider that there should be a reference to the 432 listed buildings, 13 conservation areas, five scheduled monuments and one protected wreck within the Borough. Particular mention could be made of the grade I listed and scheduled monument of Portchester Castle, the scheduled monuments of Titchfield Abbey and the WWI heavy anti-aircraft gunsite at Monument Farm and the wreck of the Grace Dieu as particular heritage features of the Borough.	Scoping report	Amended.
		19	2.3.2	Non-designated heritage assets should also be considered, particularly non-scheduled archaeological remains that are demonstrably of the same importance as scheduled monuments.	Scoping report	Noted.
		20	Table 3.1.	Welcome receptor themes for the historic environment	Scoping report	Noted.
		21	Chapter 11	We welcome paragraphs 11.2.1 and 11.2.2, although Fort Nelson lies just outside the Borough. In paragraph 11.3.4, the National Heritage List for England has 432 listed building entries, although some of these are for more than one building. In paragraph 11.3.6 it would be helpful to indicate how many of the 13 Conservation Areas have up-to-date Character Appraisals and Management Plans.	Scoping report	Amended.
		22	11.3.7	Does the District Council have an up-to-date and comprehensive "local list"? If not, then this should be identified as a gap in the baseline knowledge. Reference could be made to the Hampshire Historic Landscape Character Assessment. We welcome paragraph 11.4.1.	Scoping report	Flagged to FBC.
		23	11.4.1	We welcome this paragraph.	Scoping report	Noted.
		24	11.5.1	Has the Council undertaken a survey of its grade II buildings to identify whether any of those are at risk? If not, this should be identified as a gap in the baseline knowledge (we consider that the historic environment baseline should describe the current and future likely state of the historic environment and be both quantitative and qualitative). What are the trends in the condition of the historic environment?	Scoping report	Flagged to FBC.

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		25	11.8.1	We welcome the key issues identified in paragraph 11.8.1 in principle, although for the second bullet point it should be recognised that development within the setting of heritage asset can have a direct effect on its significance (see paragraph 132 of the National Planning Policy Framework). We also consider heritage at risk to be a key issue – development may provide an opportunity to secure the removal of a heritage asset from the Heritage at Risk Register for positive reasons.	Scoping report	Amended.
		26	Appendix III	We suggest that Conservation Area Management Plans be added to the list of Plans, Policies and Programmes for the historic environment. The National Planning Policy Framework also requires local plans to include strategic policies for the conservation and enhancement of the historic environment, to contain a clear strategy for enhancing the built and historic environment and to identify land where development would be inappropriate, for instance because of its historical significance.	Scoping report	Noted.
		27	Appendix IV	In Appendix IV we welcome SEA Objective 2 and, in principle, the associated decision-making criteria. However, we would suggest that Q2a be "Conserve and enhance archaeological features" and Q2b be "Conserve and enhance buildings.....". If Q2a relates to archaeological remains, this would cover the Protected Wreck of the Grace Dieu, but if Q2b is limited to buildings and structures and Q2c relates only to the setting of heritage assets, there needs to be a separate question or questions for other heritage assets i.e. "Conserve and enhance the special interest, character and appearance of conservation areas?" and "Conserve and enhance historic, including designed, landscapes?" In our experience, the Scoping Report also normally sets out indicators. We would suggest, as a minimum, that the indicators include: <ul style="list-style-type: none"> • % of Conservation Areas in Fareham Borough with an up-to-date character appraisal (and management plan); and • the number and proportion of heritage assets at risk. The Historic England advice on SEAs, SAs and the historic environment suggests other possible indicators: <ul style="list-style-type: none"> • the number of locally listed heritage assets • the number of major development projects that enhance the significance of heritage assets or historic landscape character; • the number of major development projects that detract from the significance of heritage assets or historic landscape character; and • the percentage of planning applications where archaeological mitigation strategies were developed and implemented. 	Scoping report	SEA Framework amended. Indicators will be added in the monitoring framework (Environmental Report/Statement).
Hampshire County Council (Highways)	Mar-16	28	4.2.4	Given that the County Council has recently published an updated County-wide cycle strategy the County Council would like to see a refresh of the Fareham cycle strategy which is now 11 years old, and its plan period expired by 5 years. This should not be considered up to date evidence in the context of any future review of the local plan. The new County-wide strategy can be found at the link below. http://www3.hants.gov.uk/transport-schemes/index/cycling-strategy.htm	Scoping report	Flagged to FBC.
