

Land North of Gosport Road, Fareham, Hampshire

PROMOTIONAL DOCUMENT

**“THE GOVERNMENT ATTACHES
GREAT IMPORTANCE TO
THE DESIGN OF THE BUILT
ENVIRONMENT. GOOD DESIGN IS
A KEY ASPECT OF SUSTAINABLE
DEVELOPMENT, IS INDIVISIBLE
FROM GOOD PLANNING,
AND SHOULD CONTRIBUTE
POSITIVELY TO MAKING PLACES
BETTER FOR PEOPLE.”**

(PARA. 56, NPPF, 2012)



CONTENTS

PAGE 01	1	PAGE 07	2	PAGE 10	3	PAGE 14	4	PAGE 27	5
INTRODUCTION		PLANNING POLICY CONTEXT		THE EMERGING PROPOSALS		ASSESSMENT		CONCLUSION	

Fareham Land LP



First Floor,
South Wing,
Equinox North
Great Park Road,
Almondsbury,
Bristol,
BS32 4QL

T 01454 625945 | E Bristol@pegasusgroup.co.uk

Prepared by Pegasus Urban Design
Pegasus Design is part of Pegasus Group Ltd
Prepared on behalf of Sustainable Land Plc
December 2017 | Project code BRS.4989

COPYRIGHT The contents of this document must not be copied or reproduced
in whole or in part without the written consent of Pegasus Planning Group Ltd.

Crown copyright. All rights reserved. Licence number 100042093.





INTRODUCTION





01 | INTRODUCTION

- 1.1 This Technical Delivery Document has been prepared by Pegasus Group on behalf of Fareham Land LP in response to the draft Fareham Borough Local Plan, published for consultation on 25th October 2017. Fareham Land is promoting land located between Newgate Lane and the proposed new relief road (Newgate Lane South), to the west of Bridgemary, Fareham. The site is made up of two land parcels: the northern parcel owned by Fareham Land LP; and the southern parcel being promoted by Bargate Homes.
- 1.2 The purpose of this document is to present evidence that a housing allocation at Land North of Gosport Road can maximise the benefits of the proposed allocation HA2 in the Draft Local Plan by providing additional housing to an identified sustainable development. This document demonstrates that the site is deliverable, with acceptable effects on the environment, the highway network and social infrastructure whilst delivering a number of benefits.
- 1.3 The document should be read in conjunction with Pegasus Group representations on the Draft Local Plan which cover matters relating to housing requirements, the spatial strategy and the proposed site allocations. Fareham Land LP are objecting to the Draft Local Plan; of particular note is the failure to allocate sufficient sites to deliver the housing requirement for the plan period.

SITE AND SURROUNDINGS

- 1.4 The site is located in the eastern part of Fareham Borough and adjoins the settlement of Bridgemary on its western boundary, which is located within Gosport Borough.
- 1.5 Newgate Lane forms the western boundary of the site and currently provides links to Fareham to the north and Lee-on-the-Solent to the south. As illustrated on the plan on the next page, the new relief road forms the eastern boundary of the site, with Brookers Lane forming the southern boundary. There are residential properties to the west (fronting Newgate Lane) and adjacent to the south west corner (fronting Woodcote Lane). At the south east corner is Brookers Lane playing fields.
- 1.6 Between Bridgemary and the site is a proposed residential allocation in the Draft Fareham Local Plan, reference HA2 – Newgate Lane South.
- 1.7 The site currently comprises four main parcels of land used for agriculture, pony paddocks and stables. In total, the site comprises some 6.29 hectares. The site boundaries and internal field boundaries are made up of hedgerows and mature trees.
- 1.8 The site is sustainably located, with access to a range of shops, recreational opportunities and community services, including schools and a medical centre. Bus stops adjacent to the site on Newgate Lane provide regular services to Fareham and Gosport, via the Newgate Lane and Speedfield Park commercial area which includes Asda and Lidl supermarkets.

Aerial Site Location



KEY
SITE LOCATION

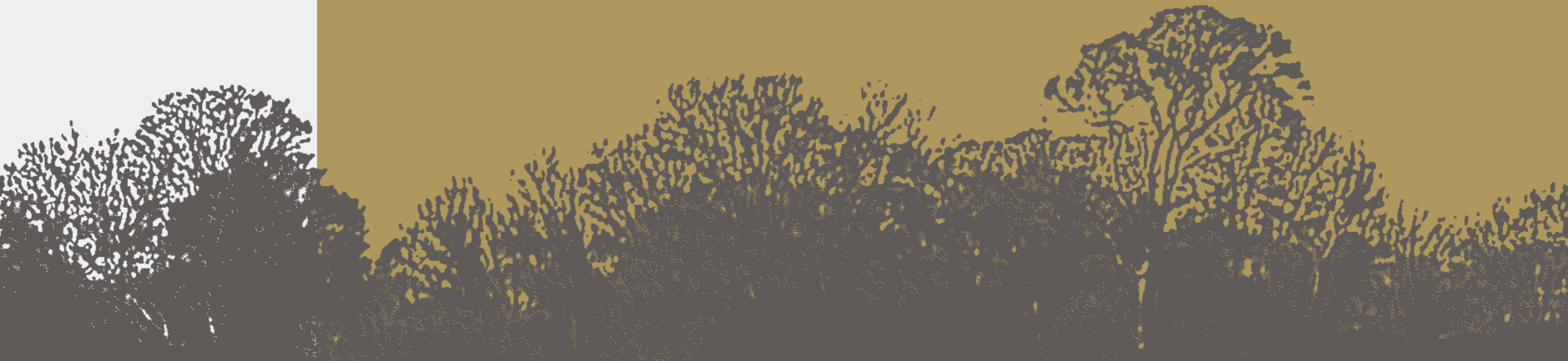
Context Plan





2

PLANNING POLICY CONTEXT



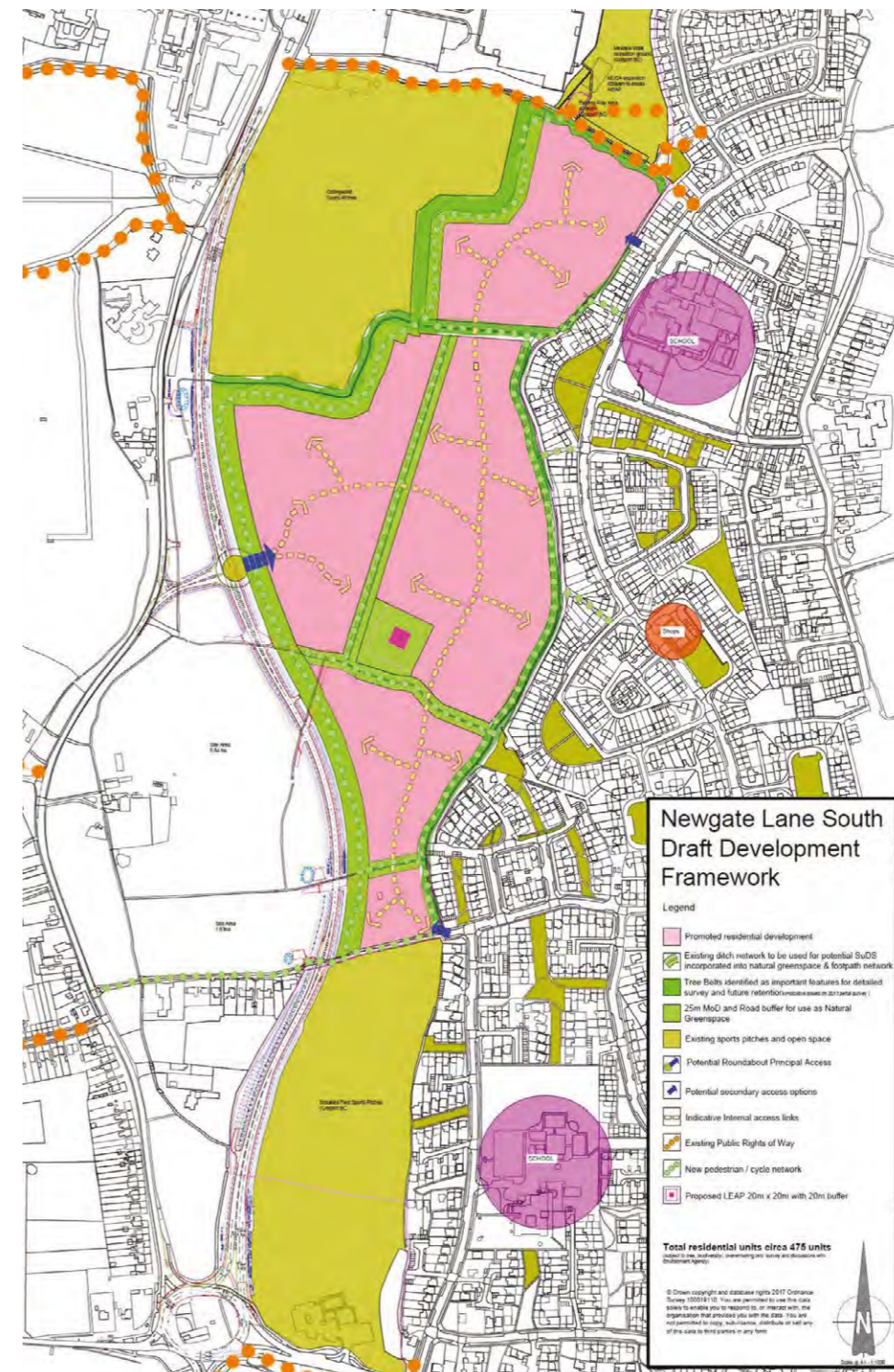


PLANNING POLICY CONTEXT

- 2.1 The adopted Development Plan for Fareham Borough consists of three main documents:
- 1) Local Plan Part 1 (LP1): 'Core Strategy' (Adopted in August 2011);
 - 2) Local Plan Part 2 (LP2): 'Development Sites & Policies' (Adopted in June 2015); and
 - 3) Local Plan Part 3 (LP3): The 'Welborne Plan' (Adopted in June 2015).
- 2.2 The Draft Local Plan, the subject of current consultation, is proposed to replace LP1 and LP2 of the existing Local Plan. LP3 relating to the Welbourne strategic site is proposed for retention, however, it is acknowledged that the housing delivery trajectory will need to be reviewed.
- 2.3 A particular requirement for the new Local Plan is to address the objectively assessed housing need of the Borough, stemming from the commitment made by the council during the examinations of LP2 and LP3.

DRAFT FAREHAM LOCAL PLAN 2036 (OCTOBER 2017)

- 2.4 Policy H1: Strategic Housing Provision states that 11,300 net additional dwellings will be provided in the Borough between 2011 and 2036. It proposes a stepped delivery as follows:
- 300 dwellings per annum for 6 years (2011/2012 – 2016/2017);
 - 420 dwellings per annum for 4 years (2017/2018 – 2020/2021);
 - 620 dwellings per annum for 10 years (2021/2022 – 2030/2031); and
 - 324 dwellings per annum for 5 years (2031/2032 – 2035/2036).
- 2.5 The policy goes on to state that housing will be provided at Welborne Garden Village, specific brownfield and/or regeneration opportunities in Fareham Town Centre in particular (10 sites); and further allocations made in the Local Plan (26 sites).
- 2.6 One of the allocations proposed is HA2 – Newgate Lane South, Peel Common which has an indicative capacity of 475 dwellings. This site is located immediately to the east of this proposed site – see the plan opposite.
- 2.7 The allocation of this site is considered appropriate and is welcomed. However, as is explored in the accompanying representations prepared by Pegasus Group, it is considered that additional housing should be allocated in order to meet the needs of the Borough. This site, Land East of Newgate Lane, provides a sustainable, deliverable extension to allocation HA2.

