

Fareham Local Development Framework

Shaping Fareham's Future

Core Strategy

Adopted August 2011

- Issues and Options
- Preferred Options
- Pre-submission
- **Adopted**



FAREHAM BOROUGH
COUNCIL

www.fareham.gov.uk

Further Information and Contacts

Information on the Local Development Framework is available at the following website:
www.fareham.gov.uk/ldf.

If you have any questions regarding Fareham's Local Development Framework, including this document, please contact a member of the Strategic Planning Team.

Telephone: 01329 236100

Email: planningpolicy@fareham.gov.uk

Address: Strategic Planning & Design
Department of Planning and Environment
Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hampshire
PO16 7AZ

This document and all other Local Development Framework documents are available in large print and other languages. Please call 01329 824351 for further information.

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1 Introduction and Context

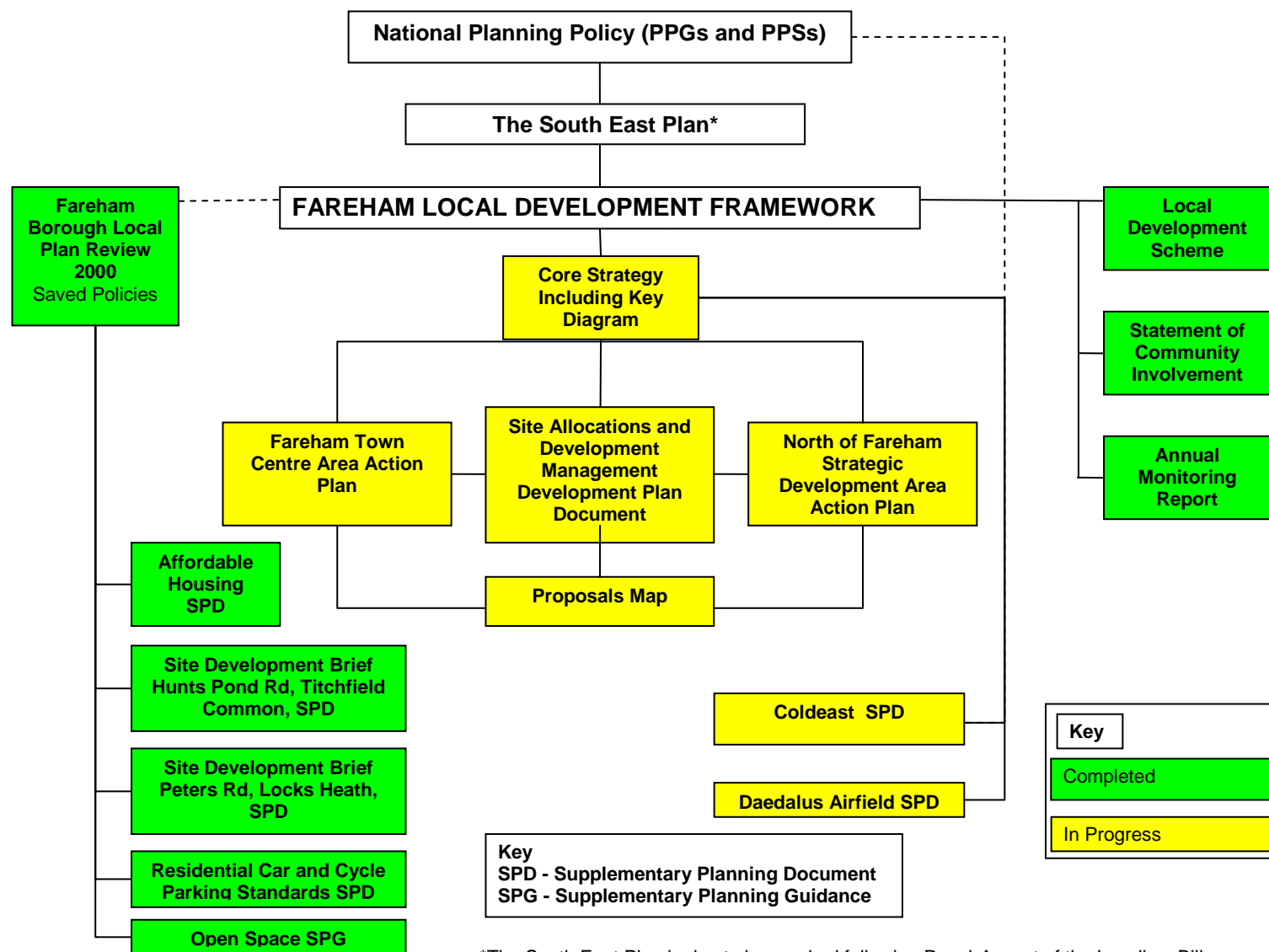
INTRODUCTION

FAREHAM'S LOCAL DEVELOPMENT FRAMEWORK AND THE ROLE OF THE CORE STRATEGY

- 1.1 The Core Strategy is a key part of the Fareham Local Development Framework (LDF) and will help to deliver the spatial elements of Fareham's Sustainable Community Strategy. Being spatial¹, the LDF must reflect other strategies and policies of the area and addressing where necessary other issues such as healthcare priorities, education and economic development. The LDF is not a single plan but a suite of documents which will be reviewed regularly to ensure they remain current.
- 1.2 The Core Strategy identifies the Borough's development needs up to 2026 and how they will be met. These have been identified through various technical studies and consultation on earlier versions of this plan, including a series of topic papers published in February 2009. The Core Strategy sets out the spatial vision, a series of objectives designed to achieve the vision; overarching key policy areas which provide focus and link the objectives to the spatial strategy; core delivery policies; and an implementation and monitoring framework which set out how the spatial strategy will be delivered. The Council has carried out a Sustainability Appraisal (SA) incorporating the requirement for a Strategic Environmental Assessment (SEA) to integrate social, environmental and economic considerations into the preparation of the Core Strategy, and a Habitat Regulations Assessment (HRA). The Core Strategy has been developed taking into account the findings of both these documents.
