

DS003

# Technical Review of Areas of Special Landscape Quality and Strategic Gaps

supporting document for Fareham Local Plan  
Development



Client: Fareham Borough Council  
Consultant: Hampshire County Council  
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A	31 <sup>st</sup> July 2020	2 <sup>nd</sup> Draft Issued for comment. Revisions to ASLQ. Addition of SG and Info. to Appendix on Refs and Maps. Responses to Clients comments
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C	7 <sup>th</sup> Aug 2020	Text edits.
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ENVIRONMENT AND PLANNING

Cover Photograph: Meon Shore, at edge of Chilling-Brownwich Coastal Plain, Photo: Charlotte Webb, June 2020.

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# Executive Summary

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Fareham Borough Council is in the process of producing a new Local Plan to address housing, employment and retail development requirements across the Borough up to 2037. Once adopted, the new Local Plan will replace the adopted Local Plan Part 1 (Core Strategy) and Local Plan Part 2 (Development Sites & Policies).

To support Local Plan development, Fareham Borough Council commissioned the Landscape Team, in Hampshire County Council, to undertake a technical review of:

- six proposed Areas of Special Landscape Quality (ASLQ).
- two proposed Strategic Countryside Gaps: Meon Gap and between Fareham and Stubbington.

Fareham Borough Council's recent past experience in the determining of two planning applications, identified the need to address the 'valued landscapes' of Fareham.

*"Two recent planning appeal decisions demonstrated how the argument of valued landscapes could help to determine planning decisions. Both decisions were on sites located in the Lower Meon Valley (Land west of Old Street, Stubbington and Land east of Posbrook Lane, Titchfield) and the Inspectors recognised the high-quality landscape concluding that the Lower Meon is a valued landscape.*

*...with this in mind, the Council proposed the designation of valued landscapes as part of the Draft Local Plan Update consultation in the summer of 2019."(page 27, Fareham Draft Local Plan 2036)*

There was also the need to clarify the role that Strategic Gap designation plays within planning policies in the Countryside, and establish the clear difference between a policy that addresses landscape quality and a policy that addresses the prevention of coalescence of settlements with separate identities, as:

*"...Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities." (page 27, Fareham Draft Local Plan 2036)*

This technical review is published at the Regulation 19 stage to support the proposed designations.

The technical review undertaken during March to July 2020, reviewed recent relevant documents and developed an appropriate and concise methodology for determining Areas of Special Landscape Quality (or ASLQ), based primarily on criteria from the Guidelines for Landscape and Visual Impact Assessment (GLIVIA) 3<sup>rd</sup> Edition, Box. 5.1, supported by other examples of good practice and case law.

As there is no standard national guidance on Strategic Gap determination, a methodology and set of criteria were established for determining Strategic Gap characteristics and boundaries through review and analysis of pertinent recent Strategic Gap proposals developed for other Local Plans and through Fareham Borough Council's own Strategic Gap history.

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The resultant analysis and site surveys of all Fareham Borough's Landscape Character Areas concludes that:

- The six proposed ASLQ put forward for designation in the Fareham Local Plan Supplement (Reg 18 consultation document, Jan-March 2020), can be considered as 'valued landscapes' as they scored highly against the assessment criteria and therefore should be identified for ASLQ designation in the Fareham Local Plan 2037, with some modifications made to boundaries, to bring them into line with the current Fareham Borough Landscape Character Assessment 2017, but also;
- Through this process, two further landscape character areas in Fareham Borough were identified as having equivalently 'valued landscape' characteristics and so it is recommended that Chilling-Brownwich Coastal Plain and parts of the Cams to Portchester Coast should also be designated.
- Conservation Areas where they sit in or adjacent to a proposed ASLQ should be included as part of the ASLQ because of their mutually supportive relationship.

The resultant analysis and site surveys of the two Strategic Gaps, conclude that:

- The Meon Strategic Gap is proposed for continued designation, having both strong sub-regional agreement for its designation, and a clear role in preventing settlement coalescence, that could result from continued pressure for expansion of the Western Parishes; North and West Fareham, and from pressure for the expansion of Stubbington.
- One moderate amendment is proposed to the North Eastern corner of the Meon Gap; that is an extension to the Gap around Funtley to prevent Funtley from coalescing with North and West Fareham.
- The Fareham-Stubbington Strategic Gap is proposed for continued designation, also having strong sub-regional agreement for its designation, and a clear role in preventing settlement coalescence through continued and heavy pressure for Southern expansion of Fareham and Northern and Eastern expansion of Stubbington, but it is considered that there are some opportunities for development to be accommodated within the landscape, without compromising the Strategic Gaps function.

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Possible adjustments to the Fareham-Stubbington Strategic Gap could be considered in the following locations:

- An area to the South of Fareham, and west of HMS Collingwood, as some development in this area could be visually absorbed into the Gap without compromising the Gap function.
- An area to the north west of Stubbington south of Oakcroft Lane and east of Ranvilles Lane, as some development could be visually and physically absorbed into the Gap without compromising the Gap function.

It is also noted that the Newgate Lane Area (Newgate Lane West and East from Fareham to Peel Common Roundabout) has undergone a significant amount of change in the recent past.

In order to develop appropriate Green Infrastructure mitigation and enhancement associated with the areas of recent and future change described above, in the Fareham-Stubbington Gap, Green Infrastructure Frameworks or Strategies are required for each area.

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# Chapter 1: Introduction and Methodology



Figure 1.1. Photograph taken from West Street, looking towards St. Peter's Church, with the Meon Gap/Meon Valley ASLQ, as a backdrop. Photograph: Charlotte Webb June 2020

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## 1.0. Fareham Local Plan

1. Fareham Borough Council is in the process of producing a new Local Plan to address housing, employment and retail development requirements across the Borough up to 2037. Once adopted, the new Local Plan will replace the adopted Local Plan Part 1 (Core Strategy) and Local Plan Part 2 (Development Sites & Policies).
2. The Council produced a Draft (Regulation 18) version of the Fareham Local Plan 2037 in 2017 which was subject to public consultation between 25th October 2017 and 8th December 2017. This consultation document included proposed housing and employment allocations to meet the housing and employment need known at that time.
3. Following this consultation Fareham Borough Council's recent experience in the determining of two planning applications, identified the need to address the 'valued landscapes' of Fareham. The Council recently completed a consultation on a Supplement to the Local Plan containing a small number of additional housing sites and two Strategic Growth Areas, linked to their requirement to address unmet need from neighbouring authorities. The consultation document also proposed to include six **Areas of Special Landscape Quality (ASLQ)**. The proposed ASLQ directly referenced in the Fareham Local Plan Supplement 2036 (published 2019) as Policy NEXX: Landscape, and subsequently renumbered as DS3: Landscape in in the Fareham Local Plan 2036 due to be published for consultation.
4. There was also the need to clarify the role that **Strategic Gap** designation plays within planning policies in the countryside, and establish the clear difference between a policy that addresses landscape quality and a policy that addresses the prevention of coalescence of settlements with separate identities, as:  
  
*"...Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities." (page 27, Fareham Draft Local Plan 2036)*

*"Two recent planning appeal decisions demonstrated how the argument of valued landscapes could help to determine planning decisions. Both decisions were on sites located in the Lower Meon Valley (Land west of Old Street, Stubbington APP/A1720/W/18/3200409 and Land east of Posbrook Lane, Titchfield APP/A1720/W/18/3199119) and the Inspectors recognised the high-quality landscape concluding that the Lower Meon is a valued landscape" (para. 4.3, page 32, Reg 18 Fareham Local Plan Supplement 2036 (2019)).*

5. Strategic Policy DS2: Development in Strategic Gaps, in the Publication Local Plan 2037, directly addresses the requirement of Strategic Gaps:

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*“In order to prevent the coalescence of urban areas and to maintain the separate identity of settlements, Strategic Gaps are identified as shown on the Policies Map between the following areas:*

- 1. Fareham / Stubbington and the Western Wards (Meon Gap)*
- 2. Fareham / Bridgemary and Stubbington / Lee-on-the-Solent ...” (Fareham-Stubbington Strategic Gap)*

*Development proposals will not be permitted where they significantly affect the integrity of the gap and the physical and visual separation of settlements or the distinctive nature of settlement characters.”*

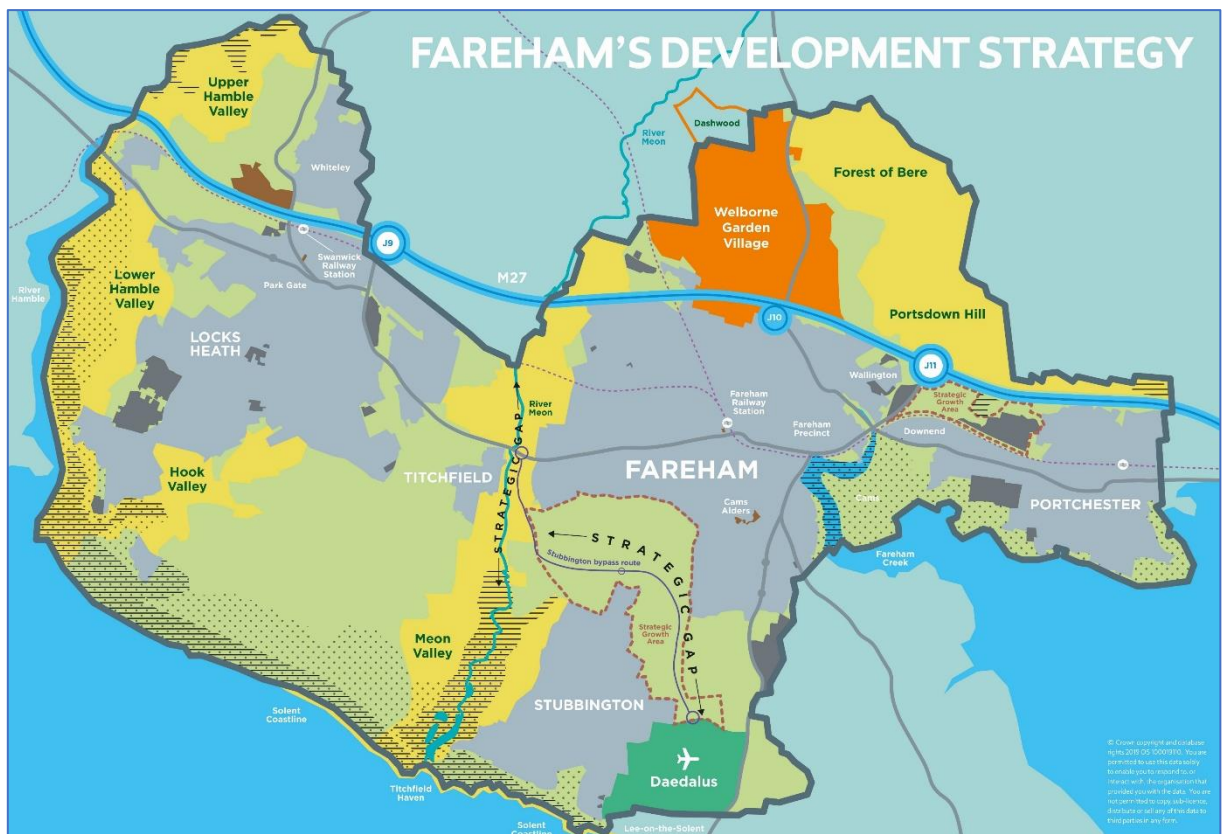


Figure 1.2. Fareham's Revised Development Strategy (Figure 2.1, page 8-9, Fareham Draft Local Plan Supplement Jan 2020), shows the draft location and extents of six proposed Areas of Special Landscape Quality and two Strategic Gap locations

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## 1.1. Task Specification

6. To support the Local Plan development, Fareham Borough Council has commissioned the Landscape Team, Hampshire County Council, to undertake a technical review of the following:
  - the six proposed areas of special landscape quality. The areas and their boundaries will be reviewed against the landscape character areas defined in the Adopted Fareham Borough Landscape Character Assessment (2017), and current national thinking on valued landscapes, being tested through Local Plan examinations and planning appeals.
  - the function and boundaries of two strategic gaps in the Borough: the Meon Gap and; the Fareham-Stubbington Gap, to help steer an appropriate Development Strategy for the Borough while retaining sufficient land to prevent settlement coalescence. The reasons for designating land as a strategic gap will be linked to maintaining settlement identity, land use function(s) and the PfSH criteria for gap designation.
7. In the Fareham Draft Local Plan Supplement Jan 2020, the six proposed **Areas of Special Landscape Quality (ASLQ)** are identified as:
  - Upper Hamble Valley
  - Lower Hamble Valley
  - Hook Valley
  - Meon Valley
  - Forest of Bere
  - Portsdown Hill
8. In terms of protecting Fareham Borough's Landscape assets, as described in the Fareham Borough Landscape Character Assessment:

*"A key priority will be to ensure that the essential character and local identity of the Borough's diverse landscape and settlements is protected and reinforced, so that [the landscape of Fareham] remains legible and distinct at both the large-scale (macro) and more complex, local (micro) levels."*

*(Page 32, Fareham Landscape Character Assessment, LDA, 2017)*
9. The two **Strategic Gaps** are:
  - Fareham / Stubbington and the Western Wards or **The Meon Gap**
  - Fareham / Bridgemary and Stubbington / Lee-on-the-Solent commonly known as **The Fareham-Stubbington Gap**.

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## 1.2 Task 1: Technical Review of the proposed Areas of Special Landscape Quality

10. This section establishes appropriate criteria and methodology for identifying areas of 'special landscape quality' where 'valued landscapes' would be conserved and enhanced, and major development would be deemed inappropriate. Boundaries will be reviewed against the Landscape Character Areas defined in the Fareham Landscape Assessment of 2017 and in the context of current national thinking on valued landscapes as is being tested through Local Plan examinations and planning appeals.

### Valued Landscapes and national planning policy

11. Paragraph 170 of the NPPF states that *"Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing 'valued landscapes' ..." and "c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate."*
12. Paragraph 180 states that *"Planning policies and decisions should ... b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason' and 'c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation"*

13. It advises that valued landscapes should be protected *"in a manner commensurate with their statutory status or identified quality in the development plan"*, underlining the purpose of this study.
14. Government guidance <sup>\*1</sup>, states that policies should provide for the conservation and enhancement of landscapes, and that this can include nationally and locally designated landscapes but also the wider countryside.

### Designating Valued Landscapes

15. The NPPF offers no guidance on how to identify landscapes where local designation would be appropriate, and Natural England encourages a landscape character based 'all-landscapes' approach rather than designation.
16. The only available guidance in the UK is Scottish Natural Heritage's (SNH) *'Guidance on Local Landscape Designations'* 2006, which has been used as a reference for a number of studies in England.
17. This suggests in Paragraph 2.7 that *'... within an all-landscapes approach, LLDs can continue to play an important role in protecting and enhancing those landscapes which are recognised as being of particular value and merit special attention...'* and in particular *'as a means to focus policies and objectives and as a tool for management.'*

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18. It goes on to say in Paragraph 2.8:

*“As a tool for local authorities ... they can be particularly useful in the following circumstance:*

- *to **safeguard** important landscapes and ... features;*
- *to **promote understanding and awareness of the distinctive character of the special qualities of the landscapes of a local authority area;***
- *to **promote some of the most important outdoor settings for recreation and tourism within the local authority area;** and*
- *to **contribute to wider policies where guiding urban expansion by specifically identifying and safeguarding areas of landscape importance within or close to existing settlements.**”*

## Criteria for Valued Landscapes

19. The Landscape Institute sets out a range of criteria for assessing ‘valued landscapes’ in Box 5.1 of Guidelines for Landscape and Visual Impact Assessment (GLVIA3) 2013 \*<sup>2</sup>, which has become a widely accepted method of identifying ‘valued landscapes’. They cover similar headings to those adopted by SNH and those Natural England applies to Areas of Outstanding Natural Beauty (AONB) national designations.

20. The criteria deal with the following aspects:

- Landscape quality (condition)
- Scenic quality
- Rarity
- Representativeness
- Conservation interests
- Recreational value
- Perceptual aspects
- Associations

Figure 1.3 explains the criteria in more detail.

21. In addition to this, recent local and national planning appeal cases have established further criteria. Inspectors’ reports suggest that for a landscape to be considered ‘valued’, it should show some demonstrable physical attribute, form an integral part of a wider ‘valued landscape and have something ‘special’ or out of the ordinary that can be defined.

## Assessment

22. Assessment was carried out in three stages, focused on the borough’s fourteen Landscape Character Areas (LCAs) as defined by the existing adopted 2017 ‘*Fareham Landscape Assessment*’. This was carried out through desk-top studies, including the use of a GIS database, and followed up by field survey.

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## Guidelines for Landscape and visual impact assessment (GLVIA3) Box 5.1

Para 5.29: Valued Landscapes: *“...Areas of the landscape whose character is judged to be intact and in good condition, and where scenic quality, wildness or tranquillity, and natural or cultural heritage features make a particular contribution to the landscape, or where there are important associations, are likely to be highly valued.”*

<b>Landscape quality/condition</b>	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements
<b>Scenic quality</b>	The term used to describe landscapes that appeal primarily to the senses (primarily but not wholly the visual sense)
<b>Rarity</b>	The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type. [Based on its application within other studies, this would represent rarity within the district or county]
<b>Representativeness</b>	Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
<b>Conservation interests</b>	The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape as well as having value in their own right.
<b>Recreation value</b>	Evidence that the landscape is valued for recreational activity where experience of the landscape is important.
<b>Perceptual aspects</b>	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity.
<b>Associations</b>	Some landscapes are associated with particular people, such as artists or writers, or events in history that contribute to perceptions of the natural beauty of the area

Figure 1.3 Criteria used to determine the ‘value’ of the proposed Areas of Special Landscape

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23. The first stage looked at how closely each of the LCAs matched the criteria used in Figure 1.3. The match definitions are explained in Figure 3.2 and illustrated in Figures 3.3 and 3.4 in Chapter 3. No fixed formula was used for allocating an overall rating, as strengths in a variety of attributes could influence it, and each area was assessed on its own merits. As an LCA can be a broad area with variations in quality, the ratings give a general reflection which then needs to be refined at a second stage.
24. The second stage looked at whether the LCAs meet the criteria emerging from recent appeal cases. Each area was assessed on whether it has demonstrable physical attributes, forms an integral part of a wider 'valued landscape' or has something 'special' or out of the ordinary that can be defined.
25. In some cases these valued attributes extend into LCAs which had a lower score at stage one, so these are included for review in the third stage. A 'valued landscape' may also extend beyond the Borough boundaries, for example the river valleys and downland, underlining the importance of conserving its intactness and coherence.
26. The third stage reviewed the areas that generally scored well on both sets of criteria, looking at whether they formed a 'valued landscape' individually or as a group, and whether any adjoining areas, outside the LCAs, should be included.
- Inclusion of areas beyond LCA boundaries**
27. The LCAs are based on land outside the settlement boundaries. However, in some cases the physical attributes, wider valued landscapes or distinctive qualities extend into open space and built areas within the adjoining settlements, and so these are recommended for inclusion.
28. The proposed ASLQs generally exclude urban areas, but the built environment can also be considered part of a valued landscape where it forms an integral part and contributes to its special and distinctive qualities. This is reflected in comparable studies and is supported by the European Landscape Convention in its definition of 'Landscape'.
29. Article 1 defines it as “... *an area whose character is the result of the action and interaction of natural and/or human factors.*” Article 2 defines its territorial scope as covering: “*Natural, rural, urban and peri-urban areas; land, inland water and marine areas; landscapes that might be considered outstanding as well as everyday or degraded landscapes.*”



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## **Detracting influences**

30. Consideration was given to the intrusion of urban or suburban characteristics that reduce the distinctive nature of the landscape, industrial land uses, disturbed ground, intrusive structure such as pylons, busy roads with traffic noise, high levels of light pollution.

## **Boundaries**

31. The existing Landscape Character Area boundaries provided the basis for review. Where valued landscapes did not align with these, other options were used to determine the boundary, including changes in land use or strong linear features in the landscape, such as roads, rivers, tops/bases of significant slopes, hedge and tree lines.
32. Boundaries were also checked against the draft Local Plan allocations, and changes where earlier development has occurred were taken into account.

## **Recommendations**

33. The review findings underpin the recommendations for minor alterations to the proposed boundaries of the six ASLQs included in the Fareham Local Plan 2036 Supplement, but also led to recommending additional areas to be designated. Recommendations are included in each of the Area descriptions.

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## 1.3. Task 2: Technical Review of the two Strategic Gaps in the Borough.

34. In the absence of national guidance on Strategic Gaps, the methodology and criteria for this study have been established through analysis of recent Strategic Gap reviews carried out for Local Plan Development, including the Fareham Borough Gap Review 2012, by David Hares Associates; the Strategic Gap review detailed within Chapter 3 of the Fareham Landscape Character Assessment 2017 by LDA, Eastleigh Borough Strategic Gap Analysis, 2018 Eastleigh Borough Council, and Basingstoke and Deane Submission Local Plan 2011 to 2029, Strategic Gaps Topic Paper, Oct-14 and to a lesser extent the NPPF guidance on Green Belt designation. The resultant methodology is set out as follows:

### First Filter to establish Study Area Extents

35. A first filter to establish the 'Strategic Gap' Study Area boundaries, was based on the essential criteria of the Strategic Gap: as designated Countryside between identifiable settlement edges. A plan of the study areas is shown in Chapter 4. With the current and draft Strategic Gap designations being closely linked to Landscape Character Areas, these study areas also have a strong relationship to the LCA boundaries. It is also worth noting that Strategic Gaps should be linked tracts of undeveloped countryside of varying widths.

## Potential Development Impact

36. The potential impact of development on the Strategic Gaps was then quantified. A key demonstration of pressure for development within the gap can be shown through the potential site allocations assessed in the Strategic Housing and Employment Land Availability Assessment (SHELAA) December 2019. As a measure of potential development impact, the sites listed indicate an interest by landowners or developers to source land for development (irrespective of land productivity, condition or financial value). This is not presuming site selection by the Local Planning Authority as a Housing or Employment Allocation. The greater the development pressure, the greater the potential for settlement growth and therefore risk of coalescence, between settlements that are in 'relative' close proximity to each other, which confirms the need for a Strategic Gap Policy.

37. With the study areas established, the areas were then tested against:

- Primary Measures: Physical and Visual separation, leading to a combined 'Sense of Separation'
- Secondary Measures: concerning Green Infrastructure provision.

Figure 1.4 describes the criteria of the first filter and potential development impact.

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## Primary Measures: Physical and Visual Separation

38. As a general principle, there should be an absence of urban land uses within a Strategic Gap, primarily an absence of residential development, and to a lesser extent business or retail uses (unless associated with countryside land uses). Strategic Gaps should feel relatively **tranquil** \*<sup>3</sup> and have **dark night skies** \*<sup>4</sup>. Where there are key routes that run between the settlements, it should be possible to have a sense of leaving a settlement, passing through a distinct tract of countryside before entering another distinctly different settlement. Maximum and minimum distances are considered as '**rules of thumb**' \*<sup>5</sup>.
39. Collectively the measures described in Figures 1.5 to 1.7 will form a picture of the gap and its current 'performance' as a 'Strategic Gap' between settlements. This builds upon the work previously described by LDA in Chapter 3 of the Fareham Borough Landscape Character Assessment 2017. The description that leads to a 'sense of separation' aligns closely to the urban design principal of spatial legibility, as a way of '**wayfinding**' \*<sup>6</sup>. In Appendix 5 and elsewhere in this document references are made to 'paths', 'edges', and 'landmarks', which are spatial legibility terms. Identity and meaning are embedded in these terms.
40. Combining the current performance of the gap and the potential impact of development gives an indication of risk of settlement coalescence in the near and the longer-term.

## Secondary Measures: Green Infrastructure Provision

41. Secondary Measures for Strategic Gaps cover the role and purpose of Green Infrastructure (GI). In conjunction with countryside land uses, GI measures, assist in describing the purpose and identity of the land in the 'Strategic Gap', and these exert an influence on appropriate gap distances.
42. Together the primary and secondary measures give a picture of the current functional integrity of each part of a gap and identify where the gaps are performing well or are at risk of enabling settlement coalescence.

## Confirmation of Minimum Land Take

43. To ensure robustness of approach and as a check that the Strategic Gaps are not stifling appropriate development, the analysis includes a final section on addressing the capacity of the two Strategic Gaps to absorb development without risking their functional integrity. Mitigation measures are also considered, as are proposals for suitable settlement edge treatments. This builds on the work by David Hares' Associates in looking at settlement edge characteristics in the 2012 study.
44. Policy DS2: Development in Strategic Gaps, in the Publication Plan, states proposals will not be permitted where they:

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*“.....significantly affect the integrity of the gap and the physical and visual separation of settlements or the distinctive nature of settlement characters”. This follows on from The South Hampshire Strategy 2012 statement: “the purpose of Gaps is to shape settlement patterns and to influence the location of planned development; not to stifle it altogether. So the boundaries of Gaps must be defined in tandem with providing sufficient land to meet development needs.”, and from current Fareham Policy CS: 22: Strategic Gaps, “ In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.”*

## **Influence of Landscape Character and Quality on Strategic Gaps**

45. Whilst it has been stated earlier that Strategic Gaps, do not necessarily have an intrinsic landscape value, landscape character and it's quality does have a role to play in helping to understand and determine the extent of a gap and it's sensitivity to development, it:
- provides the traveller with the experience of being between two settlement edges
  - informs visual separation through landform and visibility: woodland blocks may conceal views; ridgelines contain views, and; open

fields provide long views out to the Coast or to distinctive landmarks.

- is closely integrated to the secondary GI measures of environmental, recreational and cultural value of the countryside in the Gap.
  - has a relationship with settlement edges and will influence the choice of appropriate modifications to boundaries and mitigation measures. How the settlement sits within it's wider landscape is a part of the settlement identity.
46. Unlike the ASLQ designation, where the landscape value is the key reason for designation, in the context of Strategic Gaps, landscape character and it's quality are a 'part of the picture' sitting amongst a broader range of criteria. A Strategic Gap designation could cover a wide range of landscape types, quality and sensitivity.

## **Scoring of Strategic Gap Criteria**

47. The scoring for the Strategic Gaps assessment criteria, follows a traffic light system, of Red, Amber [Yellow] and Green. Specific scoring against each criteria was established to tie in with a comparable scoring system, so that all measures can be aggregated to determine an overall performance for each study area. See Appendix 5 for details.

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48. The options for resultant boundaries to the Strategic Countryside Gaps are:

- current proposed boundary lines are correct, and no change is required
- propose extensions to the Strategic Countryside Gap include a wider area, that is at risk of inappropriate settlement creep, that could
- undermine the functional integrity of the Gap.
- propose reductions to the Strategic Countryside Gap to omit a part of the Gap, where the area in question may have capacity to accommodate development without risking the overall functional integrity of the Gap.

and these are described in Chapter 4.

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**Strategic Gap Criteria:** based on: the Fareham Borough Gap Review 2012, carried out by David Hare’s Associates; the Strategic Gap review carried out and detailed within Chapter 3 of the Fareham Landscape Character Assessment 2017 by LDA; Eastleigh Borough Strategic Gap Analysis, 2018 Eastleigh Borough Council; Basingstoke and Deane Submission Local Plan 2011 to 2029, Strategic Gaps Topic Paper, Oct-14 and NPPF Rev 2018, guidance on Green Belt designation.

<b>First Filter: to determine Study Area Boundaries and 'Strategic Gap' designation</b>	
<b>First Filter 1</b>	Area must be designated as Countryside (i.e. not within an urban settlement).
<b>First Filter 2</b>	Area must sit between distinct named settlements (identified as urban areas, with settlement boundaries).
	<b>Other 'high' level filters</b>
<b>First filter 3</b>	Area likely to have a previous or current Strategic Gap designation, demonstrating a previously identified need for a 'Gap'.
<b>First Filter 4</b>	Need for the Strategic Gaps identified at a Sub-regional level (in this case Partnership for South Hampshire (PFSH)).
<b>Development which may have an impact on 'Strategic Gap'</b>	
	To identify if there is an immediate or long term risk for settlement coalescence, demonstrated through:
<b>Potential Impact 1</b>	Potential development sites assessed in the Strategic Housing and Employment Lands Availability Study, December 2019. As a clear measure of pressure for development, as the sites listed indicate a willingness of land owners/developers to offer up land for development (irrespective of current land productivity, condition, location or financial value). This is not presuming LPA site selection as a Housing or Employment Allocation.
	<b>Other indicators of development pressure</b>
<b>Potential Impact 2</b>	Impact of past planning applications in existing Strategic Gaps, give a further indication of development pressure in a specific part of a 'gap'. Historic pattern of settlement development in Fareham Borough will also inform development change, in an area.

Figure 1.4 Criteria used to determine the proposed Strategic Gaps and their boundaries: First Filter to establish Study Area boundaries and Impact of Development. Table 1 of 4

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Primary Measures: Performance of the 'Strategic Gap' as a physical and visual separation between settlements	
Primary Measure: Physical Separation	
	Distance
Primary Measure 1)	"Rules of Thumb" Distances (i.e. not absolute measures): based on actual measurements of distances in the Strategic Gaps in Fareham; related to travel times and 'pedsheds' (walkable distances). Distance: Minimum gap circa 300m, i.e. gap takes less than 5min to walk, so the separate settlements are near to becoming part of same neighbourhood. But also 'Strategic Gap' needs to be of a suitable size to serve a purpose in it's own right, for example: to encompass a range of multi-functional GI uses and/or countryside land uses. Maximum gap circa 1.8km+ (i.e. larger gaps/tracts of Countryside may be of a size where coalescence within the plan period is extremely unlikely). N.B. Chilling-Brownwich Coastal Plain, was a Strategic Gap in 1992 Local Plan, but excluded from 2012-2026 Plan, because "5 kilometres is too great to be considered a gap area preventing the coalescence of the two settlements". At this distance intervisibility between settlements becomes irrelevant. Appropriateness of distances will vary from area to area and are intrinsically linked to the key characteristics and features of the landscape which sits between the settlements whose individual identities the gap is aiming to protect.
PM 2)	Identification of <b>key routes between the settlements (and journey time) for the experience of the 'Gap'</b> . i.e. main routes where travellers between settlements, should have sense of leaving one settlement, moving through the 'Countryside Gap' before entering another distinctly different settlement, i.e. the route is not within a settlement or running alongside the edge of a settlement. Measurement of distance and therefore average length of time to 'experience' the Gap, will be assessed. N.B. A distance of 1km takes approximately 1min to drive at 20mph.
Presence/absence of Development in the Gap	
PM 3)	<b>Presence or absence of residential properties</b> , including residential density mapping, as a measure that helps to identify the 'busyness' of the gaps between settlements. Density mapping will help to identify pockets of residential areas outside defined settlement boundaries, which may 'weaken' perception of gap as 'Countryside between settlements'. 'Gaps' will have occasional individual isolated residential properties, but should have either very small amounts of low density development or an absence of residential development. Weakness in existing gaps will occur where areas of existing residential development may already reduce sense of a gap between settlements. This covers areas of residential development not specifically identified as rural Hamlets.
PM 4)	<b>Presence or absence of urban development and other urban land uses</b> in the 'Gap' under consideration (although it may exhibit activities specific to Countryside uses, e.g. Argiculture, Forestry, Horticulture, and support services for a rural community). This also covers miscellaneous land uses, such: MOD land, Solar Panels, and Major Road infrastructure. Again, there should generally be an absence of development.

Figure 1.5 Criteria used to determine the proposed Strategic Gaps and their boundaries: Primary Measures: Physical Separation Primary Measures 1 to 4. Table 2 of 4

# Chapter 1: Introduction and Methodology

Presence/absence of Development in the Gap continued	
PM 5)	<b>Tranquility:</b> Mapping helps to identify countryside in contrast to settlements, and strong and weak gaps between settlements. It will be expected that the Countryside will be more 'tranquil' than settlements, but places where the tranquility levels are lower in the 'Gap', may be an indicator of a weak gap, which could be lost through further development. Tranquility mapping is a nationwide initiative by the CPRE.
PM 6)	<b>Dark Night Skies:</b> Mapping helps to identify countryside in contrast to settlements, and strong and weak gaps between settlements. Poor dark night skies indicate weak gaps and strong dark skies indicate relatively stronger gaps. Dark Night Skies mapping is also a nationwide initiative by the CPRE.
Primary Measure: Visual Separation	
PM 7)	<b>A distinctive Landscape with a clear identity.</b> The LCA for each area, provides a description of the 'Strategic Gap' through which key routes pass. The key quality and features within the LCA help to inform the potential extent of the Gap, in that the size, shape and features of the Gap affect the experience of moving through the Gap. The ASLQ ranking will also be noted. Whilst the quality of the landscape is not a primary reason for Strategic Gap designation, it does have a bearing on appropriate extents to the boundaries and ability of the Gap to absorb development without compromising its intrinsic qualities.
Views	
PM 8)	<b>Blocked/Curtailed Views:</b> These tend to assist in visually separating settlements. Referring to the Landscape Character Assessment, confirmed by the site visits and mapping interrogation, significant landform changes, like enclosing hills, and blocks of tall vegetation, such as Woodland or other features (e.g. hedges with trees), may <b>screen views</b> between settlements, and therefore provide a sense of separation between those settlements. Significant barriers to movement e.g. Rivers, River Valleys and motorways will also be noted. This will be addressed in <b>spatial legibility mapping</b> .
PM 9)	<b>Open Vistas and Long Views:</b> Open vistas and long views should be retained and this will have an impact on Strategic Gap boundaries and ability to absorb development. Referring to the Landscape Character Assessment, confirmed by the site visits and mapping interrogation, <b>open areas with long views will be highlighted, where they are an intrinsic and important part of the Landscape Character</b> and therefore need to be retained and places limits on locations for suitable development in the Gap. This will be addressed in <b>spatial legibility mapping</b> .
PM 10)	<b>Townscape character and settlement edge characteristics:</b> demonstrating the relationship between existing built areas and the 'Countryside Gap', involving a review of settlement edge characteristics from the Fareham Strategic Gap Review 2012 by David Hares. This also covers intervisibility between settlements. This will be assessed from the viewpoint of a user within the gap/adjacent settlement, specifically focussed on viewing a settlement edge.
Overall Sense of Separation	
Cumulative summary of physical and visual separation PM1-10.	