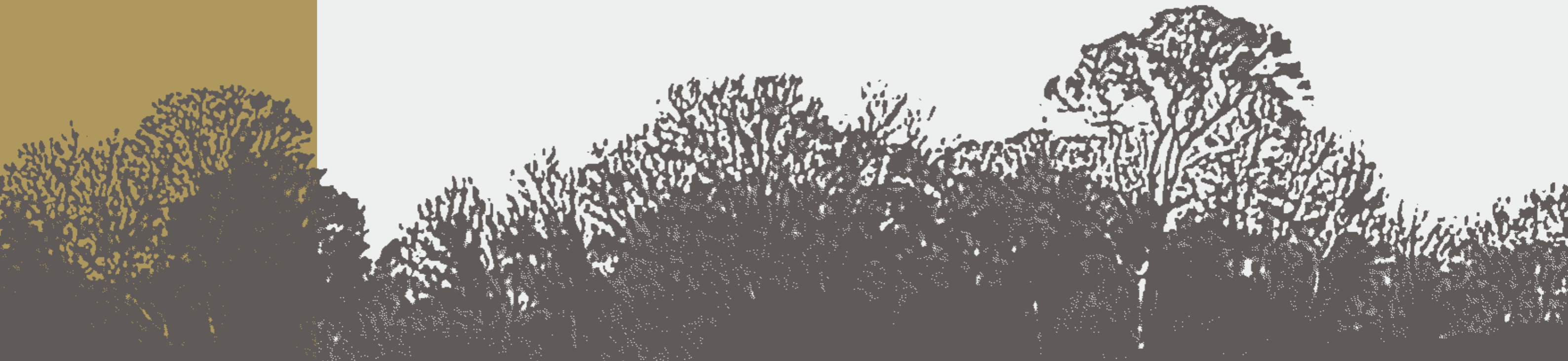


Extract from Local Plan



3

THE EMERGING PROPOSALS



THE DEVELOPMENT SITE

Constraints & Opportunities Plan

- CONSIDERATIONS

- 3.1 The contribution of the site to the separation between Woodcot and Stubbington and its role in the strategic gap.
- 3.2 Existing landscape components and vegetation structure, including mature trees, drainage ditches and ponds.
- 3.3 Contextual views into and out of the site.
- 3.4 The development of the Newgate Lane Relief Road (Newgate Lane South) and associated drainage infrastructure.
- 3.5 Acoustic levels along Newgate Lane and the relief road once construction is complete.
- 3.6 The proximity of the site to existing public transport providing links to Fareham Town Centre, retail areas including Speedfields Park, and community services including schools and a medical centre;
- 3.7 Mitigating the visual impact of the development on the wider countryside.

- OPPORTUNITIES

- | | |
|------|--|
| 3.8 | To provide a logical, deliverable extension to proposed housing allocation HA2, Newgate Lane South, which can be delivered early in the Local Plan period. |
| 3.9 | To logically provide access to the development via the existing road network (Newgate Lane). |
| 3.10 | To create a high quality and landscape led development, supported by public open space, children's play areas and new infrastructure. |
| 3.11 | To create a sustainable, balanced development which offers a range of family house types, sizes and tenures. |
| 3.12 | To make efficient use of land, through the application of appropriate densities. |
| 3.13 | To create a range of development character areas which respond positively to site edges and the adjoining residential context. |



- | | | | |
|------|--|------|---|
| 3.14 | To provide an interconnected landscape structure, based on the retention of existing and provision of a variety of additional planting types, which also provide opportunities for biodiversity gain and an increase in habitat potential. | 3.16 | To create quality architecture and identify which reflects and positively assimilates with the character and extent of the existing settlement pattern; |
| 3.15 | To create a strong open space strategy which retains trees (notably those protected by a Tree Preservation Order) and reinstates lost historic landscape components such as hedgerows and woodland. | 3.17 | To provide a range of green spaces including an ecological area, children's play areas, natural play areas and green corridors and for both new and existing residents. |

THE EMERGING DEVELOPMENT PROPOSALS

- 3.18 The indicative masterplan proposal comprises:
- A residential development comprising between 200 – 250 dwellings, as an extension to the proposed new residential allocation HA2;
 - A net development parcel of approximately 6.292 hectares, equating to an average net residential density of between 32 and 38 dwellings per hectare;
 - Two new vehicular accesses off Newgate Lane (B3385);
 - A range of housing types and sizes comprising 1-and 2-bedroom apartments and up to 5 bedroom houses;
 - An allowance for 40% affordable housing offered in the form of groups of 1-2-3-and 4-bedroom tenure blind dwellings, pepper-potted in clusters across the development;
 - Approximately 3.152 hectares of public open space, comprising enhanced green corridors, natural and equipped children's play, enhanced green edges and hedgerows and an ecological area.

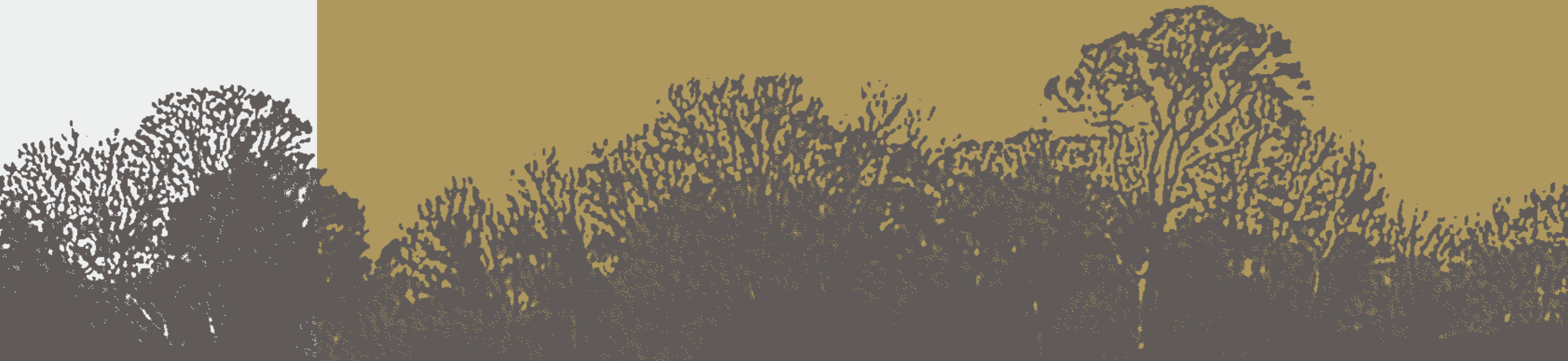


Illustrative Masterplan



4

ASSESSMENT

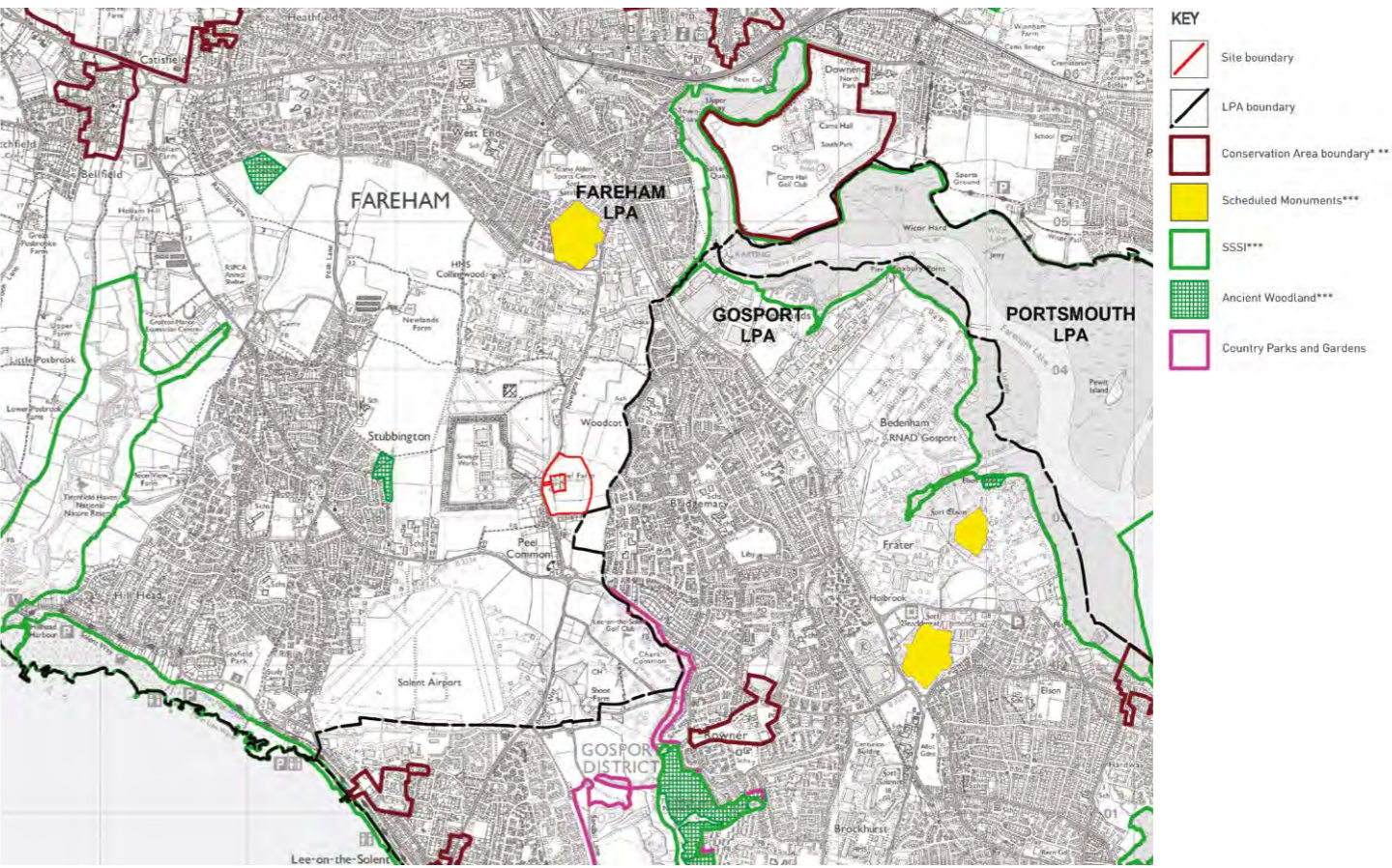


LANDSCAPE AND VISUAL IMPACT

AREA CONTENT

- 4.1 The site and study area are not subject to specific statutory or non-statutory landscape related planning designations.
- 4.2 In the wider landscape context of the site there are several other environmental designations which have some relevance to landscape and visual matters. These include:
- **Listed Buildings** – a small number of cottages along Newgate Lane and several scattered throughout the area of Stubbington;
 - **Ancient woodland** – on the eastern edge of Stubbington, west of the site is Tips Copse, an area of Ancient Woodland;
 - **Sites of Special Scientific Interest** – further afield, Titchfield Haven SSSI and Portsmouth Harbour SSSI are located to the west and east respectively;
 - **Strategic Gap** – a local policy designation which extends between Locks Heath/Titchfield to the west, Fareham to the north, Stubbington to the south and Gosport to the east.
- 4.3 These matters are considered in the analysis of constraints and opportunities.
- 4.4 Several drainage ditches cross the site, generally along the alignment of the boundary hedgerows which enclose the field pattern. A small field pond is located immediately to the south of Peel Farm. Drainage ditches are also a feature of the surrounding landscape context.
- 4.5 Land use of the site comprises several field enclosures, the larger of which are in arable use with several smaller enclosures, generally on the western edge, adjacent to Newgate Lane, comprising rough pasture and equestrian grazing. In the wider landscape, land use is diverse and in part strongly associated with the urban fringe. The estate of HMS Collingwood and an adjacent industrial/commercial estate are located to the north whilst residential development is situated to the east and west. A large-scale airfield is situated to the southwest, immediately south of Gosport Road. The area which is broadly dominated by arable land use but influenced by infrastructure uses that affect smaller parts of the landscape, including the sewage treatment works and a solar installation.
- 4.6 The site is enclosed and divided by hedgerows with occasional mature hedgerow trees. Frequent tree belts of varying age and condition characterise the wider landscape context. Also of note are the shelter belts which surround the urban edges of Peel Common, Newgate Land and which surround the regular and geometric form of the sewage treatment works.