		29	Figure 4.5	The County Council considers that the possible layout for Jn10 used for the SRTM, and illustrated in WSP drawing in fig 4.5 should not have been published at this stage. The appropriate layout to be published should be that in the Welborne plan as that is already in the public domain.	Scoping report	Noted; change plan for subsequent reporting outputs. [The included plan has already been published as part of the SA/SEA/HRA for the Welborne Plan.]
		30	4.6	The wording of the 4th bullet point under paragraph 4.6.1 should be changed as set out below to more accurately reflect the impacts of the proposed junction improvement. Existing: <ul style="list-style-type: none"> • Changing junction 10 of the M27 to an 'all-moves' interchange, thereby reducing traffic flows using the A27 Eastern Way but increasing traffic on the A32 Wickham Road towards Fareham town centre; Change to: <ul style="list-style-type: none"> • Changing junction 10 of the M27 to an 'all-moves' interchange which will provide direct access to the M27 from the planned new development but will also help improve access to the M27 for Fareham residents south of the Motorway taking pressure of adjacent junctions 9 & 11. 	Scoping report	Amended.

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
		31	4.7	<p>The wording of the 1st and 2nd bullet points under paragraph 4.7.1 should be changed as set out below in order to more accurately reflect the nature and impact of measures likely to be undertaken to address the problems identified.</p> <p>Existing:</p> <ul style="list-style-type: none"> • Many key roads and junctions in the wider area suffer from severe congestion and long journey times. This also affects the quality of public transport provision. • The scale of development proposed, together with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demand on already stretched transport networks. In this context demand management measures will be required to limit the effects of growth in the area. <p>Change to:</p> <ul style="list-style-type: none"> • Many key roads and junctions in the wider area experience congestion and delay, particularly during peak periods. This also affects the quality of public transport provision. • The scale of development proposed, together with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demand on already stretched transport networks. Traffic management measures will be required to ensure that the existing network is used effectively. <p>In terms of the final bullet point under this paragraph, as a minor comment, there is a missing word after "A new borough wide transport is currently being commissioned....."</p>	Scoping report	Amended.
		32	Chapter 5	<p>Also, as minor comments, in Chapter 5 - Air Quality, in paragraph 5.1.2, 1st line, the word should be "Development" not "developed". In paragraph 5.3.3 there should be a reference to the A32 alongside the M27 motorway and the A27 as follows:</p> <p>5.3.3 - ".....in particular from the M27 Motorway, the A32 and the A27....."</p>	Scoping report	Amended.
Natural England	Dec-17	33		<p>"Allocations which are retained from the DSP Plan (adopted June 2015) have already undergone HRA during preparation of that plan are not considered again in the current HRA". It is important to carry out a screening review of these sites to confirm if there is any new evidence that changes the conclusions and requires further consideration. One example of new evidence would be the forthcoming updated Solent Wader and Brent Goose Strategy and the Bird Aware Definitive Strategy. For example, we would recommend that housing allocation 3119 is reviewed in the HRA Assessment.</p>	Draft Plan	<p>Include old DSP allocations into screening process to discount them or include them into the AA.</p> <p>May need to await SWBG strategy to complete task properly though?</p>
Natural England	Dec-17	34	Policy NE 1 Landscape	<p>Policy NE 1 Landscape</p> <p>We support Policy NE 1 Landscape to conserve and enhance the landscape within Fareham Borough. Natural England advises that the Plan includes strategic policies to protect and enhance valued landscapes, as well criteria based policies to guide development, as set out in the National Planning Policy Framework (NPPF). The Local Plan's policies and proposals should be informed by National Character Areas (NCAs). NCAs divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. These should be supplemented by a more detailed Landscape Character Assessment (LCA) of the plan area and where relevant a Seascape Character Assessment. Such assessments can assist in the selection of locations for development which involve the least harm to landscape character and guide policies on the design of development.</p>	Draft Plan	<p>Strategic Policy DS3 of the Publication Plan which is supported by the 2018 LDA Fareham Landscape Character Assessment</p>

