

FBC035

Statement of Common Ground between Miller Homes and Fareham Borough Council

February 2022

1. Introduction

- 1.1 This Statement of Common Ground (SCG) has been prepared jointly by Fareham Borough Council (FBC) and Miller Homes (MH) in relation to the following proposed allocations, as defined in the Revised Publication Fareham Local Plan 2037 (now submitted for examination, reference CD001) and its supporting evidence base:
- 'HA4 – Downend Road East', extending to 20.8 ha with an indicative yield of 350 dwellings
 - 'HA56 – Land west of Downend Road', extending to 33.08 ha with an indicative yield of 550 dwellings
- 1.2 The SCG is presented to the Inspector appointed to examine the Fareham Local Plan 2037 in support of hearing statements submitted separately by FBC and MH to address Matter 6 Questions 13-14 and 48-52 of the Matters and Issues Questions (INSP 004).
- 1.3 FBC is the local planning authority and MH is the developer with control over the land subject to the draft allocations. The two sites are adjacent to each other, divided by Downend Road.
- 1.4 The sites lie on the northern edge of Portchester, adjacent to the existing urban area. The railway line forms the southern boundary, the A27 forms the far western boundary and residential development forms the far eastern boundary. The sites are separated from the wider countryside by the M27 to the north. Downend Road splits the sites; HA4 forms the eastern part and HA56 the western part.
- 1.5 HA4 has outline planning consent for 'up to 350 homes', which was granted on appeal dated 18 October 2021 (P/20/0912/OA Appeal Ref. 3272188). The site and associated access strategy, as referred to further below, are shown visually overleaf.
- 1.6 The application was found to be in accordance with the adopted development plan. In terms of the sustainability of the location, the Inspector considered the site to be well located in relation to the urban area, with a good range of local services and facilities available within a reasonable distance of the site and further, that improvements to infrastructure supporting walking/cycling and bus use would provide the opportunity for sustainable travel modes to be adopted. Given the adjacency of the sites, the same sustainable locational benefits would apply to HA56.
- 1.7 With regards to HA4, and the outline permission, a reserved matters application has been made for the first 180 homes (Application reference: P/21/2048/RM, validated 2 February 2022).
- 1.8 Further, outline planning permission has been granted for improvements to Cams Bridge and its approaches, to enable its use by pedestrians and cyclists, providing a further point of access into the existing urban area and bus routes (Application reference: P/18/0001/OA, granted by FBC 3 May 2019). A reserved matters

application has been made for Cams Bridge and awaits determination (Application reference P/21/0741/RM).

- 1.9 As referenced above, firm progress is being made towards approving details, reconfirming the deliverability of the site allocation.

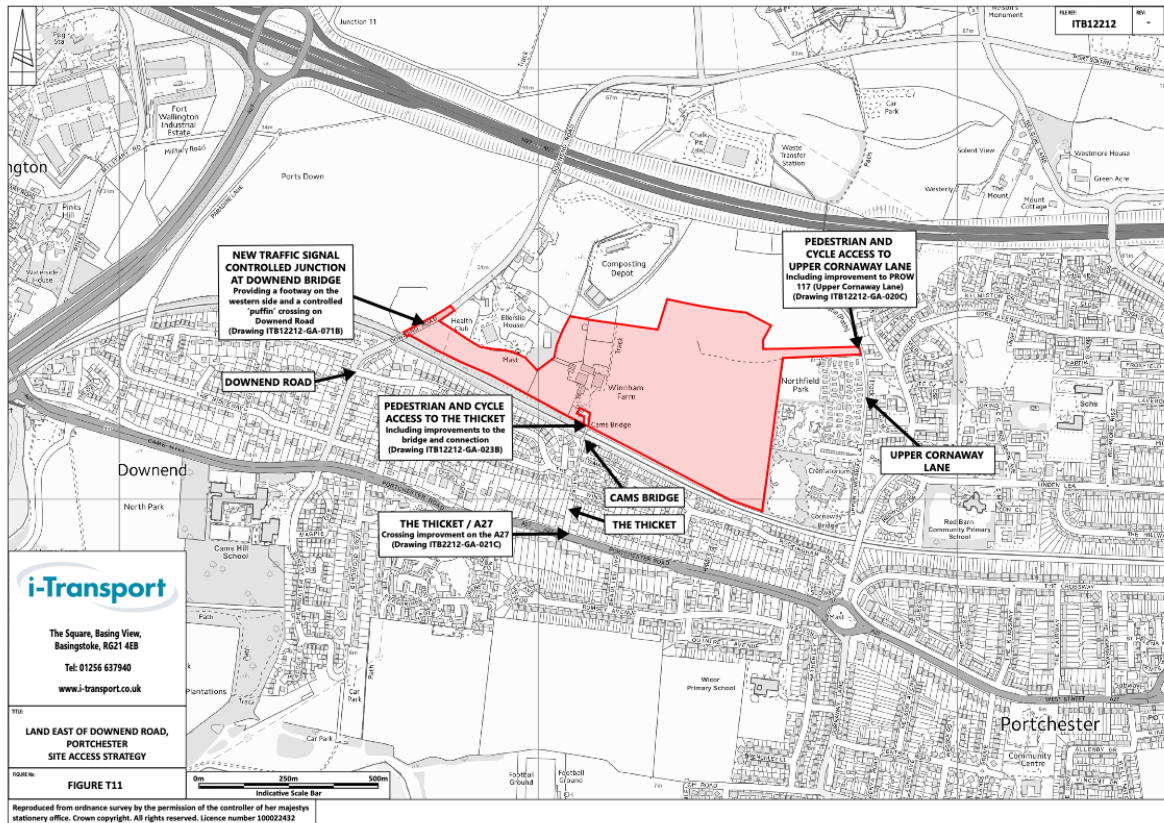


Figure 1. Location of HA4 and elements of site access strategy

- 1.10 HA56 has no relevant planning application history.
- 1.11 The sites are not within an area protected by the National Planning Policy Framework (NPPF), and both parties agree that they would promote a sustainable pattern of development, necessary to meet the housing needs of the area. There are no technical obstacles that would preclude the development of the sites. FBC's assessment of reasonable alternatives and consultation with stakeholders and the wider public supports the allocations (See DS004 Strategic Housing and Employment Land Availability Assessment and CD003 Sustainability Appraisal). The parties agree that, based on the evidence, both allocations represent sustainable development in accordance with the NPPF.
- 1.12 The NPPF supports the effective use of land, and whilst there may be some variation in the final yield of the sites, tested at application stage, it is agreed that the 'indicative yields' do not provide a ceiling on the capacity of the sites and provide a reasonable assessment of yield for plan-making purposes.