- 1.3 Other development plan documents (DPDs) in the LDF, will take the lead from the Core Strategy to ensure they are in conformity with its vision, spatial strategy and policies. Those documents which are in preparation or adopted (as at August 2011) are set out in Figure 1 below. The Area Action Plans (AAPs) for the North of Fareham Strategic Development Area (SDA) and Fareham Town Centre will set out a strategy, policies and identify and allocate specific areas within these locations for development. The Site Allocations and Development Management DPD will include details of proposed land use designations and review settlement boundaries across the remainder of the Borough including Fareham (outside the Town Centre AAP area), the Western Wards, Whiteley, Portchester, Stubbington & Hill Head and Titchfield. The site allocations for development will include housing, employment, retail, leisure, sport, community facilities and open space and will be in line with the principles established within the Core Strategy for each respective settlement. Detailed development management policies will also be included.
- 1.4 The policies in the DPDs will replace the Fareham Borough Local Plan Review (June

¹ Definition of Spatial Planning: Planning which goes beyond traditional land uses to integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use (e.g. by influencing the demands on or needs for development) but which are not capable of being delivered solely or mainly through the grant or refusal of planning permission and which may be implemented by other means. (Planning Advisory Service)

2000). Appendix 1 identifies those 'saved' policies of the Local Plan that the Core Strategy replaces. The alterations to the Proposals Map relating to the Strategic Development Allocations for the former Coldeast Hospital (Policy CS10) and the Daedalus Airfield (Policy CS12) sites are included in the Maps and Diagrams section.



*The South East Plan is due to be revoked following Royal Assent of the Localism Bill

THE POLICY CONTEXT

- 1.5 The Core Strategy has been prepared against the framework provided by national planning policy and other relevant strategies and plans. The Core Strategy should be read in conjunction with these documents, as it need not repeat the higher order policy framework where there is no need for a specifically local interpretation².