Figure 1.6 Criteria used to determine the proposed Strategic Gaps and their boundaries: Primary Measures: Physical and Visual Separation PM 5 to 10. Table 3 of 4



# Chapter 1: Introduction and Methodology

Secondary Measure: Green Infrastructure Provision (influencing purpose and quality of the 'Strategic Gap')	
SM 1)	Green space and recreational values (relating to amount of access, highly accessible greenspace being rated more highly valued than inaccessible, in this measure). Presence of PRoW, recreational facilities, e.g.sports pitches, play areas and parks.
SM 2)	Ecological values (Environmental designations indicating higher GI value), indicated through the presence of SSSIs, SINCs, National and Local Nature Reserves and Ancient Woodland for example.
SM 3)	Other ecosystem services e.g. Flood attenuation, Coastal Zone protection/enhancement.
SM 4)	Historical and cultural features: SAMs, Listed Buildings, Conservation Areas, requiring sensitive settings.
Confirmation of Minimum Landtake (i.e. no more land used than is necessary to achieve 'Strategic Gap' function)	
ML 1)	<b>Visual:</b> Assess ability of the countryside in the 'Gap' to 'absorb' development, without loss of overall sense of separation. Identify 'blank' spots where visibility of an area is low, and therefore that may accommodate development, if it doesn't appear to reduce intrinsic gaps qualities above. <b>N.B. Reductions in Gap areas, could reduce distances between settlements, this would then be 'checked' for acceptability in ML 2) below.</b>
ML 2)	<b>Physical:</b> Confirm, if possible, areas where development could be visually 'absorbed' that would not weaken the 'Gap', considering impact on the other measures of: distance, tranquility, dark night skies and absence of development. Measures that would negatively impact on Green Infrastructure provision SM1 to 4 will be avoided.
ML 3)	<b>Mitigation measures:</b> identify if minor to moderate mitigation would render a development acceptable. Positive management of GI to enhance the Strategic Gap. Identify possible types of mitigation measures that suit a particular part of a gap, based on those gap characteristics. Will be predominantly GI Projects, such as Planting mitigation. Identify strong/weak relationships between the Countryside Gap and existing settlement edges. Enhance relationship between countryside and settlement edge.

Figure 1.7 Criteria used to determine the proposed Strategic Gaps and their boundaries: Secondary Measures and Confirmation of Minimum Land take. Table 4 of 4

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Figure 2.1. Photograph of Listed building in Chilling-Brownwich Coastal Plain, with the Meon Gap/Meon Valley ASLQ as a backdrop. Poplar trees in far distance show edge of Stubbington Photograph: Charlotte Webb June 2020

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## 4.1 Overview of Fareham

1. Covering an area of approximately 75 square kilometres (29 square miles), the Borough of Fareham covers much of the area between the cities of Southampton and Portsmouth and is part of the South Hampshire sub-region. The borough is bordered by Eastleigh Borough to the west, Winchester District to the north and Gosport Borough, Portsmouth Harbour and Portsmouth City Council area to the east and its southern edge borders the Solent. Closely located to the north of the borough is the South Downs National Park.
2. The Borough of Fareham has a rich and diverse landscape, bounded to the north by the chalk hills of the Hampshire and South Downs and to the south by the coastal waters of the Solent, with the estuary landscapes of the River Hamble and Portsmouth Harbour framing the Borough to west and east. Between these distinctive and varied 'edges' lies a rich mosaic of valleys and coastal plain, farmland and woodland, extensive built-up areas and open countryside. This landscape pattern is further complicated and fragmented by a significant transport infrastructure of motorway, roads and railway lines which cross the Borough from west to east and link the major urban centres of the region - Southampton, Fareham, Gosport and Portsmouth. This mixed pattern of landscapes, nevertheless, contains some notable contrasts, for example between the enclosure of the wooded valleys and the open and expansive landscapes of Portsdown Hill and the coastal plain, and between the predominantly urban and distinctively rural landscapes of the borough.
3. With a population of approximately 117,000 living in 46,000 households\*<sup>1</sup>, the borough's population density was high at 15 persons per hectare in 2011 in comparison to the South East (4.5) and England (4.1) and there was an average of 2.39 people per household\*<sup>2</sup>. This population is geographically spread between three main areas, Fareham, Stubbington/Lee on Solent, and the group of 'Western Wards'; a group of expanded villages, which include Sarisbury, Lower Swanwick, Park Gate, Locks Heath, Warsash and Titchfield Common. In addition, land has been identified for a new community at Welborne, including the provision of 6,000 new homes.
4. The countryside areas across the Borough, approximately half of the land area, provide a well-established visual and physical separation between settlements ensuring a sense of place and reinforcing local distinctiveness. These areas also provide valued landscapes, rich biodiversity including areas that are of international and national value, and an extensive green infrastructure network that contributes to the quality of life and health and wellbeing of local communities. It should be noted, however, that there are some localised deficiencies in natural greenspace and parks and amenity open space provision in some parts of

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the borough, as set out in the Fareham Open Space Study 2018\*<sup>3</sup>.

5. The primary source of flood risk to the borough is from the sea, with the secondary source of flood risk from rivers\*<sup>4</sup>. The key parts of the borough which are currently at risk of flooding from the sea are the Fareham frontage to Portsmouth Harbour, Portchester, Lower Swanwick and Warsash. Tidal and fluvial flood risk is largely limited to areas adjoining the River Hamble, Hook Lake, Brownwich Stream, Titchfield Haven/River Meon, Wallington River and Portsmouth Harbour. The Meon and Wallington are also susceptible to groundwater conditions.

### 4.2. National Planning Policy and 'valued' landscapes

6. The National Planning Policy Framework (NPPF) 2019\*<sup>5</sup> states that:

- *“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for... conservation and enhancement of the natural, built and historic environment, including landscapes.”* (para. 20).
- *“planning policies and decisions should contribute to and enhance the natural and local environment by... protecting and enhancing valued landscapes... (in a manner commensurate with their statutory status or identified quality in the development plan)”* (para. 170).

- *“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects)... c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”* (para. 180).
7. Planning Practice Guidance (PPG) states that – *“The National Planning Policy Framework is clear that plans should recognise the intrinsic character and beauty of the countryside, and that strategic policies should provide for the conservation and enhancement of landscapes. This can include nationally and locally designated landscapes but also the wider countryside. Where landscapes have a particular local value, it is important for policies to identify their special characteristics and be supported by proportionate evidence.”* \*<sup>6</sup>
  8. Defining ‘valued landscapes’ as part of the preparation of the Development Plan, commensurate with the NPPF, provides the opportunity to protect such landscapes by supporting the development management decision making process.

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## 4.3. Fareham Borough Development Plan

9. The Development Plan for the Borough of Fareham, in the form of a Local Plan and supporting documents, sets out planning policies to guide development, such as housing or employment, and also manages development in sensitive locations.

### Current Fareham Borough Local Plan

10. Currently the development plan for Fareham Borough is comprised of the following documents:
  - Local Plan Part 1: Core Strategy (adopted August 2011);
  - Local Plan Part 2: Development Sites and Policies (DSP) Plan (adopted June 2015);
  - Local Plan Part 3: The Welborne Plan (adopted June 2015); and
  - Hampshire Minerals and Waste Plan (adopted October 2013).
11. The current Local Plan (Fareham Borough Local Plan Core Strategy Adopted 2011) includes the following relevant policies:
  - Policy CS22: Development in Strategic Gaps
  - Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation
  - Policy CS21: Protection and Provision of Open Space

### Publication Fareham Local Plan to 2037

12. The new emerging Local Plan will set the planning strategy for the Borough and address emerging housing and employment needs to 2037. The Welborne Plan will not be replaced by

the 2037 Plan, but together with the new Local Plan will form the new Development Plan for the Borough

13. The remaining stages for the new Local Plan are as follows:
  - Council approval of the resulting Publication Plan due Autumn 2020 (subject to review) with a further six-week period of consultation (Regulation 19).
  - Submission of Plan to Secretary of State (Reg. 22).
  - Public Examination (Regs. 23, 24 & 25).
  - Adoption (Reg. 26).
14. Directly relevant proposed policies in the Local Plan to 2037 include:
  - DS1: Development in the Countryside
  - DS2: Development in Strategic Gaps
  - DS3: Landscape

### Supplement to the Publication Local Plan 2037

15. The supplement to the Draft Local Plan, which was consulted upon in 2020 and sets out the detail of the revised Development Strategy, identifies further proposed development allocations and any additional policies needed to address the amendments to the NPPF. This document seeks to address the changing housing requirements identified for the Borough and to ensure the new Local Plan is compliant with the revised NPPF. It aligns with the vision and objectives of the Draft Local Plan which was consulted upon in 2017.

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16. The document contains an amended landscape policy - '**Policy NEXX: Landscape**' (subsequently renumbered as Policy DS3: Landscape).

### **Evidence Base**

17. The evidence base\*7 for the Publication Local Plan 2037 includes the following plans, and assessments that are relevant to the delineation of Areas of Special Landscape Quality (ASLQ) and Strategic Countryside Gaps within the borough:

- Fareham Landscape Assessment 2017
- PUSH Spatial Position Statement 2016

18. Other strategies, plans, assessments and studies reviewed whilst undertaking this study include:
  - Fareham Borough Landscape Assessment 1996 (updated by the 2017 LCA)
  - Hampshire Integrated Character Assessment (2010)\*8
  - The Hampshire Landscape: A Strategy for the Future, Hampshire County Council, 2000
  - South Hampshire Strategy 2012
  - PUSH Policy Framework for Gaps 2008
  - South Hampshire Green Infrastructure Strategy 2017-2034
  - South Hampshire Green infrastructure Implementation Plan (June 2019)

### **4.4. Partnership for South Hampshire (PfSH)**

19. PfSH is a partnership of eleven local authorities around the Solent, including Fareham Borough Council, under an arrangement which aims to improve the economic performance of the wider South Hampshire sub-region. The partnership was formally known as the Partnership for Urban South Hampshire (PUSH). PfSH have produced strategic documents with those of relevance listed below:

#### **PfSH Spatial Position Statement 2016\*9**

20. The Position Statement has no formal policy status and is not part of the statutory development plan. It provided a framework to guide and co-ordinate the Local Plans of individual PfSH local planning authorities. It was developed to inform long-term decisions about the level and distribution of development in the area to 2034, and the infrastructure investment which is needed to support it. The Statement is in the process of being replaced with the timeline to 2036 to support new Local Plans being produced under the NPPF 2019 and new arrangements for assessing housing need.

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21. The Inclusion of Areas of Special Landscape Quality (ASLQ) and Strategic Gaps within Fareham Borough meets the four key ambitions of the Spatial Position Statement:

- Sustainable Economic Growth;
- Protecting Our Natural Environment;
- Bringing Benefits to Local Communities;
- Good Quality Places to Live and Work.

22. Policies contained within the document are referred to as 'Position Statements' and are outlined in sections 4.6 – 4.8.

### **South Hampshire Green Infrastructure Strategy 2017-2034**

23. This strategy is outlined in section 4.7.

### **South Hampshire Strategy 2012**

24. Although superseded by the PFSH Spatial Position Statement 2016, the South Hampshire Strategy contained a specific policy on 'Gaps', which is outlined in section 4.6.

### **PUSH Policy Framework for Gaps 2008**

25. This framework is outlined in section 4.6.

### **4.5. Delineation of Areas of Special Landscape Quality (ASLQ) across Fareham Borough**

26. Area of Special Landscape Quality (ASLQ) is a non-statutory local landscape designation that plays an important role in protecting and enhancing landscapes of value in the context of a local planning authority area. This form of designation is applied by the planning authority to define areas of high landscape value within its administrative boundary, the value of which is then protected through Local Plan policy. Referred to by a variety of names (ASLQ is used by Fareham Borough Council), these landscapes may be designated for their intrinsic physical, environmental, visual, cultural and historical value. Landscapes designated as ASLQ may be unique, exceptional or distinctive to the local authority area and are a material consideration in land use planning.

27. The evidence base for ASLQ designation can be useful to:

- provide a baseline against which to devise development strategies guiding where development would be suitable;



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- inform the sensitive siting and design of new development in terms of both scheme design and development management processes;
  - communicate the distinctive characteristics of the Fareham Borough as part of baseline data for future landscape studies; and
  - inform policies for the future development and management of the Borough.
28. In identifying and defining valued landscapes within the borough, Fareham Borough Council is ensuring that its planning policies and decisions will contribute to and enhance the natural and local environment in line with the requirements of paragraph 170(a) of the NPPF.
29. In the absence of guidance in the NPPF relating to the selection and designation of locally valued landscapes, the Guidelines for Landscape and Visual Impact Assessment (GLVIA)\*<sup>10</sup> suggests factors to consider when assessing landscape value (incorporating Natural England's criteria for national designations and the Scottish Natural Heritage guidance on Local Landscape Designations\*<sup>11</sup>). These have been used for several local authorities, including for the following:
- Aylesbury Vale District Council\*<sup>12</sup>;
  - Aberdeenshire Council\*<sup>13</sup>; and
  - Stratford-on-Avon District Council\*<sup>14</sup>.
30. The Fareham Borough Landscape Assessment 1996 proposed six ASLQs:
- Upper and Lower Hamble Valleys
  - Hook Valley
  - Meon Valley
  - Forest of Bere
  - Portsdown Hill
  - Burr ridge/Swanwick Whiteley area (overlapping with neighbouring Winchester District)
31. The following ASLQs were included in the Fareham Borough Local plan review 2000:
- Upper Hamble Valley
  - Lower Hamble Valley
  - Hook Valley
  - Meon Valley
  - Forest of Bere
  - Portsdown Hill
- However, ASLQs were not included within the current Fareham Local Plan Adopted 2011.
32. It is these proposed ASLQs which inform the basis of the six proposed ASLQs identified in the Reg 18 Draft Local Plan Supplement (2019), which the study is designed to test.
33. The 1996 landscape assessment was subsequently updated by the Fareham Landscape Character Assessment 2017. The 2017 assessment states that - *"A key priority will be to ensure that the essential character and local identity of the Borough's diverse landscape and settlements is protected and reinforced, so that it remains legible and distinct at*

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*both the large-scale (macro) and more complex, local (micro) levels.”* (page 32). The assessment did not propose the identification of ASLQs, relying on the application of landscape character assessment to development management. ‘Policy NE1: Landscape’ of the Draft Local Plan 2036 did not, subsequently, include ASLQs.

34. However, two recent planning appeal decisions demonstrated how the argument of valued landscapes could help to determine planning decisions. Both decisions were on sites located in the Lower Meon Valley (Land west of Old Street, Stubbington APP/A1720/W/18/3200409 and Land east of Posbrook Lane, Titchfield APP/A1720/W/18/3199119) and the Inspectors recognised the high-quality landscape concluding that the Lower Meon is a valued landscape.
35. With this in mind, Fareham Borough Council proposed the designation of valued landscapes as part of the Draft Local Plan Update consultation in the summer of 2019. The responses to this part of the consultation suggested numerous parts of the Borough held a value for residents and other respondents. Responses suggested that green spaces, coastal areas, open spaces, historic areas and treed landscapes were all valued in the Borough.
36. As a result, ‘Policy NEXX: Landscape’ in the Supplement to the Draft Fareham Local Plan 2036 recognises that all parts of the Borough have some landscape quality and may be sensitive to landscape change. The policy, revised from the policy consulted upon in 2017, demonstrates how landscape should be dealt with in terms of development management.
37. As described in the introduction and methodology, one of the purposes of this study is to review the six ASLQs proposed in the Supplement to the Local Plan to 2036 in relation to the landscape character areas defined in the 2017 Landscape Assessment and current national thinking on valued landscapes being tested through Local Plan examinations and planning appeals.

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### 4.6. Delineation of Strategic Gaps across Fareham Borough

38. The need for Strategic Gaps in Fareham Borough is set out in Development Plan policy and supporting assessments. One of the purposes of this study is to review the existing boundaries of the two strategic gaps within the Borough (Meon Gap and the Fareham – Stubbington Gap) and to propose amendments to the boundaries to support the Borough’s Development Strategy.

#### **PUSH Policy Framework for Gaps 2008\*<sup>15</sup>**

39. This was one of a series of Policy Frameworks produced by PUSH to guide the preparation of Local Development Frameworks (LDFs). These Policy Frameworks were intended to provide a sub-regional context for detailed policies and proposals in individual LDFs, within the overall regional policy framework contained within the South East Plan. This policy framework remained relevant for the South Hampshire Strategy 2012 and formed the basis of its ‘Policy 15: Gaps’.

#### **Current Fareham Local Plan Adopted 2011**

40. Strategic gaps are defined for Fareham Borough in ‘Policy CS22: Development in Strategic Gaps’ of the current Fareham Local Plan as:

- *“Gaps between settlements particularly between Fareham and*

*the Western Wards and Fareham and Stubbington, help define and maintain the separate identity of individual settlements and have strong local support. Strategic gaps do not have intrinsic landscape value but are important in maintaining the settlement pattern, keeping individual settlements separate and providing opportunities for green infrastructure/green corridors.*

- *continuing pressure for high levels of development mean that maintaining gaps continues to be justified.*
- *Maintaining separation between Fareham and Titchfield Common/Segensworth and Fareham and Stubbington will prevent coalescence of the settlements in this densely settled part of South Hampshire. The countryside separating the settlements is narrow in places and under pressure for development, but it provides opportunities for additional public access. A review of the detailed boundaries will be undertaken as part of the Site Allocations and Development Management DPD to identify the land essential to perform this role and that which cannot be protected by other designations.”*

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41. The policy itself states that:

- *“Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements.*
- *Strategic Gaps have been identified between Fareham/Stubbington and Western Wards/Whiteley (the Meon gap); and Stubbington/Lee on the Solent and Fareham/Gosport.*
- *Their boundaries will be reviewed in accordance with the following criteria:*
  - a) *The open nature/sense of separation between settlements cannot be retained by other policy designations;*
  - b) *The land to be included within the gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence;*
  - c) *In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.”*

### **Fareham Borough Council Gap Review 2012\*<sup>16</sup>**

42. As part of the examination of the Core Strategy, both the inspector's report and the Core Strategy Adopted 2011 refer to the need for a review of the strategic gap policy designation, particularly in light of the publication of the National Planning Framework (NPPF) 2012. The review of gap policy was commissioned by Fareham Borough Council and followed the following criteria:
- The open nature and sense of separation between settlements cannot be retained by other policy designations;
  - The land to be included within the gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence.
  - In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.
43. The review concluded that there was a clear need for a gap policy to be retained in the Fareham Borough (*Local Plan*) in order to retain the character of and prevent coalescence of settlements.

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44. The review also considered that the width of the undeveloped area between Warsash and Stubbington at:

- *“5 kilometres is too great to be considered a gap area preventing the coalescence of the two settlements. This area of nature reserves and agricultural land is adequately protected by nature conservation, mineral protection and countryside policies.”*

### **South Hampshire Strategy 2012\*<sup>17</sup>**

45. Although superseded by the **PfSH Spatial Position Statement 2016**, the South Hampshire Strategy 2012 set out the strategic need for Gaps in ‘Policy 15: Gaps’, which stated:

- *“The following Gaps will be designated by PUSH authorities: between Southampton and Eastleigh/Chandlers Ford between Southampton and Hedge End/Bursledon/ Netley between Fareham and Fareham Western Wards/Whiteley between Fareham/Gosport and Stubbington/Lee-on-the-Solent.*
- *The following criteria will be used by PUSH authorities to designate the location of other Gaps and to define the boundaries of all Gaps: the designation is needed to retain the open nature and/or sense of separation between settlements; the land to be included within the*

*Gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence; the Gap’s boundaries should not preclude provision being made for the development proposed in this Strategy; the Gap should include no more land than is necessary to prevent the coalescence of settlements having regard to maintaining their physical and visual separation.*

- *Once designated, the multifunctional capacity of Gaps should be strengthened wherever possible.”*

### **PfSH Spatial Position Statement 2016**

46. The rationale for Strategic Gaps across the South Hampshire sub-region is set out in the supporting text to ‘Position Statement S1: Strategic Countryside Gaps’, which states that:

- *“In a densely populated area such as this, a key part of the strategy is to ensure that the necessary development can be accommodated while preventing the coalescence of the separate communities of South Hampshire, with distinct communities retaining their own identity where possible. This will be achieved through the use of policies to*

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- *encourage development within existing urban areas, and the identification of key areas of undeveloped land which serve to separate settlements (strategic gaps).*
- *The identification of these strategic gaps is an integral part of the implementation of the Position Statement. They should be defined where necessary to prevent the coalescence of and protect the identity of distinct settlements; maintaining green infrastructure and countryside gaps of local importance.*
- *The Meon Valley gap is of particular significance as it demarks the boundary of the Portsmouth and Southampton Housing Market Areas. Other gaps of sub regional and local significance will be identified through Local Plans.”*

47. The Position Statement itself states that:

- *“Strategic countryside gaps between settlements are important in maintaining the sense of place, settlement identity and countryside setting for the sub region and local communities.*
- *The Meon Valley is identified as a strategic gap of sub-regional strategic significance and should*

*be protected from inappropriate development.*

- *In addition to this area, Councils should identify in their Local Plans other strategic countryside gaps of sub-regional significance as appropriate; and may also identify local countryside gaps which are of fundamental local importance in their area. The precise extent of the Meon and other gaps will be defined in Local Plans. Given the long term need for development, the number and extent of gaps should only be that needed to achieve their purpose.”*

### **Publication Fareham Local Plan to 2037**

48. The purpose of Strategic Gaps is defined in the supporting text to proposed ‘Policy DS2: Development in Strategic Gaps’ of the Local Plan to 2036, which states that:

- *“The primary purpose of identifying Strategic Gaps is to prevent the coalescence of separate settlements and help maintain distinct community identities. Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities.”*

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49. In the Draft Local Plan of 2017, which was subject to public consultation, a policy was proposed to retain the strategic gaps. This was based on a review of the Strategic Gap designation in the Fareham Landscape Assessment- Part 3 (2017) and recognised the sub-regional role of the Meon Gap.

### **Supplement to the Draft Fareham Local Plan 2036 Consultation Document (2020)**

50. Strategic Policy DS3: Development in Strategic Gaps in Fareham Local Plan 2036, due for consultation in Autumn 2020 , states:

- *“In order to prevent the coalescence of urban areas and to maintain the separate identity of settlements, Strategic Gaps are identified as shown on the Policies map between the following areas:*
  1. *Fareham / Stubbington and the Western Wards (Meon Gap)*
  2. *Fareham / Bridgemary and Stubbington / Lee-on-the-Solent (Fareham- Stubbington Strategic Gap)*
- *Development proposals will not be permitted where they significantly affect the integrity of the gap and the physical and visual separation of settlements or the distinctive nature of settlement characters.”*

### **Stubbington Bypass and Newgate Lane**

51. The highway routes for Stubbington Bypass and Newgate Lane were safeguarded in the current Local Plan under Policy DSP49.
52. In the Review of the Local Plan the Planning Inspector concluded *“Review did not specifically take into account the route of the Stubbington by-pass and the Newgate Lane improvements, there is no reason to conclude that these proposals would justify altering the boundary of the gap in those locations. Having visited the area I agree with the Council that the gap between Fareham and Stubbington is justified in order to retain visual separation and that the proposed road improvements would not justify a revision to the boundary”* (Report on the Examination into the Fareham Local Plan Part 2: Development Sites and Policies, David Hogger, 23rd June 2014
53. Newgate Lane is now operational and Stubbington Bypass is under construction and due for completion in early 2022.

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### 4.7. Relevance of Green infrastructure planning to ASLQs and Strategic Gaps

54. Considering the multifunctional nature of both ASLQs and Strategic Gaps and in particular the statement in Draft Fareham Local Plan 2036 'Policy DS2: Development in Strategic Gaps' that they *"are important in... providing green infrastructure opportunities"*, it is important to consider the green infrastructure planning in Fareham Borough and adjacent authorities where cross-border GI assets/projects are relevant.

### PfSH Green Infrastructure

55. Green Infrastructure requirements for the PfSH sub-region are set out in PfSH Position Statement G1: Green Infrastructure. Supporting text states that:

- *"The enhancement of the sub-region's green infrastructure (GI), including the water environment, as a multifunctional network of green spaces and other environmental features is crucial to enable and complement planned sustainable economic growth and development within the sub-region."*

56. The Position Statement itself states that:

- *"The PUSH authorities and their partners will continue to work together to plan, provide and manage connected networks of multi-functional green spaces including existing and new green infrastructure. These networks will be planned and managed to deliver the widest range of environmental, social and economic benefits."*
- *Strategic priorities will be identified in the PUSH GI Strategy (2016) and the latest equivalent document for the Isle of Wight. Types of projects include:*
  - *Landscape-scale green infrastructure projects (e.g. the Forest of Bere);*
  - *The provision of new and enhancement of existing strategic recreational facilities (e.g. Country Parks);*
  - *Projects that will effectively divert recreational pressure away from sensitive European sites;*
  - *The creation and enhancement of a network of green recreational routes (such as pedestrian and cycle) including improved links between urban and rural areas, and to the Country and National Parks;*



## Chapter 2: Planning Policy Context

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- *Ecological protection and mitigation (e.g. SRMS and SANGs);*
- *Watercourse and river corridor restoration and enhancement;*
- *Coastal/seafront enhancement; and*
- *Greener Urban Design/greening the urban area initiatives.*
- *Each of the PUSH authorities will in their Local Plans and where appropriate, GI Strategies:*
  - *Make provision for these strategic and other local GI proposals taking account of Natural England’s Accessible Natural Greenspace Standards (ANGst); including where appropriate as an integral part of development proposals;*
  - *Protect and enhance the integrity, quality, connectivity and multifunctionality of the existing green infrastructure network and individual sites; and*
  - *Secure funding to deliver and manage these enhanced and new GI features and networks.”*

### **South Hampshire Green Infrastructure Strategy 2017-2034\*<sup>18</sup>**

57. The South Hampshire Green Infrastructure Strategy 2017-2034 is intended to implement the PFSH Spatial Position Statement policy on green infrastructure. The strategy sets out the vision and framework for the delivery of an integrated and multifunctional network of strategic scale green infrastructure (GI) across the South Hampshire sub-region. The associated South Hampshire Green infrastructure Implementation Plan (June 2019)\*<sup>19</sup>, makes reference to Core Strategy Policy CS22: Development within Strategic Gaps in the Fareham Borough Council Local Plan, adopted 2011 and states – *“It is important that a long-term vision is provided for such areas to provide multifunctional environmental, economic and social benefits.”*
58. The Implementation Plan’s GI opportunities map (Figure 3, page 14), shows the Meon Valley and the Forest of Bere areas as Strategic GI Opportunity Areas.

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### Fareham Borough Green Infrastructure Strategy 2014

59. The Green Infrastructure (GI) Strategy set out Fareham Borough Council's approach to identifying existing GI and considering potential enhancements or new provision that could be made across the Borough. The Local Plan policy driver for the strategy is 'Policy CS4 Green Infrastructure, Biodiversity and Geological Conservation' in the Fareham Local Plan Adopted 2011.

60. The more recent Draft Fareham Local Plan 2036 includes a specific policy for GI – 'Policy CF5: Green Infrastructure', which states that *"Green Infrastructure (GI) is a network of multi-functional green spaces, green links and other green areas which link urban areas to the wider countryside. It has multiple environmental and socio-economic benefits such as: providing mitigation and adaptation to climate change and pollution control, promoting healthy, active lifestyles and associated natural capital."*

61. The policy itself states that:

- *"The Council will expect development proposals to provide Green Infrastructure (GI) which is fully integrated into development and maximises opportunities to connect to the wider GI Network.*

- *Development proposals that reduce the integrity of the existing green infrastructure network by means of destruction and/or fragmentation will only be permitted, where suitable mitigation is identified and secured.*
- *Where development proposals directly impact upon, or are adjacent to, GI projects that are included within the Fareham Borough or PUSH Green Infrastructure Strategy they should ensure;*
  - a) They do not prevent its future delivery;*
  - b) The layout of the development allows for a physical connection to be achieved with the proposed GI project; and*
  - c) They do not have direct adverse impacts on the GI project.*
- *Exceptions only will be considered where the following is demonstrated to be acceptable:*
  - d) Suitable alternative GI provision of equivalent benefit is identified and secured as part of the development; or*
  - e) A financial contribution is secured for suitable alternative GI provision for implementation by the relevant authority."*

# Chapter 2: Planning Policy Context

62. On page 32 of the GI strategy, 'Figure 3.1: The Borough-Wide Distribution of Green Infrastructure' illustrates the multiple layering of environmental features including areas of international, national and local nature conservation value, historic environment value, greenspace and access networks, with a greater density of such features occurring in parts of the borough which are generally coincident with the six proposed ASLQs. This is also reflected in the location and extent of the Forest of Bere, Meon Valley, Hamble Valley, The Solent, Portsdown Hill and Portsmouth Harbour Biodiversity Opportunity Areas (BOAs)
63. Many of the same features have been considered in Part 2 of the Fareham Landscape Assessment 2017 – Sensitivity Assessment, which has been used to inform the methodology and identification of ASLQs in this study.
64. The GI strategy acknowledges the importance of linear features like the rivers Meon, Wallington and Hamble and that these features provide important GI corridors of sub-regional importance. The strategy also outlines beneficial GI projects across ASLQs and Strategic Gaps.
65. The Fareham Borough Council Gap Review 2012 considered that -

*“a substantial part of the areas currently covered by strategic and local gap designations can be considered as essential to the green infrastructure network of the Borough.”*

## **4.8 Relevant policies/issues of neighbouring authorities**

### **Eastleigh Borough Council**

66. The proposed Fareham Borough Upper Hamble Valley and Lower Hamble Valley ASLQs border Eastleigh Borough Council's administrative boundary. The Landscape Character Assessment for Eastleigh Borough 2011 proposed the discontinuation of the designation of Areas of Special Landscape Quality, which had been applied in the previous character assessment (Landscape Assessment of Eastleigh Borough 1997), in conformity with the then PPS7 in favour of landscape character assessments.
67. Neither the current Eastleigh Borough Local Plan 2001-2011, previous draft Local Plan 2011-2029 nor the Draft Eastleigh Borough Local Plan 2016-2036 define or delineate local landscape designations e.g. ASLQ or contain an associated policy. The part of Eastleigh Borough on the west bank of the River Hamble, nevertheless, contains areas of high biodiversity and green infrastructure value.

# Chapter 2: Planning Policy Context

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## Winchester City Council

68. The current Winchester District Local Plan Part 1: Joint Core Strategy 2013 covers Winchester District but does not include that part of the District that lies in the South Downs National Park (SDNP), which has its own Local Plan. The Local Plan does not have a policy for local landscape designations, such as Areas of Special Landscape Quality. The council has approved its Local Plan Development Scheme 2020 to set the timetable for the review of the Local Plan.
69. The Meon Valley Strategic Gap stretches north-westwards from the Fareham Borough boundary into Winchester District. 'Policy CP18 - Settlement Gaps' of the Local Plan includes the 'Meon Gap' (Whiteley – Fareham/Fareham Western Wards). The Winchester District Local Plan recognises the Meon Valley and Forest of Bere as key green infrastructure assets and opportunities in the supporting text to 'Policy CP15 - Green Infrastructure'. Policy SH4 - North Fareham SDA also designates a local gap between Fareham and Knowle and Wickham.
70. The Winchester City Council Local Development Framework Green Infrastructure (GI) Study May 2010 considers the Meon valley as a 'significant existing GI corridor' and a

'district level strategic asset'. The Forest of Bere is also considered an area for GI enhancement. The council is currently preparing a GI strategy for the District.

## Gosport Borough Council

71. The Gosport Borough Local Plan 2011-2029 was adopted in October 2015. The Plan does not contain a policy for local landscape designations such as Areas of Special Landscape Quality. However, 'Policy LP3: Spatial Strategy' deals with 'settlement gaps', which states that *"the character and function of the settlement gaps (as shown on the Policies Map) between Gosport/Fareham and Lee-on-the-Solent/Stubbington will be preserved."*
72. Gosport Borough Council have supported the principle of maintaining a settlement/strategic gap between Gosport, Fareham, Lee-on-the-Solent and Stubbington as part of the forthcoming Gosport Borough Local Plan Review. (see Gosport, Fareham, Lee-on-the-Solent and Stubbington Gap Policy, Economic Development Board, 18th September 2018)\*<sup>20</sup>.
73. The Alver Valley, which is contiguous with the Fareham Borough Strategic Gap, is important to Gosport Borough, particularly considering recent GI enhancements at Alver Valley Country Park. 'Policy LP3: Spatial Strategy'

## Chapter 2: Planning Policy Context

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states that: *“The Alver Valley is identified as a Regeneration Area for Green Infrastructure and includes a Country Park. It forms part of the Borough’s strategic green infrastructure together with Browdown, Stokes Bay and Lee-on-the-Solent seafront.”*

74. As part of the Daedalus Regeneration Area falls within Gosport Borough, the council will be working closely with Fareham Borough Council in taking this forward, which is supported by ‘Policy LP5: Daedalus’ in the Gosport Borough Local Plan. The borough will also be a beneficiary of additional strategic transport links through the implementation of the Stubbington Bypass.

### **Portsmouth City Council**

75. The Portsmouth Plan Adopted 2012 does not contain a policy for local landscape designations. The Portsmouth City Council area does, however, have a substantial part of Portsdown Hill within its administrative boundary, which is contiguous with the proposed ‘Portsdown Hill ASLQ’ in Fareham Borough. The Portsmouth section of Portsdown Hill is protected by ‘Policy PCS13: A Greener Portsmouth’ and is considered as protected open space (Map21, page 99).

### **Hampshire County Council**

76. Hampshire County Council, Southampton City Council, Portsmouth City Council, New Forest National Park Authority and South Downs National Park Authority, as Mineral and Waste Planning Authorities, have worked together to prepare the Hampshire Minerals and Waste Plan 2013. The Plan is currently being reviewed.
77. The Plan does not contain policies that are specific to ASLQs or Strategic Gaps or aid in the delineation of such areas, although it does contain policies that protect environmental sensitivities. Although most mineral developments are tied to countryside locations as this is where most unsterilised viable mineral deposits are available, ‘Policy 5: Protection of the countryside’ provides a degree of protection from the impacts of minerals and waste development in open countryside. Mineral extraction and waste management site restoration provides an opportunity to enhance the landscape value of both ASLQs and Strategic Gaps in the medium to long term, where they are affected.
78. The designation of ASLQs or Strategic Gaps does not sterilise minerals reserves and so the delineation of such areas does not conflict with ‘Policy 15: Safeguarding - mineral resources’.

## Chapter 2: Planning Policy Context

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79. The County Council also prepared and maintains the web-based Hampshire Integrated Character Assessment 2010\*<sup>21</sup>. This strategic level integrated Landscape Character Assessment integrates with those assessments at District level. For the purposes of delineating ASLQs and Strategic Gaps in Fareham Borough, however, the more detailed and recent Fareham Landscape Assessment 2017 should be used.

### **South Downs National Park Authority**

80. South Downs National Park lies close to the northern boundary of Fareham Borough, particularly the upper reaches of the Meon valley. Both the South Downs Local Plan Adopted 2 July 2019 (2014-33) and the South Downs National Park Management Plan 2014-2019 (plan review in preparation) acknowledge the importance of the River Meon and its corridor for the ecosystem services it provides, including biodiversity, water resources and recreation (public access).

81. Although the Draft South Downs Green Infrastructure Framework 2016 is a sub-regional scale strategic GI framework without detail of specific projects, the document recognises the importance of the Forest of Bere area as having potential for a landscape-scale project incorporating

biodiversity, access, cultural heritage and landscape. The draft GI framework is currently being refreshed as the 'Southern People & Nature Network' to ensure it is in line with the Defra 25 Year Environment Plan and its ambitions on climate change, health and wellbeing, biodiversity net gain and nature recovery networks.