- 1.13 The SCG states the areas of agreement and the areas of disagreement between the two parties with respect to the policy and supporting evidence base, including agreement with regards to minor/additional modifications appropriate to reflect factual changes (see appendices 2 & 3 below) including to facilitate justified deviations from the framework plans at application stage, given the proportionality of the local plan evidence base and to reflect the application evidence base. Specifically, the HA4 outline application/permission confirmed that there is no impact of the development on the nearby Downend Chalk Pit SSSI and no requirement for minerals assessment. Further, with respect to HA56, the provision of pedestrian links via the Thicket and Upper Cornaway have already been addressed through the HA4 approval, and HCC has confirmed that works to the Delme roundabout are already secured through alternative funding arrangements.
- 1.14 The SCG should be read alongside the more detailed justification for the site as set out in FBC's evidence base and Sustainability Appraisal (CD003), Strategic Housing and Employment Land Availability Assessment (DS004) and five-year housing land supply documentation (see February 2022 Statement FBC024).
- 1.15 The agreed matters in this SCG do not preclude any written or verbal representations that the parties may wish to make to expand on the support for the policy through the examination hearings, or where they relate to matters not covered by this SCG.
- 1.16 In this context, it should be noted that MH is seeking an expansion of the HA4 allocation further north, to accommodate an additional 100 homes (SHELAA site 3130 in DS004 Strategic Housing and Employment Land Availability Assessment). This additional land was included within the Strategic Growth Area which formed part of an earlier Regulation 18 consultation (the Supplement in January-March 2020). The map included in the consultation document comprised land now referred to as allocations HA4, HA56 as well as MH's suggested extension to HA4. The consultation was clear, however, that these areas were not allocations, they were areas requiring further work to 'understand the role they could play in meeting the overall housing requirement'. FBC has since moved away from the term Strategic Growth Areas and in fact, proposed housing allocations within the areas where appropriate¹. It was considered by the SHELAA of the time (December 2019) to be developable site as part of a wider scheme subject to masterplanning but has since been discounted by FBC as an allocation from the submitted version due to its concerns regarding highway capacity at the junction with the A27 prior to the completion of a link road to be delivered through, and as part of, HA56. This site's suitability for allocation, either as a deliverable or developable site, is not an area of agreement between parties.

¹ The other SGA consulted upon in the Supplement of 2020 was the South of Fareham SGA which has now been replaced with allocations HA54 and HA55.

2. Spatial Strategy

- 2.1 There is a clear and pressing need to identify deliverable and developable housing sites within the Local Plan. The Local Plan (Revised Publication Version) identifies an overarching spatial strategy which supports growth to the north of Portchester.
- 2.2 The Downend Road allocations, HA4 and HA56, are among the most sustainable and appropriate locations to accommodate the level of growth necessary to meet the local housing need.
- 2.3 There are no technical obstacles to the allocations of the sites, none of the statutory consultees have objected or raised any concerns with regards to the allocations.
- 2.4 During the local plan preparation process, concerns had been raised over the highway solution for the allocations, collectively (for 1,000 homes). Assessment work has been undertaken both by FBC's transport consultants² and MH's transport consultants, i-Transport, with regards to the impact on the local highway network. Both agree that the allocations can be delivered, with mitigation, without significant (or severe) impacts on the network and without creating unacceptable safety impacts. More detail on the proposed access strategies is provided in sections 5 and 6:
- 2.7 The conclusion is that the allocated sites are both sustainable and deliverable, following the evidence base, specifically the SHELAA (DS004), assessment of reasonable alternatives in the SA (CD003) and allocation-specific transport work ([TOI012 Fareham Borough Council Technical Support for Local Plan HA4 Downend Road East](#) and [TOI013 FBC Technical Support for Local Plan Downend Sites](#) in the examination library).

Areas of Agreement: FBC and MH agree that the housing need is best met through strategic growth, and that the Downend Road allocations align with the overarching spatial strategy, further noting the status of Portchester as a key part of the urban fabric of the Borough in and proximity of the sites to Fareham Town Centre, and the ability of the sites to accommodate a strategic level of growth and deliver necessary infrastructure.

3. Site Selection

- 3.1 A proportionate and robust assessment and justification of the Downend Road sites have been carried out (see DS004 Strategic Housing and Employment Land Availability Assessment and CD003 Sustainability Appraisal).
- 3.2 The sites lie in a sustainable location, within walking distance of the local secondary school, employment opportunities and high-quality public transport connections and a range of everyday facilities and services. Both sites will provide housing, with associated green and blue infrastructure, new playing fields, and a network of

² [TOI012 Fareham Borough Council Technical Support for Local Plan HA4 Downend Road East](#) and [TOI013 FBC Technical Support for Local Plan Downend Sites](#)

footpaths, including improved linkages across the railway line into Portchester, including the bus routes along the A27.

- 3.3 The HA56 allocation / development will provide a new primary school, link road, local centre, playing pitches and open space.
- 3.4 The sites are not subject to any environmental or planning designations which would provide strong reasons to protect the area from development or restrict the overall scale of the development.