National Planning Policy

- 1.6 The Planning Policy Statements (PPS) and Guidance Notes³, together with other legislation, circulars and other strategies and statements, provide a framework for local planning policy. The PPSs will continue to apply until these are replaced by the National Planning Policy Framework in due course.
- 1.7 Key guidance on achieving sustainable development and adapting to climate change is provided in Planning Policy Statement 1, which has helped frame the Core Strategy. It seeks to achieve sustainable development by:
- Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
 - Contributing to sustainable economic development;
 - Protecting the natural and historic environment, the quality and character of the countryside and existing communities;
 - Ensuring high quality development through good and inclusive design and the efficient use of resources;
 - Ensuring that development supports existing communities and contributes to the creation of safe, sustainable liveable and mixed communities with good access to jobs and key services for all members of the community;
 - Achieving inclusive development that secures the highest possible resource and energy efficiency, a reduction in emissions, sustainable transport, resilience to climate change, conservation and enhancement of biodiversity and responding to business concerns in providing for mitigation and adaptation to climate change.

Sub Regional and Cross Boundary Initiatives

- 1.8 Fareham is a member of the Partnership for Urban South Hampshire (PUSH), which is made up of the 11 local authorities in the sub region⁴ who are working together to tackle and overcome the economic challenges the area faces. The key driver for development in South Hampshire is to improve economic performance, with the emphasis on raising skills. This will support approximately 80,000⁵ dwellings across South Hampshire.
- 1.9 Fareham is identified as a key growth point in the South Hampshire sub region. This growth will reinforce the position of Fareham as a secondary regional centre, providing a

² Paragraph 4.30, PPS12 Local Spatial Planning (June 2008)

³ As at August 2011

⁴ The 11 local authorities are: New Forest District Council; Test Valley Borough Council; Southampton City Council; Eastleigh Borough Council; Winchester City Council; Fareham Borough Council; Gosport Borough Council; Portsmouth City Council; Havant Borough Council East Hampshire District Council and Hampshire County Council

⁵ As submitted to the South East Regional Spatial Strategy examination by PUSH

focus in the Borough for: business; retail; entertainment; culture; health care; and transport interchange.

1.10 The main implications for spatial planning in Fareham (up to 2026) from the South Hampshire Sub-Regional Strategy⁵ are:

- Fareham will play a complementary role to the main centres of Portsmouth and Southampton, providing a centre for living, working and leisure;
- Contributing to the employment provision for South East Hampshire and promoting 'smart growth' by raising productivity and making more efficient use of land;
- Providing for a new settlement to the north of the M27 comprising between 6,500 to 7,500 homes and up to 90,750 sq.m of employment floorspace, with an emphasis on providing a mix of housing types, integrated supporting facilities, including a new district centre and quality public transport links with Fareham town centre and Portsmouth;
- Provision of 3,729 dwellings in the Borough (between 2006-2026);
- An expansion of Fareham town centre, with mixed use schemes and securing excellent access to the Strategic Development Area (SDA) in advance of development to promote its use to the population;
- A reduction in the need to travel, to manage demand and provide additional public transport and highway capacity;
- The provision and management of green infrastructure⁶.

1.11 The Council is working closely with adjoining authorities to identify and achieve sub-regional infrastructure schemes, including green infrastructure.

1.12 Due to the Borough's location within the sub region there are several cross boundary issues and development proposals which the Council is addressing or promoting in conjunction with its neighbours and other stakeholders. These include:

- protecting the Borough's natural assets in particular the European nature conservation sites;
- areas of potential flood risk and undertaking coastal protection measures;
- the north of Fareham SDA in association with Winchester City Council where green infrastructure will be provided;
- further development at Whiteley, where Winchester City Council is promoting an additional 3,000 dwellings and the associated impact of this with the additional employment on the local infrastructure in particular the local road network and M27;
- redevelopment of the Daedalus Airfield in association with Gosport Borough Council and SEEDA;
- transport issues including the capacity of the M27 and access to Gosport with the associated air quality issues.

Other Plans and Strategies

1.13 The Council has considered a variety of plans and strategies which it or other bodies have prepared and have informed the preparation of the Core Strategy. These documents form

⁵ As submitted to the South East Regional Spatial Strategy examination by PUSH

⁶ See also Core Strategy Policy CS4

part of the evidence base; they are listed in Appendix 2 and are referenced in footnotes.