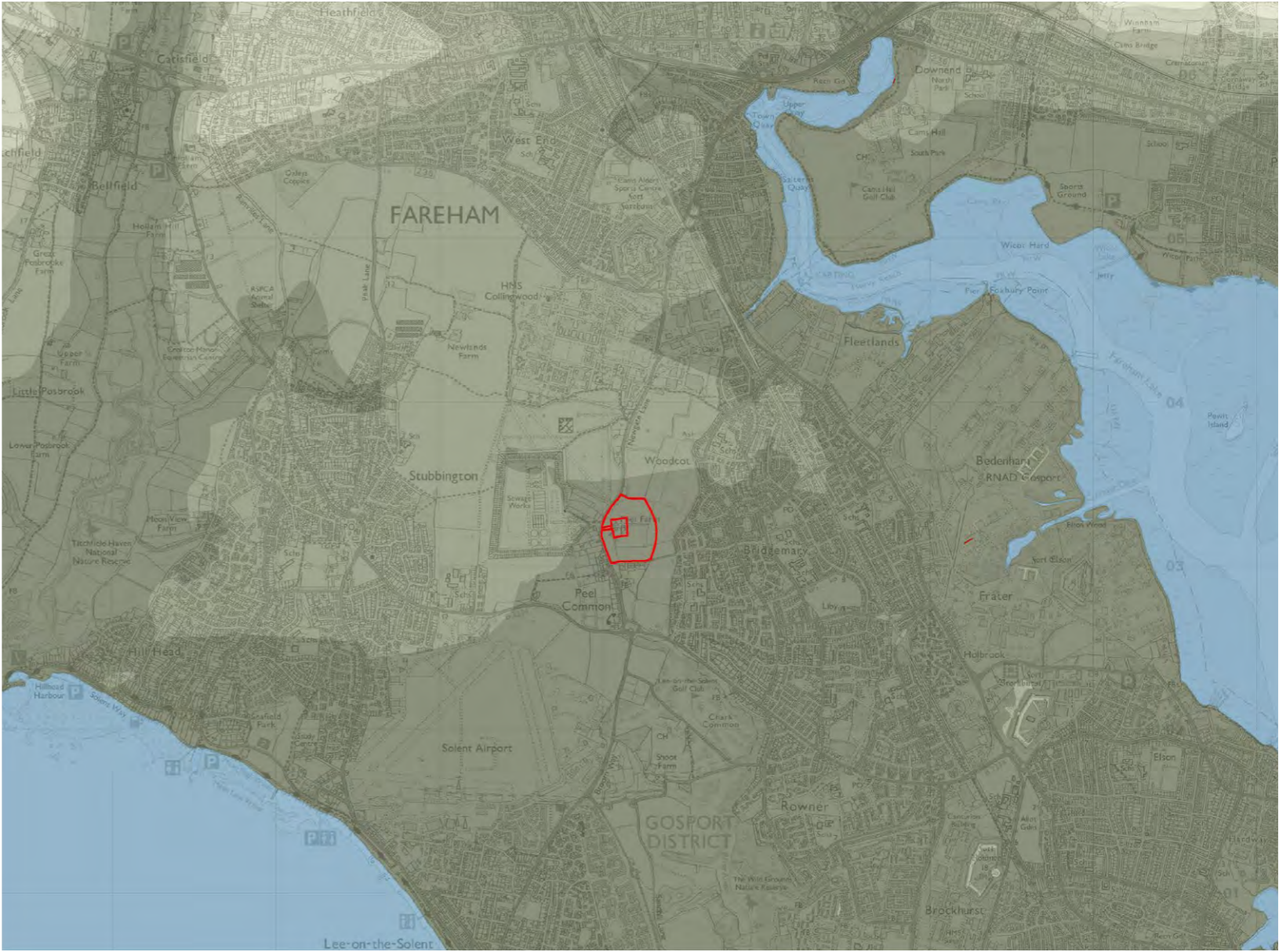
4.7 The settlement pattern close to the site is influenced by the ribbon development along New Gate Lane and residential properties off Woodcote Lane. Together these have an urbanising influence that sits close to the edge of Woodcot. Woodcot itself is more strongly defined by a distinctive linear edge that is characterised by a narrow tree belt. To the west, Stubbinton is also clearly defined in terms of its pattern and transition to the adjacent agricultural areas, and this distinction is supported by slightly more robust green infrastructure. There is a distinct sense of separation between Stubbington and the alignment of Newgate Lane (associated with the sewage treatment works) whilst this breaks down to the east of Newgate Lane due to several urbanising influences, including the relief road (under construction), overhead power lines and the urban fringe character associated with several plots of amenity landscape (playing fields) and equestrian paddocks.



Site Location and Planning Designations

TOPOGRAPHY

4.8 The landform of the site is relatively uniform, falling across a shallow slope from c. +10m AOD on the northern edge of the site down to c. +7m AOD on the southern edge. The landform is consistent with the overall, gentle fall of the coastal plain in the wider landscape.



Topography Plan

VIEWS

- 4.9
- The broad visual envelope for the site is defined as follows:

 - To the north, the visibility of the site is restricted to a short section of Newgate Lane. Views from the more northern section of Newgate Lane, and also the route of the public footpath between Newgate Lane and Woodcot, are generally screened by intervening vegetation and the route of the relief road. The emerging allocation H2 will be apparent in views from these locations:
 - To the east, the visibility of the site is restricted to locations on the very edge of Woodcot and Bridgemary. This is generally restricted to the upper storeys of residential properties situated on the very edge of the settlement; views from ground floor levels and the street scene being generally screened by intervening vegetation. The relief road is highly visible from the east, large sections of the route being defined by tall acoustic fencing panels. The emerging allocation will dominate views from this direction;
 - To the south, the visibility of the site is limited to several properties located off Woodcote Lane and off Newgate Lane – these locations having direct views into the site but also being influenced by the route of the relief road. The more northern parts of the site will be partially screened due to the vegetation cover on site. The emerging allocation H2 will be apparent in such views; and
 - To the west, the visibility of the site is limited to the route of Newgate Lane with views from locations further west (including public footpaths) being screened by various sections of green infrastructure.

- 4.10
- Overall, views of the site and likely views of the proposed development are limited to the site itself and its immediate context of (i.e. Newgate Lane and several properties adjacent to the site). The relief road will introduce potential receptors traveling through the landscape. However, this to an extent, will be a ‘re-distribution’ of those exiting receptors traveling on the current alignment of Newgate Lane that will take the relief road as an alternative route.

- 4.11
- From all directions, the emerging allocation H2 will be prominent in views and will substantially alter the baseline context.



Viewpoint Locations and PROW



Viewpoint 1 | View looking south, from the junction between Newgate Lane and the public footpath



Viewpoint 3 | View looking south-west, from the public footpath adjacent to the settlement edge at Woodcot



Viewpoint 2 | View looking north, from the public footpath just west of Woodcot



Viewpoint 4 | View looking west, from the settlement edge of Woodcot (off Palmcot Drive)

Land to the North of Gosport Road
Fareham, Hampshire

Land to the North of Gosport Road
Fareham, Hampshire



Viewpoint 5 | View looking north-west from Woodcot Lane



Viewpoint 7 | View looking north-east from Woodcot Lane, close to the junction with Newgate Lane



Viewpoint 6 | View looking north, from the junction of Newgate Lane and Gosport Road

Land to the North of Gosport Road
Fareham, Hampshire



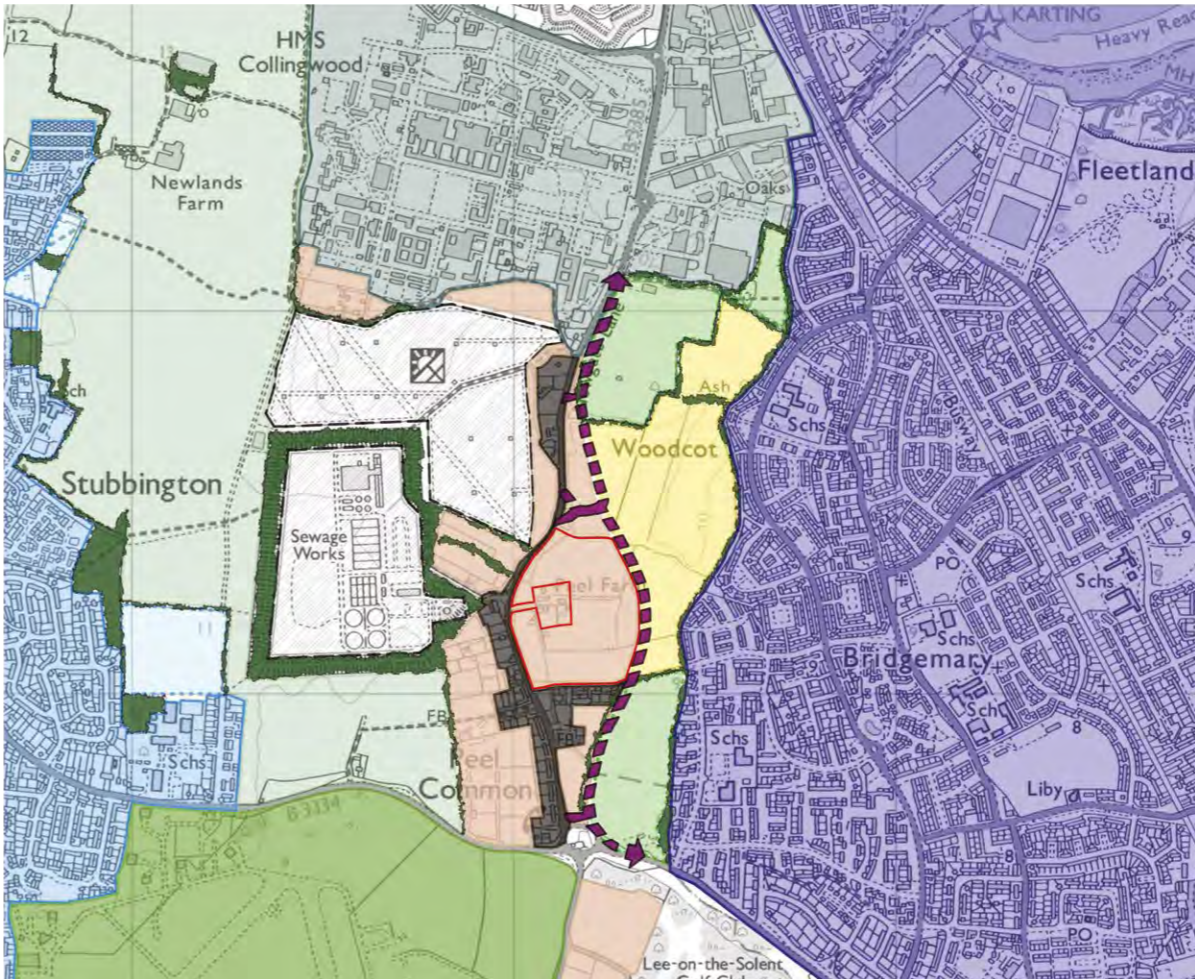
Viewpoint 8 | View looking north-east, from Newgate Lane close to Peel Farm