82. Part of the northern boundary of Fareham Borough is within the setting of the South Downs National Park. Planning Practice Guidance (PPG)\*<sup>22</sup> confirms that Local Authorities' duty of regard *"is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on their setting or protection."*

83. Planning Practice Guidance also specifically addresses how development within the setting of protected landscape should be dealt with\*<sup>23</sup>. It states that

*"land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important,*

## Chapter 2: Planning Policy Context

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*“or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account.”*

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## Chapter 3: Areas of Special Landscape Quality



Figure 3.1. Photograph taken from Manor Farm Country Park, looking up river at proposed Upper Hamble Areas of Special Landscape Quality. Photograph: Charlotte Webb June 2020

# Chapter 3: Areas of Special Landscape Quality Overview

1. This Chapter covers the application of the methodology and criteria used to determine the Areas of Special Landscape Quality, in Fareham Borough, with a brief reminder of the role and purpose of the ASLQ designation through Draft Policy **DS3: Landscape**, this Chapter:
  - gives a brief reminder of the methodology described in detail in Chapter 1
  - Includes a summary comparison of all 14 LCAs areas in the Fareham LCA (further subdivided by the 46 LCA sub-areas) and
  - provides detailed descriptions of each of the six previously identified ASLQs and reasons for their designating and recommends two further ASLQs.

## Proposed Policy DS3: Landscape

2. The purpose of identifying Areas of Special Landscape Quality arose from the identified the need to address the 'valued landscapes' of Fareham and directly links to Strategic Policy DS3:Landscape:

## Strategic Policy DS3: Landscape

- *“Development in the countryside shall recognise the intrinsic character and beauty of the countryside, paying particular regard to:*
  - *Intrinsic landscape character, quality and important features;*
  - *Visual setting, including to/from key views;*
  - *The landscape as a setting for settlements, including important views to, across, within and out of settlements;*
  - *The landscape’s role as part of the existing Local Ecological network;*
  - *The local character and setting of buildings and settlements, including their historic significance;*
  - *Natural landscape features, such as trees, ancient woodland, hedgerows, water features and their function as ecological networks; and*
  - *The character of the Borough’s rivers and coastline, which should be safeguarded.*
- *Major development proposals must include a comprehensive landscaping mitigation and enhancement scheme to ensure that the development is able to successfully integrate with the landscape and surroundings. The landscaping scheme shall be proportionate to the scale and nature of the development proposed and shall be in accordance with the enhancement opportunities specified in the Council’s Landscape Sensitivity Assessment”*

# Chapter 3: Areas of Special Landscape Quality Overview

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## Criteria for Assessment

3. Each Landscape Character Area and Sub-Area within the Borough was tested against the GLVIA3 'valued landscape' criteria as described in Chapter 1:
  - Landscape quality (condition)
  - Scenic quality
  - Rarity
  - Representativeness
  - Conservation interests
  - Recreational value
  - Perceptual aspects
  - Associations
4. This helped to determine if the areas brought forward from the 2000 Local Plan still merit the designation of Area of Special Landscape Quality:
  - 1: Upper Hamble Valley
  - 2: Lower Hamble Valley
  - 3: Hook Valley
  - 4: Meon Valley
  - 5: Forest of Bere and North Fareham Downs
  - 6: Portsdown Hill

Fareham Local Plan Supplement (published 2019) proposed part of North Fareham Downs to sit with Portsdown Hill and part with the Forest of Bere. This study recommends forming a joint ASLQ by combining North Fareham Downs, (north of the M27), with the Forest of Bere, as will be seen in the following Area specific descriptions.

## The Scoring Matrix

5. The match definitions are explained in Figure 3.2 and illustrated in Figure 3.3. Landscape Character Areas identified as having a 'High' match and 'Good' match to the criteria qualify for consideration as 'valued landscapes'. No fixed formula was used for the overall rating, as strengths in a variety of criteria could influence these. The analysis is based closely on the Fareham Borough Landscape Character Assessment 2017 and has been supported by site survey verification.
6. In addition to the areas from the 2000 Local Plan, two further Landscape Character Areas emerged with high match ratings. These areas are also recommended for ASLQ designation:
  - 7: Chilling-Brownwich Coastal Plain
  - 8: Cams to Portchester Coast

# Chapter 3: Areas of Special Landscape Quality Overview

## Candidate Areas of Special Landscape Quality matched against the GLVIA3 Box 5.1 criteria

### High match

- The area has exceptional scenic quality and is in good condition. It has an unspoilt rural character that is coherent and intact, with topographic and visual unity. It has many features of note, including natural and cultural designations. It has a high value for recreation. It has clearly demonstrable physical attributes and is an integral part of a wider 'valued landscape'. There are no, or very few detracting influences.

### Good match

- The area's scenic quality and condition are both relatively high. It has a generally unspoilt, intact and coherent character with a good level of topographic and visual unity. It has a number of features of note, including natural and cultural designations, and is valued for its recreational opportunities. There are some detracting influences, but these do not generally intrude.

### Fair match

- The area's scenic quality is good but unexceptional, and its condition is moderate to good. It is generally intact and coherent with some unspoilt characteristics and some features of note which may include natural or cultural designations. It may have some recognisable physical attributes or be an integral part of a wider 'valued landscape'. It has some good, mainly local, recreational value. There may be some intrusion of detracting influences.

### Partial match

- The area's overall quality is relatively low with unremarkable scenic value. Its condition is moderate but there may also be some poor elements. Its character is relatively undistinguished and lacks any special qualities, features of note or physical attributes. However, it may contain some features, e.g. topography or vegetation, which contribute to the valued characteristics of a wider area. Recreational value is relatively limited. Detracting influences are evident and intrusive.

Figure 3.2 Table showing 'Landscape value' scoring of the Landscape Character Areas in Fareham, to determine Areas of Special Landscape Quality

# Chapter 3: Areas of Special Landscape Quality Overview

**Landscape Character Areas assessed against criteria in GLVIA3 Box 5.1**

LCA area		Overall Match Rating	Quality/condition	Scenic quality	Rarity	Representativeness	Cornucopia interest	Recreation value	Perceptual aspects	Associations
1.1	Upper Hamble Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
1.2a	Swarwick Wood and Lakes	High match	High match	High match	High match	High match	High match	High match	High match	High match
1.2b	Swarwick Wood and Lakes	High match	High match	High match	High match	High match	High match	High match	High match	High match
2.1a	Lower Hamble Valley Side	High match	High match	High match	High match	High match	High match	High match	High match	High match
2.1b	Lower Hamble Valley Side	High match	High match	High match	High match	High match	High match	High match	High match	High match
2.1c	Lower Hamble Valley Side	High match	High match	High match	High match	High match	High match	High match	High match	High match
2.2a	Warsash Nurseries	High match	High match	High match	High match	High match	High match	High match	High match	High match
2.2b	Warsash Nurseries	High match	High match	High match	High match	High match	High match	High match	High match	High match
3.1a	Hook Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
3.1b	Hook Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
4.1	Chilling-Brownwich Coastal Plain	High match	High match	High match	High match	High match	High match	High match	High match	High match
5.1a	Titchfield Corridor	High match	High match	High match	High match	High match	High match	High match	High match	High match
5.1b	Titchfield Corridor	High match	High match	High match	High match	High match	High match	High match	High match	High match
5.1c	Titchfield Corridor	High match	High match	High match	High match	High match	High match	High match	High match	High match
5.1d	Titchfield Corridor	High match	High match	High match	High match	High match	High match	High match	High match	High match
6.1a	Lower Meon Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
6.1b	Lower Meon Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
6.1c	Lower Meon Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
6.2a	Upper Meon Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
6.2b	Upper Meon Valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
7.1a	Fareham - Stubbington Gap	High match	High match	High match	High match	High match	High match	High match	High match	High match
7.1b	Fareham - Stubbington Gap	High match	High match	High match	High match	High match	High match	High match	High match	High match

**KEY** How closely does the Area match the criteria?

- High match
- Good match
- Fair match
- Partial match

Figure 3.3 Table showing 'Landscape value' of the Landscape Character Areas in Fareham, to help determine Areas of Special Landscape Quality, LCAs 1 to 7.

# Chapter 3: Areas of Special Landscape Quality Overview

**Landscape Character Areas assessed against criteria in GLVIA3 Box 5.1**

LCA area	LCA Name	Overall Match Rating	Quality/condition	Scenic quality	Rarity	Representativeness	Conservation interests	Recreation value	Perceptual aspects	Associations
8.1a	Woodcot	Good match	High match	High match	High match	High match	High match	High match	High match	High match
8.1b	Woodcot	Good match	High match	High match	High match	High match	High match	High match	High match	High match
8.2a	Peel Common & Alver Valley	Good match	High match	High match	High match	High match	High match	High match	High match	High match
8.2b	Peel Common & Alver Valley	Good match	High match	High match	High match	High match	High match	High match	High match	High match
8.2c	Peel Common & Alver Valley	Good match	High match	High match	High match	High match	High match	High match	High match	High match
9.1a	Wallington River valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
9.1b	Wallington River valley	High match	High match	High match	High match	High match	High match	High match	High match	High match
9.2	N Fareham Downs: Furze Hall Fringe	Good match	High match	High match	High match	High match	High match	High match	High match	High match
10.1	Forest of Bere	High match	High match	High match	High match	High match	High match	High match	High match	High match
11.1	West Portsdown Hill	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.2a	Portsdown Escarpment	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.2b	Portsdown Escarpment	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.3a	W Portchester Fringe Farmland	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.3b	W Portchester Fringe Farmland	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.3c	W Portchester Fringe Farmland	Good match	High match	High match	High match	High match	High match	High match	High match	High match
11.4	Fort Wallington Fringe	Good match	High match	High match	High match	High match	High match	High match	High match	High match
12.1a	Cams- Wicor Coastal Fringe	High match	High match	High match	High match	High match	High match	High match	High match	High match
12.1b	Cams- Wicor Coastal Fringe	Good match	High match	High match	High match	High match	High match	High match	High match	High match
12.1c	Cams- Wicor Coastal Fringe	Good match	High match	High match	High match	High match	High match	High match	High match	High match
13.1	Burridge-Swanwick-Whiteley Roads	Good match	High match	High match	High match	High match	High match	High match	High match	High match
13.2a	Swanwick & Burridge Fringes	Good match	High match	High match	High match	High match	High match	High match	High match	High match
13.2b	Swanwick & Burridge Fringes	Good match	High match	High match	High match	High match	High match	High match	High match	High match
13.2c	Swanwick & Burridge Fringes	Good match	High match	High match	High match	High match	High match	High match	High match	High match
14.1	North Sarisbury	Good match	High match	High match	High match	High match	High match	High match	High match	High match

**KEY** How closely does the Area match the criteria

- High match
- Good match
- Fair match
- Partial match

Figure 3.4 Table showing 'Landscape value' of the Landscape Character Areas in Fareham, to help determine Areas of Special Landscape Quality, LCAs 8 to 14.

# Chapter 3: Areas of Special Landscape Quality Overview

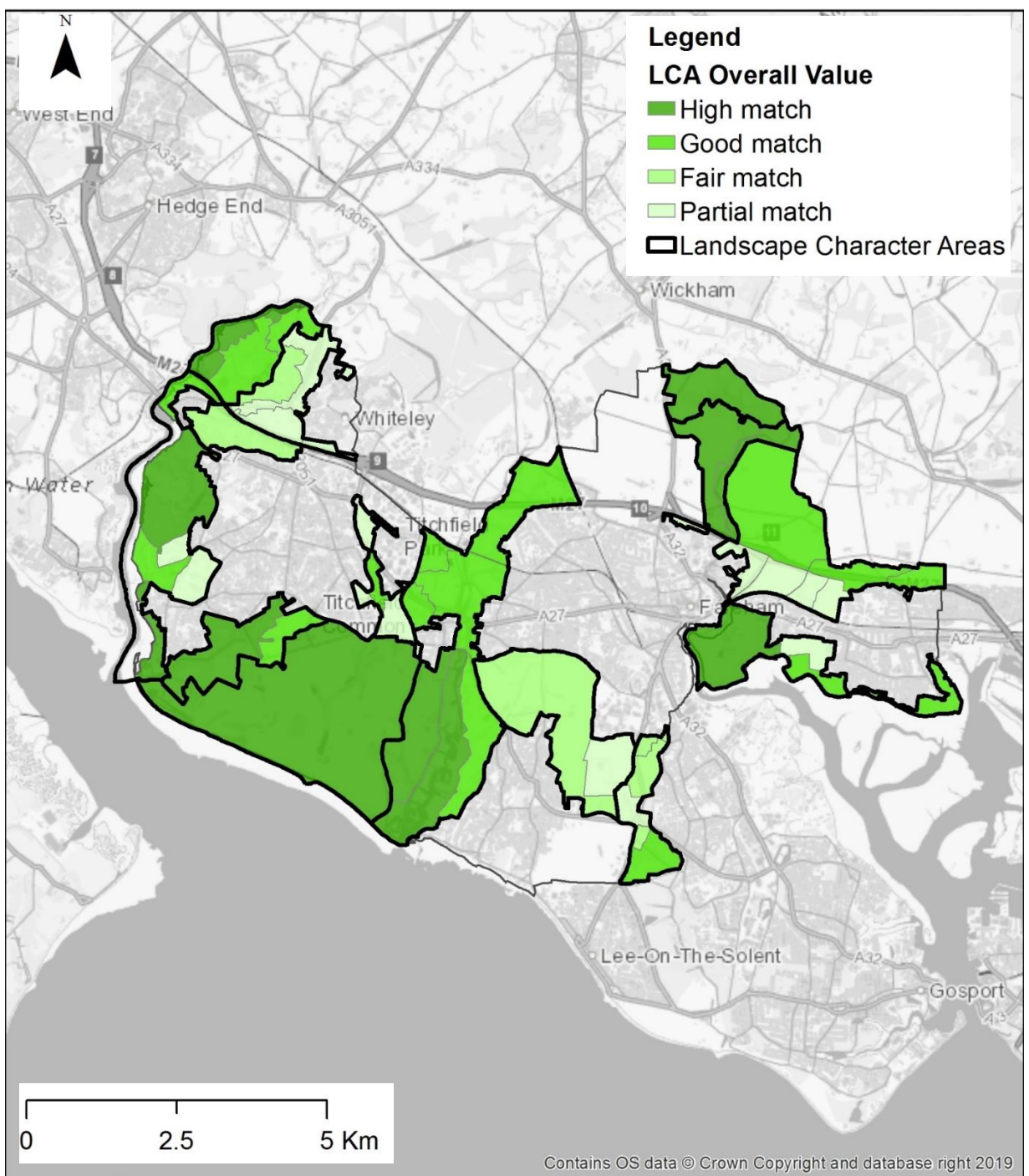


Figure 3.5 Plan of Fareham Borough showing 'valued landscape' assessment scores

# Chapter 3: Areas of Special Landscape Quality Overview

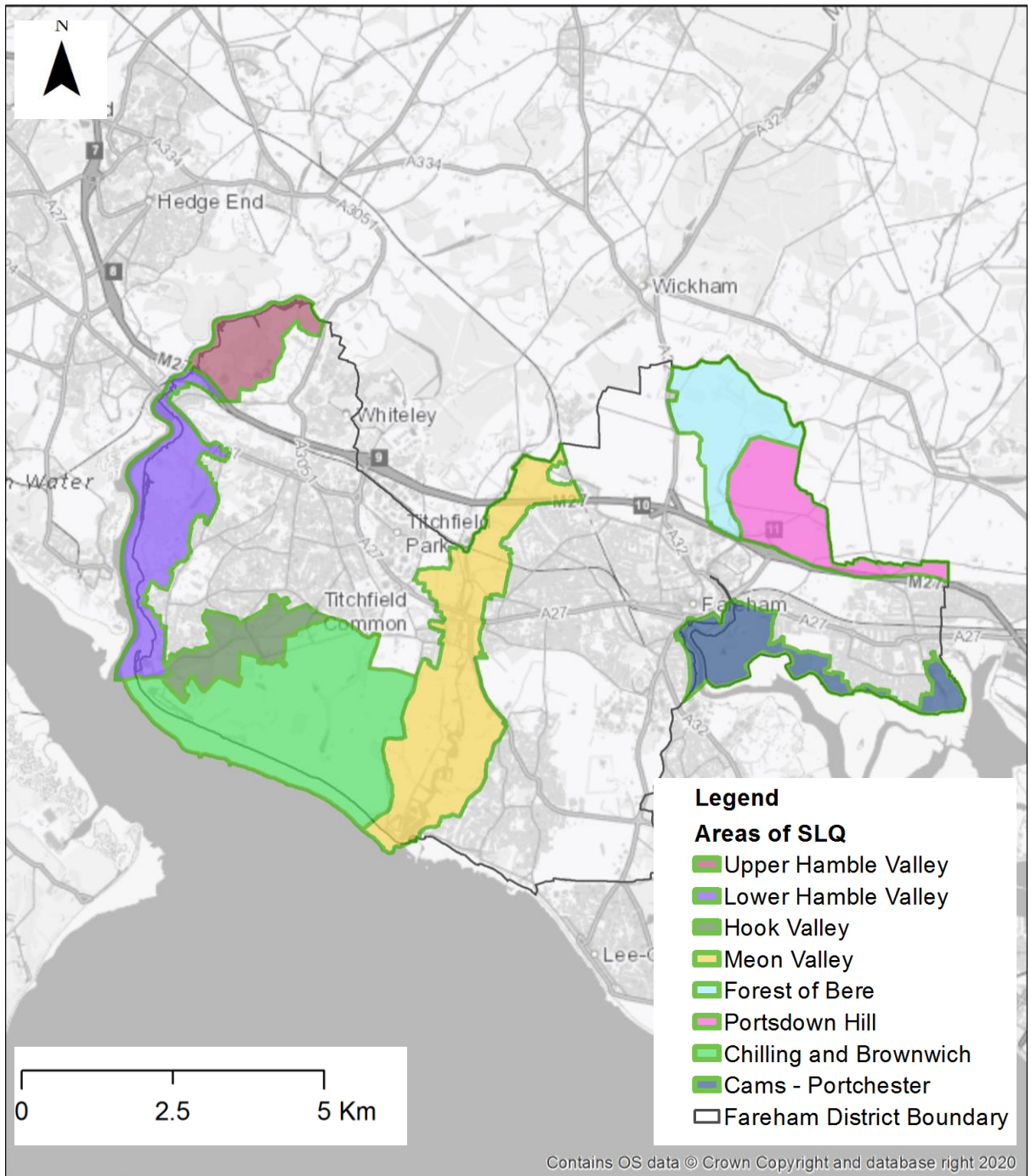


Figure 3.6 Plan of Fareham Borough showing proposed Areas of Special Landscape Quality



# Chapter 3: Area of Special Landscape Quality

## ASLQ 1: Upper Hamble Valley

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### Location and boundaries

1. The area covers the eastern side of the tidal Hamble river valley north of the M27 as far as the borough boundary.
2. With some exceptions, the Draft Local Plan ASLQ matches the boundaries of the Upper Hamble Valley Landscape Character Area, divided into three sub-areas 1.1, 1.2a and 1.2b. The National Air Traffic Services (NATS) complex was excluded from it, along with some minor peripheral areas.

### Overall assessment and qualifying factors

3. The area has exceptional scenic quality, particularly sub-area 1.1, and is in good condition. The extensively wooded river valley has an unspoilt rural character that is coherent and intact, with topographic and visual unity. There is little human activity and a peaceful, secluded and relatively undisturbed character. Views within the area are generally limited by woodland, but there are good views towards it, including from the river itself and the Hamble country park to the west.
4. The Hamble is a good example of a tidal river, and the only one within the borough. It has an exceptionally high level of conservation interests, with designations of national and international importance covering the river and adjoining Swanwick Lakes and Curbridge nature reserves.
5. The riverside (Area 1.1) has limited public access but does form part of the setting of the River Hamble Country Park outside the Borough on the west bank.

6. Area 1.2, Swanwick Wood and Lakes, has a high value for quiet recreation in the open space and public footpath network associated with the nature reserve. It also includes Burridge village recreation ground. Away from the immediate environment of the M27, the Area as a whole has a high level of tranquillity.
7. The tidal river valley has clearly demonstrable physical attributes and this part of it is an integral part of the wider 'valued landscape' of the Hamble, extending beyond the Borough boundary. It is a very distinctive area and can be considered 'out of the ordinary'.
8. There are no, or very few detracting influences. In Area 1.2a the buildings of the NATS complex are of a large scale but are relatively well-absorbed within the woodland structure. Area 1.2b has a more open character with fields and a number of private properties, but retains a predominantly rural and unspoilt character.

### Recommendations

9. The area satisfies the criteria to qualify as a 'valued landscape'. It is recommended that the boundaries of the ASLQ follow those of the LCA, to include the NATS campus and surrounding woodland which forms an integral part of the valley setting. A minor change at the northern end would follow the boundary of an Ancient Woodland.

## Chapter 3: Area of Special Landscape Quality

### ASLQ 1: Upper Hamble Valley

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Figure 3.7. Photograph of the River Hamble, from footpath on National Trust property North of BurrIDGE. Photograph: Deb McManus, June 2020.



Figure 3.8. Photograph of Swanwick Lakes. Photograph: Deb McManus June 2020



Figures 3.9. Photo of Upper Hamble taken from Manor Farm Country Park. Photograph: Charlotte Webb June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 1: Upper Hamble Valley

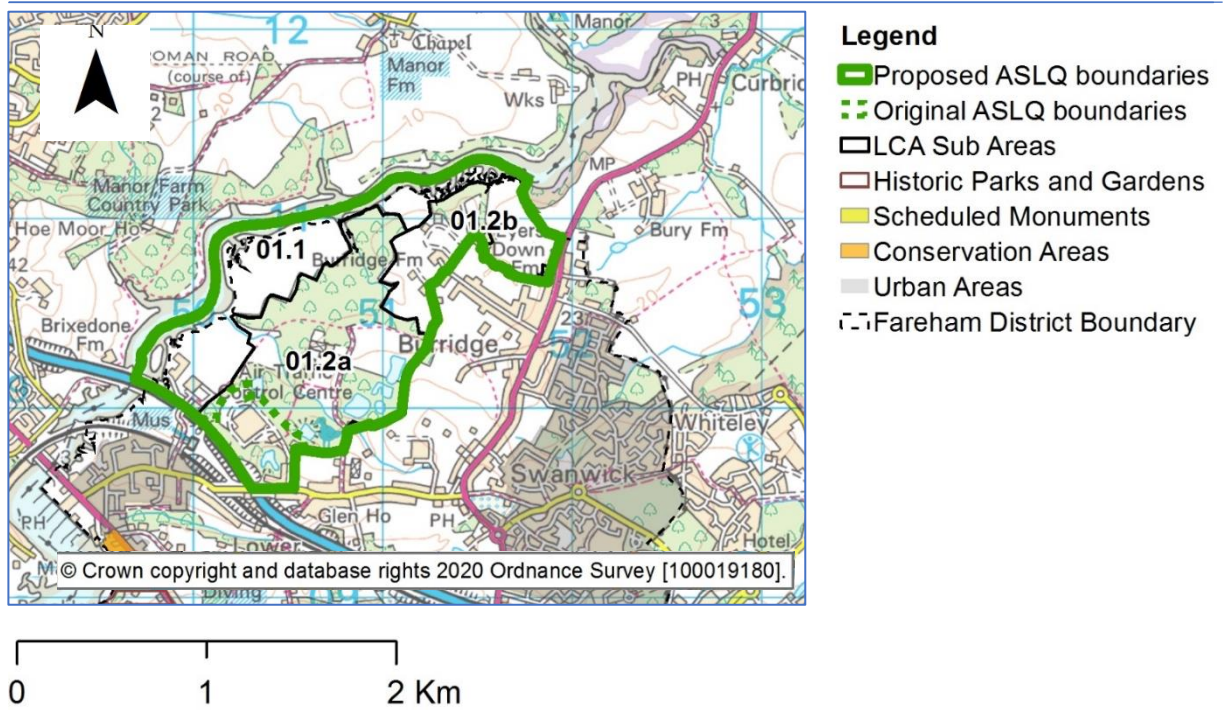


Figure 3.10 Plan showing proposed ASLQ 1: Upper Hamble Valley

# Chapter 3: Area of Special Landscape Quality

## ASLQ 2: Lower Hamble Valley

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### Location and boundaries

1. The area covers the eastern side of the Hamble river valley between the M27 and the coast. The former ASLQ largely follows the boundaries of the Lower Hamble Valley Landscape Character Area (divided into five sub-areas: 2.1a, b and c and 2.2a and b) but includes only the riverside edge of 2.1a at Swanwick. It excludes Sarisbury Green, the eastern part of 2.2a further south (now a housing allocation) and properties on the edge of Warsash in Area 2.1c.

### Overall assessment and qualifying factors

2. The area has exceptional scenic quality and is in good condition. The extensively wooded river valley has an unspoilt semi-rural character that is coherent and intact, with topographic and visual unity. The settlements of Swanwick and Warsash extend to the river, which in this part is associated with marinas and yachting activity, contributing to its distinctive identity. There is a sense of openness and high level of tranquillity, plus seasonal activity seen from the riverside. The area has high quality views both in and out, where not restricted by woodland.
3. The Hamble is a good example of a tidal river, and the only one within the borough. It has an exceptionally high level of both natural and cultural conservation interests, with natural designations of national and international importance, plus Holly Hill historic park and garden, the Bursledon Brickworks Museum and three Conservation Areas. This is reflected by designations on the west bank, outside

the Borough, including Conservation Areas at Bursledon and Hamble.

4. The area has exceptional amenity value with a PRoW network linking settlements to the riverside walk and Solent Way, Holly Hill Woodland Park and Strawberry Field open spaces. A passenger ferry links Warsash with Hamble village on the western bank. Regular river-based events are held throughout the year, including the annual regatta.
5. The tidal river valley has clearly demonstrable physical attributes and this part of it is an integral part of the wider 'valued landscape' of the Hamble. It is a very distinctive area and can be considered 'out of the ordinary'.
6. There are few detracting influences. Swanwick has relatively restricted public access and some urban fringe features, but these are offset by its locally distinctive boat related businesses and activities. The eastern part of 2.2a has a suburban fringe character with some poor elements but was excluded from the former ASLQ.

### Recommendations

7. The area satisfies the criteria to qualify as a 'valued landscape'. The boundaries of the ASLQ should follow those of the LCA but exclude the eastern part of 2.2a. The built character of Lower Swanwick, Sarisbury Green and Warsash Conservation Areas is an integral part of the valley scene and should be included. The woodland within private property along Newtown Road in Warsash forms an important valley edge and should be included.

# Chapter 3: Area of Special Landscape Quality

## ASLQ 2: Lower Hamble Valley

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Figure 3.11. Swanwick Conservation Area in its Lower Hamble ASLQ setting. Photograph: Deb McManus, June 2020.



Figure 3.12. Hamble foot passenger ferry, Warsash. Photograph: Deb McManus, June 2020.



Figure 3.13. View south from Swanwick to Hamble River and Brooklands Historic Park and Gardens. Photograph: Charlotte Webb, June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 2: Lower Hamble Valley

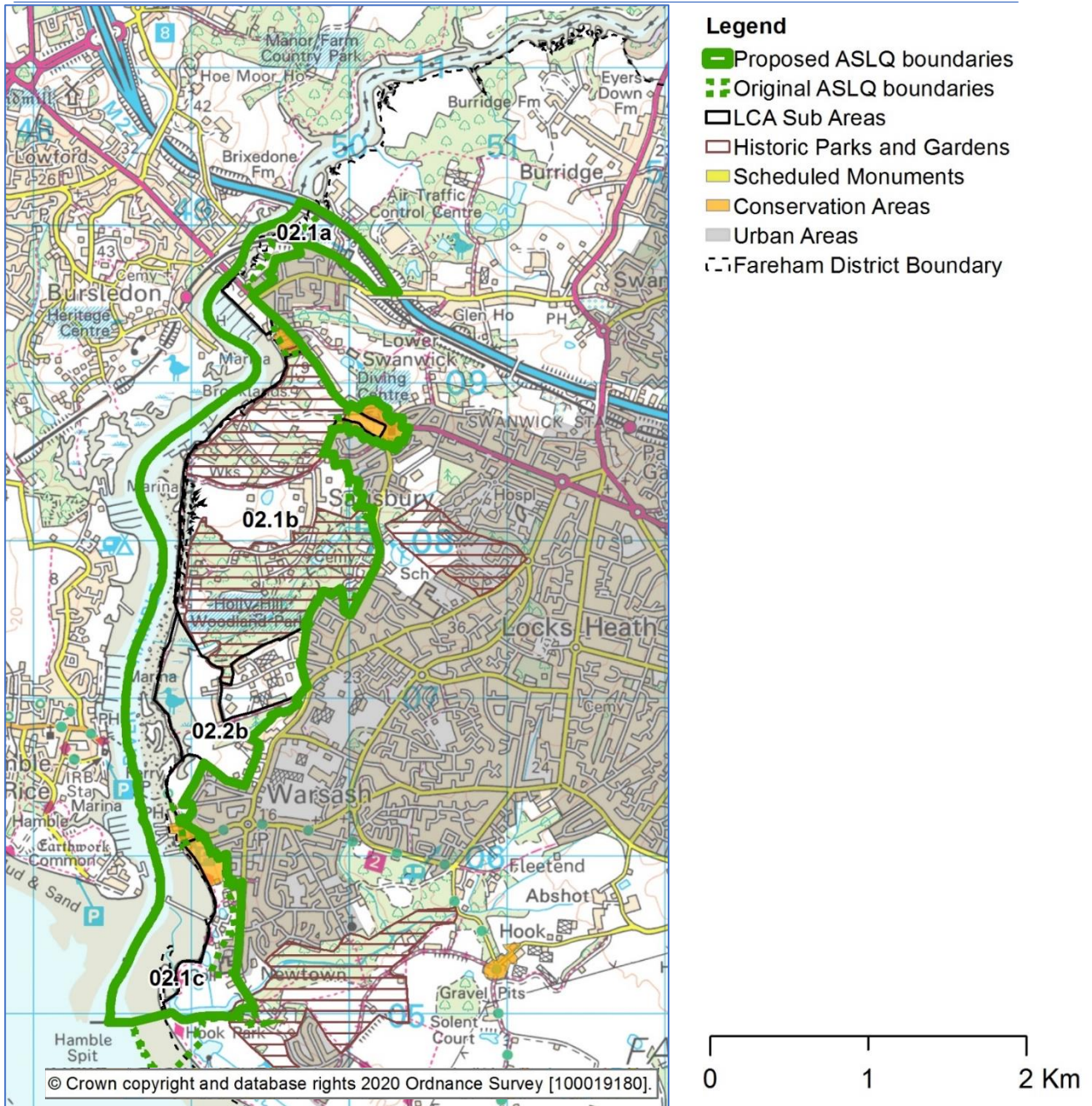


Figure 3.14 Plan showing proposed ASLQ 2: Lower Hamble Valley

# Chapter 3: Area of Special Landscape Quality

## ASLQ 3: Hook Valley

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### Location and boundaries

1. The area covers the Hook Valley river system to the south of Locks Heath and Warsash, which forms a tributary running southwest into the mouth of the Hamble river. The former ASLQ sits within the boundaries of the Hook Valley Landscape Character Area, divided into two sub-areas: 3.1a and 3.1b. A residential area, private gardens, plant nursery and a school were excluded from the ASLQ, along with areas of pasture bordering the coastal plain farmland.

### Overall assessment and qualifying factors

2. The area has high scenic quality, an attractive, unspoilt character and is in good condition. The river valley (3.1a) is a heavily wooded landscape with a sense of naturalness, tranquillity, enclosure and seclusion. The open coastal plain of 3.1b consists of farmland with a more open character and a larger scale 'grain' but is also unspoilt and rural. There are few views into the area due to woodland cover.
3. The area is a good example of a heath associated minor river valley system, together with parts of open coastal plain in area 3.1b. Its unspoilt and relatively 'wild' character makes it one of few comparable instances within the borough.

4. It has a wide range of conservation interests, including wetland, woodland, grassland and heathland habitats of high nature conservation importance. Historic interests include Hook Park, listed on the Hampshire Register of historic parks and gardens, the associated Conservation Area covering the attractive estate hamlet of Hook and several listed buildings.
5. Hook Valley enjoys a high tranquillity rating and in parts has a 'wild' character. An extensive network of footpaths and quiet lanes providing access routes within the area, and several public open spaces including Warsash Common and Hook Park recreation ground and playing field. National Cycle Network Route 2 runs through the area.
6. This minor river valley system has a demonstrable physical attribute and links to the wider Hamble river valley system. It is also a self-contained distinctive feature and can be considered an 'out of the ordinary' landscape.
7. There are no, or very few intrusive influences that detract from landscape quality in this area. The nursery at Hook is relatively well contained.

# Chapter 3: Area of Special Landscape Quality

## ASLQ 3: Hook Valley

### Recommendations

8. The area satisfies the criteria to qualify as a 'valued landscape'. It is recommended that the boundaries of the ASLQ follow those of the LCA, including the wooded gardens at Fleet End but omitting the buildings of Locks Heath School.



Figure 3.15. Photograph of ASLQ 3: Hook Valley. Photo: Deb McManus June 2020

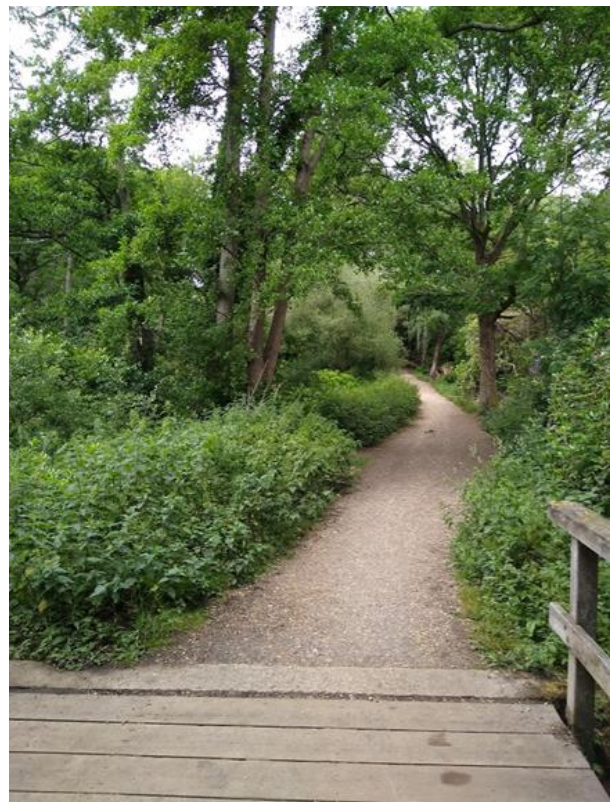
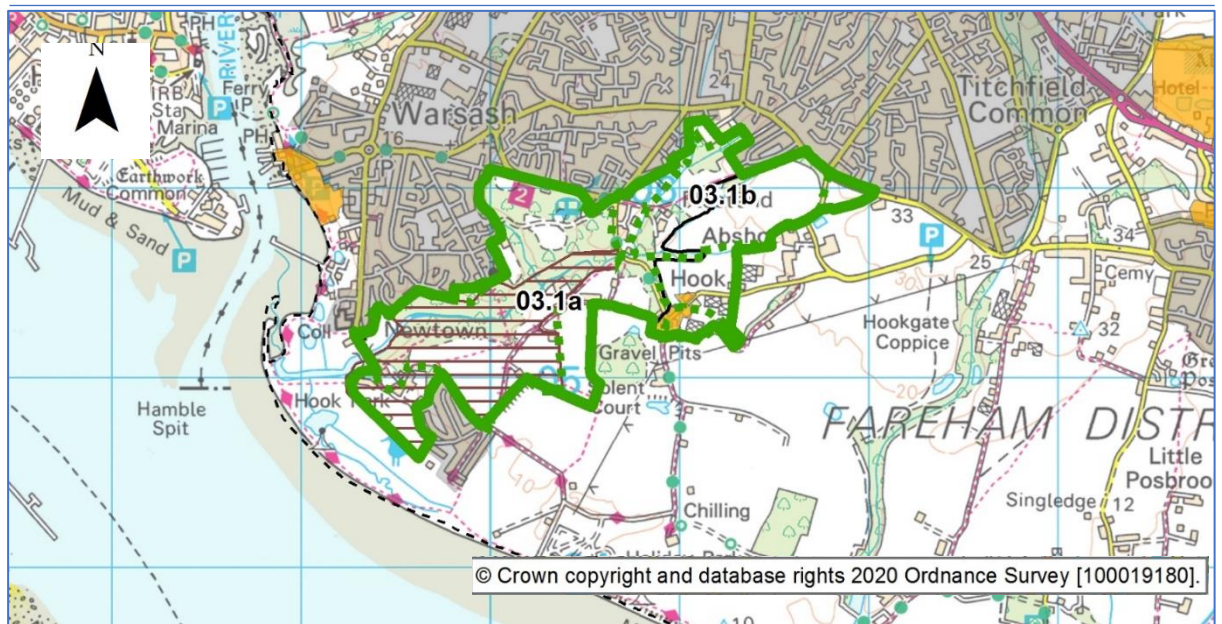


Figure 3.16. Photograph of ASLQ 3: Hook Valley. Photo: Hannah Walton June 2020



# Chapter 3: Area of Special Landscape Quality

## ASLQ 3: Hook Valley



0 1 2 Km

### Legend

- ▬ Proposed ASLQ boundaries
- ▤ Original ASLQ boundaries
- LCA Sub Areas
- Historic Parks and Gardens
- Scheduled Monuments
- Conservation Areas
- Urban Areas
- Fareham District Boundary

Figure 3.17 Plan showing proposed ASLQ 3: Hook Valley

# Chapter 3: Area of Special Landscape Quality

## ASLQ 4: Meon Valley

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### Location and boundaries

1. The area covers the Meon river valley from the coast in the south to the district boundary north of the M27. The former ASLQ largely follows the boundaries of the Meon Valley Landscape Character Area (divided into five sub-areas: 6.1a,b & c and 6.2a & b) but excludes parts of the higher valley sides of 6.1b and c, some of the eastern parts of 6.2a adjoining Titchfield Common, and the northeast corner of 6.2 at Funtley.

