

Fareham Borough Council Local Plan Examination Council's Response to Inspector's Matters and Issues

Matter 6 Housing Allocations

Matter 6.2

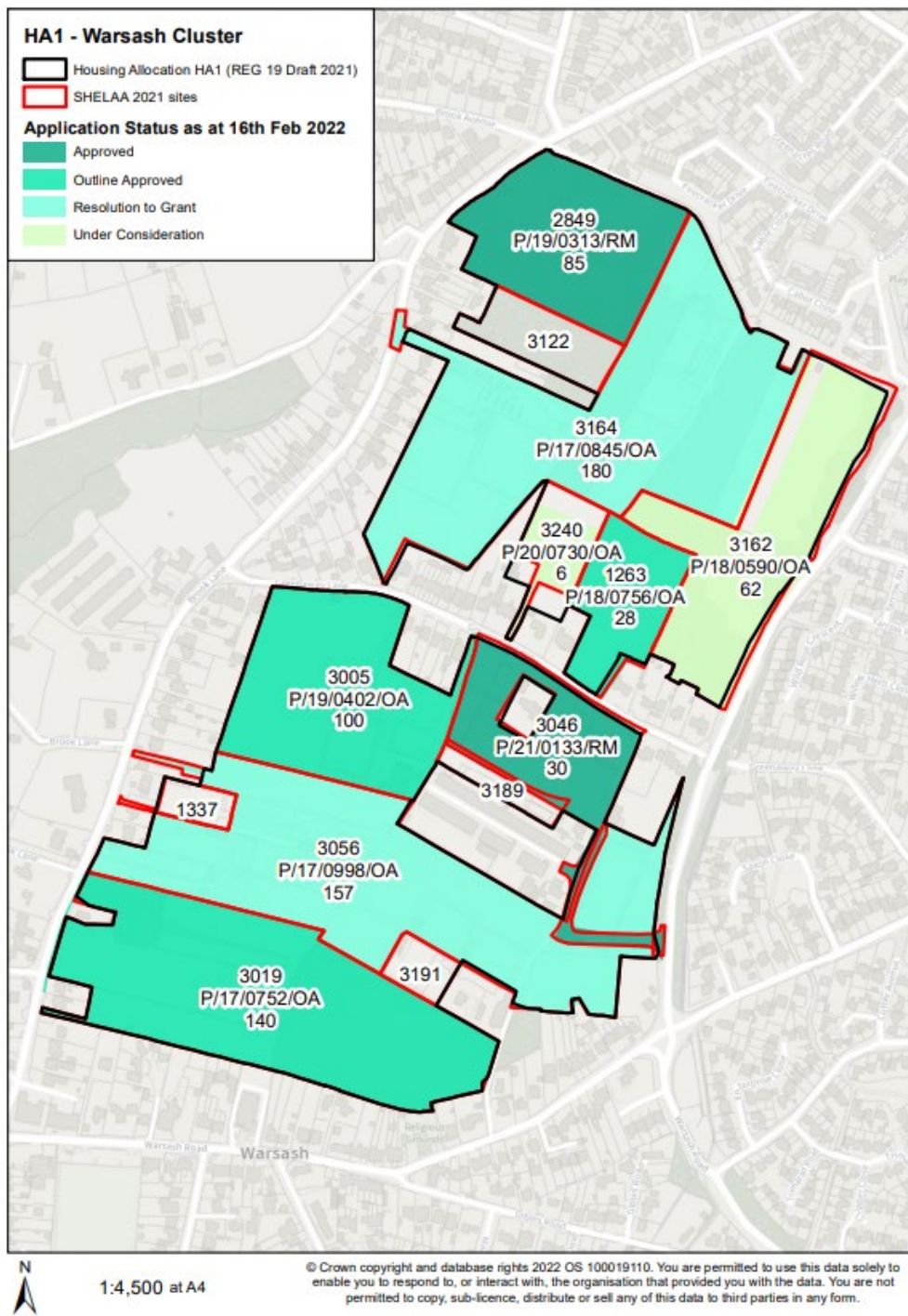
HA1 North and South of Greenaway Lane

7. How has the indicative yield been determined?

- 7.1 The individual call for site submissions were first assessed through the SHELAA to consider their developable status, the combined sites were then considered holistically through a masterplanning exercise by the Council's Urban Designer. This led to the preparation of the framework plan, which takes into consideration planning applications received, identifying development areas, indicative road structures and accesses as well as areas of green space and biodiversity. The resulting developable areas have been used to calculate the indicative yield in line with the SHELAA (DS004) Methodology, Stage 2 Site Assessment, Calculating Development Potential (pages 9-10).

8. This allocation consists of a number of smaller sites which are the subject of separate planning applications. How will implementation be managed, how is it envisaged that the site will be phased and how would a high-quality comprehensive development be achieved?

- 8.1 Planning applications on land within the HA1 allocation have been considered, negotiated and approved having regard to prevailing Development Plan policies and Figure 4.1 Indicative Framework Plan contained in the Revised Publication Local Plan 2037 and in previous versions of the Draft Local Plan.
- 8.2 The Indicative Framework plan was developed in response to speculative planning applications for residential development as a result of the Council's five-year Housing Land Requirement position of recent years.
- 8.3 All planning applications that have been approved are subject to conditions and S106 legal agreements that ensure appropriate pedestrian, cycle, vehicular and green Infrastructure connections are made within and to the boundaries of individual sites. This will ensure that a high-quality comprehensive development of HA1 will be achieved. Phasing for permissions is not directly controlled in terms of which sites are delivered first, this being dependant on developer timing.
- 8.4 Following the adoption of the Local Plan, new applications will continue to be considered in line with the indicative masterplan and Local Plan design policies D1 and D3. The status of the planning applications as of 16th February 2022 are set out on the following map:



9. How has the limited capacity of the local sewage infrastructure been considered? Should the occupation of the site be phased?