Land to the North of Gosport Road
Fareham, Hampshire

Viewpoint photographs

CONSTRAINTS AND OPPORTUNITIES (LANDSCAPE THEMES)

- 4.12
- The following key constraints and opportunities have been identified during the landscape and visual analysis (including reference to field work and to landscape character guidance).
- 4.13
- Constraints for the site are:
- Existing landscape components and vegetation structure. These needs to be considered to avoid and/or minimise losses, and will require appropriate stand-offs where retained;
 - The contribution of the site to the separation between Woodcot and Stubbington and its role in the strategic gap (noting that this is currently limited due to the influence of the urban environment along Newgate Lane and will be further limited in the context of the relief road and emerging allocation H2); and
 - Views to the site from Newgate Lane.
- 4.14
- Opportunities for the site include:
- The lack of any overriding designations specific to landscape on site and in the surrounding landscape context;
 - Landscape character guidance recognises the detracting influence of urbanising elements in the area;
 - There is currently no public access to the site;
 - That the character of the corridor of Newgate Lane is urbanised by residential development and infrastructure;
 - Emerging allocation H2 will substantially extend the settlement edge westwards creating an appropriate context for development on the site;
 - Separation between Woodcot and Stubbington is essentially provided by the area of large-scale arable land that is located to the west of Newgate Lane, and this is physically and visually separated from the site.
 - The scale of the site is sufficiently large enough to accommodate a range of green infrastructure and open spaces and provide flexibility in the layout to retain and enhance the existing landscape components where appropriate, including contributing to the strategic green infrastructure network;
 - Aside from locations on or immediately adjacent to the site, the relative containment and screening of the site by existing mature vegetation and built form which limits views from the wider landscape and increases the capacity of the site to accommodate residential development; and
 - The existing settlement pattern and the ability to proceed with a development area that is consistent with the existing settlement edge and which would not unduly intrude into the wider countryside, particularly into the strategic gap to the west.



Landscape and Visual Analysis

PRELIMINARY LANDSCAPE AND VISUAL STRATEGY

- 4.15

The preliminary development and landscape strategy for the site has considered landscape components, landscape character and visual amenity. This has drawn on the baseline analysis of the LVA and the early identification of constraints and opportunities identified for the site and study area.
- 4.16

Adopting this approach ensures that the preliminary development and landscape strategy incorporates mitigation as an inherent component of the proposals, intending to avoid or reduce the adverse effects of a development proposal from the outset.
- 4.17

The components of the preliminary development and landscape strategy incorporated into the emerging proposals are summarised in the following table.

Strategy component	Key points
Development envelope	<div>In relation to existing vegetation, the spatial extent of the development envelope is generally restricted across the site to maintain appropriate stand offs and avoid/minimise impacts.</div> <div>Shaping internal parcels of the development envelope to maintain green corridors through the site that respond to the local landscape context.</div> <div>Set-back from Newgate Lane to facilitate green infrastructure and open space.</div>
Existing vegetation strategy	<div>Retain and enhance existing vegetation across the site wherever possible.</div> <div>Enhancement proposals to include appropriate management (such as hedge-laying) and new planting as appropriate to reinforce boundaries, improve species diversity, and ensure succession.</div>
Green infrastructure and open space	<div>Set back from Newgate Lane to provide green infrastructure and open space along the road corridor. This will enhance the landscape components in this part of the site, mitigate potential visual impacts, contribute to the strategic green infrastructure network and reinforce the edge of the strategic gap.</div> <div>Provision of new recreational access in the form of green links and public open spaces, particularly with pedestrian/cycle connectivity.</div> <div>A strategy for landscape planting that will complement and enhance the existing green infrastructure network, including substantial hedgerows, tree belts and woodlands to provide green infrastructure connectivity.</div>

- 4.18

The LVA shows that the site can accommodate a sensitively designed residential scheme that would be broadly consistent with the settlement area of Peel Common and form an extension of the development along (the existing route of) Newgate Lane. This would result in only limited landscape and visual effects at a localised level but would extend built form in the strategic gap. Notwithstanding these adverse impacts, mitigation measures would successfully avoid or reduce some effects.
- 4.19

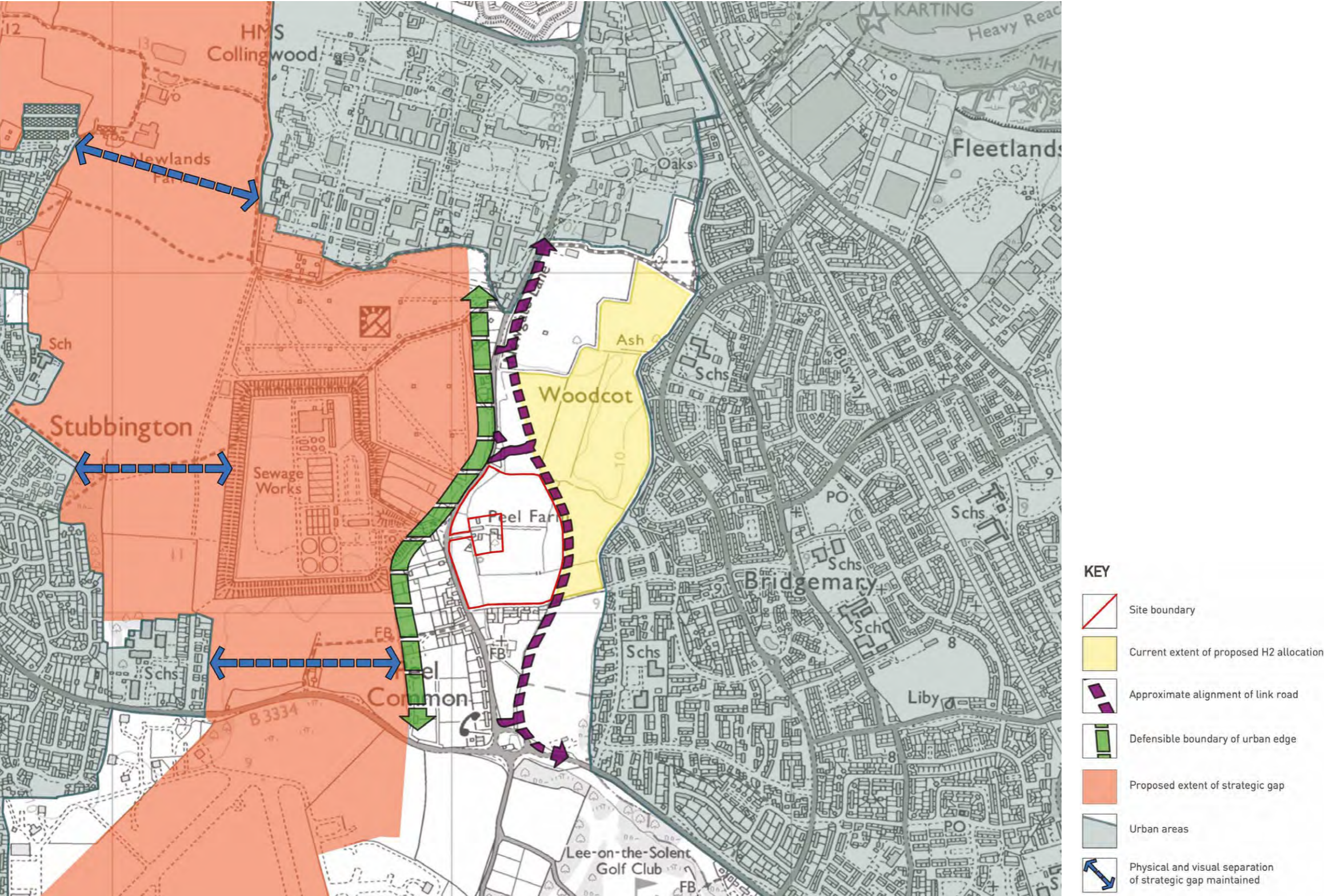
In the context of the future and emerging baseline, development on the site is judged against the context of the completed relief road and emerging allocation H2. The relief road forms a major piece of infrastructure between Peel Common and Woodcot; H2 then infills the landscape between the relief road and the existing settlement edge. Residential development on H2 is likely to present prominent residential edges into the local landscape and fundamentally alter the character of this area.
- 4.20

Defining the western limit of H2 by the route of the relief road retains a narrow strip of landscape between Newgate Lane (existing) and the relief road. The majority of this retained landscape comprises a series of small scale equestrian paddocks, the character and appearance of which is relatively poor and reflective of the urban fringe. Furthermore, the remaining strip of land will no longer function as an effective part of the strategic gap. Potential development of the site will maximise the development capacity of this area.
- 4.21

There is a clear and robust boundary to the strategic gap, set by the alignment of Newgate Lane (existing), and associated green infrastructure. This includes substantial belts of mature trees and woodland that currently define the western limit of the settlement area of Peel Common. A solar installation and sewage treatment works are present in the strategic gap but these generally maintain a sense of ‘openness’ across the area. The latter of these is also being defined by a strong belt of woodland that reinforces the edge of the urban area at Newgate Lane and Peel Common. With development across both H2 and the site, there remains a distinct area of open arable land that maintains separation between Stubbington and Newgate Lane and the strategic gap will continue to function, preventing coalescence between these areas.
- 4.22

The site is located in a highly sustainable location, with good access to transport links, retail locations, services and employment opportunities.