### Overall assessment and qualifying factors

2. The area has high scenic quality and topographic and visual unity, particularly in the lower reaches where the valley is at its widest, with open floodplain pasture and gently sloping sides. It is in good condition and has a generally unspoilt rural character with a coherent and intact valley landform. The historic village of Titchfield lies within the valley on the west side of the river. At the southern end there are good open views from the PRoW network, and views into the valley from Cliff Road. Further upstream, the valley is more wooded and enclosed, and views are restricted.
3. The Meon Valley is a good example of an open river valley.
4. It has an exceptionally high level of nature conservation interests, with designations of national and international importance at Titchfield Haven nature reserve. It also has exceptional heritage value, including the scheduled ancient monument of

Titchfield Abbey and associated Conservation Area. Titchfield Conservation Area lies next to the river. Henry Cort, an early pioneer in the iron industry, built an iron mill next to the river at the northern end of the area.

5. The valley benefits from an extensive PRoW network, plus the Solent Way and National Cycle Route 2 cross at the mouth of the river. A country park is proposed for the area around Titchfield Abbey.
6. The river valley landscape has clearly demonstrable physical attributes and this part of it is an integral part of the wider 'valued landscape' of the Meon Valley, extending outside the Borough. It is a very distinctive area and can be considered 'out of the ordinary'.
7. No detracting influences are noted in the lower reaches. There are some fringe features in areas 6.1a and c but these are well contained by woodland. Major road and rail corridors pass through the upper section, but much of the area retains a sense of seclusion. The lower reaches have a high tranquillity rating.

### Recommendations

7. The area satisfies the criteria to qualify as a 'valued landscape'. The boundaries of the ASLQ should follow those of the LCA but exclude the built and allocated parts of Funtley and some of the higher western parts of 6.2, which do not form a strong visual part of the valley. The nursery and equestrian areas in 6c contain important tree belts, visible from footpaths on the western slopes, and should be included.

## Chapter 3: Area of Special Landscape Quality

### ASLQ 4: Meon Valley

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Figure 3.18 Titchfield Haven, adjacent to Cliff Road (that runs along the Coast).  
Photograph: Charlotte Webb, June 2020.



Figure 3.19 Titchfield Abbey  
Photograph: Deb McManus  
July 2020.



Figure 3.20 View upstream from Stony Bridge.  
Photograph: Deb McManus,  
July 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 4: Meon Valley

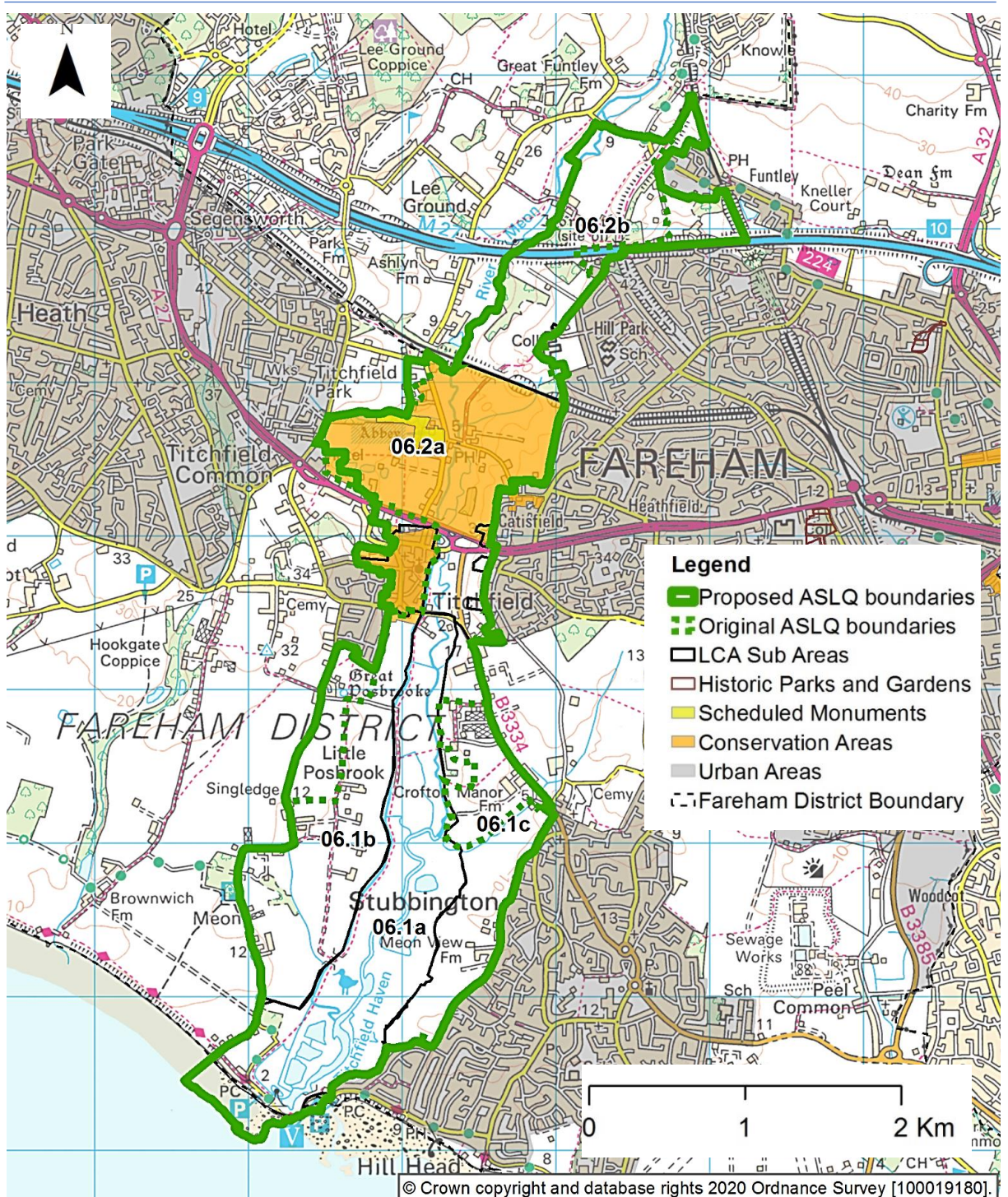


Figure 3.21 Plan showing proposed ASLQ 4: Meon Valley

# Chapter 3: Area of Special Landscape Quality

## ASLQ 5: Forest of Bere and North Fareham Downs

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### Location and boundaries

1. The area lies to the north, away from the borough's urban areas and the M27, extending to the district's rural boundary. With minor exceptions, the former ASLQ matches the boundaries of the Forest of Bere Landscape Character (Area 10). It also covers part of the adjoining North Fareham Downs (Area 9), extending to the River Wallington. The proposed settlement of Welborne will be built to the south west.

### Overall assessment and qualifying factors

2. The area has high scenic quality, with topographic and visual unity, and is in good condition. The rolling mixed farmland and woodland has an attractive rural, unspoilt character with few urban influences and a clear sense of place. It has a high tranquillity rating.
3. There are views to and from Portsdown Hill and the PRoW network. In future the area will be close to Welborne, separated from it by only a relatively narrow band of farmland.
4. The area is representative of open rural chalkland landscape, which is a rare resource within the borough. The area has good nature conservation interests, including ancient woodland and riverside habitats.

5. There is a good PRoW network providing strategic connections to the wider Forest of Bere and South Downs National Park, as well as Portsdown Hill. There are no public open spaces as the area is remote from settlements, but it will have a role to play in the future when Welborne is established.
6. The ancient woodlands and rolling chalk farmland have a distinct physical attribute and this area is an integral part of the wider 'valued landscape' of the Forest of Bere mixed farmland and woodland, extending beyond the Borough boundaries. It is a distinctive area, contrasting with the urban parts of the borough, and can be considered 'out of the ordinary'.
7. The area has few detracting features. Pylons and power lines run across to the south of the area, but do not detract from the rural character.

### Recommendations

9. The area satisfies the criteria to qualify as a 'valued landscape'. It is recommended that the boundaries of the ASLQ are extended to encompass the farmland which adjoins the proposed Welborne development, but otherwise follow those of LCA 9.1a and 10, taking in the low-lying pasture on both sides of the River Wallington.

# Chapter 3: Area of Special Landscape Quality

## ASLQ 5: Forest of Bere and North Fareham Downs

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Figure 3.22 View towards ASLQ 5 from western slopes of Portsdown Hill. Photograph Deb McManus, June 2020.



Figure 3.23 View towards Portsdown from Albany Farm. Photograph Deb McManus, June 2020.



Figure 3.24 View north from Albany Farm. Photograph Deb McManus, June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 5: Forest of Bere and North Fareham Downs

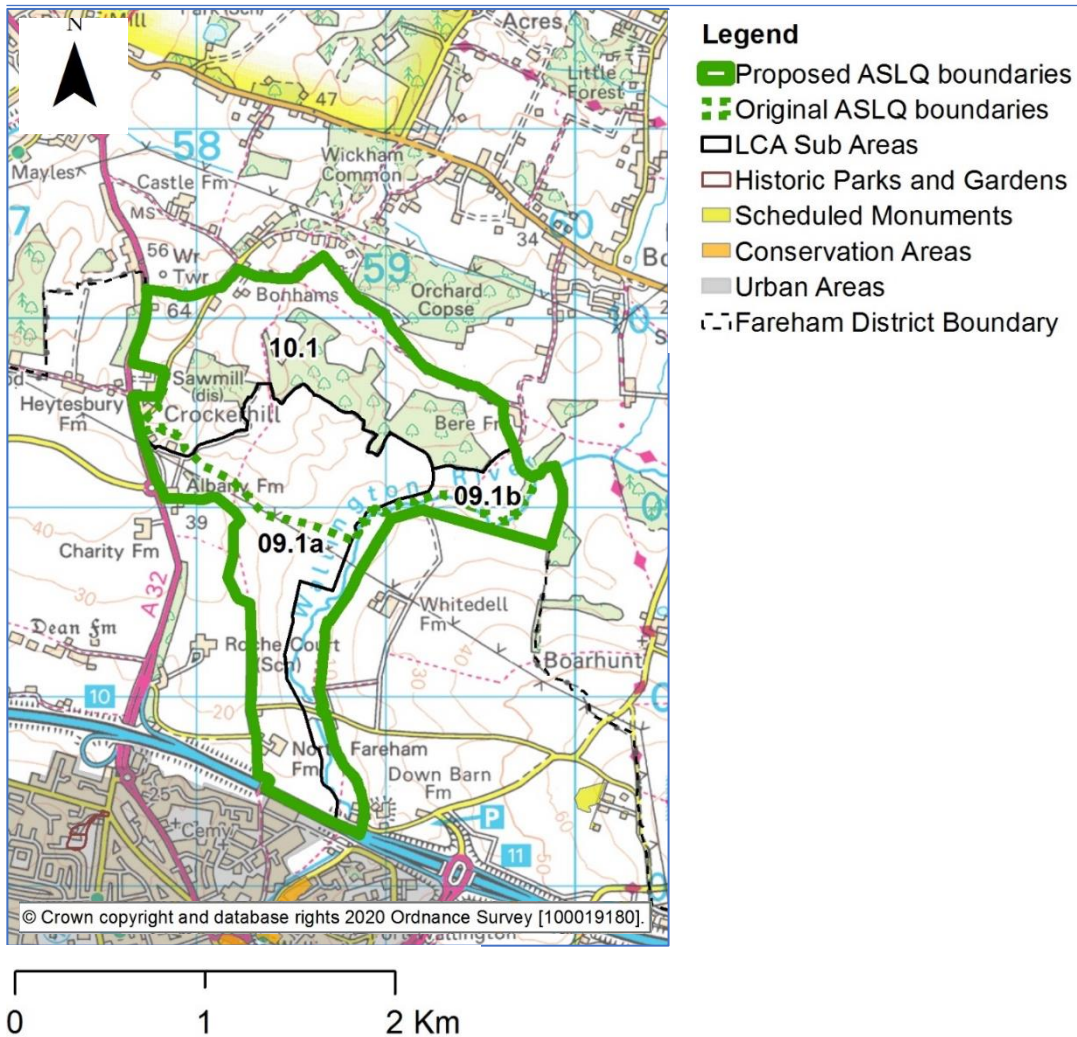


Figure 3.25 Plan showing proposed ASLQ 5: Forest of Bere and North Fareham Downs

# Chapter 3: Area of Special Landscape Quality

## ASLQ 6: Portsdown Hill

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### Location and boundaries

1. The area covers the western slopes of Portsdown Hill, and the narrow south facing chalk scarp directly above the M27.
2. The former ASLQ matches the boundaries of Landscape Character Area 11, Portsdown, along the district boundary, but includes only those areas lying north of the M27, whilst it extends westwards beyond the LCA boundary as far as the River Wallington.

### Overall assessment and qualifying factors

3. The area has a high scenic quality and is in generally good condition. The open, expansive and elevated chalk downland has an unspoilt intact rural character, with topographic and visual unity. There is a strong and distinctive sense of spaciousness in this exposed area. Most of it is intensively farmed with little tree cover, so does not have a wild character, but this is offset by the expansive panoramic views from the ridge top.
4. Portsdown Hill is a good example of open chalk downland, and a distinctive feature within the borough. Portchester Common is an especially scarce natural chalkland feature.
5. As well as the high level of nature conservation interests at Portchester Common, there are the historic features of the WW2 gun site, a scheduled

5. ancient monument, and several listed buildings. The 19<sup>th</sup> century Fort Nelson lies within sight outside the Borough boundary nearby.
6. The area has a good PROW network, including the Allan King Way recreational route and a link to the river valley. A picnic area and viewpoint, associated with the fort, is a popular destination, while Portchester Common provides open access land.
7. The chalk downland has clearly demonstrable physical attributes and this part of it is an integral part of the wider 'valued landscape' of Portsdown Hill and the wider coastal landscape extending beyond the Borough boundaries. It is a very distinctive area and can be considered 'out of the ordinary'.
8. There are some intrusive influences which detract from the rural character, including the towering pylons, but these are offset by the panoramic views and sense of space. There is only moderate tranquillity on the south facing scarp edges, given the M27 below.

### Recommendations

9. The area satisfies the criteria to qualify as a 'valued landscape'. It is recommended that the boundaries align with those of the LCAs north of the M27, with the western boundary following the change from pasture to arable farming.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 6: Portsdown Hill

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Figure 3.26  
Views out to the Solent  
from picnic area at Fort  
Nelson. Photograph Deb  
McManus, June 2020.



Figure 3.27  
Views to north west  
from Swivelton Lane.  
Photograph Deb  
McManus, June 2020.



Figure 3.28 Views to  
south west from  
Portsdown Hill Road.  
Photograph Deb  
McManus, June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 6: Portsdown Hill

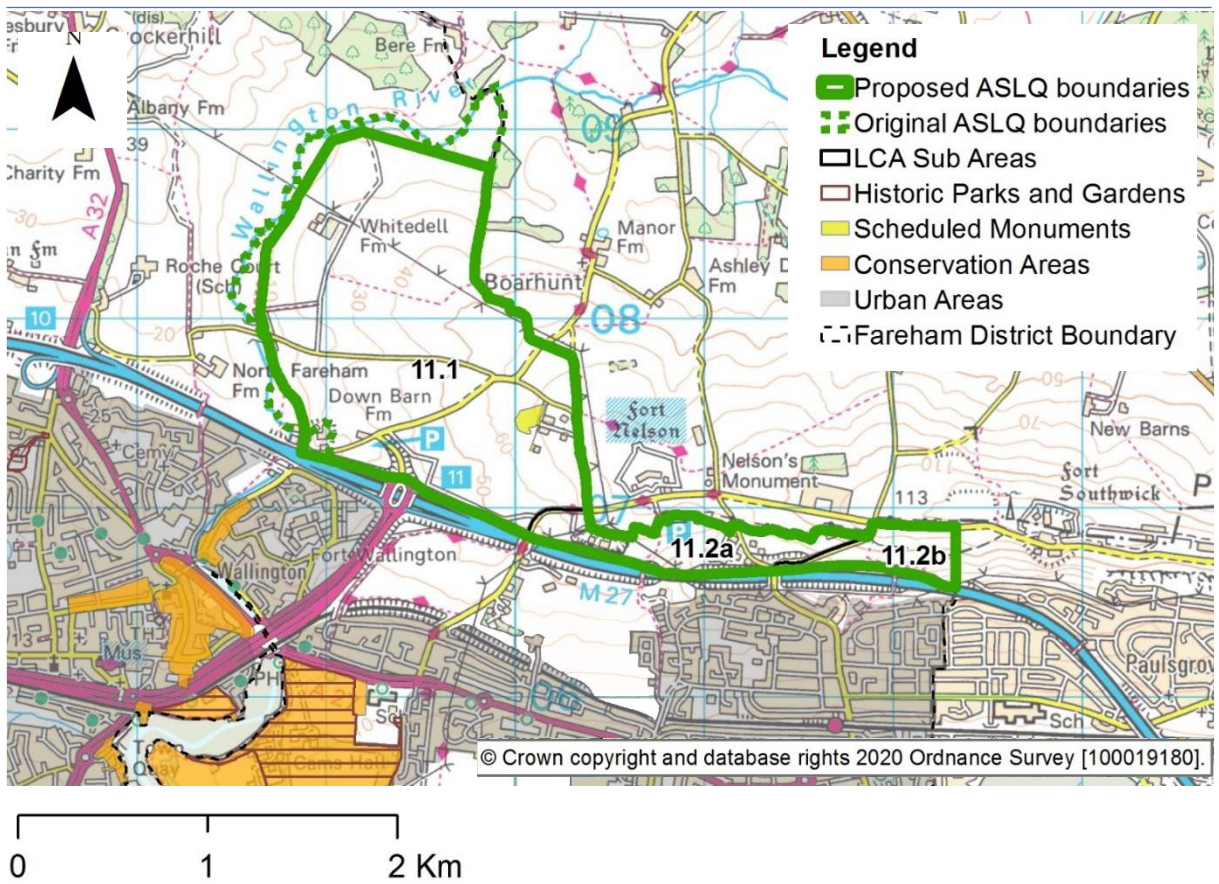


Figure 3.29. Plan showing proposed ASLQ 6: Portsdown Hill

# Chapter 3: Area of Special Landscape Quality

## ASLQ 7: Chilling-Brownwich Coastal Plain

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### Location and boundaries

1. The Chilling-Brownwich Coastal Plain is bordered by Hook Valley to the west, Meon Valley to the east, and the coast of the Solent to the south. To the north are Titchfield and the Western Parishes.

### Overall assessment and qualifying factors

2. The area has exceptional scenic quality and is in good condition, with an unspoilt rural character and expansive views across the countryside to the Solent and Isle of Wight.
3. The undeveloped coastal plain represents a rare regional resource, particularly valuable in close proximity to the borough's expanding urban areas.
4. It has an exceptionally high level of natural conservation interests, with designations of national and international importance, including the coastal SPA. The Solent coast is at carrying capacity\*, and further disturbance to remaining coastal landscapes would be a problem for natural habitats. Development and land management must take account of Nitrate Neutrality and not contribute to eutrophication affecting SPA and SAC designations.
5. Recreational value is high, with The Solent Way, National Cycle Route 2 and a good PRow network linking to the nearby settlements of Hillhead, Titchfield Common and Warsash. The coast is valued for water sports including kite surfing.

6. This area has an exceptionally high tranquillity rating. It is a distinctly rural area with a sense of remoteness and naturalness. It also benefits from very low levels of light pollution.
7. The coastal plain landscape has a demonstrable physical attribute, is an integral part of the wider coastal plain, and is an 'out of the ordinary' landscape within the district and county context.
8. There are few detracting features. Pylons march across the area but are offset by woodland and the expansive views.

### Recommendations

6. The area satisfies the criteria to qualify as a 'valued landscape'. As a rare resource within the densely populated borough as well as in the wider region, it is recommended for designation. This would support NPPF Para 170.c by maintaining the character of the undeveloped coast and also Para 180.b and c by protecting areas whose recreational and amenity value is prized for its tranquillity and lack of light pollution. It is recommended that the boundaries follow those of the LCA, but exclude the settled area west of Titchfield. The residential area at Hook contains valuable woodland, and should be included.

*\* at its limit of capacity for coping with development, pollution, sewage treatment without seriously adverse effects on the natural environment*

## Chapter 3: Area of Special Landscape Quality ASLQ 7: Chilling-Brownwich Coastal Plain

Figure 3.30 View towards south west, with Fawley power station in the distance. Photograph Deb McManus June 2020.



Figure 3.31 Meadow south of Brownwich Farm. Photograph Deb McManus June 2020.



Figure 3.32 View eastward to Sea House and beyond. Photograph Deb McManus June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 7: Chilling-Brownwich Coastal Plain

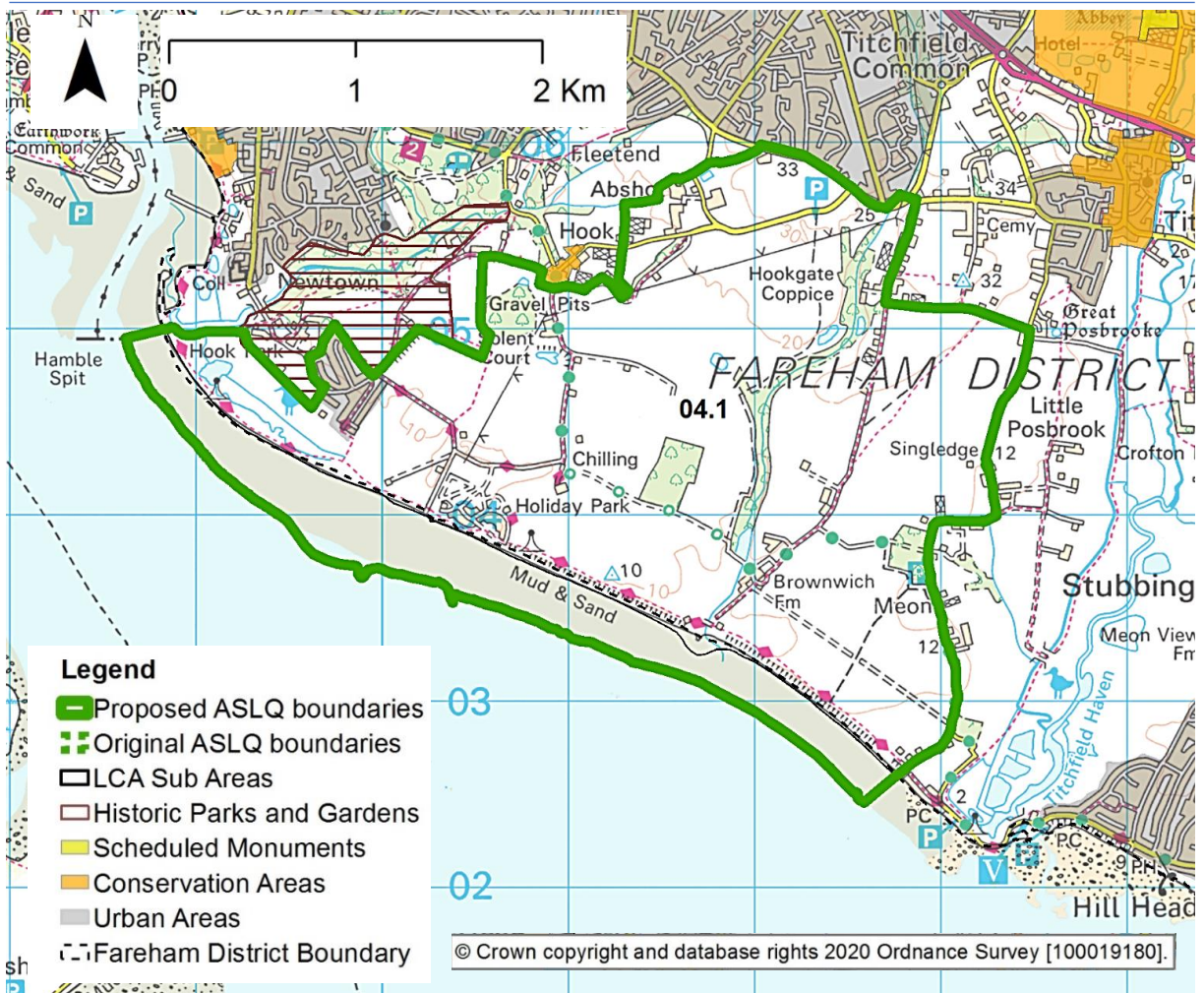


Figure 3.33 Plan showing proposed ASLQ 7: Chilling-Brownwich Coastal Plain

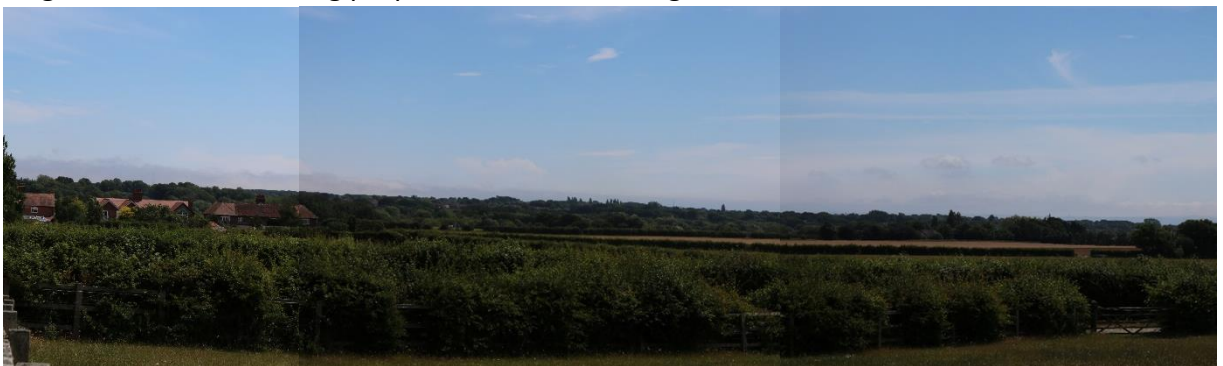


Figure 3.34 Photomontage of view from highpoint on Heath Lane looking over Chilling-Brownwich Coastal Plain and Meon Valley.

# Chapter 3: Area of Special Landscape Quality

## ASLQ 8: Cams to Portchester Coast

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### Location and Boundaries

1. The area follows the coast between Fareham town centre and Portchester Castle, with the A27 and urban edge of Portchester forming its northern boundary.

### Overall assessment and qualifying factors

2. The area has high scenic quality and is in generally good condition. The undeveloped Cams peninsula is well managed. The coastal strip from here to Portchester Castle is a mixture of moderate to high quality, particularly worthy of protection and enhancement. There are extensive views to the west, where Town Quay and adjoining open spaces complete the setting of Fareham Creek. The Cams area forms an attractive backdrop to views from Fareham. Further east there are distinctive views of Portsmouth Harbour and the historic features of Portchester Castle.
3. The Cams peninsula with its parklands, the enclosed Fareham Creek, and the setting for Portchester with its important heritage assets, make this a particularly distinctive section of rare undeveloped coast.
4. There is an exceptional range of natural and historic conservation interests, with designations of national and international importance including the coastal SPA. Historic features include the listed Cams Hall with historic park and garden, Portchester Castle SAM and two Conservation Areas.
5. The area has a relatively high tranquillity close to urban areas.

5. Much of the area is secluded and peaceful, with woodland effectively minimising intrusion from the urban edge of Portchester
6. Recreational value is high, with a PRow network along the coast including the Fareham Creek Trail and the Allan King Way with its links to Portsdown Hill. Formal and informal activities are catered for by Cams golf course, Wicor recreation ground, the Castle surrounds and other open spaces, which include secluded green areas.
7. The undeveloped coastline has a clearly demonstrable physical attribute, is an integral part of the wider coastal setting, extending beyond the Borough, and is a very distinctive 'out of the ordinary' landscape.
8. There are few detracting features, other than residential areas close to the shore in some instances, and pockets of commercial development with localised intrusion, but these are offset by the expansive coastal setting.

### 9. Recommendations

10. The area satisfies the criteria to qualify as a 'valued landscape'. A rare resource within the densely populated borough, it is recommended for designation. Active management and enhancement would benefit this valuable area. Boundaries should follow those of LCA 12.1a and c, including both Conservation Areas and the western shore of Fareham Creek including Town Quay Conservation Area. A minimum fifty-metre-wide swathe at the SW corner of 12.1b would ensure an adequate undeveloped zone alongside the coast.

# Chapter 3: Area of Special Landscape Quality

## ASLQ 8: Cams to Portchester Coast

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Figure 4.35 Views south over Cams Lake  
Photograph Deb  
McManus, June 2020.



Figure 3.36 Portchester  
Castle in wooded  
setting. Photograph Deb  
McManus, June 2020.



Figure 3.37 Views east  
from Salterns Lane.  
Photograph Hannah  
Walton, June 2020.



# Chapter 3: Area of Special Landscape Quality

## ASLQ 8: Cams to Portchester Coast

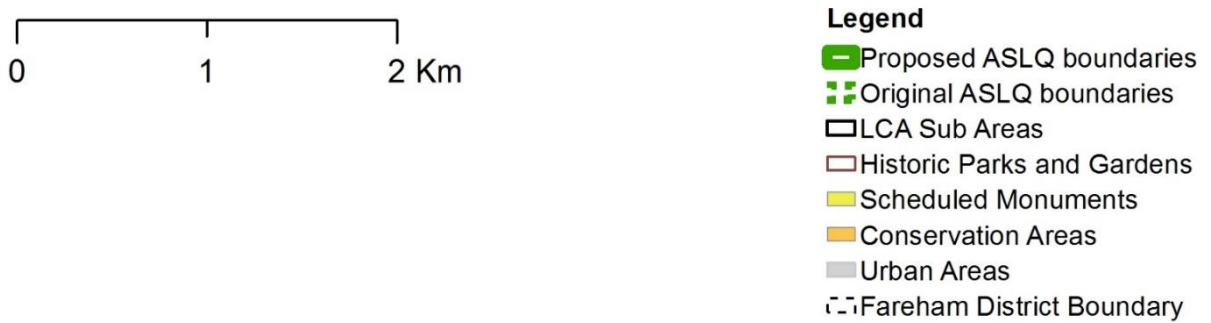
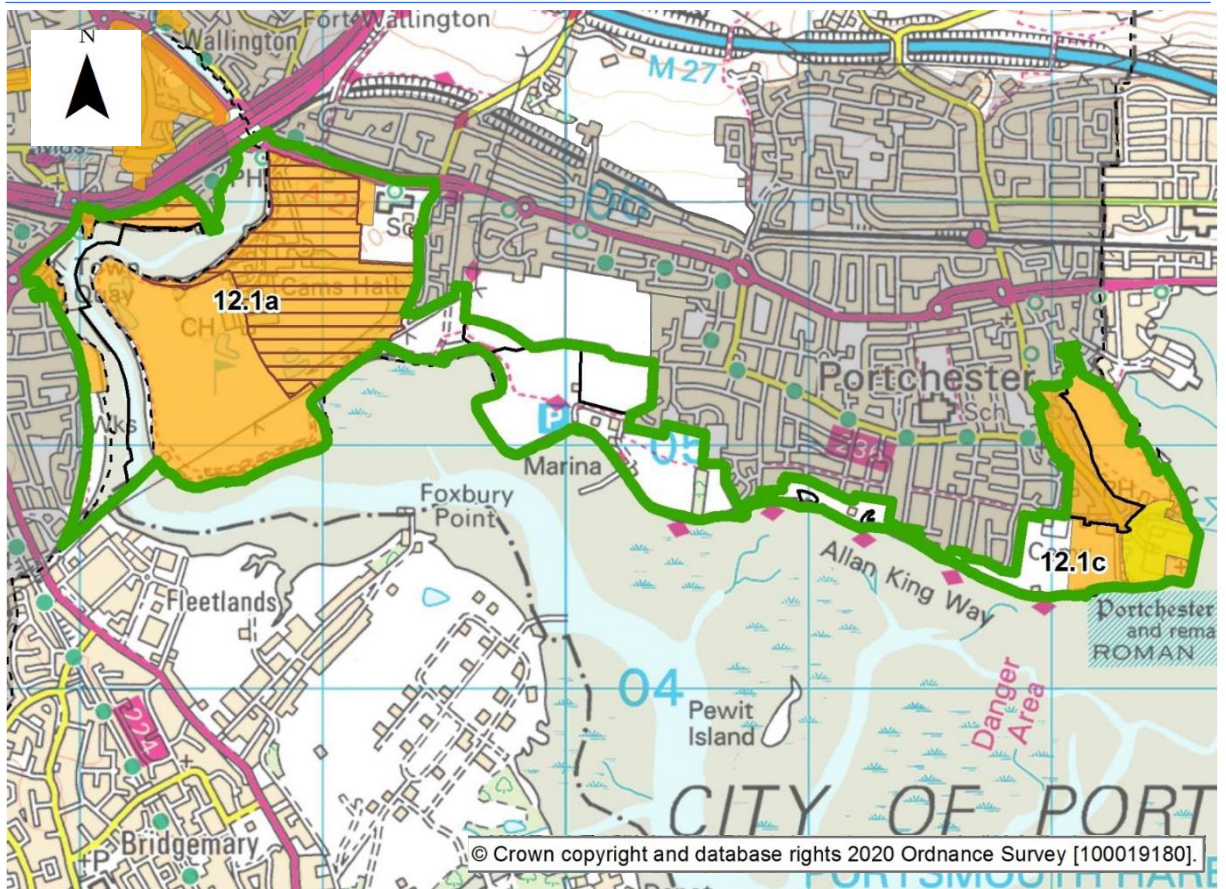


Figure 3.38. Plan showing proposed ASLQ 8: Cams to Portchester Coast



# Chapter 3: Areas of Special Landscape Quality

## Conclusions and Recommendations

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1. Fareham Borough contains a significant number of ‘valued landscapes’, covering a large part of the Borough’s Countryside.
2. These areas provide a valuable resource for residents of the Borough as well as visitors from elsewhere. They include areas with exceptional natural and cultural conservation interests as well as opportunities for recreation and havens of tranquillity.
3. All the proposed ASLQs scored highly on landscape and scenic quality. There was a little more variety in ratings for rarity; representativeness; conservation interests; recreational value and perceptual aspects, but each area scored well on at least three out of these five criteria. The only criteria not well represented in the scoring was that of cultural and literary associations.
3. The six originally identified areas brought forward from the 1996 LCA, continue to merit the status of Areas of Special Landscape Quality. The main variation to these designations is through minor boundary alterations to bring the designations in line with the current boundaries for the LCA 2017.
4. Five of the six original proposed ASLQs are focussed on Wooded River Valley landscapes, while the two proposed additional areas represent the regionally rare resource of undeveloped coast.
5. Designating Chilling-Brownwich Coastal Plain and Cams to Portchester Coast would support national policy by helping to maintain the character of the undeveloped coast and protect areas whose recreational and amenity value is prized for its tranquillity and lack of light pollution.
6. Where adjoining Conservation Areas are considered to form an integral part of the ASLQ and contribute to its special and distinctive qualities, they have been included within the designated area.
7. Establishing these Local Landscape Designations can provide the Borough with the means to:
  - Safeguard important locally valued landscapes,
  - Promote some of its most important outdoor settings for recreation and tourism,
  - Promote understanding and awareness of its distinctive landscape character and;
  - Guide future urban expansion.