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Natural England	Dec-17	35	Policy NE2 Biodiversity and Nature Conservation	<p>Policy NE2 Biodiversity and Nature Conservation</p> <p>We support policy NE2 which protects designated sites, sites of nature conservation value and priority habitats and ensures proposals will not prejudice or result in the fragmentation of the ecological network. We agree that development proposals should seek to provide opportunities to incorporate biodiversity within the development. The Plan should also set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment.</p> <p>In line with the NPPF (paragraphs 9, 109 and 118) and in order to achieve net gain in biodiversity, we would recommend that the following wording '.....and where practical, attempt to achieve no net loss of biodiversity' is changed to 'Development proposals should seek to provide opportunities to incorporate biodiversity within the development and provide net gains in biodiversity'.</p> <p>Natural England strongly recommends that all developments achieve biodiversity net gain. To support this approach, we suggest that the policy wording or supporting text includes a requirement for all planning applications to be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP) that has been approved by a Hampshire County Council (HCC) Ecologist. This would encourage new proposals to incorporate biodiversity opportunities in and around developments and ensure measures to enhance biodiversity are included from the outset.</p> <p>BMEPs would apply to all developments within the borough and would therefore ensure that both residential development and employment land protects and improves the local ecology by including green infrastructure and biodiversity enhancements. Retail or town centre uses would also be encouraged to seek opportunities for environmental enhancements.</p> <p>By requesting a BMEP, development allocations such as the Civic Quarter (198) would be required to show the environmental enhancements that are proposed and identify links to existing areas of public open space and ecological corridors and networks. Consideration could be given to enhancements on-site, as well as off-site in surrounding areas. This may be relevant for schemes such as Market Quay (1425) and Fareham Station East (211).</p>	Draft Plan	Policy NE2 of the Publication Plan requires a minimum of 10% biodiversity net gain for all development of one or more dwellings or a new commercial building
Natural England	Dec-17	36	Ancient Woodland and Veteran Trees	<p>Ancient Woodland and Veteran Trees</p> <p>Natural England advises that Policy NE2 includes reference to irreplaceable habitats, such as ancient woodland and veteran trees, to ensure their protection. Natural England and the Forestry Commission have produced standing advice on ancient woodland and veteran trees. (https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences)</p>	Draft Plan	Noted.

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Natural England	Dec-17	37	Policy NE3 Solent Special Protection Areas	<p>Policy NE3 Solent Special Protection Areas Solent Wader and Brent Goose Strategy</p> <p>As you are aware, the Solent Wader and Brent Goose Strategy (SWBGS) is currently being updated and revised maps will be accompanied by further guidance on mitigation and off-setting requirements in due course. The terrestrial wader and brent goose sites are located on land that falls outside of the Solent SPAs boundaries. However, as this land is used by SPA species (including qualifying features and assemblage species), it supports the functionality of the designated sites and is therefore protected in this context.</p> <p>A framework for guidance on mitigation and off-setting requirements has been prepared by the SWBGS Steering Group to achieve the long-term protection of the wider brent goose and wader network from land take and recreational pressure arising from new development. The nondesignated sites are defined as Core Areas, Primary Support Areas, Secondary Support Areas, Low Use and Uncertain sites.</p> <p>It is noted that Paragraph 0.3.5 of the HRA Screening Report states that none of the proposed allocation sites is an 'important' site, as per the 2010 strategy. For your information, the site classifications have been revised and whilst none of the allocation sites is a Core Area or Primary Support Area, some of the sites are Secondary Support Areas or Low Use sites (Allocations 207, 3028, 3114, 3113). Mitigation and off-setting requirements will be necessary for these sites as they are integral to the ecological network within the Solent. Consideration will need to be given to land take associated with all sites included within the updated SWBGS as well as recreational pressure arising from development adjacent to sensitive sites. For example, site 3014 is located adjacent to a Secondary Support Area.</p> <p>The guidance is currently in its final stage of preparation and we would welcome the opportunity to discuss the mitigation and off-setting requirements with you in the New Year. We would be very keen for the approach set out in the updated strategy to be included in the policies (policy NE3) of the new Local Plan as this will ensure that the key sites are protected, whilst providing guidance and criteria for mitigating lower use sites should these come forward for development.</p> <p>In addition, the plan showing the areas of least constraint for Solar energy has included some sites identified as Secondary Support Areas in the forthcoming update of the Solent Wader and Brent Goose Strategy. We would advise that this plan is updated in due course in line with the forthcoming SWBGS maps.</p>	Draft Plan	Noted. The Publication Plan SA and HRA reports are based on information from the 2019 update to the SWBGS.