Proposed Landscape Strategy



ECOLOGY

- 4.23

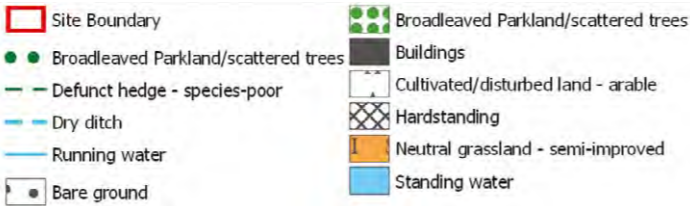
Ethos Environmental Planning undertook a preliminary ecological appraisal (PEA) of the site in September 2017. The habitats on site are dominated by arable fields along with hedgerows and a wet ditch. The arable land has low ecological value, whilst the hedgerows and ditches offer moderate ecological value.
- 4.24

The site has limited value for protected species, restricted to the habitats provided by the hedgerows and ditches which provide opportunities for breeding birds, bats and amphibians.
- 4.25

The development proposals have taken into account the findings of the PEA and as such include measures to retain and enhance the hedgerows and ditches, thus providing ecological corridors around the site.



Phase 1 Map



Hedgerow



Hedgerow



Wet ditch



Arable land



Hedgerow with trees

ACCESS AND SUSTAINABILITY

TRANSPORT

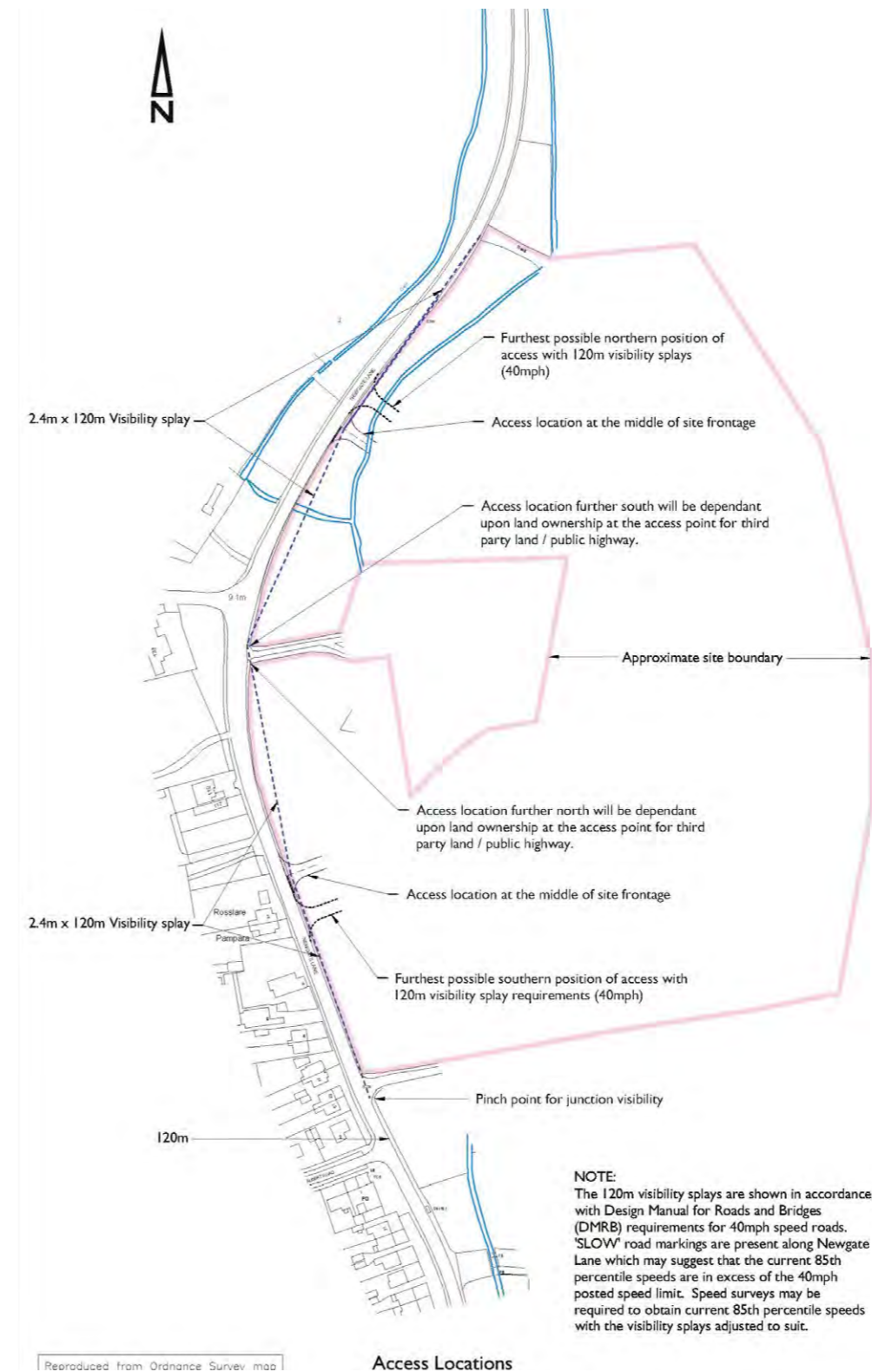
- 4.26 The site is well served in terms of road connectivity and public transport routes. Two vehicular accesses are proposed onto Newgate Lane to the west of the site which will facilitate vehicular access to Fareham Town Centre. No access points are proposed onto the new section of Newgate Lane so as not to impact upon its function as a relief road. There is the potential for pedestrian links to be provided on to Brookers Lane and Heron Way, in order to provide convenient access to Bridgemary.
- 4.27 The existing footway along Newgate Lane provides convenient access to Speedfields Park, an existing retail park to the north.
- 4.28 Bus stops adjacent to the site on Newgate Lane provide regular services to Fareham and Hill Head, including Fareham Railway Station. Further bus stops at the Tukes Avenue Shops to the east also provide links to Gosport as well as Fareham Railway Station and Town Centre. Fareham Railway Station benefits from regular services to destinations including London, Brighton, Portsmouth and Southampton.

EDUCATION

- 4.29 There are a number of primary and secondary schools within approximately 1km walking distance of the site including Peel Common Junior School, Holbrook Primary School, Bridgemary Secondary School and Woodcote Primary School.

OTHER FACILITIES

- 4.30 In addition to the above, the site also benefits from being within comfortable walking/cycling distance of medical facilities (doctors / dentists / pharmacies etc.), recreation and leisure facilities (leisure centres and green open space) and retail locations including Speedfields Park to the north.



Proposed Access Arrangements

FLOOD RISK & DRAINAGE

FLOOD RISK

- 4.31 The site is located in low risk fluvial Flood Zone 1 as designated by the Environment Agency (EA). The River Alver flows in a southerly direction through the western part of the site and is classified as a 'Main River' by the EA. A number of ordinary watercourses demarcate the existing field boundaries, which all discharge to the River Alver catchment. An appropriate easement to all watercourses should be incorporated within development proposals.
- 4.32 EA Surface Water Flood Risk Maps denote areas of low – high risk within the site, primarily adjacent to the River Alver. The majority of the site is at a very low risk of surface water (pluvial) flooding, (refer to Plan 4215-500-SK01, attached). A sequential approach should be taken during the evolution of the masterplan to direct development away from areas at high risk of pluvial flooding and ensure the pluvial flood corridor through the site is retained so as not to put existing or proposed development at risk.
- 4.33 The site is considered to be at low risk from reservoir flooding, based upon EA mapping. It is likely that groundwater levels are in hydraulic continuity with water levels within the boundary ditches and the River Alver, giving rise to a low-moderate flood risk. Flood risk from existing sewers is likely to be low due to the site's location in the lower part of the sewerage catchment in close proximity to a Wastewater Treatment Works.

GEOLOGY

- 4.34 The site is underlain by varying bedrock with Whitecliff Sand Member – Sand in the northern part of the site and Wittering Formation – Sand, Silt and Clay within the southern part. Superficial River Terrace Deposits typically comprising Sand, Silt and Clay are present over much of the site area.

SURFACE WATER DRAINAGE

- 4.35 Proposals for the disposal of surface water runoff from the development should follow sustainable drainage principles in accordance with the NPPF and Hampshire County Council guidance to ensure flood risk is not increased as a result of development proposals. Sustainable Drainage Systems (SuDS) will be designed to mimic the natural drainage of surface water. Based on the aforementioned geology it may be feasible to incorporate some infiltration SuDS features into development proposals subject to intrusive site investigation and confirmation of groundwater levels.
- 4.36 Should infiltration SuDS not be feasible then post development runoff will be attenuated on site, discharging to the existing boundary watercourse at equivalent greenfield runoff rates. SuDS features can provide benefits beyond storm water management including amenity and biodiversity benefits.

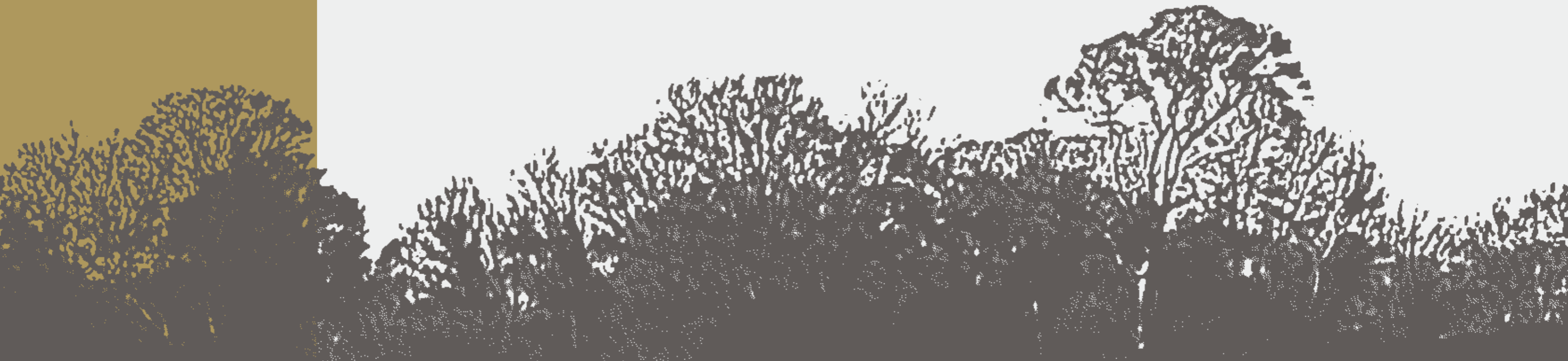
FOUL WATER DRAINAGE

- 4.37 Foul water runoff from the proposed development will be disposed of to the existing sewerage infrastructure in the vicinity of the site. The site is located in close proximity to Peel Common Wastewater Treatment Works operated by Southern Water so it is likely that sewerage infrastructure is present in the vicinity of site. Should there be any public sewerage infrastructure within the site boundary then an appropriate easement will be required.