Landscape

- 3.5 The sites are currently open farmland located beyond the settlement boundary. They sit within the Portsdown Hill Local Character Area (LCA) which comprises distinctive scarp and downland landscape forming the western flanks of Portsdown Hill, a landscape unit that extends beyond the Borough boundary into neighbouring Winchester District. The LCA is defined on its western boundary by the minor valley of the Wallington River and to the south by the urban edge of Downend and Portchester. Although the scarp slopes form a single landscape unit, the lower slopes are severed from the upper by the M27, effectively dividing the area into two separate but associated parts.
- 3.6 The Fareham Landscape Assessment (LDA Design 2017) judged the sensitivity of the landscape resource in this area, referenced 'West Portchester Fringe Farmland 11.3a, 11.3b & 11.3c, to be low with scope to accommodate some change without unacceptable adverse effects on the landscape resource or features of particular value. With regards to the main areas, the assessment concluded that:

"However, there is scope to repair the former structure of internal field boundaries and introduce new features that are typical of chalkland landscapes within the wider area (e.g. shelterbelts and copses), providing landscape enhancement and a stronger landscape framework for accommodating relatively large-scale change without unacceptable adverse effects."

- 3.7 The Assessment goes on to consider that the area does not form a critical role in the setting of the urban area and the area is mostly hidden from views from surrounding areas.
- 3.8 The Council's Technical Review of Areas of Special Landscape Quality and Strategic Gaps (DS003) assessed the LCAs to determine what areas should be included within the Areas of Special Landscape Character (ASLQ). LCAs 11.3a, 11.3b and 11.3c which cover the sites at Downend Road East and West, were assessed as only having a partial match to the ASLQ criteria, whereas LCAs 11.1, 11.2a and 11.2b, north of the M27 were assessed as having a good match (see figure 2 and figure 3). Consequently, the ASLQ boundaries align with those of the LCAs north of the M27 (see figure 4). Both parties agree that the site is not within an ASLQ and therefore development can be accommodated in this area without harm to a valued landscape.

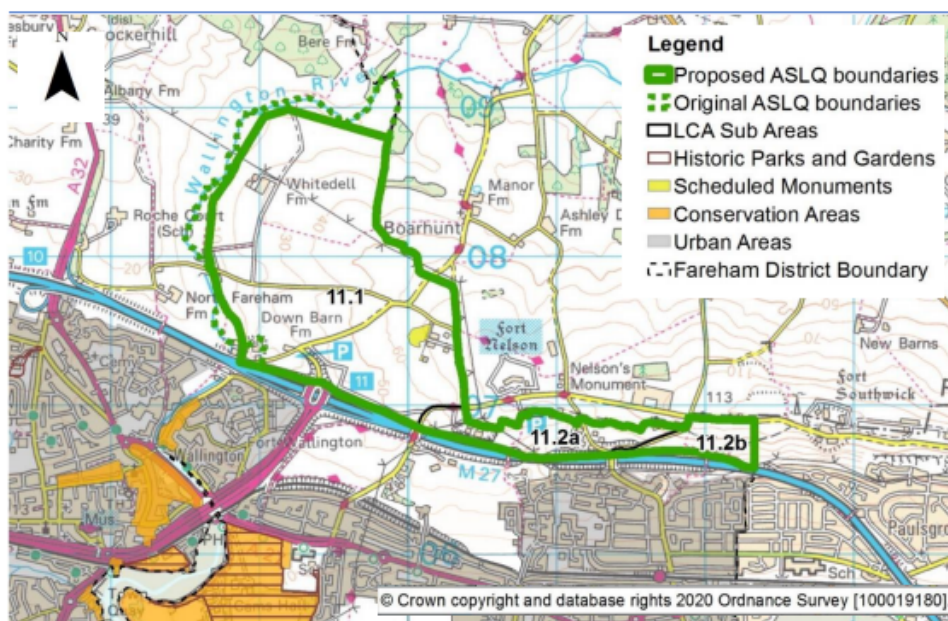


Figure 2. Reproduction from page 74 of the Technical Review showing the LCAs of Portsdown Hill.

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

KEY How closely does the Area match the criteria

High match

Good match

Fair match

Partial match

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Figure 3. Reproduction of page 54 of the Technical Review, with added highlighting, showing the outcome of the assessment of the LCAs Downend and Portsdown Hill.