	Dec-17	38	Solent Recreation Mitigation Partnership (SRMP)	<p>The Definitive Strategy for the Solent Recreation Mitigation Partnership (SRMP) is currently being updated and revised maps will be accompanied by further guidance on mitigation and off-setting requirements in due course. The terrestrial wader and brent goose sites are located on land that falls outside of the Solent SPAs boundaries. However, as this land is used by SPA species (including qualifying features and assemblage species), it supports the functionality of the designated sites and is therefore protected in this context.</p> <p>Solent Recreation Mitigation Partnership (SRMP)</p> <p>As you are aware, the Partnership for Urban South Hampshire (PUSH) Joint Committee has endorsed the Definitive Mitigation Strategy for Bird Aware Solent. The next step is for each authority to take the strategy through their own Cabinet meetings in time to collect the increased contribution from 1st April 2018.</p> <p>We note that Policy NE3 refers to the Definitive Strategy of the SRMP. The wording of the policy states that 'In the absence of a financial contribution toward mitigation, an Appropriate Assessment will be required to demonstrate that any 'in combination' negative effects can either be avoided or satisfactorily mitigated through a developer-provided package of measures'.</p> <p>The evidence collected for the Definitive Strategy (Phase 3 report) is set out in the HRA screening report and has shown that all development within 5.6km of the Solent SPAs is likely to have a significant effect on the Solent SPAs due to in-combination impacts and will require mitigation. Natural England therefore recommends that the emphasis of the policy wording should reflect that mitigation is required for all development within this 5.6km zone. The Definitive Strategy enables a housebuilder to make a monetary 'developer contribution' instead of providing bespoke mitigation themselves. However, a developer can always provide their own mitigation through a developer-provided package of measures, and this would be determined through an Appropriate Assessment.</p>		Noted. See Policy NE5 of the Publication Plan

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
Natural England	Dec-17	39	Green Infrastructure and Open Space	<p>Green Infrastructure and Open Space</p> <p>We fully support Policy CF5 Green Infrastructure and CF6 Provision and Protection of Open Space. We acknowledge that open space and green infrastructure provide important health and well-being opportunities to the wider community and recognise the challenge to ensure green spaces are protected as development comes forward. We recommend the provision for redevelopment and major development includes provision of green infrastructure and we support the provision of enhancing local greenspaces in higher density areas.</p> <p>We also consider that it is important to include measures for biodiversity enhancement within green infrastructure and open spaces and whether the existing management addresses the nature conservation interests of the existing open spaces. We would support enhancing biodiversity gains within the GI and open space network within the Borough. Natural England would support the use of GI to help maximise the ecological and biodiversity network across the Borough. It is noted that there are plans for enhanced public open space in the Civic Quarter and this approach is supported by Natural England.</p> <p>We would also support the development of the Green Infrastructure network for the Borough to help ensure there are improved links to less sensitive open space areas by public transport, walking and cycling and look to directing recreational pressure away from more sensitive areas.</p>	Draft Plan	Noted.
Natural England	Dec-17	40	Water Resources	<p>Water Resources</p> <p>Water companies are required by law to prepare and maintain a Water Resources Management Plan (WRMP). The WRMP sets out in detail how each company proposes to ensure that there is sufficient security of water supplies to meet the anticipated demands of all its customers over the long term with the 2014 plans covering the period from 2015 to 2040. These plans are reviewed every five years. The WRMP is subject to a strategic Habitats Regulations Assessment (HRA) to ensure the plans comply with the requirements of the Conservation of Habitats and Species Regulations 2017 commonly referred to as the Habitats Regulations. The WRMPs are also subject to Strategic Environmental Assessment (SEA2). Natural England usually advises that any local plan HRA can refer to the agreed WRMP, which has assessed the potential for adverse effects arising on designated sites at a strategic level as to date these have usually avoided adverse effect upon integrity.</p> <p>However, concerns have been raised with regard to Southern Water's existing WRMP14 and their emerging Draft WRMP19 options in particular with regards to impacts on the River Itchen Special Area of Conservation (SAC) and the River Test Site of Special Scientific Interest (SSSI). Changes to abstraction licences on the River Itchen have been imposed by the Environment Agency to remove the risk of adverse effect on integrity to the SAC and remove the risk of serious damage to the River Test SSSI. Southern Water has appealed the limits proposed for three abstraction licences and this is subject to a public inquiry. Until the outcome of this inquiry is known, the HRA for Southern Water's extant WRMP cannot be relied upon to ensure there will be no adverse effects on designated sites arising from future development within Southern Water's area. In addition the risk of adverse effects remains until the deficit in public water supply resultant from the licence changes is fulfilled by alternative options and/or the compensatory habitat requirements are met.</p> <p>As the latest WRMPs are not yet finalized, and in light of the public inquiry on Southern Water's abstraction licences, Local Plans should acknowledge the uncertainty around delivery of water resources over the plan period. Whilst it is not the LPA's remit to plan to deliver water resources, policies requiring a high standard of water efficiency and re-use should be adopted within the Southern Water area. Consideration should be given to the use of grey water recycling, efficient appliances and to include policies that encourage the wise use of water in conjunction with the water companies.</p> <p>It is noted that Policies DE and DK in the plan address effects from Water Efficiency and Water Resources. This approach</p>	Draft Plan	Noted.