5

CONCLUSION





CONCLUSION

- 
- 5.1 This document has demonstrated that the scheme at Land North of Gosport Road, Fareham, being proposed by Fareham Land LP is a deliverable, sustainable housing development which provides a logical extension to the proposed housing allocation in the Draft Fareham Local Plan, HA2 Newgate Lane South, maximising the housing provision in this location. An indicative masterplan articulates a design response to how the site could be developed. However, this plan is intended to be a basis for further discussions with stakeholders and is expected to evolve to reflect the outcomes of further studies and consultation.
- 5.2 Land North of Gosport Road is a positive response to the Draft Local Plan's need to allocate sufficient deliverable sites capable of meeting the objectively assessed housing needs of Fareham Borough. It is suggested that additional sites, such as Land North of Gosport Road, which are unconstrained and do not require significant infrastructure provision in order for housing to be delivered early in the plan period, are allocated in the Draft Local Plan.
- 5.3 The site is sustainably located, with access to a range of shops, recreational opportunities and community services, including schools and a medical centre. Bus stops adjacent to the site on Newgate Lane provide regular services to Fareham and Gosport, via the Newgate Lane and Speedfield Park commercial area which includes Asda and Lidl supermarkets.
- 5.4 The proposals for Land North of Gosport Road have been landscape-led with an emphasis on accommodating development in a manner which would not cause significant harm to the visual amenity and purposes of the Strategic Gap. These aims have been guided by a specialist landscape and visual impact assessment.
- 5.5 The open space respects the character of the Newgate Lane area and provides an effective transition between the countryside, urban fringe and the proposed housing. The landform, including the existing drainage ditches, hedgerows, trees and other physical features have been used to contain built forms of development and to restrict longer-distance views.
- 5.6 As a result of the assessments undertaken by Fareham Land LP consultant team, it is demonstrated that no insurmountable environmental or technical constraints exist to the delivery of the scheme in the general manner outlined in this document. In addition to landscape and visual impact considerations, these assessments have also included matters such as ecology, sustainable drainage, flooding and access.
- 5.7 Future residents would have the opportunity to occupy a range of house types and sizes, including affordable homes for rent and sale which would be an integral part of the scheme. The ease of access to the local facilities and the availability of public transport offers the opportunity to promote non-car modes of travel. Generous open spaces provide recreational opportunities for future and existing residents, buffers to the strategic gap, and biodiversity enhancements.

www.pegasusgroup.co.uk

■ PLANNING ■ DESIGN ■ ENVIRONMENT ■ ECONOMICS

First Floor,
South Wing,
Equinox North,
Great Park Road,
Almondsbury,
Bristol,
BS32 4QL

T 01454 625945 | E Bristol@pegasusgroup.co.uk

COPYRIGHT The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group.

Crown copyright. All rights reserved, Licence number 100042093.

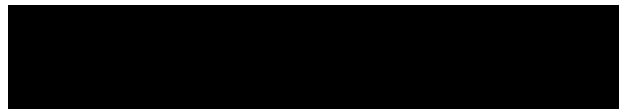
REPRESENTATIONS ON DRAFT FAREHAM LOCAL PLAN (REGULATION 18)

LAND NORTH OF GOSPORT ROAD, FAREHAM

ON BEHALF OF FAREHAM LAND LP

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004

Prepared by:



Pegasus Group

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

T 01454 625945 | **F** 01454 618074 | **W** www.pegasuspg.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool | London | Manchester

PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

CONTENTS:

Page No:

1.	INTRODUCTION	1
2.	LAND NORTH OF GOSPORT ROAD, FAREHAM	3
3.	DRAFT LOCAL PLAN HOUSING STRATEGY – POLICY H1: STRATEGIC HOUSING PROVISION	6
4.	THE PROPOSED SITE ALLOCATIONS	12
5.	CONCLUSIONS	19

APPENDICES:

APPENDIX 1: SITE CONTEXT PLAN

1. INTRODUCTION

- 1.1.1 This submission is made by Fareham Land LP in response to the Draft Fareham Local Plan and the accompanying evidence base. Fareham Land LP has land interests in Fareham Borough west of Bridgemary. The representations in this submission are supported by a Technical Delivery Document for the promotion of site at Land north of Gosport Road, Fareham and the two documents should be read as a composite representation. At application stage, further detailed studies will be submitted to the Council to provide clarity to the conclusions set out in the Technical Delivery Document.
- 1.1.2 These representations have been prepared having regard to the requirements set out by the National Planning Policy Framework (NPPF). In summary, it is our belief that the plan fails three of the four tests of soundness;
- Justified – the plan has not demonstrated it is the most appropriate strategy, when considered against the reasonable alternatives, based on evidence.
 - Effective – the plan will not deliver housing in a timely manner in accordance with NPPF.
 - Consistent with national policy – a key priority for national planning policy is to boost significantly the supply and delivery of housing. It is also a requirement to be able to demonstrate a five-year supply of housing at every stage of the local plan. This plan fails to provide a five-year supply of housing in the early stages of the plan. It pushes housing delivery later in the plan period and it is questionable whether it will deliver housing at the resulting proposed high annual rate.
- 1.1.3 Land north of Gosport Road represents a sustainable and deliverable location for housing development that can support the needs of the south of the Borough; the majority of the housing proposed is located in Fareham Town Centre and the very north of the Borough at Welborne. It can be provided in the early part of the plan period and provides a deliverable extension of between 200 and 250 dwellings to proposed housing allocation HA2, Newgate Lane South. A Site Context Plan is attached at **Appendix 1**.

APPENDIX 1 – SITE CONTEXT PLAN

- 1.1.4 Given that there has been a deficit of housing delivery in the Borough and the council cannot currently demonstrate a five-year supply of housing, further non-delivery of housing in the early part of the plan period, as is currently proposed, risks the Local Plan failing to meet its housing requirements.
- 1.1.5 Fareham Land LP trust that the comments contained in these representations will be carefully considered and appropriately responded to by Hampshire County Council in their submission to the Secretary of State.

2. LAND NORTH OF GOSPORT ROAD, FAREHAM

2.1.1 We have presented the credentials of the site at Land North of Gosport Road, Fareham in a Technical Delivery Document that accompanies these representations. This considers:

- i. the sustainability of the location;
- ii. the environmental factors affecting the location;
- iii. the realistic housing potential/capacity of the area in relation to the environmental effects of development;
- iv. the deliverability of the location.

2.1.2 It is not the intention of this response to repeat the content of this document. However, a brief assessment of the sites credentials in terms of sustainable development is presented in the following table. This focuses on the deliverability of the site itself rather than its role in the wider delivery of housing for Fareham, which is the subject of this response.

Strategic Priorities	
Economic:	<p>The benefits of the proposed development would support the economic role of the NPPF through the purchase of materials and services in connection with the construction of the dwellings, an increase in local household expenditure as well as revenues to the Council from the New Homes Bonus.</p> <p>Significant positive weight should be attached to the direct economic benefits associated with the construction of new homes at Land north of Gosport Road, and <i>significant</i> positive weight should also be attached to the role that additional housing will play in supporting the existing services and facilities within the settlement.</p>

<p>Social:</p>	<p>Substantial weight is to be given to the provision of housing per se, particularly in the south of the Borough as the majority of allocations are at Welborne or in Fareham Town Centre.</p> <p>The development will provide a mix of housing types and sizes meeting the needs of the local population. In accordance with policy the development will provide on-site affordable housing with no public subsidy. The affordable housing will be secured through a Section 106 Agreement. This would constitute a significant benefit in terms of paragraph 14 of the Framework.</p>
<p>Environment:</p>	<p>The site can accommodate a sensitively designed residential scheme that would result in only limited landscape and visual effects at a localised level but would extend built form in the strategic gap. Notwithstanding this, mitigation measures would successfully avoid or reduce effects.</p> <p>A significant area of public open space is proposed across the development which will include formal and informal open space and provision for children and young people, which will be of substantial benefit to both new and existing residents.</p> <p>A full Ecological Survey of the site will describe the habitats to be enhanced and introduced as part of the proposed development, which will benefit local biodiversity.</p> <p>There is no suggestion that the proposed development would be unsustainable in respect of natural resources including ground, water and air.</p> <p>The design of the proposed dwellings will be further discussed and refined prior to any application, but this will include measures to reduce overall energy and carbon</p>

	dioxide emissions by reducing energy consumption through design, orientation, lighting, heating requirements and air tightness, including low energy appliances and heating systems.
--	--

3. DRAFT LOCAL PLAN HOUSING STRATEGY – POLICY H1: STRATEGIC HOUSING PROVISION

3.1 Proposed Housing Delivery

3.1.1 Policy H1 provides for some 11,300 net additional dwellings in the Borough over the period 2011 to 2036. This additional housing figure is based on a combination of two annualised Objectively Assessed Housing Need (OAHN) figures produced for the Borough as part of Partnership for Urban South Hampshire (PUSH) sub-regional housing market assessment; 455 dwellings per annum from 2011 and 2034, and 420 dwellings per annum for the period 2034 to 2036.

3.1.2 We do not seek to challenge the 11,300 OAHN figure at this stage and welcome that this is based on the higher of the two annualised rates for the majority of the plan period, given the historic shortfall of housing provision.

3.1.3 Whilst the housing figure is based on an average annualised rate, Policy H1 proposes to deliver housing at a stepped rate, *“in order to reflect the reality of delivery whilst still seeking to significantly increase the number of new homes provided in the short/medium term”* (para 5.6), as follows:

- 300 dwellings per annum for 6 years (2011/2012 – 2016/2017)
- 420 dwellings per annum for 4 years (2017/2018 – 2020/2021)
- 620 dwellings per annum for 10 years (2021/2022 – 2030/2031)
- 324 dwellings per annum for 5 years (2031/2032 – 2035/2036)

3.1.4 It is proposed to be provided through a combination of previous housing completions from 2011 to 2017, existing sites with planning permission, windfall development, delivery of Welborne Garden Village, Fareham Town Centre sites and further propose allocation in the Draft Local Plan.

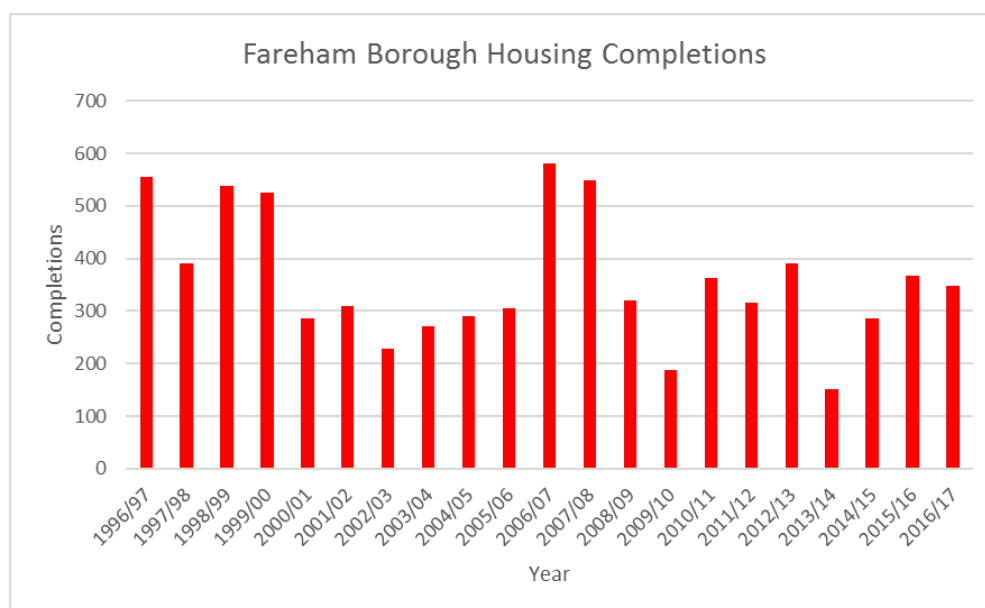
3.1.5 The stepped rate of delivery proposed raises concerns, including whether the council will be able to deliver a five-year supply of housing (see Section 3.2 below), and whether the higher rate of 620 dwellings per annum is achievable.