Fareham Sustainable Community Strategy

1.14 The Sustainable Community Strategy is prepared by the Local Strategic Partnership (LSP), known as networkfareham. It was adopted in February 2010, to cover the period 2010 to 2020. The Core Strategy incorporates the spatial aspects of the Sustainable Community Strategy and will be amplified by other Local Development Framework documents in due course.

1.15 The Sustainable Community Strategy identifies the following priorities to be addressed:

Children and Young People

- To improve the life chances of children and young people;
- To improve leisure and play opportunities;
- To reduce childhood obesity.

Community Engagement

- To empower people to have a greater voice in the provision of services;
- To engage with young people and groups of people who struggle to be heard;
- To encourage and support volunteering.

Community Safety

- Reduction in criminal damage;
- Tackle the perception of anti-social behaviour as an issue;
- Identify and tackle 'hot spots' of violent crime;
- Work in partnership to reduce alcohol and drug misuse.

Economic Development

- Improve skills and match to business needs;
- Promote alternative means of getting to work;
- Improve support for local businesses.

Environment and Transport

- Reducing traffic congestion;
- Maintaining and enhancing our natural environment;
- Adapting to the impact of climate change;
- Improving the overall sustainability of the Borough;
- Reducing carbon emissions.

Health and Wellbeing

- To increase physical activity across all age groups;
- To reduce levels of obesity;
- To promote independence and quality of life for older people.

Housing

- To provide more decent and affordable housing for local people;
- To enable older people to remain in their own homes for as long as possible;
- To meet the housing needs of vulnerable people.

OUTLINE OF THE EVIDENCE BASE

- 1.16 Fareham Borough Council has a substantial evidence base which supports the development of this Core Strategy. It is this evidence base that together with other relevant strategies, policy guidance and constraints within the Borough which have informed the development of the Core Strategy policies. The evidence base is wide ranging covering issues as diverse as flooding and employment land. The documents relied on for the evidence base are referenced in footnotes throughout the Core Strategy.

2 Fareham Borough Profile

INTRODUCTION

- 2.1 Fareham Borough is a coastal area lying between the two cities of Portsmouth and Southampton on the south coast of Hampshire. It covers an area of approximately 30 square miles, being 8 miles long from east to west and has a population of approximately 110,000 living in 46,000 households⁷. Whilst over half of the land area is countryside, the Borough is mainly urban in character consisting of a number of sizeable settlements all of which are located close to each other. In an area of high development pressure, there is a risk of further coalescence of the settlements. Fareham is the largest town with a population of around 37,300. The Western Wards (Sarisbury, Locks Heath, Park Gate, Swanwick, Titchfield Common and Warsash), together are a similar size to Fareham (30,500 population), whilst Portchester in the east of Borough has a population of 17,600 people. Other key settlements include Whiteley, Titchfield and Stubbington & Hill Head.
- 2.2 The Borough is well connected to the M27 motorway, which runs through the north of the Borough giving easy access to Southampton and Portsmouth and the rest of Hampshire and beyond, it does however suffer from heavy congestion, particularly at peak periods. Good rail links exist between Fareham, Portchester and Swanwick, particularly to Portsmouth and Southampton and further afield to Winchester, London and other major centres. The international airport near Southampton and the ferry port at Portsmouth give easy access to continental destinations. Regular passenger and vehicle ferry services also operate from Portsmouth and Southampton to the Isle of Wight.
- 2.3 There is a high demand for affordable housing in the area. Fareham Housing Needs Survey 2004 (and the updated Viability Study undertaken by Levvel Ltd in 2009) identified a need for 495 additional affordable housing units per year. The current Housing Strategy has a target of 100 new affordable homes per year.
- 2.4 There are around 47,700 jobs (Nomis 2008) in the Borough, concentrated mainly in Fareham and Segensworth and there is a high level of economic activity. 25,000 people both live and work in the Borough. However, nearly 30,000 people commute to jobs outside the Borough (2001 Census) and consequently, self-containment stands at just 45%. Portsmouth is a major destination for out-commuters, almost matched, however, in size by the number of in-commuters from Gosport to Fareham. The large flows of commuters in and out of the Borough contribute to the serious levels of traffic congestion in and around Fareham and associated air quality issues.
- 2.5 The Borough contains attractive areas of countryside and coastal areas, some of its boundaries being defined by the river Hamble, the Solent and Portsmouth Harbour. For a Borough of its size, there is a rich variety of natural landscapes including chalk downland, coastal saltmarsh and mudflats, grasslands, wetlands and ancient woodlands. The rich biodiversity of the area results in large parts of the coast from Burridge on the River Hamble, to Hill Head and Portsmouth Harbour as having international nature conservation value being designated under the European Habitats Directive, whilst nationally important