## Chapter 4: Strategic Gaps



Figure 4.1. Photograph taken from road that leads to The Great Barn, near Titchfield Abbey, looking East towards edge of Fareham, in The Meon Gap. Beyond the tree line is Fareham. Photograph: Charlotte Webb June 2020

# Chapter 4: Strategic Gaps Overview

1. This chapter describes the application of methodology to determine the extent of the two Strategic Gaps in the draft Fareham Local Plan 2036 and gives specific recommendations for each Gap:

1. Fareham/Stubbington and the Western Wards (the Meon Gap)
2. Fareham/Bridgemary and Stubbington / Lee-on-the-Solent (the Fareham-Stubbington Strategic Gap)

## Role and purpose of the Strategic Gap

2. As a reminder of the previously stated purpose of the Strategic Gap:

*“The primary purpose of identifying Strategic Gaps is to prevent the coalescence of separate settlements and help maintain distinct community identities. Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities.”*

*(Fareham Publication Local Plan 2037)*

## First Filter to establish Study Area Extents

3. The Strategic Gap Study Area extents are shown in Figure 4.1. and detailed site analysis sheets can be found in Appendix 5. The study areas were established to show specific tracts of land between the settlement boundaries of nearest neighbour settlements.

## Strategic Policy DS2: Development in Strategic Gaps

*“In order to prevent the coalescence of urban areas and to maintain the separate identity of settlements, Strategic Gaps are identified as shown on the Policies map between the following areas:*

- 1) *Fareham / Stubbington and the Western Wards (Meon Gap)*
- 2) *Fareham / Bridgemary and Stubbington / Lee-on-the-Solent (Fareham- Stubbington Strategic Gap)*

*Development proposals will not be permitted where they significantly affect the integrity of the gap and the physical and visual separation of settlements or the distinctive nature of settlement characters.”*

4. Both the Meon Gap and Fareham-Stubbington Gap are identified as ‘Cross-authority’ Gaps, with the Meon Gap running north into Winchester City Council Local Plan Area and the Fareham-Stubbington Gap running South-East into Gosport Borough Council Local Plan Area. Identified through PFSH Position Statement 2016.
5. Within the sub-region of South Hampshire, the purpose of the Meon Gap *“is of particular significance as it demarks the boundary of the Portsmouth and Southampton Housing Market Areas”* .(PFSH Position Statement 2016)

## Chapter 4: Strategic Gaps Overview

5. Within Fareham Borough the aim of the Meon Gap is to prevent coalescence of Fareham and Stubbington with the Western Wards, but also important is the avoidance of coalescence with the settlement of Titchfield, that lies within the middle of the Gap. As stated earlier, the Meon Gap runs northwards following the River Valley across the borough boundary into Winchester City Council Local Authority Area, where Winchester Local Plan Policy CP18 - Settlement Gaps' includes the 'Meon Gap' (Whiteley – Fareham/Fareham Western Wards), with a local gap between North Fareham SDA and Knowle and Wickham designated under Policy SH4: North Fareham SDA.

Housing and Employment Land Availability Study, December 2019. The pressure for development in the Fareham-Stubbington Gap, is very significant to the risk for complete loss of countryside gap. The pressure in the Meon Gap is more moderate, with a 'squeezing' of the central area around Titchfield, but with a significant pressure to develop pockets of land along the west side of Titchfield Road, between Titchfield and Stubbington. There is moderate pressure for development on the Western edge of Fareham and between Titchfield and Titchfield Common and Southwards pressure from Titchfield along Posbrook Lane. The indication of development pressure Southwards from Titchfield Common to Hook, is also of note, with the potential to put pressure on Chilling-Brownwich Coastal Plain.
6. The aim of the Fareham- Stubbington Gap is to avoid coalescence between the settlements of: Fareham and , Bridgemary, with Stubbington and Lee-on-the-Solent. Gosport Local Plan also supports P/SH Position Statement 2016 and has designated a Strategic Gap which runs from the Borough border through the Alver Valley, but also Brookers Field Recreation Ground on the border with Fareham, is designated as Strategic Gap. The settlement boundary for Bridgemary, Gosport, lies on the Borough boundary with Fareham. The Strategic Gap designation is contained within Gosport Local Plan 2011-2029 adopted October 2015.
8. In addition to the two Appeal Sites at Posbrook Lane, Titchfield, and Old Street, Stubbington, which highlighted 'valued landscapes' in the Meon Valley, recent noteworthy planning applications which also highlight development pressures, within the Strategic Gaps are:
  - P/14/0841/FP: Land of Cartwright Drive, Titchfield
  - P/19/0301/FP: Land East of Crofton Cemetery and West of Peak Lane, Fareham
  - P/14/0222/OA: Longfield Avenue, Land to the South – Fareham

### Potential Development Impact

7. As stated in Chapter 1, a key demonstration of pressure for development comes from the potential site allocations assessed in the Strategic

# Chapter 4: Strategic Gaps Overview

11. In the Meon Gap: P/14/0841/FP: Land of Cartwright Drive, Titchfield: Proposals for an 86 unit Care Homes, with associating landscape and car parking and a 15.4ha Country Park (with car parking), was approved though it was contrary to the current Policy C22: Strategic Gaps and within the setting of Titchfield Abbey Conservation Area. Construction on site was recently completed and is included in the site analysis.
12. P/19/0301/FP: Land East of Crofton Cemetery and West of Peak Lane, Fareham: refused for several reasons, such as design in relation to the setting of the Cemetery, but not for it's siting in the Fareham-Stubbington Gap.
13. P/14/0222/0A: Longfield Avenue, Land to the South – Fareham, an outline application for up to 1550 dwelling and associated infrastructure was withdrawn.

## Key Routes for experiencing the Strategic Gaps

14. Key routes for the primary purpose of experiencing the physical and visual separation of settlements have been identified and are shown in Figure 4.2. This work ties in closely with the previous analysis carried out by LDA and described in Chapter 3 of the Adopted Fareham Borough Landscape Character Assessment 2017. As much as is possible, the key routes (or 'paths') pass between the settlement edges identified in the first filter, so that a significant number of drivers and walkers should experience the sense of leaving one settlement, passing through a distinctly different space, i.e. countryside between settlements before reaching another distinctly different settlement. This was tested out as part of the site analysis and is described in Appendix 5.
15. This study builds upon the work previously carried out by David Hares Associates in the Fareham Borough Gap Review 2012. There have been negligible changes in the settlement edges since 2012 and the summary of settlement types shown in illustration 4 of the Fareham Borough Gap Review 2012 is still relevant:  
*"The edges of new housing are often more visible than older housing stock as a result of garden tree planting, which has helped to screen the older properties adjoining the gap. Properties which back onto woodland have the most robust edge to the gap"* (page 19, Fareham Borough Gap Review. David Hares, 2012)
16. A key feature of many of Fareham's settlement edges is that of Woodland screening. Detailed findings are described in Appendix 5. The Spatial Visibility/Legibility maps A5.8-A5.10 show key long views and views towards settlement edges where dwellings or other landmark buildings can either be seen or are hidden or partially hidden from view by woodland, tree canopies or hedgerows. Primary measure 10 gives descriptions of the impact of the settlement edges on users from multiple vantage points.

## Settlement Edge Characteristics

# Chapter 4: Strategic Gaps Overview

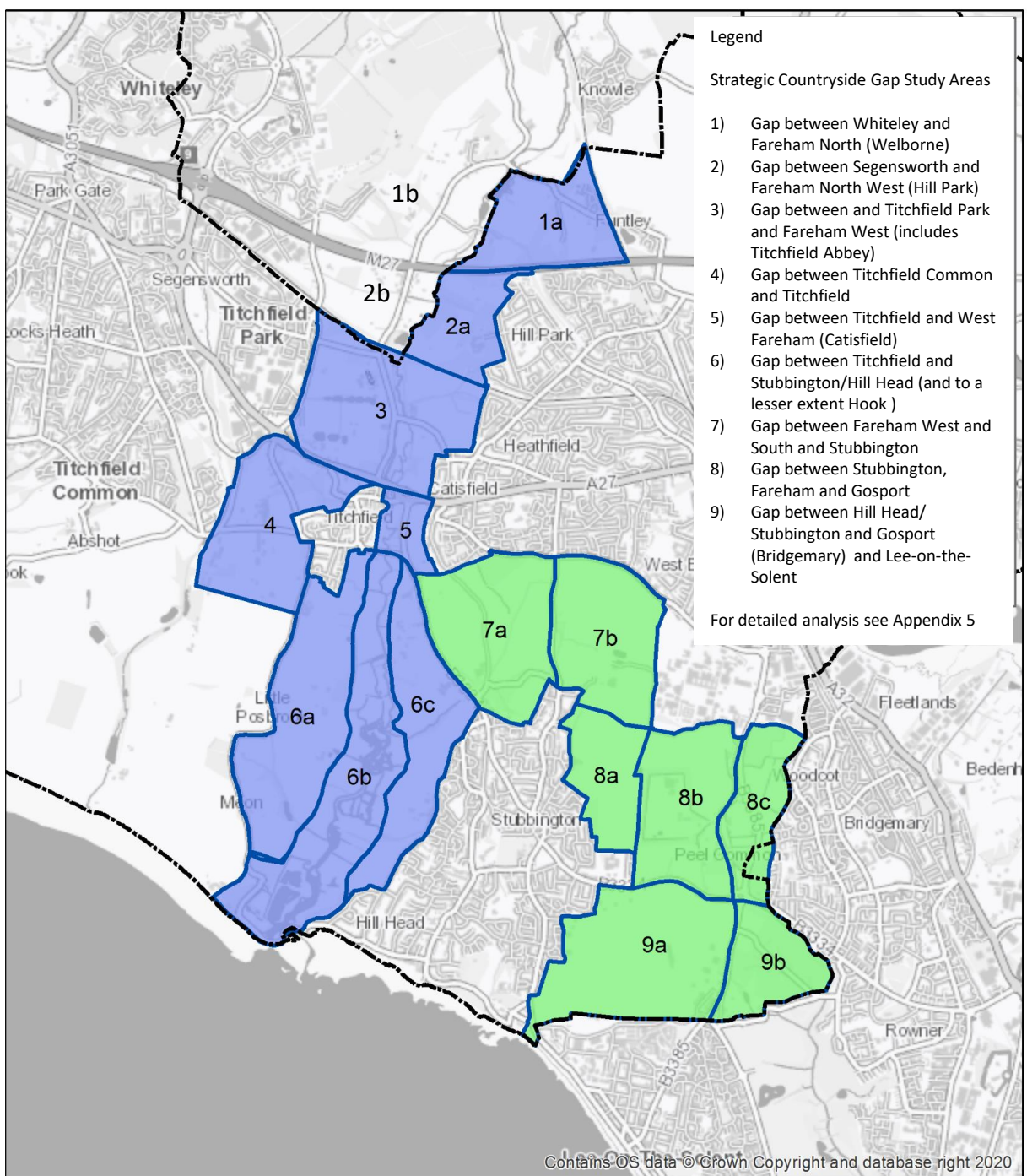


Figure 4.1. Plan showing Strategic Gap Study Area Extents

# Chapter 4: Strategic Gaps Overview

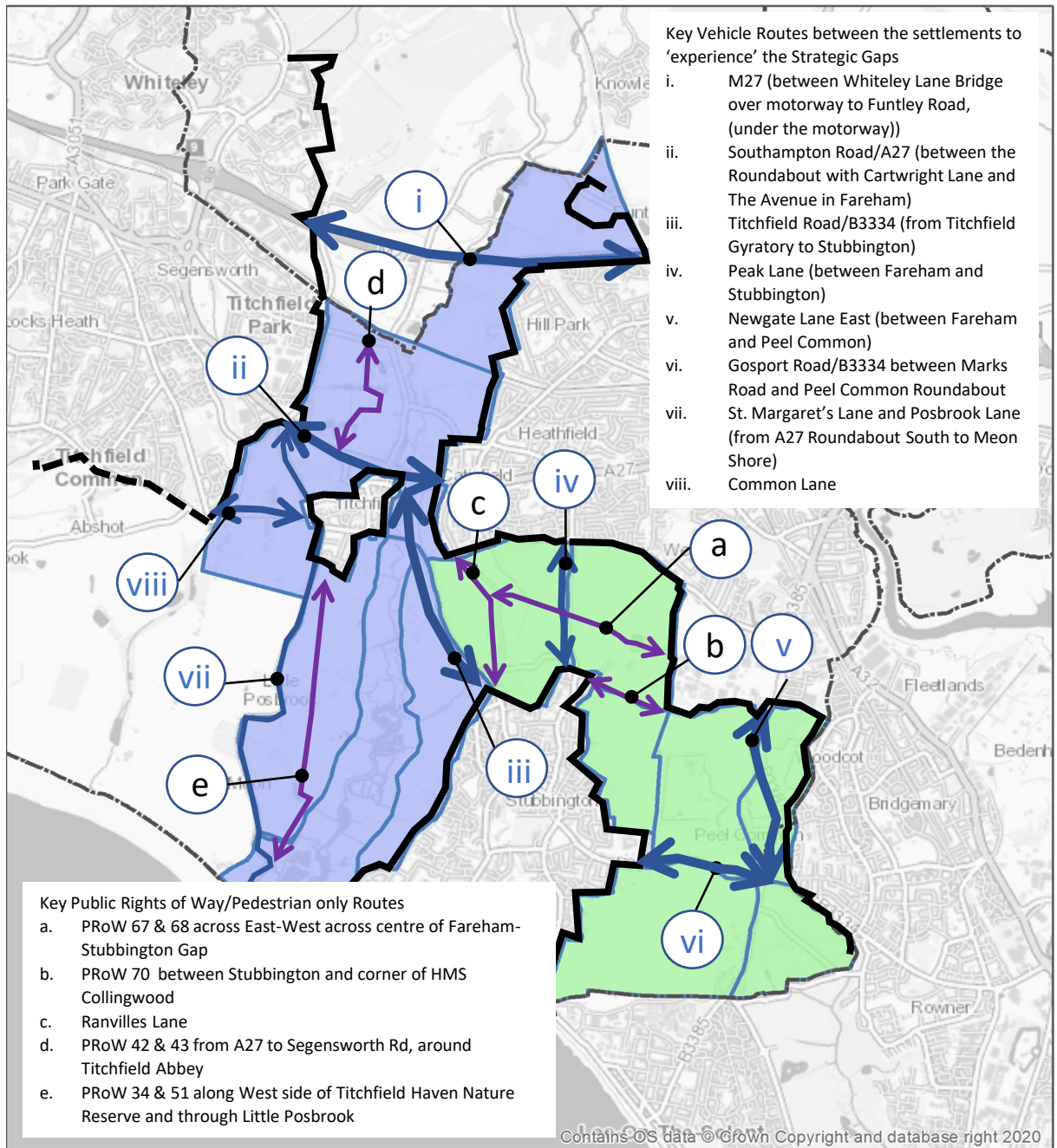


Figure 4.2. Plan showing key experiential routes through the Strategic Gaps

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

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### Key Features of the Meon Gap

#### 1. In summary:

- The North-South Meon River is a significant linear feature that provides a break between the housing market area of Southampton and that of Portsmouth.
- The river valley creates a distinctive landform, with steeper valley slopes and significant tree cover in the Upper Meon, north of A27: Valley sides for the most part highly visible from within the Gap.
- There are a significant number of environmental and historic designations throughout.
- The Lower Meon, containing Titchfield Haven National Nature Reserve, is a flood risk area, and has for the most part shallower valley sides, and is extensively covered by woodland, hedges and scrub.
- Titchfield Abbey and associated Conservation Area are a key feature in the upper section of the Meon Gap, between M27 and A27.
- Titchfield Village and its associated Conservation Area are key feature in the mid-section, immediately to the South of the A27.
- Titchfield Haven Nature Reserve has a strong presence and land take in the Southerly half of area, adjacent to the Coast.
- The Abbey, the Village and the

National Nature Reserve are all sub-regional and local visitor attractions.

- Henry Cort Community College plays a locally significant role in the area to the North of Titchfield Abbey.
- Funtley is divided into two sections by the Railway line, and the North Western part of Funtley has a contained setting within an isolated triangle of land.

### Potential Development Impact

2. As stated earlier, the pressure for development is moderate within the Meon Gap. But within that moderate pressure there are significant 'hot spots':
  - Flat land on the Eastern side of the River Valley, running along the top of the slope, between the River and Titchfield Road, from Titchfield to Stubbington, and down the Western edge of Stubbington.
  - the settlement edges of Segensworth and West Fareham, either side of Titchfield Abbey Conservation Area, are exerting a 'squeeze' on the Conservation Area.
  - a southerly development pressure from Titchfield, along Posbook Lane.
  - pressure around Henry Cort School
  - long-term they may be some pressure on Chilling-Brownwich Coastal plain, around Hook, thus bring settlement pressure closer to the lower parts of the Western side of the Meon Valley.



# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

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### Environmental and Planning Designations

3. A significant number of environmental designations exist within the Meon Gap and give the Meon Gap a high GI value. These designations will also inform appropriateness of development within the Gap, although their individual emphasis is on issues other than maintaining separate identities of adjacent settlements.
4. Of note is the overlap with the proposed ASLQ boundary and the boundary extents are very similar. Both proposed designations cover Landscape Character Area 6: Meon Valley, with the Meon Gap covering a slightly wider extent, and it is useful to list the additional areas covered by the Meon Gap:
  - Countryside in LCA 6: Meon Valley, to the North West of Titchfield Abbey Conservation Area and bounded to its West by Cartwright Lane and North by Segensworth Road/Railway Line.
  - Countryside between Titchfield and Titchfield Common, South of A27 and North of Heath Lane (in the Chilling-Brownwich Coastal Plain), which cover parts of several LCAs: LCA 6: Meon Valley, the lower part of LCA 5: Titchfield Valley and the North East corner of LCA 4: Chilling-Brownwich Coastal Plain.
  - Henry Cort School Grounds.

### Summary findings of the Study Area Assessments:

6. The descriptions run from North to South. More detailed analysis of each area can be found in Appendix 5.

### Area around Funtley (Strategic Gap Study Area 1a):

7. The current Strategic Gap boundary runs along the top of the disused railway line (Bridleway:515) on the Western side of Funtley, and is a logical boundary in that the raised railway line visually contains views out from the Meon Valley, but it is considered apposite to extend the Strategic Gap to include the remaining landscape of LCA 6: Meon Valley around the North West part of the village of Funtley, as the landscape value is high, and being steeply sloped up to the M27, it is highly visible and provides a strong setting for the settlement. There is a risk that pressure for settlement expansion could take development to the top of the slope and this would then make inter-visibility between the M27 and the settlement highly possible. Wrapping the gap boundary tightly around the settlement (and future approved development), would allow Funtley to expand moderately, but still retain its separate identity and not become contiguous with North Fareham.

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

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### **Area including Henry Cort Community College (Strategic Gap Study Area 2b)**

8. There are no proposed changes to the Strategic Gap including Henry Cort School. The existing and proposed Strategic Gap functions well in this location. It provides a valuable recreational resource for residents of the Hill Park. Being on high ground and with sloped valley sides, the strong green woodland structure provides valuable screening between this area and the M27, but also between this area and industrial/retail parks to the West. Development would weaken this valuable GI and make the settlement edge of Fareham more visible. As well as undermining the gap characteristics it would also undermine the ASLQ status of the area and possibly impact on the setting of Titchfield Abbey Conservation Area (Henry Cort Community College is currently the only building along this settlement edge that is visible from the PRow network around Titchfield Abbey).

### **Area around Titchfield Abbey (Strategic Gap Study Area 3)**

9. There are no proposed changes to the Strategic Gap around Titchfield Abbey. The current extent of gap fulfills its function but is weak in places. There is development pressure westwards from the settlement edge of

Fareham (Catisfield). Fareham's existing settlement edge runs along the ridgeline and the settlement is well screened by trees, although there are a few minor areas of thinning creeping into that woodland screening. Any encroachment of development from Fareham would bring buildings onto the valley sides. Roofscapes and building facades would be highly visible and difficult to screen effectively and would narrow the gap unacceptably.

10. The settlement edge of Segensworth is already demonstrating settlement creep into the Strategic Gap. With the hotel, ribbon development along A27 and the recent Care Home development, this part of the Strategic Gap is nearing its capacity for development. The North East Corner (the area described outside the ASLQ designation) has capacity for development to be visually absorbed but it would render the whole western edge of the gap as urban settlement, rather than Countryside with a subsequent further loss of tranquility and dark night skies (that are already moderate-poor in this area). This is considered unacceptable in the setting of Titchfield Abbey and numerous other listed buildings, and for experience of the extensive public footpath network and informal recreational areas.

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

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### **Area between Titchfield and Titchfield Common (Strategic Gap Study Area 4)**

11. This moderate sized gap (circa 600-800m) between Titchfield and Titchfield Common takes its character from the numerous small holdings in the area, and with this type of landscape comes a significant and dispersed number of residential dwellings. This landscape does not have the capacity to absorb further development other than that which conforms to the draft Countryside Policy DS1: Development in the Countryside. There are no proposed alterations to the Strategic Gap in this area.

### **Area along Titchfield Road from Titchfield Gyratory to Hollam Nurseries (Strategic Gap Study Area 5)**

12. As a very narrow gap between Titchfield, and the Western edge of Fareham, circa 350m wide in places, this only functions as a gap between settlements, because of its distinct river valley landform and the tree cover obscuring views between settlements. It is in many respects a green road corridor. There are no proposed alterations to this Strategic Gap designation. The main risk to undermine this weak gap is through further highway expansion and tree

canopy loss. Following completion of the road widening works, being carried out to Titchfield Lane, as part of the Stubbington By-pass, it is recommended that there is a review of the Landscape Character Assessment in this area.

### **Area of Lower Meon Valley (Strategic Gap Study Area 6)**

13. The Lower Meon Valley and fields adjacent form a wide and distinctive gap to cross-movement. There is a clear need to prevent settlement coalescence between Stubbington and Titchfield along Titchfield Road. Development along the Road would be highly visible from many different vantage points. At a Borough scale, It is debatable if the Lower Meon, (South of Titchfield to the Coast) is a 'Gap between settlements', due to there being no settlement on its immediate western boundary, as it abuts Chilling-Brownwich Coastal Plain. It would be possible to restrict the gap designation to the land lying between Titchfield and Stubbington only, serving Fareham Boroughs own immediate settlement coalescence concerns. The Lower Meon is protected from inappropriate development by many environmental designations SPA, SSSI, for example, and by the potential ASLQ designation, but it is recommended to retain the

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

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lower part of Meon Valley as part of the Meon Strategic Gap, for the following reasons:

- to recognise and promote the value of the high levels of tranquility and dark high skies at the Coastal end of the Meon Valley and how:
- at a sub-regional scale, this marks a distinct 'Strategic Gap' between the urban areas associated with Southampton to the West and Portsmouth to the East
- to avoid the more imminent local risk to settlement coalescence between Stubbington and Titchfield and:
- to recognise the potential longer-term settlement expansion southwards from Titchfield and South Westwards from Hook through Chilling-Brownwich Coastal Plain.

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

Figure 4.3 View from Funtley Road, of Housing allocation in foreground. M27 is behind trees at top of slope on horizon. Photograph: Charlotte Webb June 2020.



Figure 4.4 Photograph of Playing Fields near Henry Cort Community College, in the distance roofs of Industrial/Warehousing units at Segensworth can just be seen. Photograph: Charlotte Webb June 2020.



Figure 4.5 Photograph from PRow, through lane leading to Segensworth Road, looking East to fields on Valley side. Photograph: Charlotte Webb June 2020.



# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap



Figure 4.6 Photograph from Country Park, in Study Area 3, looking East towards Woodland on settlement edge of Catisfield, Fareham. Recreation Ground in foreground. Small breaks in tree line on the horizon, indicate development pressures Photograph: Charlotte Webb June 2020.



Figure 4.7 Photograph from central reservation of A27 in the Meon Gap. Photograph: Charlotte Webb June 2020.



Figure 4.8 Photograph from Pedestrian bridge over Meon Tributary, at corner of St. Peter's Church, looking East to the narrow corridor of Titchfield Lane, in Study Area 5. Breaks in Tree line, indicate ground level development pressures. Photograph: Charlotte Webb June 2020.

# Chapter 4: Strategic Gaps

## SG 1: The Meon Gap

Figure 4.9 Photograph from Posbrook Lane, Planning Appeal Site, looking West to Titchfield Lane and the glass Houses, at the junction of Stubbington Bypass Fareham. Development along Titchfield Road would have a significant impact on the wider landscape. Photograph: Charlotte Webb June 2020.



Figure 4.10 Photograph of Field at North end of Stubbington, next to Cuckoo Lane, Looking South West to Woodland block in Meon Valley. Photograph: Charlotte Webb June 2020.



Figure 4.11 Photograph from Prow looking across Titchfield Nature Reserve to Woodland block in Meon Valley, beyond that is Stubbington. Photograph: Charlotte Webb June 2020.



# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

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### Key features of the Strategic Gap

#### 1. Key Features of the Fareham-Stubbington Strategic Gap are:

- Open, predominantly arable farmland and horticulture with some glasshouses, a weak hedgerow structure and few trees
- The settlement edges are for the most part well screened by mature tree canopy, but there is some minor visual intrusion from Fareham, Stubbington and HMS Collingwood
- a few scattered farmsteads/horticultural holdings and a mosaic of small fragments of open farmland and horse-grazed pastures sandwiched between:
- large-scale non-agricultural uses of Business and airfield development at Solent Airport in Daedalus to the South and the utilities of:
  - Peel Common Water Treatment Works enclosed from views by an earth bund and mature tree belt
  - Peel Common Solar Farm
- Construction site of Stubbington-bypass, which will provide an East-West and South route through the Gap that has not previously existed
- Urban fringe character of Peel Common residential area

- Recently completed highway works to Newgate Lane, and Peel Common Roundabout, with associated noise attenuation fencing and bus and cycle infrastructure.

### Potential Development Impact

2. As stated earlier, the potential impact of development is high within the Fareham-Stubbington Gap, with the potential to develop large tracts of farmland.
3. It is too early to determine the full impact that Stubbington Bypass will have on the landscape character and development pressures of the Gap. As the Bypass is currently under construction and its alignment marked out, it is possible to see how it might affect the sense of separation between Fareham and Stubbington. In some respects it strengthens the sense of separation because it will be a physical demarcation and partial interruption to cross-movement. It also becomes another key route from which to experience the Gap, but it will bring more noise and activity and may exert a suburbanising influence on the landscape. It is strongly recommended that once the construction works have been completed and the road is fully operational a review of the Landscape Character Assessment for LCA 7: Fareham-Stubbington Gap is carried out.



# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

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### Other Environmental and Planning Designations

4. Unlike the Meon Gap, the Fareham-Stubbington Gap does not have a significant number of environmental designations. The only are two areas of Ancient/Semi-Ancient Woodland: Oxleys Coppice, which is also a SINC (Southern edge of Fareham) and Tips Copse, (East edge of Stubbington, North of Crofton Secondary School). The Strategic Gap designation would be the key designation in this area.

### Summary findings of the Study Area Assessments:

5. The descriptions run from West to East and then South. More detailed analysis of each area can be found in Appendix 5.

### Area East of Titchfield Road and West of Peak Lane (Strategic Gap Study Area 7a):

6. Due to the significant number of viewpoints from long stretches of the key roads that run through the area: Titchfield Road and Peak Lane (and from the Stubbington Bypass, when it is completed) and from the numerous footpaths that run through the middle of this area, it is strongly recommended that the vast majority of this section of Strategic Gap remains intact. It provides a useful informal recreational resource, within a distinctive

landscape character, that is of good quality, where residents can walk in relative tranquility away from roads and enjoy long and varied views. Due to its moderate to large gap dimensions (800-1.2km) it has been able to retain a relatively high level of tranquility and dark nights skies, compared to other parts of Fareham and it would be a significant loss to local residents if they were not able to continue to enjoy this informal recreational resource.

7. For this section of the Gap, this analysis agrees with the summary findings of LDA in Chapter 3 of the Fareham Borough Landscape Character Assessment 2017 - *“The landscape performs a highly effective role in providing a 'sense' of separation and the experience of moving between one settlement and the other. ....Edges of Fareham and Stubbington are clearly defined by strong boundary vegetation and there is a clear distinction between 'town and country' there is a strong sense of leaving one urban area and moving through open countryside before entering another. Scale of the gap allows the time to appreciate sense of being in open countryside. Being able to see far across the gap and identify the edges, also strengthens the sense of separation.” (page 41) .*

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

8. However there exists the potential to make modifications to the settlement boundary of North Stubbington: to extend the boundary to run along Oakcroft Lane, as the isolated field that sits aside Crofton Cemetery, does not protrude into the landscape beyond the current Northern and Western edges of Stubbington. Largely sitting behind a mature line of Poplars also helps this isolated field absorb some development (subject to detail design), without risking the integrity of the Gap, as a whole. Retention and enhancement of GI will be required, within the site. **Development of a GI Framework or Strategy is recommended** for the site in its context.

### **Area East of Peak Lane and West of HMS Collingwood (Strategic Gap Study Area 7b):**

9. Whilst this area comes under the same Landscape Character Area as Strategic Gap Study Area 7a, the terrain is much flatter, and the blocks of vegetation are less varied. Vegetation around the main large field screens the field from view from many vantage points. There are much fewer opportunities to see across this land, unless close to the field gates. From within the main field there are more visual detractors in the form of MOD buildings in HMS Collingwood, a low-rise tower in the

adjacent estate off Longfield Drive and a long view to the Fareham Borough Council Office Tower Block. Subject to detailed design, scale and functions, it is considered possible for the main field to absorb some development without a significant impact on visual quality of the Strategic Gap. If managed appropriately, development could have beneficial effect on the GI network (recreational and environmental) that exists around the periphery of the field subject to appropriate attention being paid to GI provision and design. Therefore a change in Strategic Gap boundary could potentially be accommodated without undermining the principal purpose of the gap to prevent coalescence of settlements. However, such adjustment would be driven by more detailed testing of development forms, scale, landscape and GI interventions. Such work would also need to consider the potential reduction of tranquility and dark night skies ratings in the area. **Establishing a GI Framework or Strategy is recommended.**

10. The experience of driving along Peak Lane is currently pleasant and it is recommended that with any potential boundary change that a GI zone of around 150m width between Peak Lane and any development, be established. This is to maintain the experience of

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

‘leaving’ Fareham driving through Countryside and arriving at the separate settlement of Stubbington.

### **The Open Coastal Plain between Stubbington and the Peel Common Water Treatment Works, (Strategic Gap Study Area 8a)**

11. There are two key PRoW across this Landscape, that connect Stubbington and Fareham through a narrow gap of around 600m. The paths cross a dramatic flat landscape which has strong linear North-South views between Daedalus and Newgate Lane Farm, framed by blocks of woodland vegetation, on the boundary bund around the Peel Common Water Treatment Works and the east side of Stubbington, including Tips Copse Ancient Woodland. These views should be valued and retained, providing a great sense of space in an otherwise narrow corridor.
12. There is very little opportunity to absorb development in this corridor. Visual intrusion of buildings would be unwelcome, as it would reduce tranquility. Some of the tree belts are thin, and a substantial belt of woodland would strengthen the landscape structure and provide an attractive edge to frame North South Views and views towards the eastern edge of Stubbington. Advance planting of this

belt would be advised. A **GI Framework or Strategy is recommended.**

### **Section of Fareham-Stubbington that provides a three-way Gap between Stubbington, Fareham and Gosport (Bridgemary) (Strategic Gap Study Area 8b)**

13. There are no proposed changes to the Strategic Gap in this area. The strong screening around the Peel Common Water Treatment works provides an effective visual and physical barrier between all three settlements.
14. There is pressure for development along Gosport Road (A334) between the Southern edge of Stubbington and Peel Common. It is strongly recommended that development pressure is resisted in this area as it would risk visual and physical coalescence between Stubbington and Gosport.

### **Newgate Lane and Peel Common Area (Strategic Gap Study Area 8c)**

15. Despite the proximity of Fareham and Gosport in the north part, the gap is currently still effective in providing a ‘sense of separation’, but it is at risk. Substantial vegetation around boundaries currently prevents visual coalescence. There is a defined boundary along settlement edges and a gap of sufficient scale and

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

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and coherence of character. Whilst the recently completed Newgate Lane South road development does not alter the experience of entering the urban area of Gosport beyond the Peel Common Roundabout, it does reduce tranquility and bring more built features (such as noise attenuation barriers) into this part of the gap. Further development within the gap in addition to the road scheme, together with existing urban fringe activity, is likely to cause visual, or even physical, coalescence of settlements on either side of the new road corridor.