Site Specific Housing Trajectory

- 3.1.6 With exception of Welborne Garden Village, it is not clear from the Draft Local Plan or the supporting evidence base how the delivery rates will be met i.e. which sites are anticipated to be delivered when. The trajectory for Welborne states that the peak annual delivery rate is anticipated to be 250 dwellings, meaning that for the peak annual period of delivery for the Borough as a whole, a further 270 dwellings will come forward from other sites. It is not clear which ones.
- 3.1.7 If the council considers that the delivery rates, and in particular the peak delivery rate, are achievable, then the council should have a clear reasoned trajectory as to when the housing supply from each site will come forward. This has not been provided.

Peak Delivery Rate

- 3.1.8 For a 10-year period between 2021/2022 and 2030/2301, Policy H1 puts forward an annual delivery rate of 620 dwellings. As stated above, it is not clear how this rate will be achieved in terms of the specific sites to be delivered, but it is also not clear whether this rate is deliverable full stop for such a sustained period; will the market deliver at this rate?
- 3.1.9 Having reviewed the council's housing completion rates over the last 20 years from 1996/1997, it is evident that the council has not previously delivered at the peak rate now proposed. The highest rate over the 20-year period was 581 dwellings in 2006/2007, a boom period in housebuilding. The council's housing completions for this 20-year period are shown in the graph below.



Source: Fareham Borough Annual Monitoring Reports

- 3.1.10 Over the 20-year period, the average annual completions rate was 361 dwellings. When delivery was higher than the average rate and over 500 dwellings were delivered in a year, this high rate was only sustained for two consecutive years in each case and not for the sustained 10-year period now being proposed.
- 3.1.11 Therefore, it is considered questionable as to whether the market will actually deliver at the peak rate the council proposes for a ten-year period even if allocations were made in the Local Plan. The reality is that it not necessarily in the interest of developers/housebuilders to cumulatively flood the market with supply, even if individually each developer/housebuilder or site is producing smaller amounts at time.
- 3.1.12 Also, such an uplift in completions will put pressures on the supply chain for developers/housebuilders in terms of materials, machinery, and workers.
- 3.1.13 When considering whether the market and supply chain can deliver at the peak rates proposed for the Borough, regard needs to be given to the wider context of the housing market area. Fareham Borough falls within two housing market areas: Portsmouth HMA covering Fareham East and Southampton HMA covering Fareham West. It is these wider market areas, and in particular, the adjoining authorities of Gosport, Portsmouth, Eastleigh and Winchester, which will have an influence on the rate at which housing will be delivered in Fareham Borough.

- 3.1.14 The PUSH Housing Market Area Assessment covering the period 2011 to 2036 indicates that significant uplifts in housing delivery will be needed. For Gosport, the suggested annualised housing need is 97% higher than the current adopted figure, albeit the council has been delivering at this rate on average for the last five years. For Portsmouth and Eastleigh, the rates are 27% and 16% higher.
- 3.1.15 With regard to Winchester, as this authority only partially falls within the PUSH area it is not clear what the level of uplift is for the parts which are within the PUSH area. Nevertheless, it is clear from recent completions data that Winchester has a significant undersupply of housing against its current adopted housing need figure, which will almost certainly increase for the future period up to 2036.
- 3.1.16 Both Portsmouth and Eastleigh have also under-delivered against existing housing targets, and therefore will be under pressure to significantly increase housing delivery.
- 3.1.17 There will therefore be pressure on the housing market and delivery supply chain both in Fareham and the adjoining authorities to deliver significant increases in housing supply to meet needs. As such, it is not considered sensible for the council to push for such a sustained peak delivery rate, when it is a rate that they have not achieved previously over the last 20 years.
- 3.1.18 It is suggested that facilitating a more even distribution of housing delivery across the plan period rather than having a stepped delivery rate with such a high peak rate, would ensure that the market is more able to deliver as required.
- 3.1.19 To do this, it is suggested that additional sites be allocated, such as Land North of Gosport Road, Fareham, which are relatively unconstrained and do not require significant infrastructure provision – ‘easy-win’ sites - in order for housing to be delivered earlier in the plan period. This would alleviate the need for such high delivery rates in the middle of the plan period.

3.2 Five Year Housing Land Supply (5YHLS)

- 3.2.1 Providing for more housing earlier in the plan period would also address the requirement for the council to be able to demonstrate a rolling 5YHLS. This is required by the National Planning Policy Framework, which states at paragraph

47, that in order to significantly boost the supply of housing, *“local planning authorities should.....identify and update annually a supply of specific deliverable sites sufficient to provide 5 years’ worth of housing against their housing requirements with an additional buffer of 5%....”*

- 3.2.2 The Planning Practice Guidance confirms that *“local planning authorities should have an identified 5-year housing supply at all points during the plan period.”* (Paragraph: 030 Reference ID: 3-030-20140306)
- 3.2.3 The council cannot currently demonstrate a 5YHLS, as demonstrated by the Cranleigh Road, Portchester appeal decision (ref: APP/A1720/W/16/3156344) from August 2017, which concluded that the council’s supply was just over 2 years supply, based on the OAHN from the PUSH reports.
- 3.2.4 The draft Local Plan Policy H1 only just proposes to meet the 5YHLS for the period 2017/18 to 2021/22; a provision of 5.05 years is suggested which results in a surplus of just 25 dwellings, but not including the 5% buffer required by the NPPF. If the buffer is included, a supply of only 4.8 years would be provided for in Policy H1, a deficit of 89 dwellings. It is therefore marginal as to whether the council would be able to demonstrate a five year housing land supply, as required by the NPPF, in this early period.
- 3.2.5 As identified in Section 3.1 above, because there is no site-specific trajectory provided for this early period and therefore it is difficult to assess whether the delivery rates are realistic. If all the existing planning permissions totalling 1,136 dwellings come forward in this five-year period, together with a five-year proportion of the included windfall allowance, the council would only have provision of 1,416 dwellings, only 3.1 years supply. Additional sites will therefore be needed in this early period to deliver as the council propose in Policy H1, but also to meet the NPPF requirement for a 5YHLS of deliverable housing. Without a clear position as to which sites are expected to deliver, and the rates proposed being marginal in any event to provide a 5YHLS, there is potential for further under provision against the OAHN. This would only serve to push up further the required delivery rates for the remainder of the plan period.
- 3.2.6 This would further support the case for additional ‘easy-win’ sites such as Land north of Gosport Road, Fareham to be allocated to provide increased housing supply earlier in the plan period.

3.3 Welborne Garden Village

- 3.3.1 Within the plan period, the council suggests that Welborne will deliver some 3,840 dwellings. This represents 40% of the council's planned housing delivery. Any delays to housing delivery at Welborne will therefore have a significant impact on the council's ability to meet its housing needs.
- 3.3.2 It is suggested that there are already likely to be delays in delivery to that shown in the evidence base which supports the Draft Local Plan; it states 140 dwellings will come forward in the year 2020/21.
- 3.3.3 However, this is contrary to the findings of the Portchester Appeal decision, where the Inspector concluded that *"....on the evidence before me, it would appear that the potential to deliver a significant number of units towards the end of the 5-year period is optimistic."* (Para 24 of appeal decision). The five-year period in this case ran from 2016/17 to 2020/2021.
- 3.3.4 Whilst in isolation this only represents a small change in the housing trajectory, any further delays will start to significantly impact on the council's ability to deliver its housing needs, such is the reliance on Welborne. The scale and complexity of the development mean that delays are likely, even with the council's clear commitment to deliver.
- 3.3.5 This therefore provides further justification for allocating more sites in the early period of the plan, in order to reduce the pressure to deliver at Welborne.

3.4 Recommendations

- 3.4.1 The following is therefore suggested in order to ensure the Draft Local Plan meets the NPPF's test of soundness:
- 1) An alternative strategy approach to housing delivery providing a more consistent rate of delivery, for rather than having a significantly higher peak delivery rate for a sustained 10-year period.
 - 2) A site-specific housing trajectory, based on sites which have been fully assessed to be deliverable and developable, should be provided to demonstrate how the proposed housing delivery rates will be met.

4. THE PROPOSED SITE ALLOCATIONS

4.1.1 In this section, a number of the sites proposed for allocation at Policy DA1 are considered in terms of their deliverability and potential issues which could impact on when or if they can be delivered in the plan period are highlighted. It does not include a comprehensive deliverability assessment of each site that has been proposed in the Draft Local Plan, but instead highlights clear concerns for a number of key sites.

4.2 Town Centre and New Housing Sites

4.2.1 As has been previously set out in Section 3, the Draft Local Plan does not provide any indication as to when the proposed site allocations are anticipated to deliver housing. This in itself raises questions as to the approach the council has used when considering the deliverability of housing and the ability to meet the requirements set out in Policy H1.

4.2.2 The Table below considers a number of sites individually but it is apparent that there are several key issues which are common to a number of sites:

- Town centre sites – requiring comprehensive regeneration which includes mixed uses, replacement of civic and/or community infrastructure and provision of new multi-storey car parks.
- Constrained sites – multiple ownerships are a relevant to a number of sites.
- Old allocations – a number of existing allocations have been retained but it is clear that they have not delivered as proposed for lengthy periods.

Reference	Site Name	No. of Dwellings	Issues for Deliverability
HA1	North and South of Greenaway Lane, Warsash	700	<ul style="list-style-type: none">• A number of different site promoters – agreement would have to be reached between all promoters in order for a comprehensively planned development to be delivered.

			<p>Potential delay in delivery.</p> <ul style="list-style-type: none"> • There are parcels of land within the wider development area not included for development which will inevitably impact on how any development comes forward. If they are not included in the development, capacity of the site will need to be adjusted. • Insufficient primary school capacity in the vicinity.
HA3	Southampton Road, Titchfield Common	400	<ul style="list-style-type: none"> • A number of different site promoters – agreement would have to be reached between all promoters in order for a comprehensively planned development to be delivered. Potential delay in delivery.
HA7	Warsash Maritime Academy	100	<ul style="list-style-type: none"> • Grade II Listed Building located centrally on the site which will impact on how a wider development comes forward. It is also proposed to convert this building, but this would be subject to negotiations with Historic England. • Site was previously allocated in the Adopted Local Plan but to date no planning application has come forward.

HA9	Heath Road, Locks Heath	71	<ul style="list-style-type: none"> • Site originally allocated in Local Plan Review 2000 as a site of nature conservation value but was allocated for housing in the Local Plan Part 2. This highlights that a number of trees with TPOs area present on the site. This could limit the developable area. • Understood to have a number of different ownerships – agreement would have to be reached between all promoters in order for a comprehensively planned development to be delivered. Potential delay in delivery. • Site was previously allocated in the Adopted Local Plan but to date no planning application has come forward.
HA11	Raley Road, Locks Heath	49	<ul style="list-style-type: none"> • Site was originally allocated and then in the Adopted Local Plan but to date no planning application has come forward despite allocation for a considerable length of time. • Understood to have a number of different ownerships – agreement would have to be reached between all

			<p>promoters in order for a comprehensively planned development to be delivered. Potential delay in delivery.</p> <ul style="list-style-type: none"> Access constraints limiting developability of southern part of the site; access from the north only. Access may therefore be tied up with ownership issues.
FTC1	Civic Quarter, Fareham	100	<ul style="list-style-type: none"> Housing delivery part of comprehensive civic quarter regeneration which includes the provision of a replacement multi-storey car park, potential replacement health and library services and a cultural arts facility. Alternative car parking in the town centre needed prior to replacement multi-storey car park being developed.
FTC2	Market Quay	100	<ul style="list-style-type: none"> Housing delivery part of comprehensive civic quarter regeneration which includes the provision of a multi-storey car park as replacement for surface car park, significant leisure, commercial and retail use. Viability will be key to delivery.