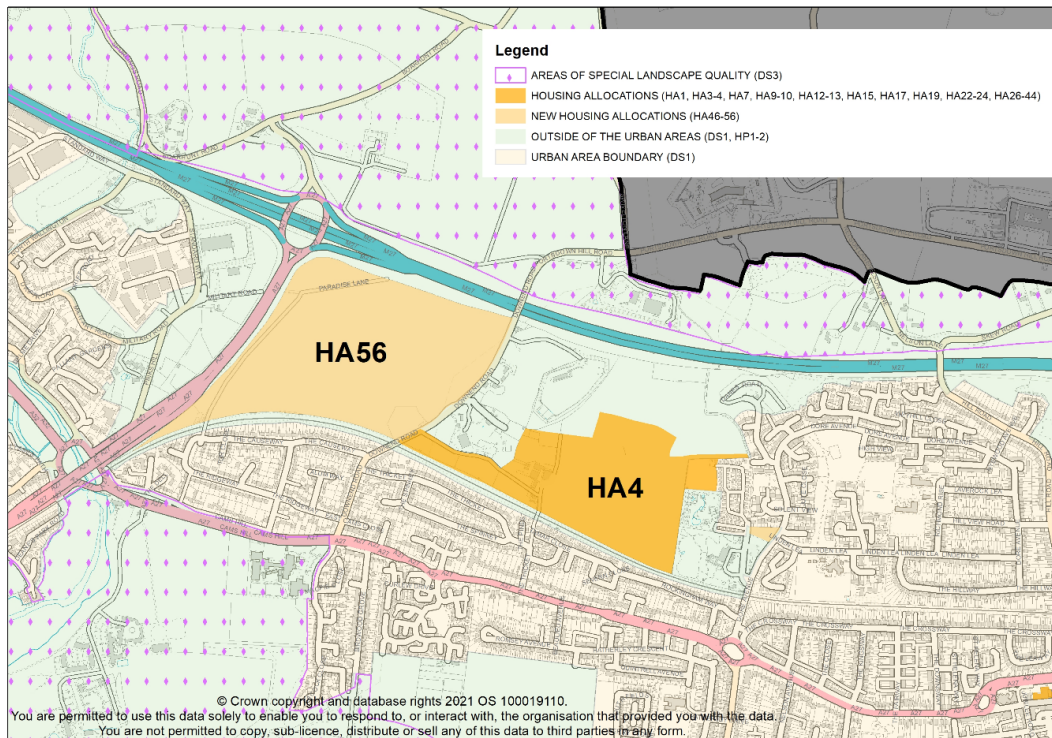


Figure 4. Map showing the allocations HA4 and HA56 and the location of the ASLQ boundary.

3.9 The appeal decision, with respect to HA4 confirmed:

“The gently rising gradient to the north means that it is visible in the surrounding area. As such there would inevitably be harm to the landscape character of this currently undeveloped area. However, the Landscape Parameters Plan demonstrates that the development parcels would be separated by a framework of green open space. The north-south green corridors would help maintain long distance views up towards the higher ground. As such the harm to landscape character would be moderated to a satisfactory degree.”

3.10 HA56 is less sensitive in landscape terms, due to the topography, urban context and landscape features, and the same would apply; the impact of the development on the landscape could be moderated to a satisfactory degree.

Built Heritage

3.11 There are no designated heritage assets on or immediately adjacent to sites HA4 and HA56. However, the sites are located within the wider settings of three designated heritage assets (DHA): Portchester Castle, a Grade I listed building and scheduled monument; Fort Nelson, a Grade II* listed building and scheduled monument; and the Nelson Monument, a Grade II* listed building.

3.12 With regards to HA4, the appeal decision (paras 25 – 29 of document FBC036) confirms:

- Portchester Castle - Beyond the developed area, the backdrop of undeveloped land on the Portsdown Hills is less important but nonetheless part of the extended setting of this DHA. The appeal development would to a modest degree reduce the extent of this area, thereby causing less than substantial harm to setting.
- Fort Nelson and the Nelson Monument – the appeal site forms a modest part of the setting area, and its development would to a limited extent diminish the degree of separation of the DHAs from the urban area but, any infringement would be limited.

3.13 The level of harm was considered, by the Appeal Inspector, to be less than substantial, but even in giving great weight to the conservation of these heritage assets, the public benefit of meeting housing need was considered to outweigh the harm.

3.14 Given the adjacency of the sites, restricted views, topography and vegetation, as well as the housing need there is no basis for a heritage objection to the allocations. It is to be noted that no comments have been received from Historic England in relation to these allocations.

Archaeology

3.15 Archaeological investigations have been undertaken with respect to the sites. Regarding HA4, the site has been identified as an area with potential for the presence of palaeolithic archaeological remains and as such there is a policy requirement for archaeological survey. MH have undertaken further detailed archaeological investigation to support the planning permission for HA4 (P/20/0912/OA) and remains of a Palaeolithic date were found within the site. The proposed development layout of HA4 has been revised from the submitted planning application to ensure no built development is located in this zone and secured the retention of these remains in situ. Instead, the formal open space provision has been provided in this location. Both parties agree that, in relation to Matter 6 Question 13, these changes are not of a level of significance that would warrant a change to the framework plan.

5.16 With regards to HA56, the site has also been identified as an area with potential for the presence of palaeolithic archaeological remains and as such there is a policy requirement for an archaeological assessment. It is common ground between the parties that this assessment will be done for the planning application.

Designated sites and Biodiversity

3.17 The allocated areas are not subject to ecological designations. Wider effects and mitigation with regards to Special Protection Areas and Ramsar sites, around the coastal area, is addressed through the Local Plan HRA (CD004). MH are aware of the need for a project level Appropriate Assessment at the application stage for HA56, as has been undertaken for the application on HA4.

- 3.18 The sites are close to the Downend Quarry SSSI. This SSSI is notable for its geological features and as such a policy requirement for a buffer to protect the SSSI had been included. However, the SSSI is on private land and will not be subject to increased recreational pressure as a result of the development. Natural England (see Appendix 1) confirmed that no mitigation measures were required with respect to the application for HA4. Both parties agree that a minor modification to the policy criteria is factually appropriate to remove this requirement (see appendix 3 below).
- 3.19 The allocations are sufficient in scale to achieve biodiversity net gain in accordance with policy NE2.

Flood / drainage

- 3.20 The allocations fall within flood zone 1 and can accommodate SuDS as necessary.

Adjacent uses

- 3.21 The allocations are adjacent to the Portsmouth – Southampton railway line and there is an open-air waste facility. However, appropriate buffers can be provided to both, as evidenced by the grant of outline planning permission for HA4.

Minerals

- 3.22 To the north west of the HA4 is Downend Quarry, a former chalk pit now used for a range a waste management uses. Whilst the site is in a Minerals and Waste Consultation Area, this is because it lies close to the safeguarded waste processing site of Warren Farm and Down End Quarry. It is agreed that there is potential for a minor modification to the policy for HA4 and HA56 in relation to minerals and waste (see appendices 2 & 3 below). Both parties agree that this is a typographical / factual error and that there is no requirement for a Minerals Assessment with respect to either site.