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
Natural England	Dec-17	41	Water Quality	<p>Water Quality</p> <p>Natural England and the Environment Agency have been working closely with the PUSH authorities with regard to the Integrated Water Management Study for South Hampshire. The purpose of this work is to provide a key strategic report to inform the preparation and soundness of the PUSH local plans with regard to both the Habitat Regulations and the Water Framework Directive.</p> <p>The report is currently being finalised and has assessed the delivery of development growth in relation to legislative and government policy requirements. The assessment has identified that there is a gap in evidence and therefore some uncertainty with regard to achieving the full development growth throughout the plan period. Review of additional evidence coming forward will be necessary to ensure that growth in the later stages of the plan will not impact on the designated sites.</p> <p>We therefore recommend that Local Plan Authorities acknowledge that uncertainty remains, continued joint working will be needed and that there may be a need for mitigation to accompany development during the later stages of the PUSH plan period. This may require new development to ensure it is 'nutrient neutral', which could be delivered via a Nutrient Management Plan (NMP).</p> <p>At this stage, Natural England recommends that water quality issues are included within the local plan HRA screening assessment for further examination. The PUSH Report will provide further information in due course.</p>	Draft Plan	Noted. Water quality issues are also addressed within the Publication Plan HRA report.
Natural England	Dec-17	42	Air Quality	<p>Air Quality</p> <p>As you are aware, the Partnership for Urban South Hampshire (PUSH) has commissioned detailed studies on the impacts of the new housing development on the air quality environment. It is noted that the assessment work is currently on-going and that this issue is currently screened into the Habitat Regulations Assessment for further examination in due course.</p>	Draft Plan	
Natural England	Dec-17	43	Access and rights of way	<p>Access and rights of way</p> <p>Natural England advises that the Plan should include policies to ensure protection and enhancement of public rights of way and National Trails, as outlined in paragraph 75 of the NPPF. Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The plan should seek to link existing rights of way where possible, and provides for new access opportunities. The plan should avoid building on open space of public value as outlined in paragraph 74 of the NPPF.</p>	Draft Plan	Noted. See policies NE9 and NE10 of the Publication Plan.
Natural England	Dec-17	44	Agricultural Land and Soils	<p>Agricultural Land and Soils</p> <p>The Local Plan should give appropriate weight to the roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpin our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The plan should safeguard the long term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) as a resource for the future. Natural England would advise that a policy is included in the local plan to achieve this.</p> <p>To assist in understanding agricultural land quality within the plan area and to safeguard 'best and most versatile' agricultural land in line with paragraph 112 of the National Planning Policy Framework, strategic scale Agricultural Land Classification (ALC) Maps are available. Natural England also has an archive of more detailed ALC surveys for selected locations. Both these types of data can be supplied digitally free of charge by contacting Natural England. Some of this data is also available on the www.magic.gov.uk website. The planning authority should ensure that sufficient site specific ALC survey data is available to inform plan making. New ALC surveys may be required for sites allocated in the plan.</p>	Draft Plan	Noted.

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
WYG on behalf of Bargate Homes	Mar-20	46		The interim Sustainability Appraisal considers that the development of Old Street (SHELAA Ref 31) to have a "likely adverse effect" on 3 sustainability objectives; to minimise carbon emissions and promote adaption to climate change, to conserve and enhance biodiversity and; to conserve and manage natural resources (SA5, SA7 and SA8). It is considered that the assessment of these SA objectives should be amended to positive, taking into account a future development proposal for the site and comments made in relation to an appeal decision APP/A1720/W/18/3200409.	Supplement to the Draft Local Plan	WYG note that the proposed planting strategy would have a positive effect on these SA objectives. Whilst this may be the case, mitigation is not taken into account in the assessment at the plan making stage. Whilst mitigation measures, such as tree planting and habitat creation, may be included in a developer's illustrative site plans, there is no certainty that these measures will be implemented or that they will be effective in mitigating the assessed impact at this stage. Therefore a precautionary approach must be adopted. Note: in relation to landscape comments made by WYG, Areas of Special Landscape Quality have not been used in the assessment of landscape effects in the SA as these areas are intended to inform the location of development as opposed to forming part of the landscape baseline for the Borough.