FTC3	Fareham Station East	120	<ul style="list-style-type: none"> • Potentially multiple ownerships covering at least the station and fire station - agreement would have to be reached between all owners in order for a comprehensively planned development to be delivered. Potential delay in delivery. • Quantum of residential development impacted by whether fire station is re-provisioned on-site or off-site – not currently known. This could also impact on timing of any development coming forward.
FTC4	Fareham Station West	94	<ul style="list-style-type: none"> • Potentially multiple ownerships covering at least the station and businesses - agreement would have to be reached between all owners in order for a comprehensively planned development to be delivered. Potential delay in delivery.

4.2.3 The table above raises clear issues as to the deliverability of some 1,734 dwellings. This represents 50% of the housing proposed to come forward from Town Centre or other New Housing Allocations, and totals 3.8 years supply of housing for the council.

- 4.2.4 It is anticipated that if these sites are eventually allocated, they are likely to come forward late in the plan period and they will not contribute to much-needed housing in the earlier period of the plan. As Section 3.2 explains, housing from new allocations will be needed in the period 2017/18 to 2021/22, but it is unclear which, of the proposed allocations will be able to deliver at this early stage.

4.3 Site HA2 – Newgate Lane South, Peel Common

- 4.3.1 The inclusion of the above site is welcomed; it is the only allocation currently proposed for the south of the Borough and will therefore deliver housing to meet the needs of this community. The site does not have any significant constraints which could not be overcome with mitigation, and the key piece of infrastructure – Newgate Lane South Relief Road – is under construction. It is also understood to be in a single ownership.
- 4.3.2 On this basis, it is considered that the site could be delivered swiftly in the early stages of the plan period. Promoters have confirmed that this would be the case.
- 4.3.3 The proposed site at Land North of Gosport Road would provide a logical extension to allocation HA2, maximising the housing delivery in this location. It is unconstrained and can therefore also be delivered early in the plan period.

4.4 Recommendation

- 4.4.1 The following is therefore suggested in order to ensure the Draft Local Plan meets the NPPF's test of soundness:
- 1) A site-specific housing trajectory should be provided to indicate when the proposed site allocations in Policy DA1 are anticipated to be delivered, in order to demonstrate how the proposed housing delivery rates in Policy H1 will be met.
 - 2) The deliverability of the sites proposed for allocation in DA1 are reassessed, particularly in the light of the issues highlighted in the table above.

- 3) Additional sites which can deliver early in the plan period are allocated in Policy DA1 to ensure that housing delivery is boosted, taking the pressure off Welborne and other complex sites in Fareham Town Centre. This should include Land north of Gosport Road, Fareham.

5. CONCLUSIONS

5.1.1 It is considered that the Draft Fareham Local Plan fails the three of the four tests of soundness;

- Justified – the plan has not demonstrated it is the most appropriate strategy, when considered against the reasonable alternatives, based on evidence.
- Effective – the plan will not deliver housing in a timely manner in accordance with NPPF.
- Consistent with national policy – a key priority for national planning policy is to boost significantly the supply and delivery of housing. It is also a requirement to be able to demonstrate a five-year supply of housing at every stage of the local plan.

5.1.2 The stepped rate of delivery proposed at Policy H1 raises concerns as to whether the council will be able to deliver a five-year supply of housing in the earlier stages of the plan period – the council currently do not have a 5YHLS - and whether the higher rate of 620 dwellings per annum, proposed for a sustained 10-year period, is achievable. It is a rate that has not been achieved previously in the last 20 years.

5.1.3 It is suggested that facilitating a more even distribution of housing delivery across the plan period rather than having a stepped delivery rate with such a high peak rate, would ensure that the market is more able to deliver as required.

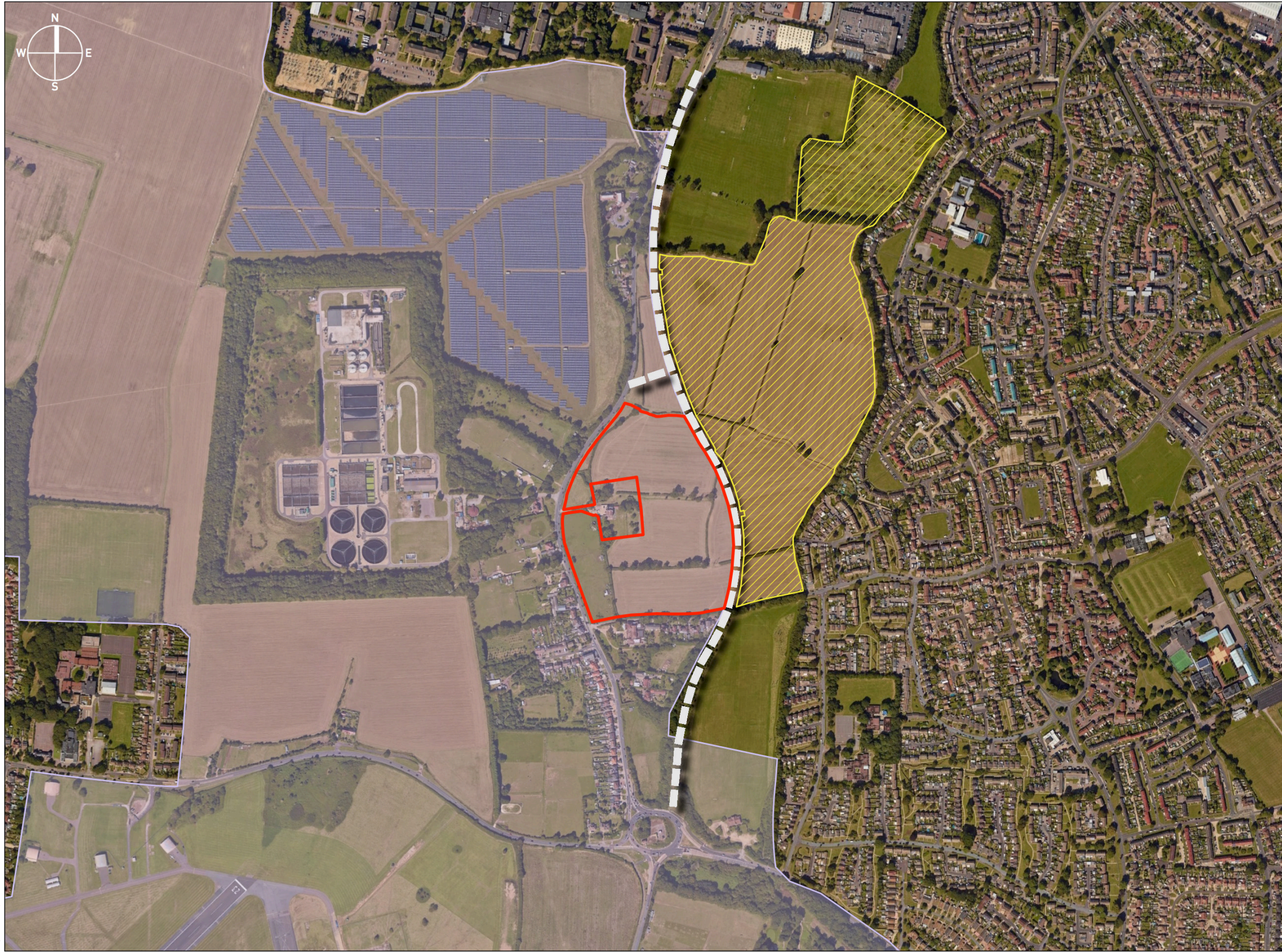
5.1.4 To do this, it is suggested that additional sites be allocated, which are unconstrained and do not require significant infrastructure provision, in order for housing to be delivered earlier in the plan period. This would alleviate the need for such high delivery rates in the middle of the plan period, and alleviate the pressure for Welborne and other complex sites in Fareham Town Centre to be delivered without delay.

- 5.1.5 A site-specific housing trajectory should be provided to indicate when the proposed site allocations in Policy DA1 are anticipated to be delivered, in order to demonstrate how the proposed housing delivery rates in Policy H1 will be met. A trajectory is currently not provided. However, having considered individually the sites included in Policy DA1, it is clear that many of these have issues as to their deliverability, and they are highly unlikely to be delivered until the later stages of the plan period.
- 5.1.6 Land north of Gosport Road represents a sustainable and deliverable location for housing development that can support the needs of the south of the Borough in particular; the majority of the housing proposed is located in Fareham Town Centre and the very north of the Borough at Welborne. It can be provided in the early part of the plan period and provides a logical, deliverable extension of between 200 and 250 dwellings to proposed housing allocation HA2, Newgate Lane South.

APPENDIX 1

SITE CONTEXT PLAN

Copyright Pegasus Planning Group Ltd. Crown copyright. All rights reserved. Ordnance Survey Copyright Licence number 100042093. Promap Licence number 100020449. EmapSite Licence number 0100031673. Standard OS licence rights conditions apply. Pegasus accepts no liability for any use of this document other than for its original purpose, or by the original client, or following Pegasus' express agreement to such use. T 01285 441717 www.pegasuspg.co.uk



KEY



SITE LOCATION



NEWGATE LANE SOUTH ALLOCATION



STRATEGIC GAP

NEWGATE LANE, FAREHAM, HAMPSHIRE - CONTEXT PLAN

Comment on the Draft Fareham Local Plan 2036

How to have your say

Complete this form to comment on the Draft Local Plan. Please submit it to the Council by Friday 8 December 2017. You can download the pdf and type on to it before emailing it back to consultation@fareham.gov.uk. You can leave more than one comment.

Provide us with your details

Please provide your contact details at the end of this survey. Doing this will help us to understand where people's views are coming from. Your name and address may be published but it will not be used for any other purposes.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Policy HA1 - Strategic Housing Provision (together with the 'HA' and 'FTC' proposed development allocations).

Please comment below.

Please see full Written Representations letter and Promotional Document.

In summary, it is our view that the draft Local Plan fails to meet three of the four tests of soundness established in the NPPF, in that it is not justified, effective or consistent with National Policy in respect of policy HA1.

The draft Local Plan cannot demonstrate a five-year housing land supply. Land north of Gosport Road is presented as a logical extension to proposed allocation HA2 to deliver in the region of up to 250 additional new dwellings to contribute towards the Council's OAN.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Please comment below.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Please comment below.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Please comment below.

A bit about you

You will need to provide your contact details at the end of this survey. This is a legal requirement in order for your comments to be taken into account and your address may be published. It will not be used for any other purposes.

Your details

Name

Organisation/Company (if you are representing one)

Fareham Land LP

Address Line 1

c/o agent

Address Line 2

Address Line 3

Town

Postcode

Your agent's details (if applicable)

Name

Organisation/Company (if you are representing one)

Address Line 1

Address Line 2

Address Line 3

Town

Postcode