⁷ Source: 2001 Census

Sites of Special Scientific Interest are located in the estuaries of the Upper Hamble and Fareham Lake. Portsdown Hill is also designated as a Site of Special Scientific Interest (SSSI). Whilst 60% of the Borough is rural, the Borough has shortfalls of publically accessible greenspace, though the type and quantity of different categories vary in the different settlements.

- 2.6 The Borough has many historic buildings and 13 conservation areas, which contribute to its overall built character. There are six Scheduled Ancient Monuments, three of which are situated at Titchfield Abbey. The others being, Portchester Castle, Fort Fareham and a second world war heavy anti-aircraft gun site at Monument Farm on Portsdown Hill. In addition, there are nearly 600 listed buildings and seven historic parks and gardens of regional or local importance.
- 2.7 The Borough's coastal location results in parts of it being subject to periodic tidal flooding, though this is not widespread. The Borough is crossed by three rivers, the Meon, Hamble and Wallington. Localised flooding is experienced along these, some of which are tidal.

SETTLEMENTS IN THE BOROUGH

Fareham

- 2.8 Fareham is a sub-regional centre⁸ and is the main focus for facilities and services in the Borough. Its economy centres on the service sector. North East Fareham (including the town centre) provides around 11,000 jobs (2001 Census). There are conservation areas at Fareham High Street, Osborn Road, Wallington, Cams Hall, Town Quay and Catisfield. Fareham Lake is designated as part of the Portsmouth Harbour Special Protection Area, a Site of Special Scientific Interest and Ramsar site. It is also a popular location for boat moorings. The key factors shaping future development in Fareham include: the need for the town centre to help serve the higher order needs of the new settlement to the north of the town; improvements to public transport; including the new public transport interchange facility at Fareham Station; to reduce congestion and improve air quality and protection of the high quality landscape of the Meon Valley to the west and Portsdown Hill to the North East. There is a need to reduce the shortfalls in open space provision which exist particularly in the north of the town.

The Western Wards

- 2.9 The settlements of the Western Wards also have a concentration of facilities and services, though shortfalls in healthcare provision and some sporting facilities (including a swimming pool), have been identified. A district centre is located at Locks Heath, with local centres at Park Gate and Warsash. Significant amounts of employment (nearly 12,000 jobs)⁹ are located at Segensworth Industrial Area, Titchfield Park, Kites Croft and Park Gate Business Centre. Coastal areas like Warsash have limited employment opportunities, resulting in high out-commuting. Car ownership rates are high, with 42% of households owning two cars¹⁰. Public transport access is focussed on the rail station at

⁸ As defined in South Hampshire Sub-Regional Strategy Final Advice to SEERA (Policy SH8 addendum, 2006)

⁹ Source: 2001 Census

¹⁰ Source: 2001 Census

Swanwick. There are conservation areas at Sarisbury Green, Swanwick Shore, Warsash and Hook. The former Coldeast Hospital is identified in the Greenspace study as having potential for meeting a range of green space needs, including cemetery and allotment provision. The key factors shaping future development in the Western Ward settlements include enhancing the district centre at Locks Heath, improving community facilities, protecting the coastal character of the Lower Hamble Valley and Chilling/Brownwich coastal plain and the need to find a productive use for the former Coldeast Hospital.