Turley on behalf of Taylor Wimpey	Mar-20	47		There are some discrepancies between the results for Land at 60 Swanwick Lane (site ID 3000) and Rookery Farm (site ID 46) particularly in relation to SA objectives 3,4,5,6, 8 and 11. Due to the close proximity of the two sites, it is considered that the SA should be reviewed and the assessments of the two sites re-done to ensure there are no inconsistencies.	Supplement to the Draft Local Plan	See rows below for responses to individual comments
Turley on behalf of Taylor Wimpey	Mar-20	48		Rookery Farm (site ID 46) is a former landfill site and working extraction site. Taking into account pollution from the M27 coupled with former land uses at Rookery Farm, we suggest that the site should score a likely strong adverse effect (-) in respect of SA6 in the detailed assessment.	Supplement to the Draft Local Plan	The historic landfill data downloaded from the EA website to inform the assessment does not identify any landfill sites within the boundary of site 46. However the planning history confirms the site has previously been an inert landfill facility and is now an inert and secondary recycling facility. It is understood that Raymond Brown have advised that part of the site which is the restored landfill area will be left as open space in the proposed masterplan. Whilst it is considered that some minor risk of contamination remains, the overall scoring of minor adverse is considered appropriate.
Turley on behalf of Taylor Wimpey	Mar-20	49		Within the Sustainability Appraisal, Land at 60 Swanwick Lane (site ID 3000) has a likely negative effect with regards to SA3 Landscape and this is unreasonable. The SA assessment should take into account the illustrative masterplan for this site when undertaking the assessment.	Supplement to the Draft Local Plan	At the plan making stage the assessment of impacts in the SA is undertaken without consideration of mitigation. Whilst mitigation measures, such as tree planting and screening, may be included in the developer's illustrative site layout, there is no certainty that these measures will be implemented or that they will be effective in mitigating the assessed impact, given that no landscape assessment has been undertaken at this stage. Therefore a precautionary approach must be adopted. As a result, in this instance, site 3000 scores more adversely than site 46 due to its encroachment into LLCA 13.2a which has lower development potential than the LLCA to the south.

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
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Turley on behalf of Taylor Wimpey	Mar-20	50		The detailed SA assessment for Rookery Farm assesses the short, medium and long term effects on the landscape as negative (-), yet it scores likely positive effect (+) in the Site Allocations Options Assessment. This demonstrates a lack of consistency.	Supplement to the Draft Local Plan	<p>A High Level Assessment is undertaken for all potential site options and the results are presented in the Site Options Report. The Council then use the results of this assessment to inform their decision as to a short list of sites proposed for allocation. The High Level Assessment is just one of the factors considered by the Council in their decision making process.</p> <p>Only those site options proposed for allocation are then considered for Detailed Assessment. Where sites proposed for allocation are predicted to result in significant adverse effects (-) or have more negative or uncertain effects than positive effects at the High Level Assessment stage then they are taken forward for Detailed Assessment. This enables potential negative or uncertain effects to be scrutinised in more detail.</p> <p>By its nature, the Detailed Assessment applies a more in depth assessment of effects and therefore the scoring may differ from that at the High Level Assessment stage.</p>
Turley on behalf of Taylor Wimpey	Mar-20	51		The detailed assessment for Rookery Farm states that an LVIA should be carried out in the comments / mitigation column and sets out proposed mitigation measures. Had a detailed assessment of Land at 60 Swanwick Lane been carried out, landscape mitigation could have been considered and factored into the scoring in the SA. With an appropriate design, adverse landscape impacts could be avoided or mitigated.	Supplement to the Draft Local Plan	Whilst mitigation measures are referenced in the Detailed Assessment Metrics, these are not taken account into the scoring for those reasons set out above.