16. Even with the development of Newgate Lane South, the previous analysis carried out by LDA and described in Chapter 3 of the Fareham Borough Landscape Character Assessment 2017, is still relevant: *“A cohesive area of undeveloped landscape which performs an important role in respect of the primary purposes of the Strategic Gap, i.e. in defining the edges, separate identity and settings of Fareham and Gosport, preventing their coalescence. Even minor encroachment beyond existing settlement boundaries could have an adverse effect on these functions and the overall integrity of the landscape and Strategic Gap.”* (page 43)

17. It is recommended that a **GI Framework or Strategy for the Strategic Gap Study Area 8c** would be beneficial to enhance the GI value of the current gap and potentially help determine an appropriate GI framework for moderately scaled development. The planting associated with the Newgate Lane Highway works will exert a stronger woodland/hedgerow edge as it establishes, and this should be factored into a GI Strategy. The GI Strategy or Framework should reassess the Open Coastal Plain Landscape Type: with a view to creating stronger GI structure throughout, but highlighting and retaining long North-South views, and largely undeveloped views eastward from old Newgate Lane, to retain a sense of space and ‘big skies’.

### **Daedalus and Lee-on-the-Solent Golf Course (Strategic Gap Study Area 9a and 9b)**

18. This study does not suggest alterations to the Strategic Gap around the Airfield and Lee-on-the-Solent Golf Course. Current development within the Airfield is highly visible, but in keeping with current land uses/character of the area. Some further development could be accommodated in the Airfield but would depend on where within the site; scale and; what mitigation is delivered.

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap



Figure 4.12 Photograph from PRow in Study Area 7a, looking North East towards Peak Lane, and South Fareham  
Photograph Charlotte Webb  
June 2020.



Figure 4.13 Photograph from Peak Lane, looking towards Southern edge of Fareham.  
Photograph Charlotte Webb  
June 2020.



Figure 4.14 Photograph from Stubbington By-pass Construction site, looking towards Crofton Cemetery, and distinctive row of Poplars.  
Photograph Charlotte Webb  
June 2020.

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

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Figure 4.15 Photograph from Stubbington By-pass Construction site, looking South towards Glass houses on edge of Stubbington Photograph Charlotte Webb June 2020.



Figure 4.16 Photograph from Stubbington By-pass Construction site, looking East towards Newgate Lane Farm Photograph Charlotte Webb June 2020.



Figure 4.17 Photograph from Stubbington By-pass Construction site, towards Fareham South (Longfield Avenue) and Broadlaw Walk centre. Photograph Charlotte Webb June 2020.



# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

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Figure 4.18 Photograph taken near Newlands Farm, from Stubbington Bypass Construction site, looking North East to Tower block near Longfield Avenue, Photograph Charlotte Webb June 2020.



Figure 4.19 Photograph from Stubbington Bypass Construction site, looking North East to Peak Lane, Photograph Charlotte Webb June 2020.



Figure 4.20 Photograph from PRoW crossing from Stubbington to Tanners Lane, looking South towards Meoncross School, Photograph Charlotte Webb June 2020.

# Chapter 4: Strategic Gaps

## SG 2: The Fareham-Stubbington Gap

Figure 4.21 Photograph from Newgate Lane West, looking South towards Peel Common Roundabout. Photograph Charlotte Webb June 2020.



Figure 4.22 Photograph from Brookers Field, looking West towards Newgate Lane. Photograph Charlotte Webb June 2020.



Figure 4.23 Photograph from verge on Newgate Lane East, looking towards settlement edge of Bridgemary. Photograph Charlotte Webb June 2020.





# Chapter 4: Strategic Gaps

## Conclusions and Recommendations

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Key conclusions from the study are:

### Primary Measure: Distance

1. The minimum and maximum distances identified for assessment purposes (circa 300m and 1.8m+), are based on distances that exist across the current Strategic Gaps in Fareham Borough now. This was linked to timescales for walking or driving through a space and therefore the length of time a traveller may have to experience that space. Currently there are two areas with gap distances of 350m and 300m: between Titchfield and Fareham South of Titchfield Gyratory and; between the edge of Gosport and the 'false' settlement edge of Peel Common. Whilst standing in, or moving through these gaps, a traveller can still perceive a sense of separation between neighbouring settlements, largely due to the presence of mature vegetation, but these minimum gaps are not appropriate to become a standard gap dimension. They describe a minimum functioning gap, that is weak and at risk of being lost: they are acceptable but not ideal. They also only function as gaps between settlements because they link to wider sections of gap either side. From the study it has emerged that moderate-large gap distances of around 600-1.8km, are 'good' distances between

settlements, in that: they give the traveller time to experience the countryside after leaving one settlement before joining another; the countryside between the settlements is large enough to feel a sense of tranquility within it, and; is able to accommodate a wide range of multifunctional GI and countryside land uses. **There are therefore no generic rules on distances that can always be applied**, they must relate to features, character and landform within the landscape. For distances of more of than 1.8km the need for a gap designation starts to become less of an imperative, because the settlements it separates are unlikely to be at immediate risk of coalescence. Other factors like landform and inter-visibility between settlements and landscape quality become stronger considerations than a specific distance measurement.

### Primary Measure: Land uses

2. The presence of 'urban' land uses such as residential development, warehousing and business parks but also major highway infrastructure, raises the issues of cumulative impact. Whilst a Strategic Gap may accommodate some of these land uses without losing its intrinsic 'Gap' quality of undeveloped countryside the

# Chapter 4: Strategic Gaps

## Conclusions and Recommendations

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more development that occurs, the more the sense of 'busyness' or activity within the Gap increases, with a corresponding loss of tranquility and dark night skies and urban fringe characteristics creep into the Gap. It may be possible to screen a development with vegetation, but a user travelling through the gap, can still sense the activity, noise and light spill. The study has described where it is perceived that different parts of the two Gaps may be close to reaching their capacity to absorb cumulative development. Also whilst a motorway, 'A' or 'B' Road may sit within a Gap without affecting the Gap's integrity, these roads do not in themselves constitute a Strategic Gap.

3. Recreational land uses have also emerged as a specific issue in terms of their visual appropriateness as a Secondary GI Measure. Public Rights of Way (PRoW) through woodland or farmland can be considered as countryside activities and have minimum visual intrusion. Country Parks, Suitable Alternative Natural Green Spaces (SANGs) and nature reserves also tend to have a 'rural feel'. These uses can be easily accommodated into a Strategic Gap

without affecting the its intrinsic qualities. Sports fields and recreation grounds on the fringes of urban settlements have the potential to bring an urbanising influence, and this study concludes that the extent of this influence partly depends on the design and amount of associated equipment that is required, for example: fencing, goal posts, seating, bins, lighting, man-made surfaces and changing rooms: it is possible to accommodate these facilities in Gaps, but they should not dominate their surroundings.

### **Primary Measure: Visual Quality**

4. The impact of potential development on steep slopes/valley sides and the tops of slopes/ridgelines, particularly in the Meon Gap, is significant. Development in these areas has a more significant impact on long views and the settings of local landscapes and settlements than is at first apparent, such as the impact more distant wooded and open slopes have on the settings of Titchfield and Titchfield Abbey for example. There were a few key areas where high quality long views could be significantly negatively impacted if development were to occur, in particular on the Western facing slopes adjacent to the settlement edge of Fareham and on the top of the slope

# Chapter 4: Strategic Gaps

## Conclusions and Recommendations

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along the Meon Valley, where it runs alongside Titchfield Road, from Titchfield Gyratory to the settlement edge of Stubbington.

retain the sense of separation and therefore primary gap function.

### **Secondary measure: Green Infrastructure**

#### **Sense of separation: ‘Thresholds’**

5. Where settlement edges are abrupt, as experienced travelling along Peak Lane, between Fareham and Stubbington: the sense of leaving/entering a settlement and moving through countryside is clear and easily ‘read’. On other key routes for example leaving Fareham and travelling South along Newgate Lane, the ‘petering out’ of development does not give rise to a clear-cut settlement ‘threshold’. The same applies to leaving Titchfield and driving West along Common Lane, St. Margaret’s Lane and Southampton Hill, where the regular presence of dwellings along the roads, gives an attractive, but at times suburban fringe feel. The Countryside between Titchfield and Titchfield Common, still functions as a Gap, but it is not as strong. If there is high inter-visibility between settlements and/or short distances, clear cut thresholds (between the settlement and the countryside) are more effective in supporting a sense of separation. Where thresholds are ‘fuzzy’ or ‘peter out’: more extensive vegetation screening and longer distances between settlements is necessary, to

6. The Meon Gap is an example of a landscape with a diverse range and significant number of multifunctional Green Infrastructure resources: recreational; environmental; cultural and other (e.g. flood defence) and is also proposed for the designation as an ASLQ linked to proposed policy DS3: Landscape. The Fareham-Stubbington Gap, whilst it is an attractive landscape with a good informal recreational network, it does not currently demonstrate the same level of GI resource as the Meon Gap, but measures could be taken to increase these through positive environmental management.

#### **Capacity to absorb more development: Settlement edges and Mitigation**

7. Where it is considered that there is capacity to absorb more development within the Fareham-Stubbington Strategic Gap, GI mitigation will be required, to a greater or lesser extent depending on the scale and nature of any development, and it is recommended that any proposals for GI consider the Landscape Character Area and the Landscape Types:

# Chapter 4: Strategic Gaps

## Conclusions and Recommendations

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specifically extending the fragments of Open Coastal Plain: Strong Structure into the areas of Open Coastal Plain: Weak Structure, in a manner that is naturalistic and allows any new settlement edges to sit 'nestled' within a wooded edge. It can be pleasant to see the occasional roofline, but for the most part development should be concealed.

### Specific recommendations for the Meon Gap

8. The Meon Strategic Gap is proposed for continued designation, having both strong sub-regional justification for its designation, through the PfSH Position Statement 2016, and a clear and continued role in preventing settlement coalescence, from continued pressure for expansion of the Western Parishes; North and West Fareham, and from North and Westwards pressure for the expansion of Stubbington.
9. For the most part the current Strategic Gap boundary is effective and appropriate in extent and very little modification is required. One moderate amendment is recommended to the North Eastern corner of the Meon Gap; that is an extension to the Gap around Funtley to prevent Funtley from coalescing with North and West Fareham.

### Specific recommendations for the Fareham-Stubbington Gap

10. The Fareham-Stubbington Strategic Gap is also proposed for continued designation, also having strong sub-regional support, and a clear and

continued role, but there exists some opportunities for development to be absorbed within the Strategic Gap, subject to scale and future detailed design, without compromising its Gap function combined with mitigation measures that can support GI enhancement.

11. Therefore, adjustments to the Fareham- Stubbington Strategic Gap could be considered in the following locations:

- An area to the South of Fareham, and west of HMS Collingwood, as some development in this area could be visually absorbed into the Gap without compromising the Gap function, on the understanding that a Green Infrastructure strategy be implemented, **enhancing the extent of existing fragments of landscape type: Open coastal plain: Strong structure**, to extend the green buffer between Stubbington settlement edge and the Strategic Gap.
- An area to the north west of Stubbington, south of Oakcroft Lane and east of Ranvilles Lane. The ability to absorb development into the landscape exists, without compromising the integrity of the Gap function, again on the understanding that the settlement edges but must include appropriate Green Infrastructure, through, **enhancing the extent of existing fragments of landscape type: Open coastal plain: Strong structure**.

# Chapter 4: Strategic Gaps

## Conclusions and Recommendations

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12. In accordance with the methodology and criteria described it would be inappropriate to develop in LCA8: Woodcot-Alver Valley, as it would result in coalescence between Gosport and Fareham. This confirms the findings of the 2017 Study by LDA as part of the Fareham LCA. Gosport and Fareham have already partly coalesced along Gosport Rd (A32) further East. The Strategic Gap Study Area 8c (bounded to the West by Newgate Lane East, and bounded to the East by the Borough border with Gosport) is already at risk of coalescence with urban fringe characteristics spread throughout. This part of the gap has undergone a significant amount of change in the recent past. It is recommended that GI Strategy for the Strategic Gap Study Area 8c would be beneficial for enhancing the GI value of the current gap and ameliorate the existing creep of urban fringe characteristics. The establishing vegetation associated with the Newgate Lane Highway works will exert a stronger woodland/hedgerow edge as it develops and this should be factored into a GI Strategy. This study should reassess Open Coastal Plain Landscape Type: with a view to creating stronger GI structure throughout, but highlighting and retaining long North-South views, to retain a sense of space and 'big skies' and important East to West 'sense of separation' with Peel Common.

### **Other recommendations**

13. Whilst the PINs report for last Local Plan concludes that Stubbington By-pass and Newgate Lane enhancement did not justify a revision to the Strategic Gap Policy CS22 and this study confirms that the By-pass and Newgate Lane, in principle, do not affect the core functional aspects of a Strategic Gap they have an impact on the Landscape Character Areas within which they sit, it is strongly recommended that once the road is fully operational that a review of the relevant Landscape Character Areas are carried out.
14. In order to develop appropriate Green Infrastructure mitigation and enhancement associated with the areas of recent and possible change in the Fareham-Stubbington Gap, the development of GI Frameworks or Strategies are recommended for each area.

## Chapter 5: Summary Conclusions and Recommendations



Figure 5.1. Photograph of Titchfield Abbey, from the new Country Park adjacent to A27.  
Photograph: Charlotte Webb June 2020

# Chapter 5: Summary Conclusions and Recommendations

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1. The resultant analysis and site surveys of all Fareham Borough's Landscape Character Areas recommends that:
  - The six proposed ASLQ put forward for designation in the Fareham Local Plan Supplement (Reg 18 consultation document, Jan-March 2020), can be considered as 'valued landscapes' as they scored highly against the assessment criteria and therefore should be identified for ASLQ designation in the Fareham Local Plan 2037, with some modifications made to boundaries, to bring them into line with the current Fareham Borough Landscape Character Assessment 2017, but also;
  - Through this process, two further landscape character areas in Fareham were identified as having equivalently 'valued landscape' characteristics and so it is recommended that Chilling-Brownwich Coastal Plain and parts of the Cams to Portchester Coast should also be designated.
  - Conservation Areas where they sit in or adjacent to a proposed ASLQ should be included as part of the ASLQ because of their mutually supportive relationship.
2. It is considered that there is a clear difference between the ASLQ designation, where the landscape value is the key reason for designation, in the context of Strategic Gaps, landscape character and its quality are a 'part of the picture' sitting amongst a broader range of criteria.
3. The resultant analysis and site surveys of the two Strategic Gaps, conclude that the Meon Strategic Gap:
  - is proposed for continued designation, having both strong sub-regional justification for its designation, and a clear and continued role in preventing settlement coalescence, that could result from pressure for expansion of the Western Parishes; North and West Fareham, and from pressure for the expansion of Stubbington with;
  - one moderate amendment proposed to the North Eastern corner of the Meon Gap; that is an extension to the Gap around Funtley to prevent Funtley from coalescing with North and West Fareham.
4. The Fareham-Stubbington Strategic Gap is proposed for continued designation, also having strong sub-regional justification for its designation, with an important role in preventing settlement coalescence from continued and heavy pressure for Southern expansion of Fareham and Northern and Eastern expansion of Stubbington, but it is considered that there may be potential for some development to be accommodated within the landscape, without compromising its Strategic Gap function.

# Chapter 5: Summary Conclusions and Recommendations

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5. Possible adjustments to the Fareham-Stubbington Strategic Gap could be considered in the following locations:
  - An area to the south of Fareham, and west of HMS Collingwood, as some development in this area could be visually absorbed into the Gap without compromising the Gap function.
  - An area to the north west of Stubbington, south of Oakcroft Lane and east of Ranvilles Lane.
6. It also noted that the Newgate Lane Area (Newgate Lane West and East from Fareham to Peel Common Roundabout) has undergone a significant amount of change in the recent past.
7. In order to develop appropriate Green Infrastructure mitigation and enhancement associated with the areas of recent and future change described above, in the Fareham-Stubbington Gap, Green Infrastructure Frameworks or Strategies are required for each area.



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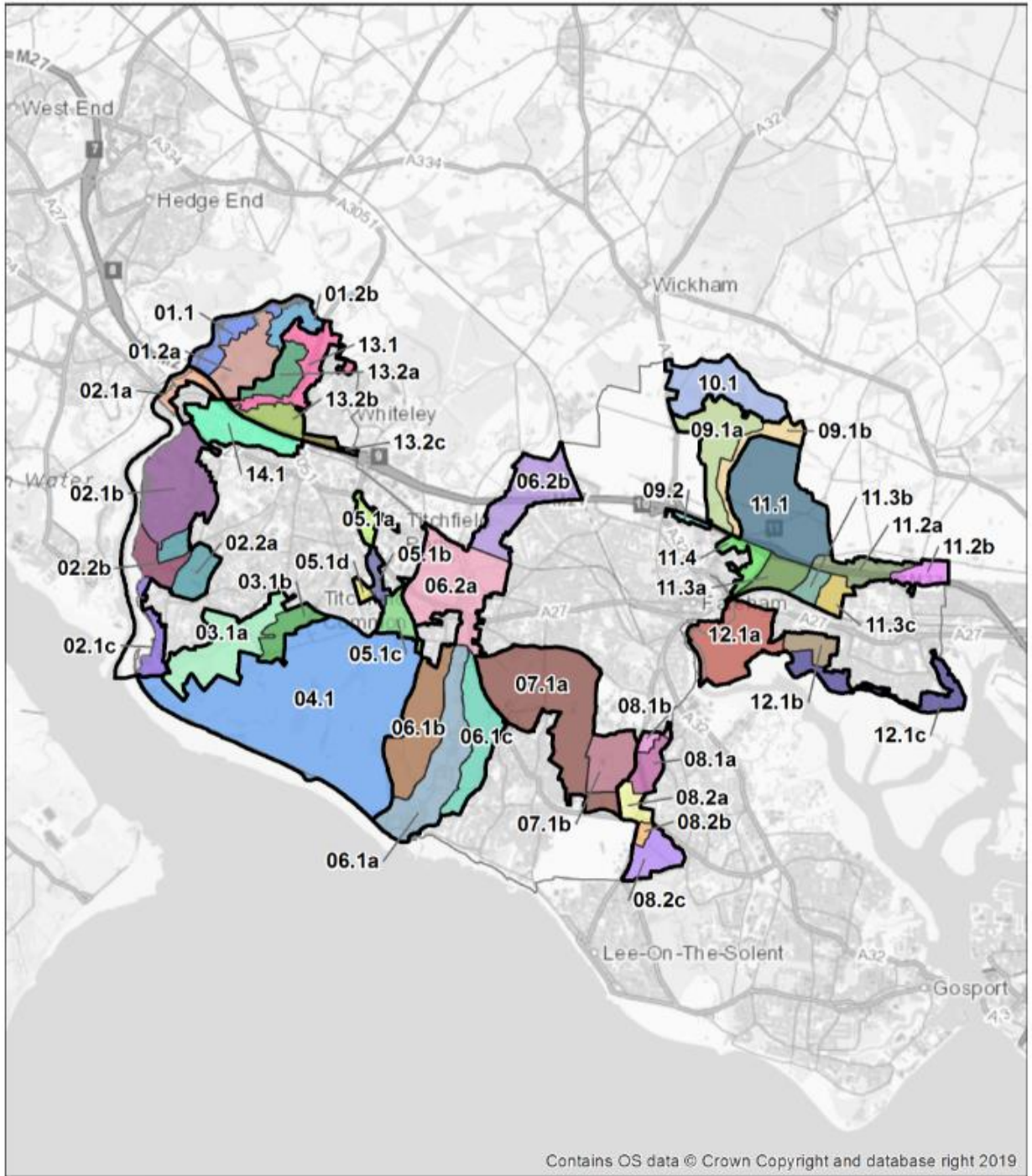
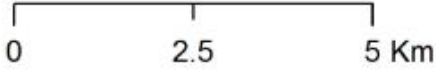
## Appendix 3: Relevant Plans

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### Legend

-  Landscape Character Areas
-  LCA Sub-Areas
-  Fareham District Boundary



Contains OS data © Crown Copyright and database right 2019

Figure A3.1 Plan showing Fareham Borough Landscape Character Areas and Sub-Areas 2017



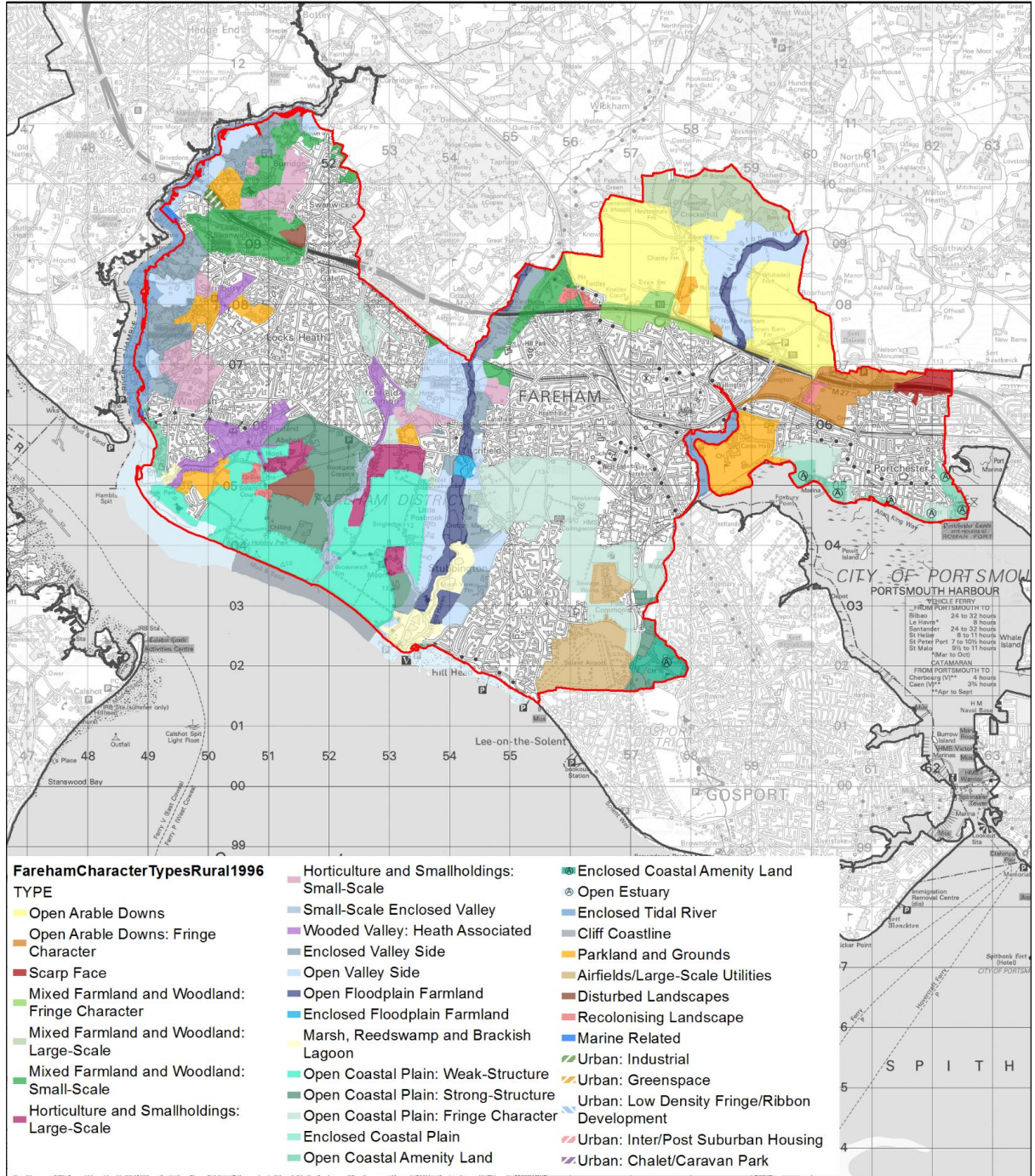
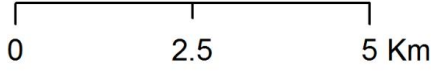


Figure A3.2 Map showing Fareham Borough Landscape Character Areas and Sub-Areas 2017

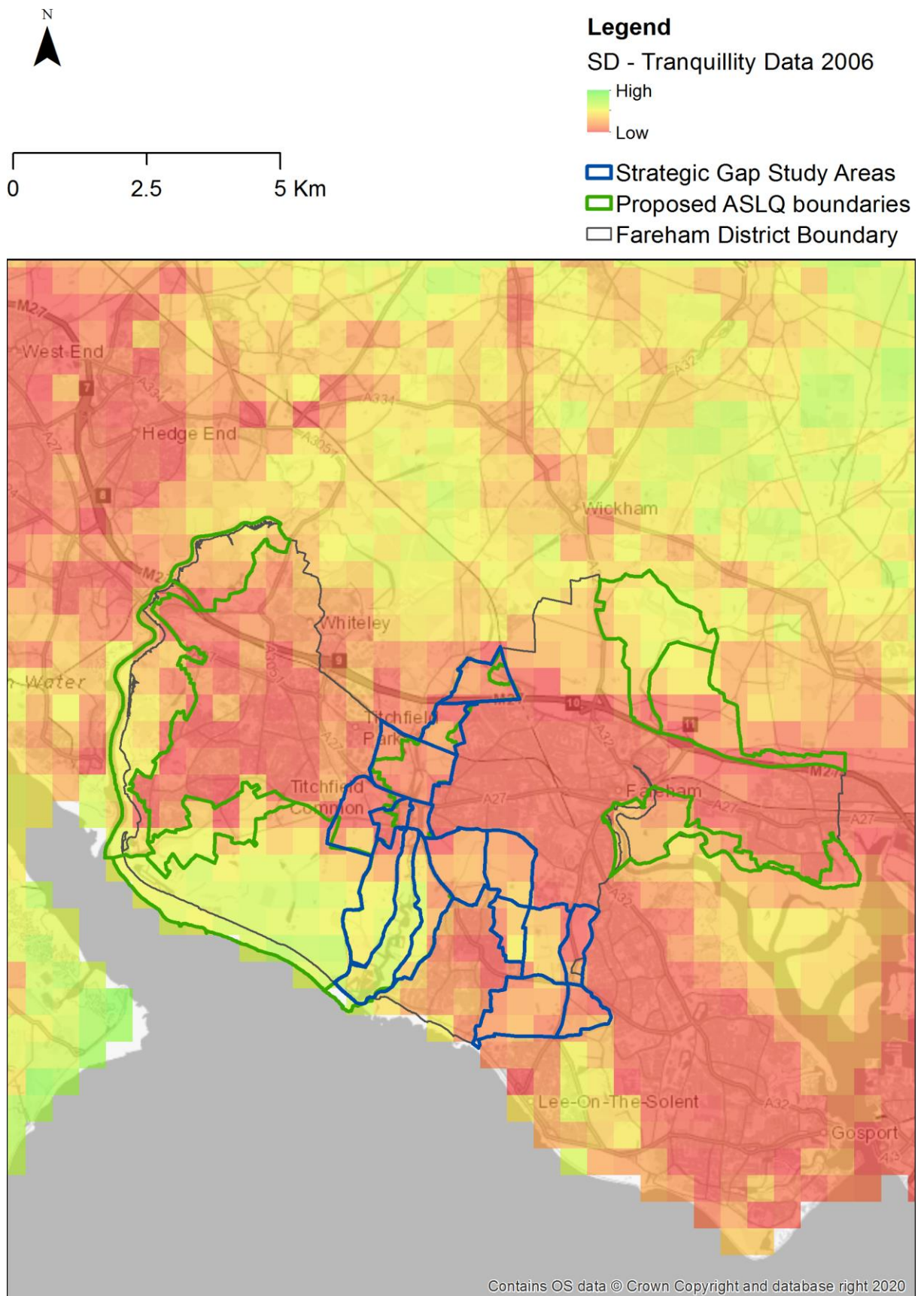


Figure A3.3 Tranquility Map of Fareham, information from national database by CPRE

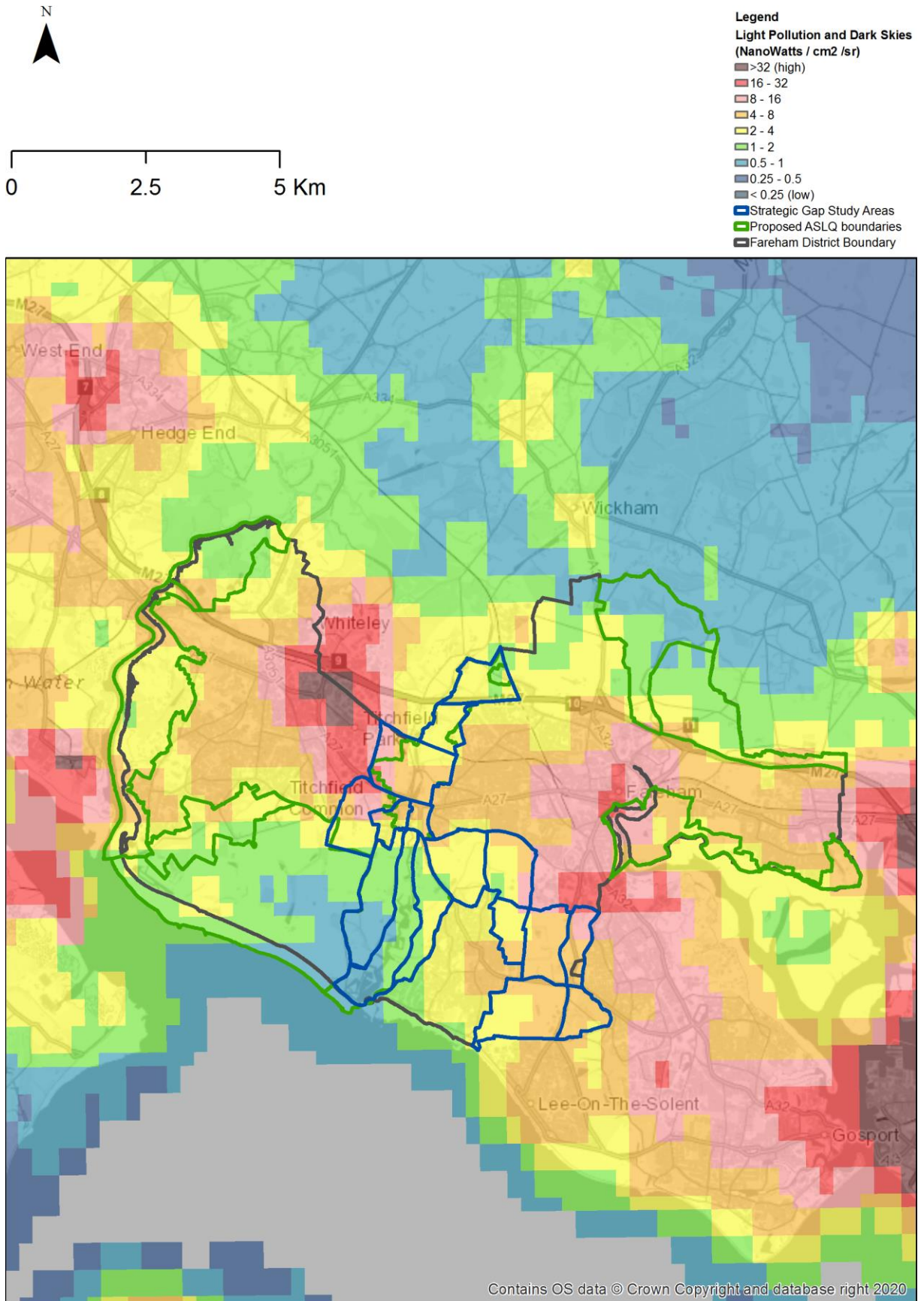


Figure A3.4 Night Skies Map of Fareham, information from National data base by CPRE

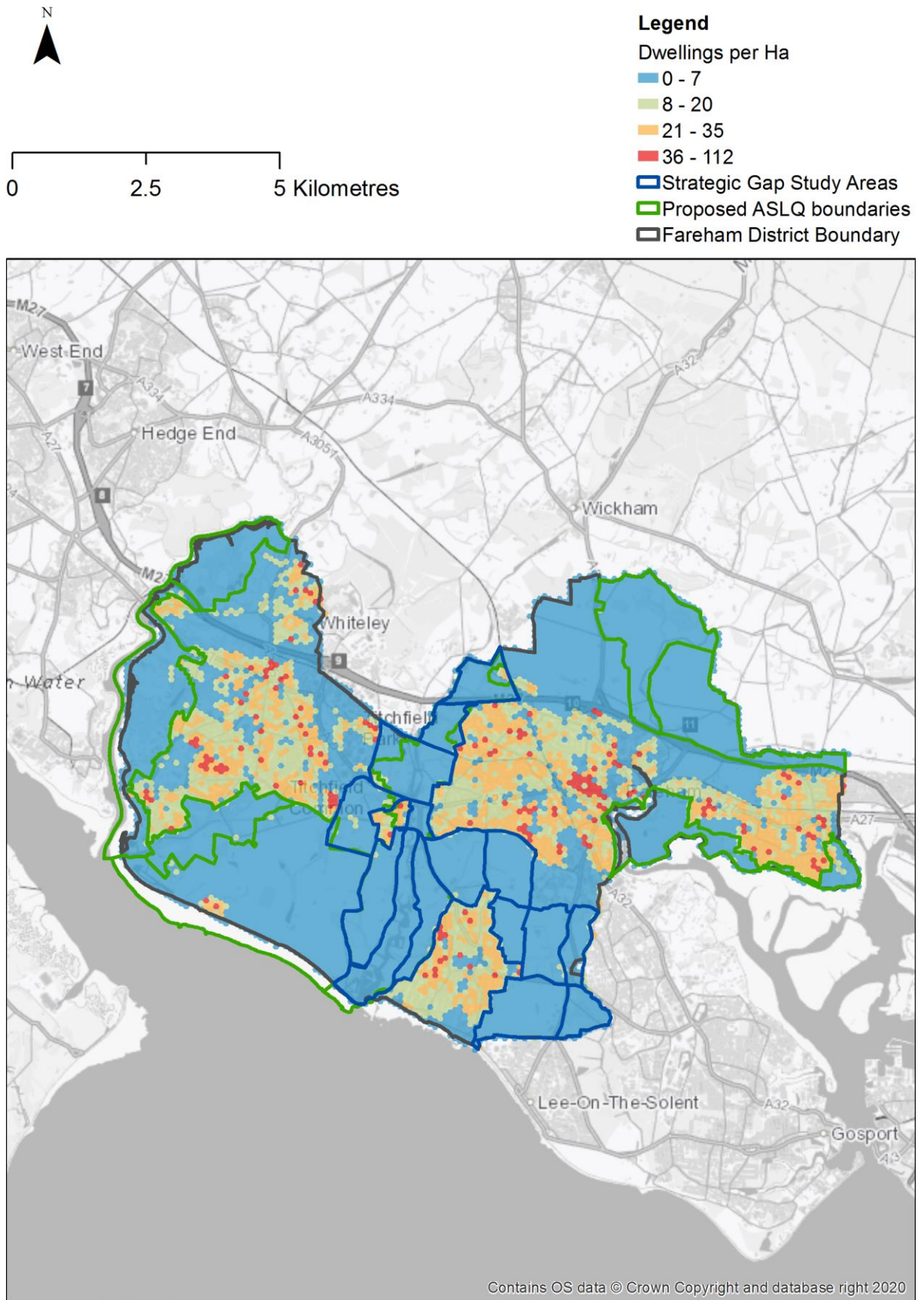


Figure A3.5 Net Density Map, based on residential addresses per hectare. Hampshire County Council calculation

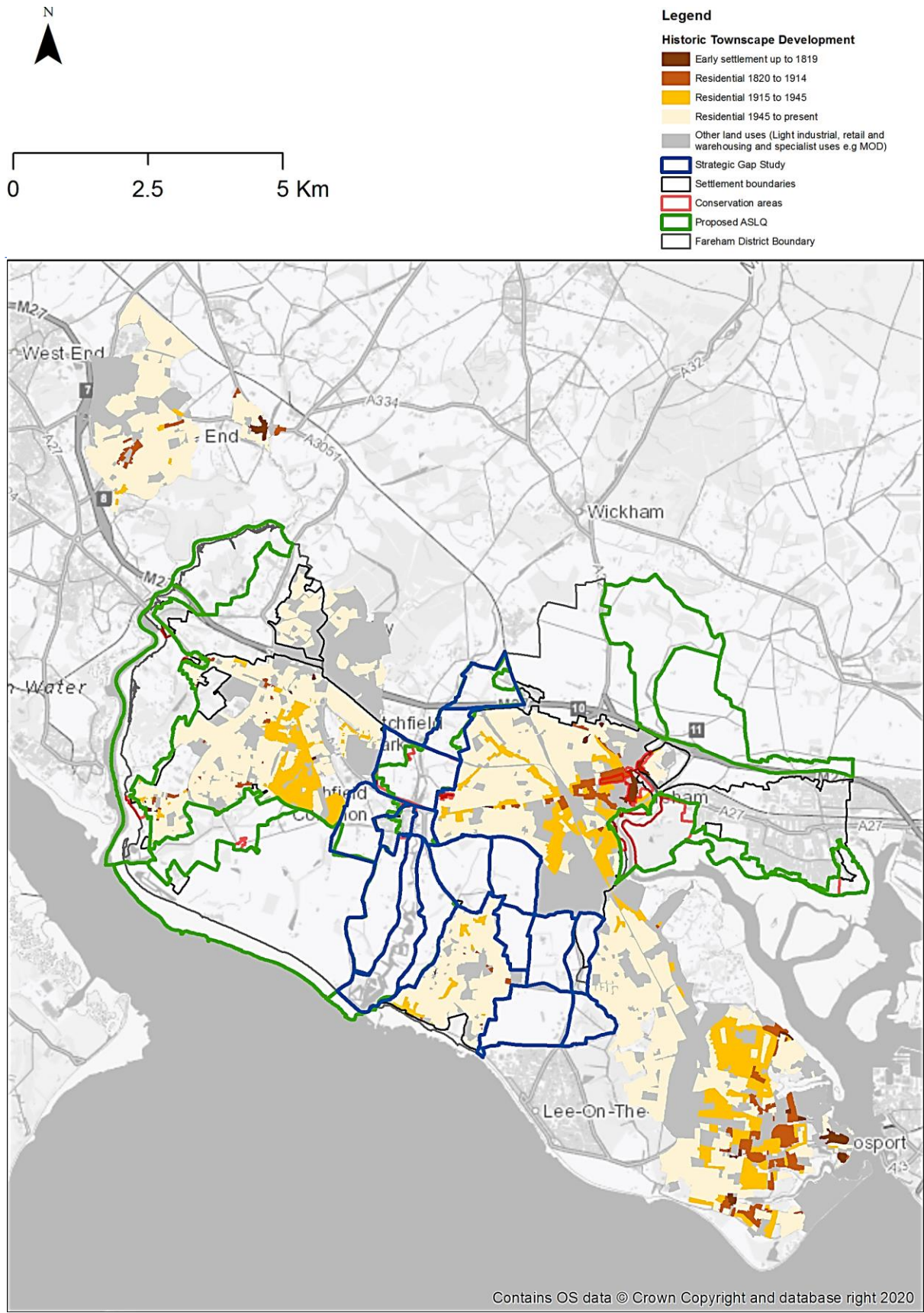


Figure A3.6 Periods of Townscape Development, with Conservation Areas shown

# Appendix 3: Relevant Maps

ILLUSTRATION 10: PROPOSED GAP AREAS.