Whiteley

- 2.10 Whiteley is a relatively new community, with residential development being constructed gradually over the 1990's. The settlement is separated from the urban area of the Western Wards by the M27 and lies partly within the administrative area of Winchester City Council. It has a population of around 4,200¹¹ and a district centre, with a range of outlet comparison shops reflecting its shopping village function, though there are plans to remodel it to provide an enhanced range of shopping facilities to serve the local community. It suffers from poor public transport provision resulting in many residents using private transport to get to their places of work. Solent Business Park, (the first phase of which was built in the mid 1980's) is a heavily landscaped business park and provides substantial local, predominantly office employment opportunities to a range of major companies. Key factors shaping the future development at Whiteley include a lack of education facilities, (though proposals in the draft Winchester Core Strategy seek to address this through primary and secondary provision associated with a proposed urban extension of up to 3,000 dwellings, to the north of Whiteley), and public transport provision linking the settlement with the Western Wards.

Portchester

- 2.11 Portchester is a sizeable settlement, with good facilities including a district centre, local doctors and dentists, primary schools and two secondary schools and a community centre. The district centre has some potential to expand to incorporate retail and community uses, though it is identified as being at risk of tidal flooding. It has a reasonable local employment base with Murrills Estate and the Castle Trading Estate. Portchester Castle is an important historic monument, reached through the Castle Street conservation area. The key factors shaping future development in Portchester include the vulnerability of the eastern and central areas to tidal flooding¹², the role of the centre in providing for local retail and community needs and addressing the shortfalls in green infrastructure.

Stubbington & Hill Head

- 2.12 Stubbington & Hill Head form a single urban area and have a population of 14,300¹³. These settlements have a range of services with a local centre, doctors, dentists, two primary schools, a secondary school and a community centre. There is an identified shortfall in natural greenspace in the settlements. Local employment opportunities are very limited, although potential for developing a marine and aviation cluster has been

¹¹ Source: 2001 Census

¹² Strategic Flood Risk Assessment , PUSH (2007)

¹³ Source: 2001 Census

identified at the Daedalus airfield site, which lies to the east of the settlement. The Employment Land Review (2010) identifies Daedalus as a potential significant employment site. The key factors shaping future development in Stubbington & Hill Head include its coastal position and subsequent vulnerability to tidal flooding; the opportunities afforded by the Daedalus airfield and its impact on the surrounding infrastructure; poor transport access; lack of local employment, addressing the shortfalls in natural greenspace and expanding the limited local services.

Titchfield

- 2.13 Titchfield lies in the Meon Valley, in a narrow gap between Fareham (Catisfield) and the Western Wards. It has a population of 3,800¹⁴, a local centre, doctors, dentists, a primary school and a community centre serve the local population. It has a public transport service via bus links and limited local employment opportunities. It is separated from Titchfield Abbey by the A27 and there are conservation areas at Titchfield and Titchfield Abbey. The key factors shaping future development in Titchfield include its important historic environment and its position in the Meon Valley separating the two main urban areas within Fareham.

KEY ISSUES AND CHALLENGES

- 2.14 Analysis of the evidence studies and the consultation responses has identified the following key issues for the Borough:

Accommodating Growth in light of the Recession

- 2.15 The PUSH vision is for economic-led growth to make the South Hampshire area more prosperous, attractive and sustainable over the next 20 years, offering everyone a better quality of life. Since 2008, there has been a global financial crisis leading to recession in the UK. This substantial change in the macro-economic situation and ensuing pressures on the UK public finances has significantly changed the background and context to the South Hampshire economy. With the downturn in the economy, achieving the vision will be challenging and progress towards meeting targets will be monitored and reviewed by PUSH.
- 2.16 To achieve the South Hampshire Strategy¹⁵ and provide for growth, new housing and employment development will initially be focussed in Portsmouth, Southampton and the main towns, which includes Fareham. After 2016 there will be a need for major greenfield development, concentrated in two Strategic Development Areas. The larger SDA is to be accommodated north of Fareham (Policy CS13). To achieve the economic growth the Borough's existing established employment base will be expanded. In particular through increasing the potential of the aviation and marine sectors; this will be focussed primarily at the previous developed land at the Daedalus Airfield site (Policy CS12).
- 2.17 The future role of Fareham town centre will need to change substantially to both fulfil its secondary regional centre role in providing retail and leisure facilities and services for the whole of the Borough, including providing the higher order facilities for the SDA. This will

¹⁴ Source: 2001 Census

¹⁵ As submitted to the South East Regional Spatial Strategy examination by PUSH

include expanded retail and office accommodation (Policy CS8).