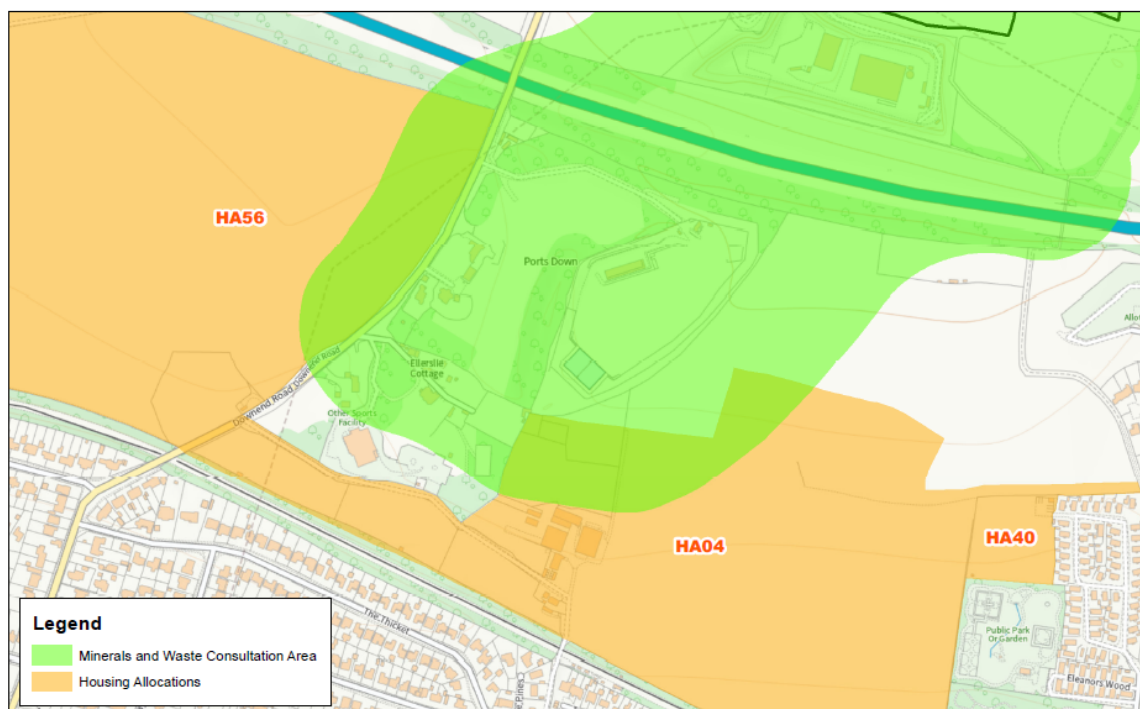


Figure 5. Location of Minerals and Waste Consultation Area with allocations HA56 and HA04.

- 3.22 There is a policy requirement for the design to take the location of the waste transfer station and the potential for odour into consideration. This is an area of agreement between both parties.

Waste Water Infrastructure

- 3.23 FBCs SoCG with Southern Water addresses capacity. The specific details of any upgrades necessary and the timing of those upgrades can be considered at application stage. The parties agree that a phasing requirement within the policy is not justified or necessary.

Site suitability

- 3.24 The sites are suitable for development in that they are in a highly sustainable location and free from technical obstacles and constraints, beyond those already identified and considered in the capacity testing process (see DS004 Strategic Housing and Employment Land Availability Assessment, CD003 Sustainability Appraisal and the work done by FBC's Urban Designer to produce the framework plans for HA4 and HA56). MH confirm that the indicative yields expressed in the allocation policies are achievable, as minimums, through their masterplanning work.

Site availability

- 3.25 The sites are available and there is a clear intention by MH to deliver development.
- 3.26 An outline application, allowed through appeal (for up to 350 homes, decision dated 18 October 2021), and reserved matters applications (phase 1 for 180 homes validated 2 February 2022) are already progressing with respect to the eastern side (HA4).
- 3.27 With respect to HA56, MH has already progressed site investigation and technical work with respect to the following, which has informed the initial masterplanning approach to the site:
- Archaeology
 - Highways and transport
 - Landscape
- 3.28 Sufficient work has been undertaken to understand the infrastructure requirements of the scheme, in particular access requirements, and confirm the 'in principle' viability of the allocation.

Site achievability

- 3.29 The allocations are achievable; there is market demand for housing in this location and measures can be adopted to ensure that necessary mitigation is available to address wider environmental requirements (e.g. associated with European protected species) that would otherwise preclude the development of the site.

Areas of Agreement: FBC and MH agree that the site allocations, in terms of their location and capacity, are robust, justified, effective and consistent with national policy. They offer suitable, available and achievable sites for residential-led development (SHELAA reference DS004).

4. Masterplanning Principles

- 4.1 FBC Policies HA4 and HA56 set out a series of development criteria in terms of land use and masterplan principles, as is considered necessary to create sustainable and attractive developments.
- 4.2 The Framework masterplans provide an indication and reflection of masterplanning principles to be applied to each site, however at application stage there may be good reason to amend the land-use configuration, according to the more detailed evidence base – whilst maintaining the key principles of land-use and urban form. At application stage, and following detailed testing, the capacity of the sites may alter, but at this stage the capacity of the site has been assessed on the basis of the developable residential area shown in the framework of 15.7ha and an average density of 35dph applied. It is recognised that the topography of the site and the need to accommodate playing pitches, school facilities, attenuation ponds and other SuDs infrastructure may alter the developable areas. Further, the nature of the link road through the site will be confirmed.

Areas of Agreement: Without prejudice to MH detailed and limited comments on the policy wording, and subject to the minor modifications proposed at appendix 2, FBC and MH broadly agree these principles, as a policy guide for the subsequent planning applications.

Such applications will further consider the detail including capacity of the sites, nature of the primary street through HA56 and the precise location of the playing fields. Both parties agree to work constructively together in implementing the policy in the context of further technical work associated with applications.

5. Highway and Transport Issues- HA4

- 5.1 In order to facilitate the development of HA4 the following is required, and has been agreed as part of the granting of planning permission:
1. Highway access from Downend Road with a new ghost island priority junction onto Downend Road, replacing the existing farm access
 2. The provision of pedestrian and cycle connectivity from the site to Downend Road, The Thicket and Upper Cornaway Lane
 3. Highway improvements to facilitate the development including:
 - i. A pedestrian footway over the existing Downend Road bridge, pedestrian crossing of Downend Road, and connections and improvements to wider pedestrian and cycle networks at The Thicket and Upper Cornaway Lane; and

- ii. Provision of pedestrian and cycle links to the A27 Bus Services and future Rapid Transit connecting Fareham Town Centre and railway station, Portchester, Portsmouth and local employment hubs; and
- iii. Improvements to the Downend Road, A27 and Shearwater Avenue junction.