Turley on behalf of Taylor Wimpey	Mar-20	52		In relation to SA4, it is interesting that Rookery Farm scores likely positive effects (+) while Land at 60 Swanwick Lane scores likely negative effects (-) and this is explained in the Interim Sustainability Report as due to the number of accessibility zones which the site falls within. It is not easy to understand from the report which datasets were used and how accessibility was calculated. The sites are in very close proximity to each other, so the variation in accessibility is surprising, particularly if it based on distance.	Supplement to the Draft Local Plan	The accessibility datasets used in the assessment of SA4 are set out in Appendix III of the Site Options Assessment Report. These are taken from FBC's Accessibility Study 2018. Although sites 46 and 3000 are in relatively close proximity some of the accessibility distances are relatively small (e.g. bus stops 400m) and therefore even close by sites can score quite differently. Some sites also have large distances across and therefore accessibility in different areas of the site can differ.
Turley on behalf of Taylor Wimpey	Mar-20	53		As Rookery Farm and Land at 60 Swanwick Lane are approximately 120m apart, it would seem inconsistent that the two sites score so differently in relation to SA11. Land at 60 Swanwick Lane is in close proximity to Swanwick Nature Reserve and the current pre-application submission proposes provision of a LEAP within the public open space, on the northern part of the site.	Supplement to the Draft Local Plan	<p>A distance of 300m has been used to establish open space within a 'reasonable' distance of a site to inform the scoring of Objective 11. As above, given this relatively small buffer, sites in close proximity can score very differently. In this locality existing open spaces are predominantly located in Whiteley which is closer to site 46 than site 3000. Swanwick Nature Reserve is counted for site 3000.</p> <p>Open space to be provided as part of a development is not taken into account in the assessment. As for mitigation, there is no certainty at this stage that this will be provided and to what extent and therefore a precautionary approach is adopted.</p>

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Sustainability Appraisal / Strategic Environmental Assessment of the Fareham Local Plan						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
Turley on behalf of Taylor Wimpey	Mar-20	54		The SA provides a Detailed Assessment Matrix for Rookery Farm, however the same level of analysis has not been undertaken for Land at 60 Swanwick Lane. In fact detailed assessments have only been undertaken for Rookery Farm and the two proposed Strategic Growth Areas: North of Downend and South of Fareham.	Supplement to the Draft Local Plan	<p>A High Level Assessment is undertaken for all potential site options and the results are presented in the Site Options Report. The Council then use the results of this assessment to inform their decision as to a short list of sites proposed for allocation. The High Level Assessment is just one of the factors considered by the Council in their decision making process.</p> <p>Only those site options proposed for allocation are then considered for Detailed Assessment. Where sites proposed for allocation are predicted to result in significant adverse effects (–) or have more negative or uncertain effects than positive effects at the High Level Assessment stage then they are taken forward for Detailed Assessment. This enables potential negative or uncertain effects to be scrutinised in more detail. Site 3000 did not meet the criteria for Detailed Assessment.</p> <p>The SA report accompanying the Draft Local Plan in 2017 provided Detailed Assessment Matrices for all those proposed allocations in the Draft Plan meeting the criteria set out above. Only four additional sites (0046, 0086, 2843 and 3204) and two Strategic Growth Areas (North of Downend and South of Fareham) were considered within the Interim SA Report 2020 accompanying the latest Regulation 18 Local Plan Supplement. This is because these were new sites / SGAs proposed for allocation but were not considered in the 2017 SA Report. Of the four additional sites, only two were considered for allocation in the 2017 SA Report.</p>
WYG on behalf of Bargate Homes and Miller Homes	Mar-20	55		Given that Newgate Lane South has now been constructed (as Newgate Lane East) it is requested that the effect of this on SA3 (landscape) is re-assessed for Land East of Newgate Lane South (A) (site ID 3002), Coppo Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057).	Supplement to the Draft Local Plan	<p>These sites fall within Woodoot - Alver Valley LCA which was classified as having low development potential in the 2018 LDA landscape assessment. It was acknowledged that the significance of landscape impact may be lessened following construction of Newgate Lane South however the 2018 LDA assessment notes:</p> <p>"... the influence [of Newgate Lane South] on the overall character of this area is relatively localised and, for the most part, the countryside character of the farmland on either side of the road (and its structure of hedgerows and trees) remains intact and not substantially urbanised."</p> <p>LDA's assessment of development potential for this area remains unchanged and hence the SA/SEA assessment is also unchanged.</p>

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WYG on behalf of Bargate Homes and Miller Homes	Mar-20	56		<p>It is requested that Sustainability Objective 8 is re-assessed in future iterations of the Sustainability Appraisal for Land East of Newgate Lane South (A) (site ID 3002), Copps Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057), to take into consideration the favourable response from Hampshire County Council. See below</p> <p>"Following a review of the Minerals Safeguarding Assessment (MEWP Limited, January 2020) submitted in support of the planning application, Hampshire County Council as the Minerals Planning Authority (MPA) note that although no intrusive works have been undertaken the evidence presented is sufficiently compelling to argue that prior extraction would not be a viable option for the development."</p> <p>"HCC would (however) request the following conditions to be included in any permission for this planning application, to be delivered through submitted construction management plans or similar, requiring a statement outlining: i. a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use; and ii. a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the MPA."</p>	Supplement to the Draft Local Plan	The assessment scoring for objective 8 for these sites remains unchanged, as the measures in HCC's response are mitigation for potential sterilisation of mineral resource impacts. As set out above, the SA/SEA assessment does not take mitigation into account as there is no certainty at this stage that these measures / conditions will be imposed and therefore a precautionary approach is required. This also ensures a level playing field for the assessment of all sites, where sites are assessed against existing baseline information, and ensures there is no bias towards sites which are further advanced in the site promotion process and have been subject to more detailed study.