- 9.1 In response to consultations on the Local Plan, Southern Water have raised the issue of limited capacity of the local Sewerage infrastructure at present, to accommodate the proposed development on this site. However, it was recognised that this is not necessarily a constraint provided appropriate measures are in place such as notifying Southern Water of the proposed development to ensure enough time is allowed to upsize the local sewerage infrastructure. It should be noted that the issue raised is associated with the immediate local

sewage infrastructure and not the ability of Peel Common Wastewater Treatment Works to accommodate the increases in foul water.

- 9.2 The Council felt it was necessary to produce a Statement of Common Ground (SoCG) with Southern Water to resolve this particular issue (SCG010). Within the Areas of Agreement section, in particular paragraph 5.2 of the SoCG, agreement has been reached with Southern Water that paragraph 11.53 in the Plan in conjunction with Policy TIN4, ensures developers engage and collaborate with Southern Water to ensure there is adequate wastewater infrastructure and water supply capacity to serve development or adequate provision can be made available. The Council and Southern Water agree that planning conditions could also be employed to help facilitate this. In addition, it was agreed that the Council's Development Management team will be made aware of Southern Water's comments on the allocations in the Plan which are being raised as having local sewage capacity issues so that consultation on future planning applications be sought.
- 9.3 With regards to this allocation, Southern Water have been consulted on the developments proposed in a number of outline and reserve matter applications for this site. Although the consultation responses from Southern Water have sometimes included a request to apply a condition to the planning consent that applicants submit details of the proposed means of sewerage disposal, they have not raised an objection to the application proposals in relation to the capacity of the local sewer network or formally request any phasing of the occupancy of the site.
- 9.4 Considering the above, the Council is content that the issue of the current capacity of the local sewerage infrastructure can be satisfactorily resolved and there is no need to directly specify the phasing of future occupiers of the site in the Policy.

10.What impact will the development have on the settlement identity of Warsash and Locks Heath?

- 10.1 The areas of Warsash and Locks Heath together with other areas in what is termed the 'Western wards' form a large connected residential area. It is made up of significant post war suburban housing estates developed along and between older radial roads and around small villages or hamlets. Whilst the original settlements' cores have maintained their identity through surviving older properties, street composition, retail and community functions, such as Warsash and Park Gate village centres and the newer Locks Heath Shopping Centre, the suburban housing expansions have largely joined together. As such there are no significant gaps between the neighbourhoods and a high degree of integration and homogeneity of settlements along principal roads has resulted. HA1 will continue the development patterns of the past through the delivery of housing on land to the north of Warsash and east and west of Brook Lane and Lockwood Road respectively, without directly affecting the visual coherence and identity of the centres. The cluster of developments in HA1 was identified in line with preferred option 2F of the Sustainability Appraisal (CD003) – larger clusters to deliver sustainable development alongside infrastructure improvements. The site has been carefully assessed as a whole to ensure development brings no harm to the local area, instead bringing the benefit of additional footfall to the village centre.
- 10.2 Moreover, the proposed masterplan also seeks to protect settlement identity by maintaining the existing mature trees and woodland belts, particularly along Lockwood Road, together with introducing strategic green infrastructure to provide screening, reduce development parcel scales and to give a sense of separation.

11.What are the infrastructure needs of the proposal and how will they be provided?

- 11.1 The infrastructure needs of the site are set out in Chapter 7 of the Infrastructure Delivery Plan (TOI007), in particular table 6. These will be provided through the collection of CIL and appropriate Section 106 implementation.
- 11.2 The following table sets out the outline permissions granted on the site as of 16th February 2022 together with how the infrastructure requirements have been addressed in Section 106 agreements. These align with the infrastructure needs identified in the Infrastructure Delivery Plan (TOI007).

Table 2 – Section 106 contributions at HA1

SHELAA Site Name	Planning Application	Date of permission & dwelling numbers	S106 Summary
Land North of Greenaway Lane	P/18/0756/OA	18/03/2021 28 dwellings	Primary Education = £128,985 Secondary Education = £124,925 Transport (incl. travel planning) = £25,000 40% affordable housing
Land South of Greenaway Lane	P/19/0402/OA	22/04/2021 100 dwellings	Education = £278,910 Transport (incl. travel planning) = £150,450 Highways mitigation (physical works) = £298,714.29 Play area provision and maintenance = £108,000 40% affordable housing
Land East of Brook Lane	P/17/0752/OA	17/02/2021 140 dwellings	Education = £846,258 Transport (incl. travel planning) = £85,200 Highways mitigation (physical works) = £418,200 Play area provision and maintenance = £108,000 40% affordable housing
Land to the East of Brook Lane & South of Brookside Drive	P/16/1049/OA	26/01/2017 85 dwellings	Highways mitigation (physical works) = £253,907.14 Play area provision and maintenance = £108,000 40% affordable housing

- 11.3 The Council's intention is to continue to seek S106 contributions alongside CIL payments for infrastructure for the remaining applications on site.