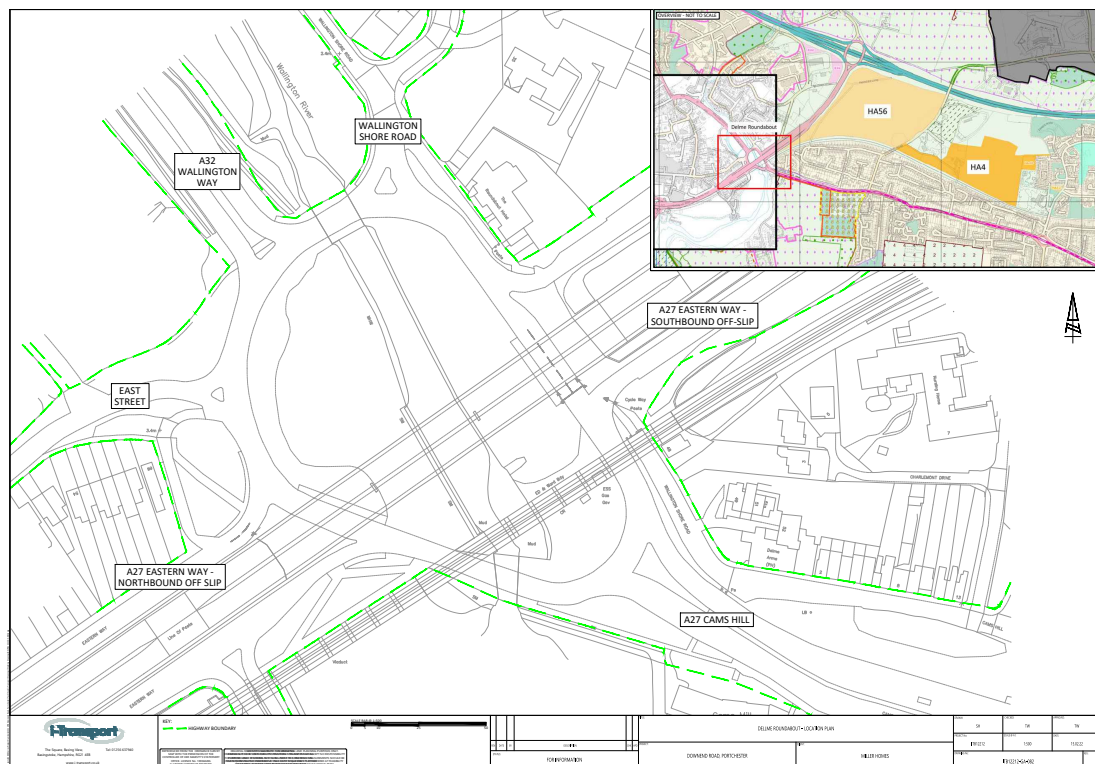
Areas of Agreement: The outline planning permission for HA4 has addressed access requirements associated with the delivery of 350 homes, including delivery of safe pedestrian and cycle provision across Downend Road bridge.

6. Highways and Transport Issues – HA56

- 6.1 On the basis of the Strategic Transport Assessment (STA) published in September 2020, the current allocation policy HA56 requires contributions to ‘off-site highway improvement and mitigation works including contributions towards improvements at Delme Roundabout’. Delme roundabout was one of 5 junctions identified by the 2020 STA (TO1008) as requiring mitigation as a result of Local Plan development and consequently Policy TIN2 of the Local Plan directly specifies these locations. This is in addition to the requirement for all development to undertake a site specific transport assessment, and the policy wording of TIN2 requiring impacts on the local and strategic highway network arising from development to be mitigated.
- 6.2 In recognition of there being differences in the number and location of development sites between the published STA and the submitted Local Plan, the Council with the support of the Highway Authority has commissioned a further model run to reflect the Local Plan development strategy. The results of the Do Minimum model run (FBC016) show that there is no unacceptable impact from local plan development on any arm of the Delme Roundabout when compared to the 2036 Baseline. In contrast to the published STA, the updated modelling now includes the committed Transforming Cities Fund improvement scheme for the roundabout as part of the Baseline. It is also important to recognise that the model does not include the proposed link road through the site allocation, with all vehicular movements loaded onto Downend Road. This therefore presents a robust assessment of impacts at Delme roundabout, with the link road expected to remove traffic using the Delme Roundabout.
- 6.3 The following table shows the impact on the Delme junction of Local Plan development versus the Baseline. Across the junction arms, apart from East Street, the impact is modest with slight RFC changes in the AM and modest increases (up to 9%) in the PM, but all arms remain well under 80% RFC in both peaks. The biggest flow changes are seen in the PM peak but delays are modest in both peaks except the AM peak on the East Street arm. However, given the ‘minor’ status of this arm, this impact is considered acceptable given the impact is already triggered by the Baseline.

Approach Arm	2036 Base AM RFC (%)	2036 DM1 AM RFC (%)	AM Change in RFC (%)	2036 Base PM RFC (%)	2036 DM1 PM RFC (%)	PM Change in RFC (%)	2036 DM1 v 2036 Base AM Flow Change	2036 DM1 v 2036 Base PM Flow Change	AM Change in Delay (s)	PM Change in Delay (s)
A32 Wallington Way	74	77	3	60	69	9	31	114	1	2
Wallington Shore Road	38	39	1	56	60	4	-2	4	0	2
A27 Eastern Way SB offslip	42	42	0	50	58	8	-1	83	0	3
A27 Cams Hill	68	71	3	49	52	3	69	81	1	1
A32 Eastern Way NB offslip	67	70	3	52	55	3	24	35	3	6
East Street	97	101	4	95	96	1	-2	-33	24	9

Table 1. Impact of Local Plan development versus the Baseline on junctions near to the site allocations. Reproduced from FBC016 Updated Strategic Transport assessment SRTM Do Minimum report.