WYG on behalf of Bargate Homes and Miller Homes	Mar-20	57		A separate Transport Note has been prepared by iTransport to support the suggested amendment of SA objective 4 to a likely strong positive effect for Land East of Newgate Lane South (A) (site ID 3002), Copps Field (Site ID 3028), Land East of Newgate Lane (Site ID 3057).	Supplement to the Draft Local Plan	<p>The High Level Assessment of sites 3002, 3028, 3057 and site 3133 (cluster of all 3 sites) identifies that they fell within 7 of the 12 accessibility zones taken from FBC's Accessibility Study 2018. They fall outside of the accessibility zones for the following facilities:</p> <ul style="list-style-type: none"> • Cafes (>1000m) • Play equipment (>800m) • Local centres (>1600m) • Train stations (>1600m) • Major employment areas (>1600m) <p>They fell within the accessibility zones for the following facilities:</p> <ul style="list-style-type: none"> • Accessible green and play space (<800m) • Community and Leisure centres (<800m) • Local shops (<800m) • Primary schools (<1200m) • GPs (<1200m) • Secondary schools (<1600m) • Bus stops (<400m) <p>The site falling outside of the major employment area accessibility zone appears to be the only discrepancy with the iTransport note. However, the site falling within one additional accessibility zone would not alter the SA scoring from +/- for objective SA4</p>
WYG on behalf of Lisa and Anthony King, Andrew Norris and Melanie Norris	Mar-20	58		A negative assessment has been recorded in respect of SA objective 8 (natural resources) for Brook Avenue (site ID 3050). However, it is also noted that the ALC is 3b. This classification, combined with the relatively small site area when considered for agricultural purposes, means that this negative assessment should not be considered as a constraint to development).	Supplement to the Draft Local Plan	It is acknowledged that ALC 3b is not considered best and most versatile agricultural land. However, whilst the site area is relatively small (2ha), a large portion of the site (91.7%) is in agricultural use and therefore development of the site will result in the loss of agricultural resource and therefore a score of single negative is considered appropriate.
Gladman	Mar-20	59		The SA must demonstrate that a comprehensive testing of options has been undertaken and that it provides evidence and reasoning as to why any reasonable alternatives identified have not been pursued.	Supplement to the Draft Local Plan	Noted

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WYG on behalf of Portsmouth Water	Mar-20	60		Many of the negative scores for Meindell Pumping Station (site ID 3213) would be offset by the benefits of the site, such as provision of new homes, low landscape sensitivity and the lack of site specific constraints such as flooding, CCMA's and nationally designated features.	Supplement to the Draft Local Plan	Each of the SA Objectives is scored individually and is not combined into an overall sustainability score for each site as this risks masking some benefits or adverse impacts associated with the site from the decision making process. The individual scores against each sustainability objective are therefore taken forward by the Council in their decision making process of which sites proceed to allocation in the Local Plan. It should also be noted that the SA/SEA scoring is not the only factor taken into account in FBC's decision making process as to which sites are taken forward for allocation.
Historic England	Mar-20	61		Historic England have produced an advice note for SA/SEA which can be accessed here: https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/	Supplement to the Draft Local Plan	Noted