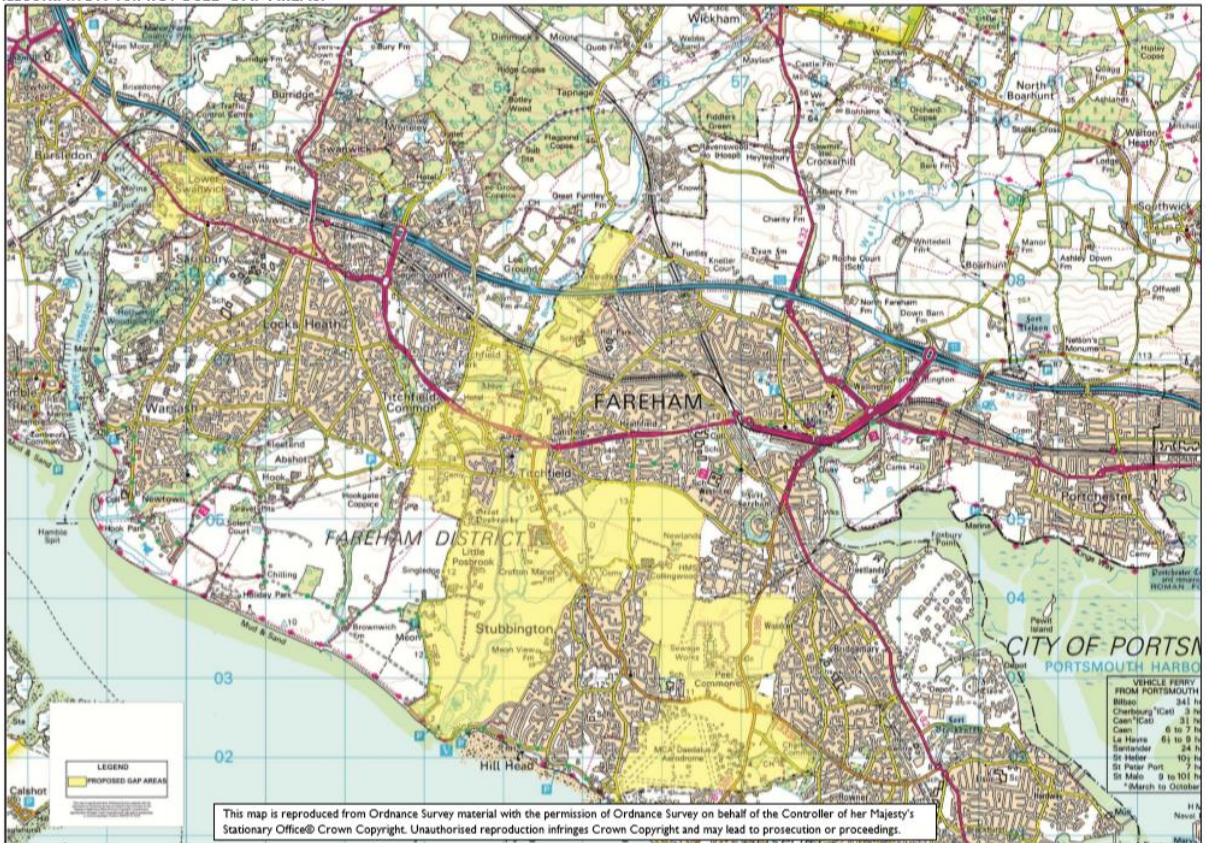


Figure A3.6 Illustration 10, from Fareham Borough Council Gap Review. A review of gap policy designations. Prepared for Fareham Borough Council, David Hares Landscape Architecture, October 2012

# Appendix 4: Summary of Case Studies for establishing ASLQ Methodology

## **Defining the special qualities of local landscape designations in Aylesbury Vale District - LUC March 2016**

Existing designations within the district were reviewed against criteria based on the Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (GLVIA) and Scottish Natural Heritage's Guidance on Local Landscape Designations. Stakeholder consultation was carried out

No boundary review was undertaken, nor review of other potential areas worthy of designation. Most areas are discrete and distinct landscapes and boundaries were generally clear on the ground, in relation to distinctive landforms. Areas relate to Landscape Character Types and Areas, but boundaries do not always correlate (see table 1.2)

Most were considered worthy but some, relatively small and fragmented or whose scenic qualities were not as strong and intact, were omitted.

## **Aberdeenshire Local Landscape Designation Review - LUC March 2016**

The review aimed to identify local landscapes that merit additional protection at a local level. Thirty seven Landscape Character Areas were analysed against the main criteria, based on GLVIA Box 5.1, and ranked to produce seven Search Areas. These were then refined against Scottish Natural Heritage's Practical Criteria to establish ten candidate SLAs. Stakeholder consultation was carried out.

Boundary definition took account of overlaps with other designations, physical features (it

was considered usually preferable to move outward from a search area to the next available boundary, and to include areas of lower merit, than to move inward and omit higher quality areas from the designation) and existing strategies and other commitments, including planning permissions granted. Boundaries did not match Landscape Character Areas but overlapped them.

The candidate areas were all adopted by Aberdeenshire Council following further public consultation.

## **Stratford-on-Avon District. Special Landscape Areas Study - White Consultants 2012**

Four existing Special Landscape Areas, included in the Local Plan but deleted in July 2009, were reviewed to see if there was a good case for reinstating them. The case for new SLAs was also explored. Criteria were based on Natural England (basis of GLVIA Box 5.1) and Scottish Natural Heritage guidance. No new stakeholder consultation appears to have informed the study.

The boundaries for each area were defined by a combination of LDU (landscape description unit) boundaries, roads, canal and field boundaries, including areas which reflect the qualities of the SLA. The candidate SLAs focus on those areas of more pronounced undulating topography with more easily defined boundaries, or on areas of particularly ancient character. Former SLAs were modified to include areas that reflect the key qualities and remove those that do not. Smaller settlements were included, some of which contribute to the character.

Candidate SLAs were put forward and adopted with some variations to the former areas and some more 'modest and subtle' areas omitted.

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**Landscape Team**  
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Technical Review of Areas of Special Landscape Quality and  
Strategic Gaps

Appendix 5: Detailed Strategic Gap Analysis  
supporting document for Fareham Local Plan Development

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Client: Fareham Borough Council  
Consultant: Hampshire County Council  
18th September 2020

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Rev	Date	Revisions
-	28 <sup>th</sup> Aug 2020	-
A	17 <sup>th</sup> Sept 2020	Minor text updates.

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 Hampshire  
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Development Pressure	Primary Measure: Physical						Primary Measure: Visual			Overall Sense of Separation (current)	Comments on Primary Performance/ Overall Sense of Separation	Secondary measure: Green Infrastructure				Summary of Secondary performance (includes ASLQ Value)	Confirming Minimum Land take			Summary of capacity to absorb development without risking coalescence
	PM 1 & 2	PM 3	PM 4	PM 5	PM 6	PM 7	PM 8 & 9	PM 10	SM 1			SM 2	SM 3	SM 4	ML 1		ML 2	ML 3		
Dev. pressure (SHELAA 2019)	Key measures of distance	Size of Study Area in HA	Residential Density	Other land uses (Employment/Waste/MOD, Schools)	Tranquility	Dark Night Skies	ASLQ Value	Visibility (from Key Routes)	Settlement edge characteristics visibility of built form			Recreational GI	Ecological GI	Other: eg Flood Protection	History/ Culture	Visual capacity to absorb dev.	Physical capacity to absorb dev.	Mitigation to improve visual capacity	Notes	
Low	Large gap: 1.2km+	Large Area +500ha	Negligible number of dwellings	Only farmland	Relatively high levels of tranquility	Relatively low levels of light pollution (good dark skies)	High/Good match= ASLQ	High quality countryside views long or contained. Few detractors.	Low visibility of built form (i.e. by distance/woodland screening)	High	High	Significant open space land cover, extensive ProW Network	50%-100% land covered by designations	GI for flood zone/coastal zone protection.	Significant number or area coverage	High GI value	Can visually absorb some development without compromising gap integrity	Can physically accommodate some development without compromising gap integrity	Can accommodate some development if GI mitigation included	Some development capacity without risk to Strategic Gap integrity, with GI mitigation.
Low-Moderate	Moderate - Large Gap 800-1.2km	Moderate to large Area 200-500ha	Some scattered dwellings	Other rural businesses with buildings/external paraphernalia/Utilities	High to moderate levels of tranquility	Low to moderate levels of light pollution	Fair	Moderate - High	Moderate-low visibility of built form	High-moderate	High-moderate	Moderate-significant	25-50%	Moderate-high	Moderate-high	Moderate-high	Can visually accommodate some minor development in current condition, with minimal mitigation	Can physically accommodate minor development in current condition	Minor development capacity with moderate-significant GI mitigation	Minor development capacity with moderate-significant GI mitigation.
Moderate-High	Moderate - Small 400-800km	Moderate to small sized area 50-200	Scattered throughout area or in /clusters	Schools/Waste recycling etc./employment designation	Moderate to poor levels of tranquility	Moderate to high levels of light pollution	Partial	Moderate - low quality views, with some visual detractors e.g. Pylons or buildings	Moderate-high visibility of built form	Moderate-low	Moderate-low	Low-moderate	0-25%	Low-moderate	Low-moderate	Low-moderate	Difficult to accommodate development. Mitigation needed.	Difficult to accommodate development. Mitigation needed.	Some development capacity, but GI would not fully mitigate impact	Development undesirable due to limited capacity and difficult for GI to fully mitigate impact.
High	Small 0-400km	Small Area <50ha	Significant number	Significant land cover	Relatively low levels of tranquility	Relatively high levels of light pollution (poor dark skies)	No Match	Views containing significant distinctive urbanising elements	High visibility of built form in urban settlement	Low	Low	No presence	0% land cover	None known	None known	Low GI value	Development would be highly visible and compromise visual measure unacceptably	Development would compromise physical measure unacceptably	GI mitigation not possible/wouldn't render development acceptable	Development Not Appropriate.

Figure: A5.1 Key for Summary Spreadsheet of Strategic Gap Analysis

Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	Separates settlements	Location description boundaries	LCA Sub-area (& further sub-division) 2017	LCA Areas covered	Landscape Types
			First Filter				

Development Pressure
Dev. pressure (SHELAA 2019)

Primary Measure: Physical					
PM 1 & 2	PM 3	PM 4	PM 5	PM 6	
Key measures of distance	Size of Study Area in HA	Residential Density	Other land uses (Employment/Waste/MOD, Schools)	Tranquility	Dark Night Skies

The Meon Gap							
1	a	Gap between Whiteley and North Fareham (Welborne)	West: Whiteley (in WCC), East: North Fareham (Welborne)	North: District boundary. East: N-S Railway line. South: M27. West: District boundary. Adjoins SCG in WCC to East and North and green gap NE of Welborne.	LCA 06.2b (North)	LCA 6.2: Upper Meon Valley	Predominantly mixed farmland & woodland, some enclosed valley side. Western edge: open flood plain farmland.
	b				WCC		
2	a	Gap between Segensworth and Fareham North West (Hill Park)	West: Segensworth (in WCC), East: Fareham North West (Hill Park)	North: M27, East: Edge of Hill Park Estate, Fareham (includes Henry Cort Community School) South: E-W Railway line, West: Segensworth (Part of Western Parishes)	LCA 06.2b (South)	LCA 6.2: Upper Meon Valley	Predominantly mixed farmland & woodland, some enclosed valley side. Western edge: open flood plain farmland.
	b				WCC		
3		Gap between and Titchfield Park and Fareham West (includes Titchfield Abbey)	West: Titchfield Park (part of Western parishes). East: Fareham West.	North: East-West Railway line. East: Fareham West. South: Southampton Rd/A27. West: Titchfield Park	LCA 06.2a	LCA 6.2: Upper Meon Valley	Predominantly small scale enclosed valley, with enclosed valley side, open Floodplain and mixed farmland & woodland small scale.
4		Gap between Titchfield Common and Titchfield	East: Titchfield West Titchfield Common (part of Western Parishes)	North:27, East: Settlement edge of Titchfield. South:Heath Lane/Southern edge of Landscape Type: Horiculture & Small-holdings:large scale. West: Settlement Boundary Titchfield Common.	06.2aSW	LCA 6.2: Upper Meon Valley	Horticulture and small holdings Small Scale.
	05.1c				LCA 5: Titchfield Corridor	Parkland & Grounds (Public School). Open Coastal Plain: Fringe character. Horticulture & small holdings: Small Scale.	
	04.1NE				LCA 4: Chilling-Browniwh Coastal Plain	Horticulture and small holdings Large Scale.	
5		Gap between Titchfield and West Fareham (Catsfield)	West: Titchfield East:West Fareham (Catsfield)	North: A27/Titchfield Gyratory. East: Castisfield, South: Bridge Street, across to entrance to Hollam Nurseries. West: Titchfield	LCA 06.2a (+small plots in Catsfield)	LCA 6.1: Lower Meon Valley	Open Floodplain Farmland. Open Valley Side and small amount of Enclosed Floodplain Farmland.
6	a	Gap between Titchfield and Stubbington/Hill Head (and to a lesser extent Hook)	North West: Titchfield. East: Fareham South East: Stubbington. Far West: Hook?	North: Bridge Street, Titchfield. West: Posbrooke Lane, East:Titchfield Lane/Settlement edge of Stubbington/Old Street. South: Meon Shore	LCA 06.1b	LCA 6.1: Lower Meon Valley	Predominantly: Open valley side, and Open coastal plain: weak structure. Also: Horticulture & small holdings: Large scale and Open Coastal Plain: Strong Structure and small amount of enclosed valley side..
	LCA 06.1a				Marsh, Reedsdswamp and Brackish Lagoon. Open Floodplain Farmland and small amount of Enclosed Floodplain Farmland.		
	LCA 06.1c				Enclosed valley side, Open Valley side, Open Coastal Plain: weak structure		

Moderate	Large gap: 1.2km+	81.7ha	Occurs in Funtley	Negligible	Moderate-poor (M27)	Moderate-high
Moderate	Large gap: 1.2km+	55.24	Negligible	Henry Cort Community College	Moderate-poor (M27)	Moderate-high
Low-Moderate	Large gap: 1.2km+	150.41	Western edge & NW Corner	Hotel/Care home/Plant Nursery/Misc	Moderate-poor	Moderate-low
Low-Moderate	Moderate - Small 400-800km			Misc. e.g. Garage	Poor	Moderate-low
Low-Moderate	Moderate - Small 400-800km	110.42	Scattered throughout	Private School	Poor	Moderate-low
Low	Moderate- Large Gap 800-1.2km				Moderate-poor	High
Low-Moderate	Small 0-400km	23.58	Negligible	Negligible	Moderate-poor	Moderate-low
Low-Moderate	Large gap: 1.2km+ but with moderate at North end near Titchfield	419.51	Cluster at Great Posbrooke Farm and Thatchers Coppice		High, except adjacent to Titchfield	High
Low			River Valley			High
Moderate-High			Occasional along Titchfield Rd and Western side of Stubbington		Mixed Moderate-High	Mixed Moderate-High

Figure: A5.2 Summary Spreadsheet of Meon Gap Strategic Gap Analysis Sheet 1 of 3

			First Filter	Primary Measure: Visual			Overall Sense of Separation (current)	Comments on Primary Performance/Overall Sense of Separation	
Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	Separates settlements	Location description boundaries			PM 7	PM 8 & 9	PM 10
							ASLQ Value	Visibility (from Key Routes)	Settlement edge characteristics visibility of built form

The Meon Gap											
1	a	Gap between Whiteley and North Fareham (Welborne)	West: Whiteley (in WCC), East: North Fareham (Welborne)	North: District boundary, East: N-S Railway line. South: M27. West: District boundary. Adjoins SCG in WCC to East and North and green gap NE of Welborne.			Good	The landscape across the River is broad, but is enclosed by vegetation and slopes of the Meon Valley. Some long views across Meon Valley from East to West. N Funtley sits in an enclosed triangle of land. Low visibility of North section of Funtley, some visibility of South section of Funtley from M27	All settlement generally well hidden from view from key view points within the SCG by landform and woodland vegetation.	High	Existing SG in this area is currently performing well on primary measures of physical and visual separation. Main detractor: M27 has a negative impact on tranquility of the Gap. Current East SG boundary sits on top of elevated disused railwayline (Bridleway RoW 515). Outside this current SG boundary, but included in the Study Area is the isolated triangle of land in which N Funtley sits: there is a moderate risk from development pressure in N Funtley to take development up to motorway edge, thus creating a poor environment around Funtley, and increasing the presence of urban development seen/sensed from the M27, as it travels towards Welborne.
	b										
2	a	Gap between Segensworth and Fareham North West (Hill Park)	West: Segensworth (in WCC), East: Fareham North West (Hill Park)	North: M27, East: Edge of Hill Park Estate, Fareham (includes Henry Cort Community School) South: E-W Railway line, West: Segensworth (Part of Western Parishes)			Good	Large scale of landscape makes it hard to pin point particular locations of views, but siting of Henry Cort helps to anchor setting. Landscape is well treed and settlements are currently well concealed from many vantage points within the SCG, given their relative close proximity.	All settlement generally well hidden from view from key view points within the SCG by landform and woodland vegetation	High	Gap in this area is currently performing well on primary measures of physical and visual separation. Main detractors: M27 and adjacent Segensworth Industrial/Retail Park have a negative impact on tranquility of the SCG.
	b										
3		Gap between and Titchfield Park and Fareham West (includes Titchfield Abbey)	West: Titchfield Park (part of Western parishes). East: Fareham West.	North: East-West Railway line. East: Fareham West. South: Southampton Rd/A27. West: Titchfield Park			Good	Currently good to high visual quality. Western side adjacent to Segensworth is poorer than the Central and Eastern side: Ribbon development along the A27 'bleeds' into the edge of the Strategic Gap. Potential for visual intrusion of settlement edges if they are permitted to expand further, or if tree cover is lost.	With ribbon development petering out along the A27 from the Western Parishes, there is not a distinct edge to the settlement boundary on the Western edge of the Strategic Gap. It is more clear cut on Fareham edge.	Moderate-high	Overall sense of separation between the Western Parishes and Fareham is still high, within this area. But urban fringe creeps in along Western edge of site, through; long established ribbon development along A27, presence of Hotel (just outside SG boundary) and new Care Home units off Cartwright Lane. This development presence is compounded by spill over of moderate-poor dark night skies and moderate-poor tranquillity from motorway and adjacent business/industrial units in Segensworth. Western edge feels like urban fringe, whilst core of site around Titchfield Abbey and the majority of the conservation area, is performing well as SCG
4		Gap between Titchfield Common and Titchfield	East: Titchfield West: Titchfield Common (part of Western Parishes)	North:27, East: Settlement edge of Titchfield. South:Heath Lane/Southern edge of Landscape Type: Horticultur & Small-holdings:large scale. West: Settlement Boundary Titchfield Common.			Good	Overhead cables and pylons. Significant number of dwellings of varying ages (with gates, walls, bins etc.) set in Countryside.	Significant number of dwellings of varying ages (with gates, walls, bins etc.)	Moderate-high	Due to the general level of tree cover, hedges and fields, with low density dispersed development, this area feels tranquil and pleasant, but the number and frequency of dwellings does exert some suburbanising influence over the Countryside. It gives a sense of a soft/transitional edge to Titchfield in this Western direction.
	Fair						Overhead cables and pylons. Close views of a significant number of dwellings of varying ages (with gates, walls, bins etc.) from key roads through the area.	Significant number of dwellings of varying ages (with gates, walls, bins etc.)	Moderate-high	Due to the general level of tree cover, hedges and fields, with low density dispersed development, this area feels tranquil and pleasant, but the number and frequency of dwellings does exert some suburbanising influence over the Countryside. It gives a sense of a soft/transitional edge to Titchfield in this Western direction. The narrow green road corridor of Warsash Rd acts as the clear break between the settlements.	
	High						Views within the area quite contained by hedgerows. Common Lane has a significant number of dwellings. Fantastic views out over Chilling Brownwich Coastal Plain.	Common Lane has a significant number of dwellings. Settlement edge with Titchfield feels transitional rather than clear cut.	High	Flat topography of area makes it difficult to see into fields over the hedges, apart from in Occupation Lane, at the high point, where there are some long views. General atmosphere is tranquil with sense of space. Presence of occasional dwellings is pleasant. Common Lane and parts of Posbrook Lane have a significant number of dwellings which give the impression of a soft/transitional urban edge to Titchfield.	
5		Gap between Titchfield and West Fareham (Catsfield)	West: Titchfield East:West Fareham (Catsfield)	North: A27/Titchfield Gyrotory. East: Castisfield, South: Bridge Street, across to entrance to Hollam Nurseries. West: Titchfield			High	Visibility of settlements from keyroute/path through is low. From within Titchfield looking up to the Road, whilst the road can not be seen, there is a sense that something lies behind the slightly thinning tree line.	Titchfield Rd (key path) through area is close to settlement edges on both sides, not easily seen, but one can tell there are nearby.	Good-High	Currently this area provides a clear cut sense of separation between Fareham and Titchfield, but the sense of separation is becoming tenuous, it primarily functions as a green road corridor between settlements, joining up two wider sections of SG. Once Roadworks associated with Bypass are complete LCA reviews is recommended.
6	a	Gap between Titchfield and Stubbington/Hill Head (and to a lesser extent Hook)	North West: Titchfield. East: Fareham South East: Stubbington. Far West: Hook?	North: Bridge Street, Titchfield. West: Posbrook Lane, East:Titchfield Lane/Settlement edge of Stubbington/Old Street. South: Meon Shore			High	Top of slope position, adjacent to Posbrook Lane, land visible from many locations.	Settlement edge of Titchfield visible from Posbrook Lane, relatively local views.	High	Currently there is a strong sense of separation, between Titchfield and Stubbington/Hill Head, but could be vulnerable to degradation if significant amounts of incremental or small scale development occurs. Long views of vehicle movement on Titchfield Rd can be seen.
	High						Occasional view of residential dwellings in Hill head can be seen from Footpath along Western edge of Nature Reserve across the Nature Reserve, but otherwise all strong Countryside views.	Green corridor in Valley, long Countryside views over the top.	High	Provides a very strong sense of separation, due to distinct landform.	
	Good						Top of slope position, adjacent to Titchfield Rd. Highly visible from many locations. Activity of Road moderately visible. Glasshouses highly visible.	Some very long views over the River Meon towards Poplar tree line on edge of Stubbington.	High	Currently there is a strong sense of separation, between Titchfield and Stubbington/Hill Head, but could be vulnerable to degradation if significant amounts of incremental or small scale development occurs. LCA needs to be reviewed once By-pass operational.	

Figure: A5.3 Summary Spreadsheet of Meon Gap Strategic Gap Analysis Sheet 2 of 3

Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	First Filter	Secondary measure: Green Infrastructure				Confirming Minimum Land take			Summary of capacity to absorb development without risking coalescence		
			Separates settlements	Location description boundaries	SM 1	SM 2	SM 3	SM 4	Summary of Secondary performance	ML 1	ML 2	ML 3	Notes
					Recreational GI	Ecological GI	Other: eg Flood Protection	History/ Culture	includes ASLQ Value	Visual capacity to absorb dev.	Physical capacity to absorb dev.	Mitigation to improve visual capacity	

The Meon Gap													
1	a	Gap between Whiteley and North Fareham (Welborne)	West: Whiteley (in WCC), East: North Fareham (Welborne)	North: District boundary. East: N-S Railway line. South: M27. West: District boundary. Adjoins SCG in WCC to East and North and green gap NE of Welborne.	Several open spaces appropriate to size of settlement & good footpath network, with links further afield.	Several small SINC and some Ancient Woodland remnants. Significant Biodiversity Opportunity Area.	River Meon on western edge, is a Flood alert area. GI 'Blue' Corridor Project.	No significant features known	Good to High GI value. Scores high on Landscape Quality and Recreational value. Good on Ecological value.	No proposed changes within current Gap, but also approx. half of current Gap is in adjacent LPA: it functions well, as it is currently configured. Propose increasing Gap to protect area around N Funtley at risk of coalescence with adjacent urban areas.	Recommend extending Gap boundary to include an area at risk of coalescence.	Alternative to extending Gap is ASLQ boundary to provide protection of additional area from risk of inappropriate development.	Extend Gap to draw a tight boundary around N Funtley and it's housing allocations. Would Match LCA 06: Meon Valley boundary. Advise no further expansion of Funtley other than that already allocated. Expansion to top of motorway slope (which is a high point in the area) would make an unpleasant environment for Funtley residents and reduce experience of gap for M27 users, particularly east bound traffic before they reach Welborne. ASLQ boundary covers the same extent.
	b												
2	a	Gap between Segensworth and Fareham North West (Hill Park)	West: Segensworth (in WCC), East: Fareham North West (Hill Park)	North: M27, East: Edge of Hill Park Estate, Fareham (includes Henry Cort Community School) South: E-W Railway line, West: Segensworth (Part of Western Parishes)	Publically accessible playing fields and ProW network links to wider environment	Several moderate to large sized SINC. Biodiversity Opportunity Area.	River Meon on western edge, is a Flood alert area. GI 'Blue' Corridor Project	No significant features known	Good to High GI value	No proposed changes within current Gap. Approx. half of current Gap is in adjacent LPA. There is less capacity to absorb development than might appear. Due to visibility of slopes, development on these slopes would be highly visible from long distances in otherwise wooded valley sides.	There is more physical than visual capacity to absorb development. The space is there, but development would be highly visually intrusive on Fareham edge. The area is a valuable GI resource for the adjacent population in Fareham.	Would be difficult to effectively screen any development. Roofscape would be highly visible.	This is a large Gap, with long views out into wider Countryside. Development in this area on slopes, would be highly visible over a wide distance.
	b												
3		Gap between and Titchfield Park and Fareham West (includes Titchfield Abbey)	West: Titchfield Park (part of Western parishes). East: Fareham West.	North: East-West Railway line. East: Fareham West. South: Southampton Rd/A27. West: Titchfield Park	Good ProW network, Country Park, Recreation Ground, Titchfield Abbey. Private angling ponds.	Numerous small-moderate sized SINC	River Meon in Centre of Study Area: Flood alert area. Also has RAMSAR Sites and GI 'Blue' Corridor Project.	Titchfield Abbey Conservation Area, plus 9 listed buildings	High GI value. Scores Good-high on Landscape Quality, High on Recreation and History & Culture. Good on Ecological GI	Visual capacity to absorb development in NW corner, adjacent to Cartwright Lane. No capacity to absorb development adjacent to Fareham settlement edge due to visible nature of slopes from extensive ProW network around Titchfield Abbey, development on these slopes would be highly visible and intrusive.	Low physical capacity to absorb development. There is space NW corner, but 'sense of development' would be intrusive, with additional activity, noise, light, air pollution and presence of built form in an area already impacted by M27, A27 and Segensworth.	NW corner, development could be screened well, but western edge adjacent to Fareham would be difficult to screen as on visible valley sides.	This centrally placed area, whilst it has a high ASLQ rating and is currently of a good width, one can sense the near presence of busy roads, particularly A27 and Cartwright Lane: this Western edge is already partly urban fringe, any further significant development, over and above that in accordance with Development in the Countryside Policy, would have too detrimental an effect on the Titchfield Abbey Conservation Area and setting of the Abbey, and the experience of the SG when using the ProW network and Country Park.
4		Gap between Titchfield Common and Titchfield	East: Titchfield West: Titchfield Common (part of Western Parishes)	North:27, East: Settlement edge of Titchfield. South:Heath Lane/Southern edge of Landscape Type: Horticultur & Small-holdings:large scale. West: Settlement Boundary Titchfield Common.	Short sections of ProW. 1 section of ProW not easy to see or access. A27 difficult to cross, but can reach ProW to	1 SINC	No significant known features	No significant known features	Low-moderate GI Value.	Visual capacity to absorb development is moderate-low. Intimate landscape, without long views.	Physical space: not significant due to landownership pattern: Development in Countryside polices should apply.	No capacity for significant development. Commensurate GI screening would be reasonable for small scale changes.	Limited capacity to visually or physically absorb additional development.
	Small POS edge of Titchfield. No info. on Private School local community access to facilities				1 small SINC NE corner. Narrow Local Nature Reserve along west side of Warsash Rd	Open Space western edge of Warsash Rd part of GI Sub-regional 'Blue' corridor	Westfield Public School is a Listed Building	Low-moderate GI Value. Some features but on edge of study area.	Physical space: not significant due to landownership pattern: Development in Countryside polices should apply.	No capacity for significant development. Commensurate GI screening would be reasonable for small scale changes.	Limited capacity to visually or physically absorb additional development.		
	Moderate ProW network				No designations within this part of Chilling-Brownwich Coastal Plain	No significant known features	No significant known features	High ASLQ. Moderate Recreational Value	Visual capacity to absorb development is low, as area is in a prominent position of high ground, adjacent to ASLQ.	Physical space: not significant due to landownership pattern: Development in Countryside polices should apply.	No capacity for significant development. Moderate GI screening would be reasonable for small scale changes, but significant GI screening not really appropriate here.	Visual capacity to absorb development is low, as area is on high ground, with open views over Chilling-Brownwich Coastal Plain.	
5		Gap between Titchfield and West Fareham (Catsfield)	West: Titchfield East:West Fareham (Catsfield)	North: A27/Titchfield Gyrotory. East: Castisfield, South: Bridge Street, across to entrance to Hollam Nurseries. West: Titchfield	Footpath alongside of Titchfield Rd, not particularly pleasant, due to heavy road traffic	SINC in River Valley	River is a Flood Alert area.	Titchfield Conservation Area immediately adjacent	Small area is hard to compare to others. Half of area is River Meon: an important GI Asset, other half: road corridor.	No space/Not suitable	No space/Not suitable	Ensure tree canopy retained and enhanced if possible.	This Gap is at minimum distance to still function as a Gap. It is essentially a narrow road corridor that joins two wider areas of Gap together. Risk of development is low, but risk of further gap erosion due to highway expansion is high. Risk to loss of mature trees, would erode Gap. Once highway works complete and associated planting implemented a review of LCA should be undertaken.
6	a	Gap between Titchfield and Stubbington/Hill Head (and to a lesser extent Hook)	North West: Titchfield. East: Fareham South East: Stubbington. Far West: Hook?	North: Bridge Street, Titchfield. West: Posbrook Lane, East:Titchfield Lane/Settlement edge of Stubbington/Old Street. South: Meon Shore	Very good ProW Network	SINC. Brent Geese Core & Primary Areas.	River is a Flood Alert area.	5 listed buildings	Good-High GI value	No visual capacity as top of slope highly prominent from many locations.	Not appropriate as area also proposed ASLQ	Minor mitigation commensurate with minor development related to Countryside Policy.	Lower Meon River and it's valley sides, are inappropriate for any significant development over and above that stated in Development in Countryside policy: due to: potential ASLQ designation, significant number of Environmental designations and high wider visibility of tops of slopes with potential for development to have a negative visual intrusion over a wide area.
	Local Nature Reserve.				River Meon is a: SSSI; Local Nature Reserve; SPA, with SINC. Brent Geese Core & Primary Areas	River is a Flood Alert area.	No significant known features	High GI value	Not appropriate.	Not appropriate as area also proposed ASLQ and there are significant Environmental constraints	Not appropriate		
	Some ProW				Constrains tributary with same designations as main River above. Biodiversity Opportunity Area.	River is a Flood Alert area.	No significant known features	Good-High GI value	No visual capacity as top of slope highly prominent from many locations.	Not appropriate as area also proposed ASLQ	Minor mitigation commensurate with minor development related to Countryside Policy.		