6.4 Areas of Agreement: In light of the updated strategic transport assessment modelling outputs, both parties agree that, at the strategic model level, local highway network junctions are capable of serving circa 1,000 new homes, and that the Council will recommend modifications to the Inspector in respect of Policy TIN2, to remove and

update the list of junctions identified as needing mitigation. A further modification is proposed to the requirement identified in criterion j) of the HA56 allocation policy for off-site highway improvements and contributions to Delme Roundabout, recognising that Transforming Cities Funding has been awarded to the Highways Authority to undertake the improvements to Delme roundabout that were included as a committed scheme. Provided that this scheme is implemented as planned, there should be no requirement for further contributions from this development. However, both parties also agree that to be compliant with other policies in the Plan, any future application for the site will be required to undertake a site-specific transport assessment, and any impacts identified will need to be mitigated through off-site highway improvement works or financial contributions to be determined at a later date.

- 6.5. Both parties accept that the Updated Strategic Transport Assessment does not necessitate a policy requirement for the link road, shown in the framework plan for site HA56. However, as referenced in the Technical Support for Local Plan: Downend Sites (June 2021) (examination library reference TOI013) at paragraphs 4.7-4.31, modelling has been undertaken on the wider benefits of a link road through the site connecting Downend Road with the A27 and as paragraph 4.17 attests, three key junctions (Downend Road/A27 Portchester Road/Shearwater Avenue, M27 Junction 11 and Delme roundabout) would experience a reduction in vehicle flows due to the installation of a link road, operating at 30mph. Therefore, through discussions, both parties agree that with the aim of good design and bringing benefits to the wider area, two accesses to the site are better than one and so there is reference to the link road, at 30mph, in the policy.
- 6.6 Both parties agree, however, that the aspiration to prevent 'a physical and visual severing of development' is unachievable through the introduction of a physical barrier such as a road, albeit well designed in accordance with the Manual for Streets, as a 30mph road with safe crossing points and priorities for pedestrians and cyclists, and agree that a minor modification could be made to change 'prevents' to 'minimises'. Significant engagement has been carried out with both Hampshire County Council (HCC) (as local highway authority) and Highways England (HE) in relation to the proposed traffic signal controlled junction to the A27 corridor.
- 6.7 Both HE and HCC have confirmed that, whilst more information will be required to support the subsequent planning applications on this allocation, in principle there are no 'showstoppers' to the delivery of the A27 traffic signal junction and that there is no reason the site should not be confirmed as sound in terms of highway capacity and transport accessibility.
- 6.8 Both parties agree that reference to The Thicket and Upper Cornaway Lane is erroneous and irrelevant in relation to this site. It is a factual error and should be addressed as a minor modification to remove reference to these two connections.
- 6.9 Both parties agree that site HA56 is to be served by two new junctions, a roundabout junction onto Downend Road and a traffic signal junction onto the A27 corridor. A new Link Road, through HA56, will connect the A27 corridor and Downend Road / Portsdown Hill, to reduce non-local through traffic on the A27 through Portchester, at A27 Delme Roundabout and at M27 Junction 11.
- 6.10 Both parties agree to the minor modifications proposed to policy HA56 as shown in Appendix 2.

7. Deliverability

7.1 The parties agree that both allocation policies are effective within the plan period. HA4 already has consent, and can be considered deliverable in terms of paragraph 68 of the NPPF, with evidence. Delivery on site is being progressed in accordance with condition no. 1 of the planning permission which requires:

- an application for the approval of reserved matters no later than twelve months from the date of the permission, and
- that the development is begun before the expiration of two years from the date of the permission or one year from the date of the approval of the last of the reserved matters to be approved, whichever is later.

7.2 MH intends to build on both sites, but not as a single developer. Allowing for the application processes, lead in times and build out rates for two developers on site, the allocations could deliver as follows (assuming a single developer on HA56 in the initial period):

	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	2034 /35	Total
HA4 - East			30	50	100	100	70								350
HA56- West								50	100	100	100	100	100		550

7.3 The above phasing of HA4 aligns with the published trajectory in [FBC001 Council Response to INSP001](#), used to support the submitted Local Plan. This site is in the five-year housing land supply.

7.4 HA56 is programmed to deliver later in the plan period, both as a matter of fact, given the progression of HA4, and allowing for sufficient time to achieve the necessary access/highways improvements. Both parties agree that the delivery rates within the published trajectory in FBC001 are reasonable at this stage but may be subject to change and that the phasing assumed is not a policy requirement hence, there would be no policy reason to hold back delivery.

7.5 The site is considered developable, in line with paragraph 68 of the NPPF and as the plan period progresses, progression to permission and then the delivery of housing on this site will be kept under review by FBC, as part of its ongoing monitoring of housing supply.

Areas of Agreement: FBC and MH confirm the above delivery rate is realistic and achievable.

8 Signatories

8.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon, to inform the Local Plan examination.

Signed:

A large black rectangular box with a red border, used to redact the signature of Gayle Wootton.

Name:

Gayle Wootton

Position:

Head of Planning Strategy and Economic
Development

Date:

15 February 2022

Signed:

A large black rectangular box with a red border, used to redact the signature of Jacqueline Mulliner.

Name:

Jacqueline Mulliner MRTPI

Position:

Managing Director, Terence O'Rourke
Ltd, for Miller Homes

Date:

15 February 2022

Appendix 1

Response from Natural England in relation to the SSSI interest for HA4/Planning application reference P/20/0912/OA

[REDACTED]

From: Wilson, Alexander [REDACTED]
Sent: 12 October 2020 14:54
To: Wright, Richard [REDACTED]
Subject: RE: Land east of Down End Road - Application Reference P/20/0912/OA

Hi Richard,

I've reviewed the details of the Downend Chalkpit SSSI site and the nature of the designated features. We can confirm that its location on private land would be enough to provide protection to those features and no further measures in relation to the planning application are required.