- 2.18 The development of Whiteley since the 1980's has resulted in inadequate infrastructure provision, in particular, the lack of education facilities and public transport provision. With further growth anticipated in the area including 3,000 dwellings in Winchester these issues need to be addressed to make the area more sustainable.
- 2.19 The population of the Western Wards has increased substantially over the past 40 years mainly as a result of planned residential expansion. There is a need for additional facilities to serve the demands of the communities in the area, including increased health provision, cemetery provision, education facilities and indoor sport facilities, including a swimming pool. The previously developed land at the former Coldeast Hospital site can assist in delivering this necessary infrastructure (Policy CS10).
- 2.20 The affordability of homes is an issue in the Borough, with the average house being 7 and a half times the average wage of full time workers in the Borough of £27,560 (2009). There are currently 1,901 (as at June 2010) people on the housing waiting list, of which 48 are classified as being homeless and in priority need.

Transport

- 2.21 The Borough has good access to the M27 motorway; however there are high levels of local congestion around the motorway junctions and links as well as along the A27 and the A32/B3385 to Gosport, particularly at peak times. This affects economic competitiveness, quality of life and associated poor air quality on sections of Gosport Road and Portland Street. Transport interventions will focus on reduce and manage measures, particularly along key corridors. The delivery of the Bus Rapid Transit (BRT) will assist in tackling these issues. This will link Fareham train station interchange with the SDA, Fareham town centre and Gosport. In the longer term there is the potential to connect the SDA directly to the Fareham to Eastleigh railway line with an established rail service. A direct station will increase accessibility of the SDA and wider area and could assist in achieving sustainable mode share targets for both the housing and employment. There are challenges to the delivery of the rail station, but investigations will take place to determine feasibility. A key challenge in delivering transport interventions will be the availability, extent and timing of funding.

Demographic Change

- 2.22 The levels of anticipated growth predicted in the South Hampshire Strategy will result in an increase in population of over 24,000 people (Hampshire County Council Small Area Population forecasts). Changes in the population structure over the strategy period include an increasing elderly population (65 years and older). This together with an increase in smaller household size will have implications for the type of housing provision required, as well as having impacts on the level of economically active population of the Borough.

The Natural and Built Environment

- 2.23 The Borough has a wealth of natural and built assets, which include the nationally and locally important nature conservation sites, listed buildings and conservation areas which

need to be protected. It could also result in increased pressure on the more vulnerable open spaces in the Borough. This could result potentially in the coalescence of the individual settlements which would undermine their identity. There are shortfalls in natural greenspace, parks and amenity open space in Fareham and shortfalls in natural greenspace in Stubbington & Hill Head and Portchester which need to be addressed.

- 2.24 Whilst accommodating the required level of growth in the Borough, by itself or in combination with other development in South Hampshire, could result in adverse impacts on European sites, the interim Habitats Regulations Assessment Report concludes that all likely negative effects will be removed if the identified avoidance and mitigation are adopted and implemented successfully.

Climate Change

- 2.25 Responding to climate change and making Fareham more environmentally sustainable is a theme that runs throughout the Core Strategy. Climate change is one of the biggest issues faced by mankind today. As a coastal Borough it is an issue with impacts predicted on water resources, sea level rise, the coastline and the natural environment.
- 2.26 Delivering energy efficient new buildings and the low carbon (energy efficient) refurbishment of the existing housing stock, coupled with local generation of electricity via renewable are challenges to the Borough. If successful, this will reduce energy costs whilst helping to tackle climate change and reduce fuel poverty. Addressing climate change will also include focussing major development in areas accessible by public transport; reducing carbon emissions; conserving water resources; improving air quality management; and improving recycling and waste management.