Figure: A5.4 Summary Spreadsheet of Meon Gap Strategic Gap Analysis Sheet 3 of 3

Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	First Filter	Location description boundaries	LCA Sub-area (& further sub-division) 2017	LCA Areas covered	Landscape Types	Development Pressure	Primary Measure: Physical					
			Separates settlements						PM 1 & 2	PM 3	PM 4	PM 5	PM 6	
								Dev. pressure (SHELAA 2019)	Key measures of distance	Size of Study Area in HA	Residential Density	Other land uses (Employment/Waste/MOD, Schools)	Tranquillity	Dark Night Skies

The Fareham-Stubbington Gap								Development Pressure	Primary Measure: Physical					
Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	Separates settlements	Location description boundaries	LCA Sub-area (& further sub-division) 2017	LCA Areas covered	Landscape Types		Dev. pressure (SHELAA 2019)	Key measures of distance	Size of Study Area in HA	Residential Density	Other land uses (Employment/Waste/MOD, Schools)	Tranquillity
7	a	Gap between Fareham West and South and Stubbington	North: South and West Fareham. South: Northern edge of Stubbington	North: South and West Fareham. West: Meon Valley. East: HMS Collingwood, Fareham. South: Northern edge of Stubbington	LCA 07.1a	LCA 07.1: Fareham-Stubbington Gap	Predominantly Open coastal plain weak structure, with some enclosed coastal plain (NW edge of Stubbington around Crofton Cemetery).	High	Moderate- Large Gap 800-1.2km	226.3	Negligible		Moderate	Moderate-high
	b				LCA 07.1a	LCA 07.1: Fareham-Stubbington Gap	Predominantly Open coastal plain weak structure	High	Moderate- Large Gap 800-1.2km		Negligible		Moderate	Moderate-high
8	a	Gap between Stubbington, Fareham and Gosport	North: Fareham. East: Stubbington. West: Gosport (Bridgemary)	North boundary is the HMS Collingwood. West boundary is the Eastern edge of Stubbington. Eastern boundary is the settlement edge and Borough Bounday of Gosport (Bridgemary area). Includes Brookers Field in Study Area, which lies in Gosport Borough and is designatd as Gap.	LCA 07.1a	LCA 07.1: Fareham-Stubbington Gap	Predominantly Open coastal plain weak structure, with some enclosed coastal plain along edge of Stubbington (North and South of Meoncross School).	High	Moderate - Small 400-800km 640m Pinch point between South-West corner of HMS Collingwood Fareham & Stubbington		Negligible		Mixed	Moderate-high
	b				LCA 07.1b	LCA 07.1: Fareham-Stubbington Gap	Predominantly Large utility sites. Some open coastal plain weak structure and <b>Open Coastal Plain Fringe Character.</b>	High	Moderate- Large Gap 800-1.2km	224.87	Negligible	Solar Panels & Sewage Works	Moderate-High	Moderate-low
	c				LCA 08.2a and 08.2b	LCA 08.2a Woodcot . LCA 08.2b Alver Valley	Mixed Open coastal plain strong structure & weak structure	Moderate-High	Moderate- Large Gap 800-1.2km BUT: <b>significant Pinch point between Peel Common and Bridgemary circa 300m</b>		Peel Common	Recreation Gorunds/Major Rd junction	Poor	Moderate-low
9	a	Gap between Hill Head/ Stubbington and Gosport (Bridgemary) and Lee-on-the-Solent	West: Stubbington; East: Lee-on-the-Solent	North Boundary: Gosport Road/B3334. East: Eastern edge of Lee-on-the-Solent Golf Course. Southern edge: Lee-on-the-Solent. Western edge: Stubbington.	None	No LCA carried out	Airfield. No Landscape Type applied. Most likley description would be open coastal plain weak structure.	Low-Moderate	Large gap: 1.2km+, but with significant 70m pinch point between Stubbington and Lee-on-the-Solent	213.43	Employment & Airfield	Employment & Airfield	Moderate	Moderate
	b				LCA 08.2b and 08.2c	LCA 8: Woodcot and Alver Valley	Mixed open coastal Plain weak stucture and open coastal plain, strong structue	Low		Golf Course	Golf Course	Moderate	Moderate-low	

Figure: A5.5 Summary Spreadsheet of Fareham -Stubbington Gap Strategic Gap Analysis Sheet 1 of 3

Study Area No.	Sub-division (if applic)	Strategic Countryside Gap Study Area Name	Separates settlements	Location description boundaries

Primary Measure: Visual			Overall Sense of Separation (current)	Comments on Primary Performance/Overall Sense of Separation
PM 7	PM 8 & 9	PM 10		
ASLQ Value	Visibility (from Key Routes)	Settlement edge characteristics visibility of built form		

The Fareham-Stubbington Gap				
7	a	Gap between Fareham West and South and Stubbington	North: South and West Fareham. South: Northern edge of Stubbington	North: South and West Fareham. West: Meon Valley. East: HMS Collingwood, Fareham. South: Northern edge of Stubbington
	b			
8	a	Gap between Stubbington, Fareham and Gosport	North: Fareham. East: Stubbington. West: Gosport (Bridgemary)	North boundary is the HMS Collingwood. West boundary is the Eastern edge of Stubbington. Eastern boundary is the settlement edge and Borough Bounday of Gosport (Bridgemary area). Includes Brookers Field in Study Area, which lies in Gosport Borough and is designatd as Gap.
	b			
	c			
9	a	Gap between Hill Head/ Stubbington and Gosport (Bridgemary) and Lee-on-the-Solent	West: Stubbington: East: Lee-on-the-Solent	North Boundary: Gosport Road/B3334. East: Eastern edge of Lee-on-the-Solent Golf Course. Southern edge: Lee-on-the-Solent. Western edge: Stubbington.
	b			

Fair	Many and varied views throughout, to for the most part pleasant settlement edges (well treed, with occasional building rooflines/frontages), landform is varied and provides some interesting changes in scene e.g. streams.	Settlement edge views currently good, with some localised areas of visual intrusion (on edge of Fareham, near Peak Lane and around Ranvilles Lane)	High	Many and varied views throughout area. Clear thresholds between Fareham and Stubbington when passing along Tichfield Rd, Ranvilles Lane and Peak Lane give a clear sense of leaving one settlement passing through a distinct piece of Countryside and entering another distinctly different settlement.
Fair	Limited views. Views towards existing low rise Tower blocks off Longfield Ave and Fareham BC Offices in distance. Views of Waste sorting business. Whilst views are pleasant, they are not distinctive. Facades of MOD buildings visible from within area.	Towers and MOD facades.	Moderate-High	There is a sense of separation between settlements, although HMS Collingwood and NE corner of Stubbington (end of Stroud Lane) are closely connected by footpath routes through Newlands Farm and it's set of buildings. Dust and activity from Waste sorting business not pleasant to walk through. Views are generally pleasant but area is visually self-contained and doesn't not have a distinctive landform or features of note, except angling ponds.
Fair	Contained views East-West between settlements, long views North-South. Bypass will run along edge of site so should not interrupt N-S views.	Intervisibility of buildings in HMS Collingwood and houses at top end of Stroud Green Lane (N corner of Stubbington)	Sense of separation between Fareham & Stubbington is generally good, but the pinch point is a concern.	LCA 07, needs to be reviewed once the Bypass is complete. Strong N-S views, create a sense of large landscape with large skies. Green infrastructure along Waste Water Works and Stubbington edge frames this N-S landscape. Distance between Stubbington and corner of HMS Collingwood is a note of caution, at approx. 400m can be walked in 5mins.
Partial	Water Water Ultitiy provides effective screening of views between Stubbington & Gosport from ProW and Gosport Rd	Waste water treatment works is effect screen	Waste water treatment works provides strong sense of separation between Gosport and Stubbington	The Waste Water treatment works provide a strong physical and visual gap between Gosport and Stubbington (Area 8b), and to a lesser extent so does the Solar Farm. The area 8a between Stubbington and Fareham is performing well as a gap, for the most part, although there is a note of caution about the distance between SE corner of HMS Collingwood and NE corner of Stubbington.
Mix of Partial and Fair	Peel Common and urban fringe lighting around Peel Common Roundabout visual detractors	Visibility of Peel Common: whilst a stand alone residential area feels like part of Fareham?	It functions as a Gap now, but it is weak and Fareham and Gosport are at risk of coalescence.	The Study Area 8c through which Newgate Lane East and West runs, still functions as a Gap between Fareham and Gosport, but it is performing poorly, due to the presence of Peel Common. Peel Common acts like a 'false' settlement edge for Fareham or Stubbington (circa 320m, between Peel Common and Gosport), that with the urbanising influence of parts of the recently completed road works, make Newgate Lane feel like a narrow corridor. There is also not a crisp edge to Fareham, it 'peters' out into the Gap. The necessity of sound attenuation fencing along Newgate Lane is an indicator of the close proximity of residential areas to a noisy road. This area is becoming increasingly urban fringe rather than tranquil Countryside. But that said the 'Sense of separation' when driving down key route of Newgate Lane, is currently still intact but only just.
Not carried out	Sheds in Daedalus highly visible. But there is also much open green space. Recent hedge planting along boundaries may reduce views medium to longer term. Large skies and sense of space.	High intervisibility between settlement edge of Stubbington and Daedalus	Mixed	Mixed sense of separation. The airfield provides large open space with greenery and big skies. Sheds are highly visible, but not necessarily 'urban' in character, i.e. dont belong to Stubbington/Hill Head. Currently much building work underway. New hedge planting carred out. This areashould be reviewed in a few years time, once development has settled down and planting established.
Good (with Peel Common Roundabout Fair)	Hedges make area difficult to see into. But there is a sense of alrge open skies and area is tranquil.	Strong hedge line ebtween Gosport and the Golf Course	Good	Good sense of separation

Figure: A5.6 Summary Spreadsheet of Fareham -Stubbington Gap Strategic Gap Analysis Sheet 2 of 3



Study Area No.	Sub-division (if applic)	Strategic Gap Study Area Name	First Filter		Secondary measure: Green Infrastructure				Confirming Minimum Land take			Summary of capacity to absorb development without risking coalescence	
			Separates settlements	Location description boundaries	SM 1	SM 2	SM 3	SM 4	Summary of Secondary performance	ML 1	ML 2		ML 3
					Recreational GI	Ecological GI	Other: eg Flood Protection	History/ Culture	includes ASLQ Value	Visual capacity to absorb dev.	Physical capacity to absorb dev.	Mitigation to improve visual capacity	Notes

The Fareham-Stubbington Gap																	
7	a	Gap between Fareham West and South and Stubbington	North: South and West Fareham. South: Northern edge of Stubbington	North: South and West Fareham. West: Meon Valley. East: HMS Collingwood, Fareham. South: Northern edge of Stubbington	Very good ProW network	Oxley's Coppice Ancient Woodland & SINC. Biodiversity Opportunity Area. Ecological surveys of streams as part of Bypass works, may highlight some issues. Brent Geese Secondary Area.	No significant other GI role known	No significant features known	Moderate. Landscape Quality and ProW network very good.	Small area of visual capacity in isolated field NW Stubbington, West of Crofton Cemetery	Development in isolated field adjacent to Crofton Cemetery, would not impact on overall dimensions of Strategic Countryside Gap, as other parts of Stubbington already protrude further into the Gap than this field.	Mitigation measures: retain strong line of Poplars and strengthen and extend planting of Landscape Type: Enclosed Coastal Plain	For the majority of this area there is little scope to visually or physically accommodate development. There is minor development capacity on NW edge of Stubbington, South of Oakcroft Lane. Adjacent parts of Stubbington exert a stronger visual and physical presence in the Gap than this area.				
	b		Good ProW Network. Private angling Ponds.		Brent Geese Primary & Secondary Area	No significant other GI role known	No significant features known	Low-moderate. Good ProW network.	Some visual capacity to absorb development in NE corner adjacent to HMS Collingwood.		Moderate physical capacity to absorb development in NE corner, but any development would need to factor in: potential loss of tranquility, dark night skies and bring SG gaps distances closer to minimal distance.	Some development capacity with opportunity to improve GI assets in this area, to enhance recreational and ecological assets.		Need to retain strong N-S views in this relatively tranquil landscape. Flat topography with existing belt of vegetation renders this area visually enclosed, and there exists opportunities to enhance GI provision.			
8	a	Gap between Stubbington, Fareham and Gosport	North: Fareham. East: Stubbington. West: Gosport (Bridgemary)	North boundary is the HMS Collingwood. West boundary is the Eastern edge of Stubbington. Eastern boundary is the settlement edge and Borough Boundary of Gosport (Bridgemary area). Includes Brookers Field in Study Area, which lies in Gosport Borough and is designated as Gap.	Extensive footpath network, with wider links. Recreational space on edge of Stubbington	Ancient woodland: Tips Copse. Brent Geese Secondary Area.	No significant other GI role known	No significant features known	Low-moderate. Good recreational network. ASLQ good. Other GI measures poor.	No visual capacity without mitigation	Moderate physical capacity	Substantial mitigation with GI screen may render minor capacity on western edge of Stubbington. Strengthen and extend planting of Landscape Type: Enclosed Coastal Plain.	Need to retain strong N-S views in this relatively tranquil landscape. Flat topography with existing belt of vegetation renders this area visually enclosed, and there exists opportunities to enhance GI provision. Advanced planting advised.				
	b				Moderate footpath network. Recreational space on edge of Stubbington	0%	No significant other GI role known	No significant features known	Low-moderate. Good recreational network. Other GI measures poor.					No visual capacity without mitigation	No physical capacity to absorb development, as only available area would be along Gosport Rd and thus cause coalescence between Stubbington and Peel Common.	No visual or physical capacity	No change to current boundary
	c				Cycle & footpath network, & footways along Newgate Lane West. GI sub-regional route. Brookers Field Rec. MOD Rec Ground. But noisy environment.	0%	No significant other GI role known	No significant features known	Low-moderate. Strong on recreational network. Other GI measures poor.					No visual capacity without mitigation	Low physical capacity to absorb development in an area already exhibiting urban fringe characteristics. Experience of driving along Newgate Lane: wide GI belt on either side will assist with sense of separation between settlements	Substantial GI mitigation may help to absorb development. Currently establishing vegetation on the Newgate Lane Highway works will exert a stronger GI structure when established.	In accordance with this SG methodology and criteria it is inappropriate to develop in LCA8: Woodcot-Alver Valley, as it would cause coalescence between Gosport and Fareham. Area is already at risk of coalescence and urban fringe characteristics are spread throughout. There is potential to deliver major GI infrastructure to improve the existing Gap for the whole of the LCA 8a area in conjunction with maturing landscaping from the new road. This may enable modest development in the long term.
9	a	Gap between Hill Head/ Stubbington and Gosport (Bridgemary) and Lee-on-the-Solent	West: Stubbington; East: Lee-on-the-Solent	North Boundary: Gosport Road/B3334. East: Eastern edge of Lee-on-the-Solent Golf Course. Southern edge: Lee-on-the-Solent. Western edge: Stubbington.	Footpath links in POS adjacent to Gosport Rd	No recorded information	No significant other GI role known	MOD Site	low-moderate GI value.	Current development highly visible	Difficult to determine.	Mitigation with peripheral tree/hedge planting will eventually screen development, but will impact on open landscape character, making adjacent Gosport Rd more enclosed.	Current development highly visible, but in keeping with current land uses/character of the area. Further development could be accommodated, but would depend on where within the site; scale and; what mitigation is delivered.				
	b				Golf Course	A moderate sized SINC	GI Sub-Regional 'Blue' Corridor. A moderate sized SINC	No significant features known	moderate-high GI value					No visual capacity without mitigation	Any development here would have an impact on open character.	Substantial GI mitigation may help to absorb minor development, if relevant.	No apparent demand for development in this area, it functions well as a SG as currently configured.

Figure: A5.7 Summary Spreadsheet of Fareham -Stubbington Gap Strategic Gap Analysis Sheet 3 of 3

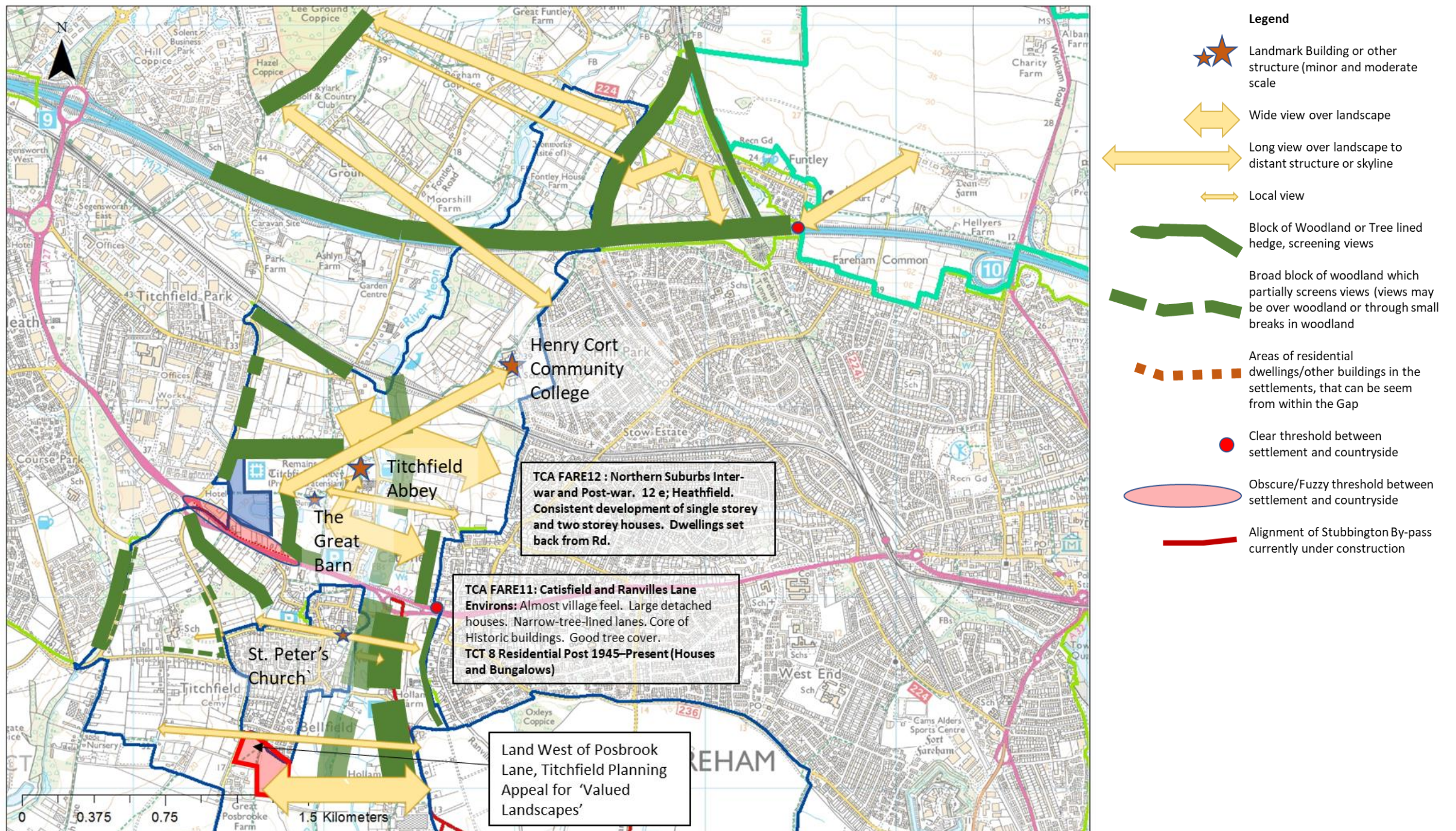


Figure: A5.8 Plan showing Visibility/Legibility Analysis of Northern part of Meon Gap

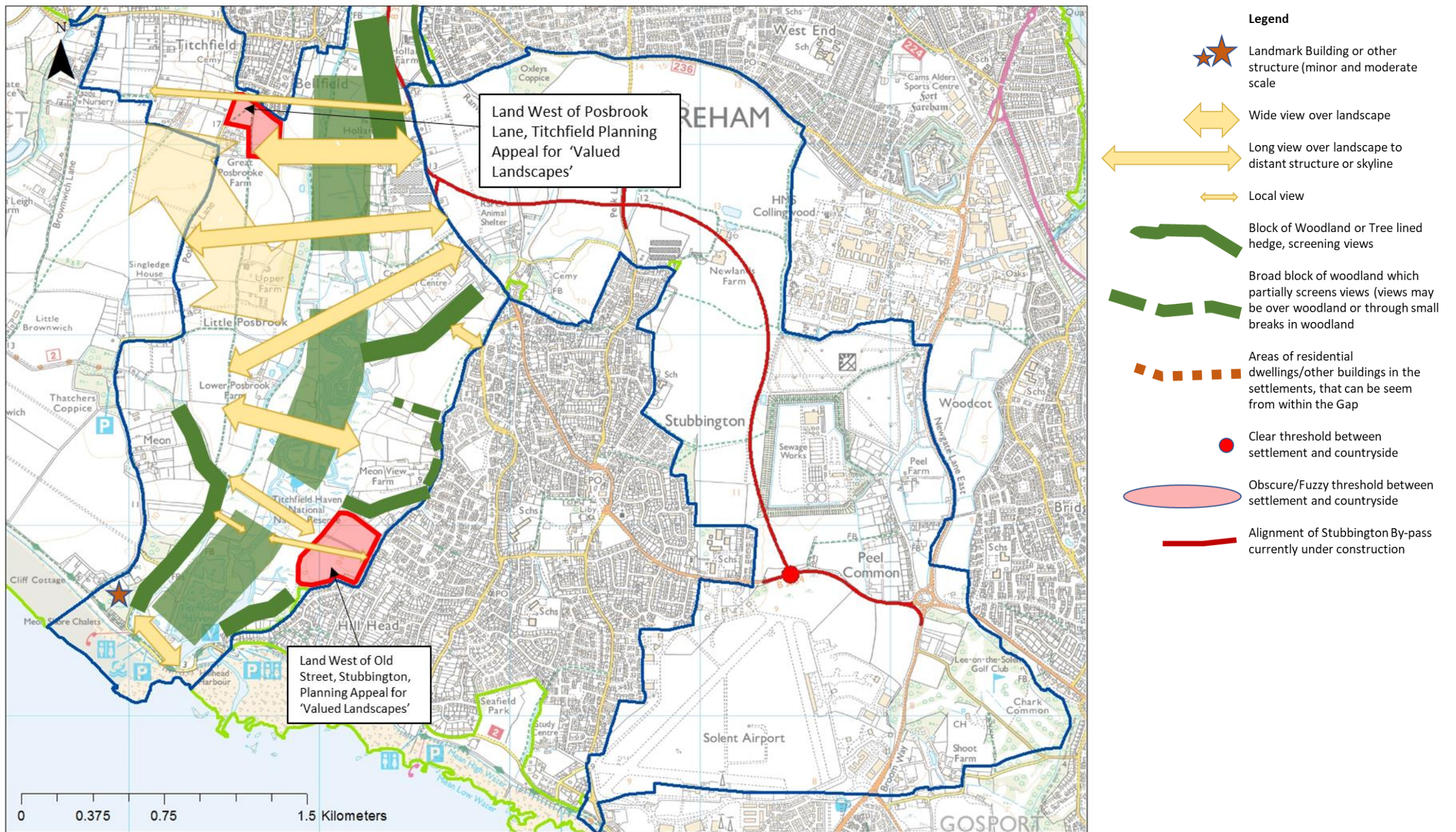


Figure: A5.9 Plan showing Visibility/Legibility Analysis of Southern part of Meon Gap

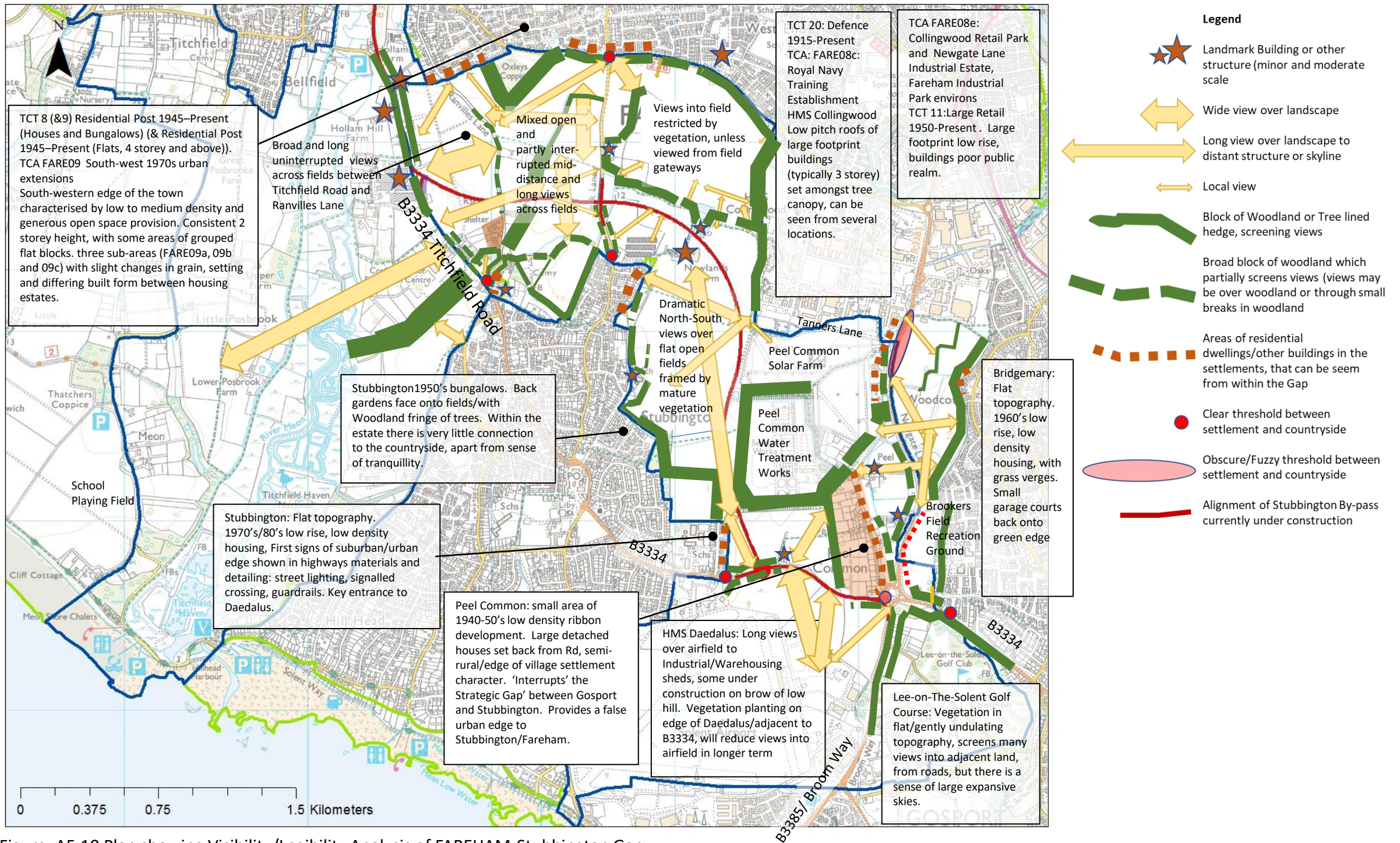


Figure: A5.10 Plan showing Visibility/Legibility Analysis of FAREHAM-Stubbington Gap

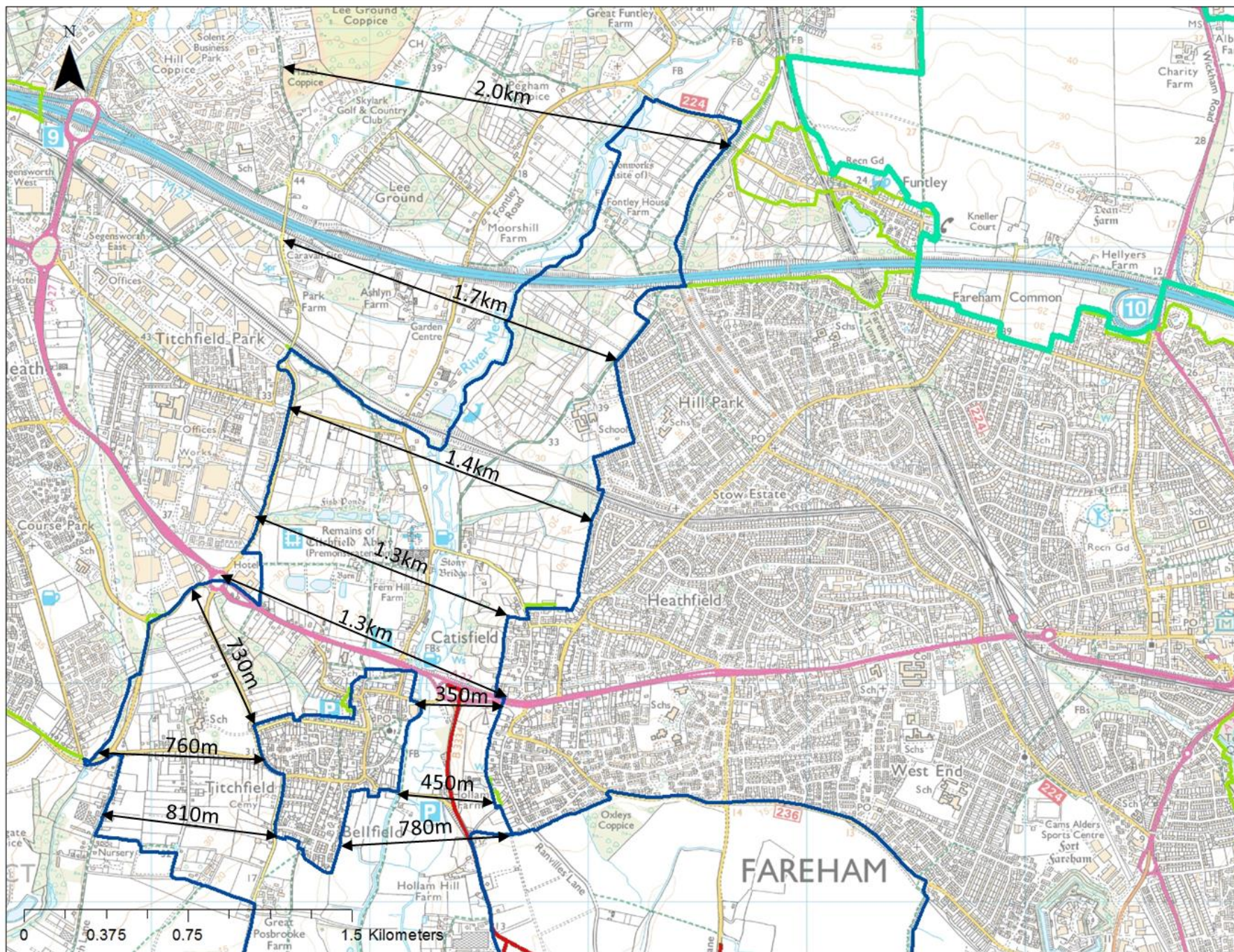


Figure: A5.11 Plan showing Key Distances across the Northern Part of Meon Strategic Gap between Settlement edges (distances are approximate)

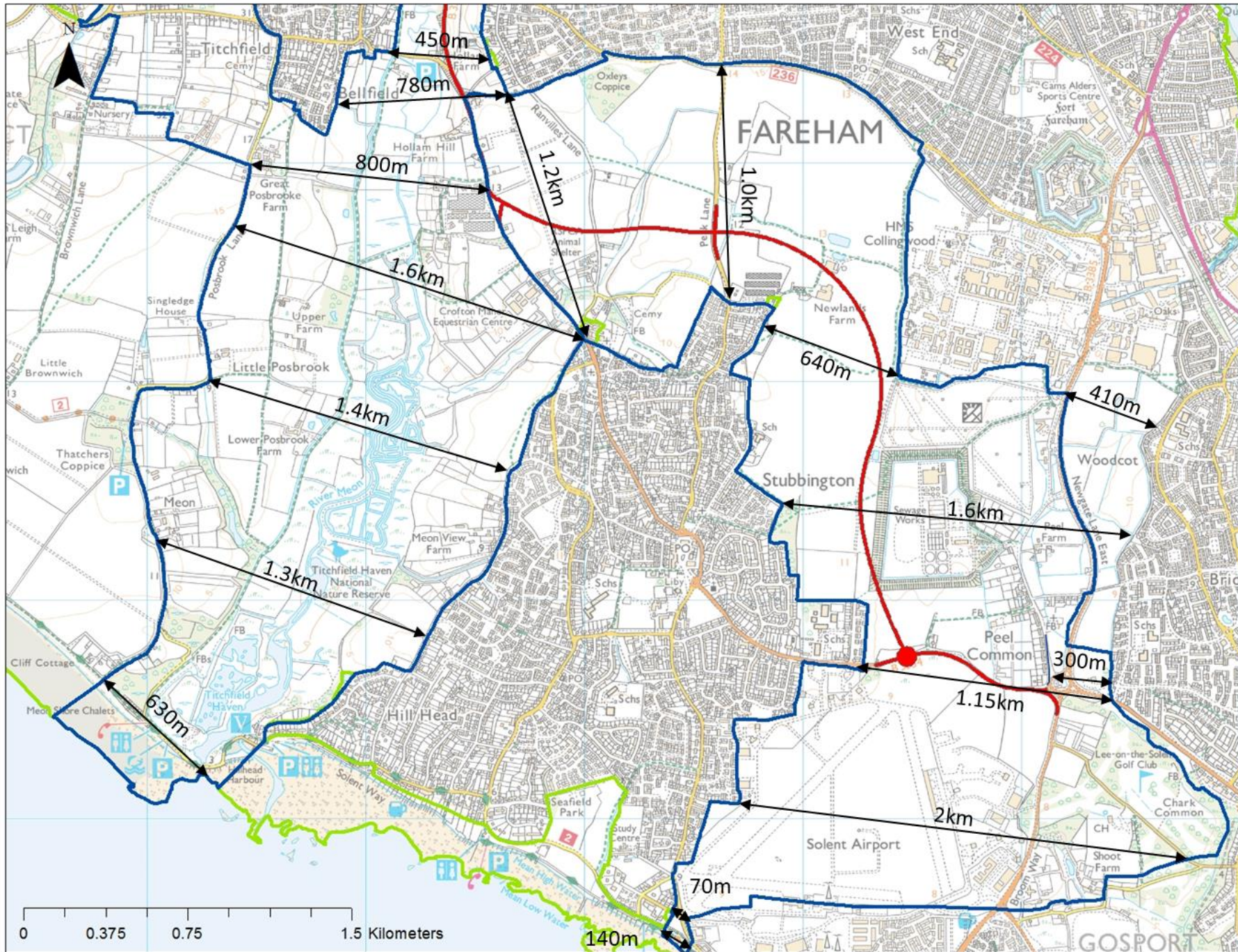


Figure: A5.12 Plan showing Key Distances across the Southern Part of Meon Strategic Gap and the Fareham-Stubbington Strategic Gap between Settlement edges (distances are approximate)

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