Kind Regards

Alex Wilson
Natural England

[REDACTED]

During the current coronavirus situation, Natural England staff are working remotely to provide our services and support our customers and stakeholders. All offices and our Mail Hub are closed, so please send any documents by email or contact us by phone or email to let us know how we can help you. See the latest news on the coronavirus at <http://www.gov.uk/coronavirus> and Natural England's regularly updated operational update at <https://www.gov.uk/government/news/operational-update-covid-19>.

Wash hands. Cover face. Make space.



From: Wright, Richard [REDACTED]
Sent: 08 October 2020 12:09
To: Wilson, Alexander [REDACTED]
Cc: Jones, Rachel [REDACTED]
Subject: Land east of Down End Road - Application Reference P/20/0912/OA

APPLICATION REFERENCE: [P/20/0912/OA](#) by Miller Homes Ltd
Land east of Down End Road
Outline planning application with all matters reserved (except the means of access) for residential development, demolition of existing agricultural buildings and the construction of new buildings providing up to 350 dwellings, the creation of new vehicular access with footways and cycleways, provision of landscaped communal amenity space, including children's play space, creation of public open space, together with associated highways, landscaping, drainage and utilities.

Dear Alexander,

Appendix 2: Suggested minor modifications to the text of Policy HA56

Proposals should meet the following site-specific requirements:

- a) The quantity of housing proposed shall be broadly consistent with the indicative site capacity with delivery phased to follow the development at Downend Road East; and
- b) A design and layout in accordance with the HA56 Indicative Framework Plan that takes account of the site's constraints and context, in particular the site's landscape setting on Portsdown Hill the Downend Chalk Pit SSSI and the potential presence of Paleolithic archaeological remains; and
- c) Primary highway access should be from the A27 (link to Junction 11) and Downend Road, both of which will require new junctions into the site and will be connected via a primary street network that is designed to 30mph maximum speed, gives priority to pedestrians and cyclists and of a form that ~~prevents~~ minimises a physical and visual severing of development; and
- d) Provide high quality pedestrian and cycle links to the A27 Rapid Transit corridor (via Downend Road, ~~The Thicket, Upper Cornaway Lane~~ and Paradise Lane) connecting to Fareham Town Centre and railway station, Portchester, Portsmouth and local employment hubs, including a safe pedestrian priority crossing of Downend Road north of the existing Downend Road bridge; and
- e) The design of the development should be informed by a full archaeological assessment (in accordance with Policy HE4); and
- f) Include natural greenspace to provide a variety of linked habitats and biodiversity, providing opportunities for health, recreation, learning and movement; and
- g) ~~A Minerals Assessment will be required prior to any development in accordance with the Hampshire Minerals and Waste Plan; and~~
- h) Demonstration that the development will have no adverse impacts upon groundwater in respect of its location partially in a Groundwater Source Protection zone 3; and
- i) A Construction Environmental Management Plan (CEMP) to avoid adverse impacts of construction on the Solent designated sites shall be provided; and
- j) Infrastructure provision and contributions including but not limited to health education and transport in line with Policy TIN4 and NE3. In addition, the following package of site-specific infrastructure will be required:
 - Off-site highway improvement and mitigation works including contributions towards improvements at Delme Roundabout (~~unless otherwise funded~~); and
 - A 2-form entry Primary School and early-years childcare infrastructure (as identified by the Local Education Authority); and
 - A local centre to comprise flexible commercial floorspace including a convenience store and community facilities; and
 - Outdoor sports and playing pitches (approximately 1.44ha) accessible for use by the primary school; and
 - Open space in addition to the sports provision (a Multi-Use Games Area, a NEAP).

Appendix 3: Suggested minor modifications to the text of Policy HA4

Proposals should meet the following site-specific requirements:

- a) The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- b) A design and layout that takes account of the site's constraints and context, in particular the site's landscape setting on Portsdown Hill ~~, the Downend Chalk Pit SSSI~~ and the potential presence of Palaeolithic archaeological remains; and
- c) Primary highway access shall be focused on Downend Road; and
- d) A network of interconnecting green and public access corridors throughout the site incorporating existing ecological and archaeological features and allowing only minimal highway cross over points (kept minimal in width); and
- e) The Thicket and Upper Cornaway Lane; and
- f) Buildings heights limited to a maximum of 2.5 storeys, except for buildings which front onto the site access or perimeter, where heights will be limited to a maximum of 2 storeys; and
- g) Proposals should ensure ~~a buffer is designed to protect the SSSI at Downend Quarry~~ and the creation and enhancement of ecological corridors; and
- h) The design of the development should take into account the close proximity to the waste transfer station with the potential for odour; and
- i) A robust archaeological survey of the site to determine the Palaeolithic potential at the site, with areas identified as having high potential being designed within areas of open space or green corridors; and
- ~~j) A Minerals Assessment will be required prior to any development in accordance with the Hampshire Minerals and Waste Plan; and~~
- k) A Neighbourhood Equipped Area of Play (NEAP) on-site within an accessible location; and
- l) Highway improvements to facilitate the development including:
 - I. A pedestrian footway or footbridge over the existing Downend Road bridge and connections and improvements to wider pedestrian and cycle networks at The Thicket and Upper Cornaway Lane; and
 - II. Provision of pedestrian and cycle links to the A27 Bus Services and future Rapid Transit connecting Fareham Town Centre and railway station, Portchester, Portsmouth and local employment hubs; and
 - III. Improvements to the Downend Road, A27 and Shearwater Avenue junction.
- m) Infrastructure provision and contributions including but not limited to health, education and transport shall be provided in line with Policy TIN4 and NE3, including contributions towards improvements at Delme Roundabout