3 Vision and Objectives

INTRODUCTION

- 3.1 A vision and objectives have been developed reflecting national policy and the Sustainable Community Strategy. This vision will be used to inform other LDF documents.

THE VISION FOR FAREHAM

- 3.2 *Fareham Borough will offer a high quality of life to all residents and be an attractive, safe and pleasant place to live, work and visit. It will be sustainable and increasingly prosperous, with low levels of crime and unemployment and good access to community facilities, jobs, leisure, shops, open space and services. Fareham will remain a freestanding settlement.*
- 3.3 *The Borough will accommodate significant levels of development. It will take into account climate change and the key sub regional objective of increasing economic prosperity within South Hampshire and the need to strengthen Fareham's key role within it.*
- 3.4 *Fareham Borough will have a strong and diverse economy and the highly skilled workforce will have well-paid and permanent jobs. There will be a high level of self containment with more people working from home, or close to home and a high percentage of the population will use public transport to and from work.*
- 3.5 *Housing will be delivered to ensure there is an appropriate mix of dwelling type, size and tenure offering local residents choice of where to live. Improved high standards in educational establishments will continue, with students achieving high levels of educational attainment.*
- 3.6 *The distinctive character and quality of the environment with its existing natural and historic environment, including its coastal location which helps to create the character and identity of the Borough and its settlements will continue to be protected and enhanced. The countryside around the settlements will be protected thus avoiding further coalescence and ensuring that new development respects its context.*
- 3.7 *Fareham town will be a focus in meeting housing, employment and retail needs. The town centre will expand, using redevelopment opportunities, to form a focus for retail, commerce and transport. This will complement existing facilities and enhance the West Street retail area. A new public transport interchange at Fareham Station and a Bus Rapid Transit South East Hampshire Harbour Link will be created.*
- 3.8 *The new Strategic Development Area north of Fareham will be a successful thriving community with associated employment opportunities, education, retail and community facilities. It will have easy access to both the town centre and the wider sub region.*
- 3.9 *The Western Wards and Whiteley will also accommodate growth which will be provided in association with improvements to local infrastructure provision. The Western Wards -*

Locks Heath, Titchfield Common, Warsash, Park Gate and Sarisbury will be a focus for housing, employment, sustainable transport and enhanced community facilities. The district centre at Locks Heath will provide additional retail facilities to serve local needs and a strategic site identified at Coldeast will provide for community needs and housing.

- 3.10 *Portchester, Stubbington & Hill Head and Titchfield will play limited roles in accommodating future development. Portchester will strengthen the role of its district centre, providing additional retail facilities, protect its setting, its important historic heritage and its local economic role. Development at Stubbington & Hill Head will seek to protect the setting of the settlements and focus on creating economic opportunities through the redevelopment of the Daedalus Airfield strategic employment site. Titchfield will continue to be recognised for its important historic heritage, natural environment and its setting.*
- 3.11 The vision is supplemented by more detailed key objectives which amplify the key outcomes for the Core Strategy. These complement and inter-link with each other. They will contribute to delivering and achieving the Council's corporate aims and objectives and those within the Sustainable Community Strategy.

STRATEGIC OBJECTIVES

- 3.12 Greater detail as to how the spatial vision will be delivered is contained in the following 12 strategic objectives. Chapter 7: Implementation and Monitoring Framework explains how the process towards achieving these objectives will be measured to demonstrate the success of the Strategy overall. These objectives should be read together; they are of equal weight and are in no priority order.

SO1

To deliver the South Hampshire Strategy in a sustainable way, focussing development in Fareham, the Strategic Development Area north of Fareham and the Western Wards.

SO2

To promote and encourage the efficient re-use of previously developed land and buildings in accordance with the principles of high quality and sustainable design.

SO3

To deliver a sub regionally important strategic employment site at the Daedalus Airfield and provide a range of other employment opportunities to enable companies to both expand and locate within the Borough, including locally important clusters, whilst maintaining and improving workforce skills and maintaining low levels of unemployment.

SO4

To increase the vitality, viability and accessibility of centres, focussing on delivering an expansion of Fareham town centre and enhancement of the district centres at Portchester and Locks Heath through promoting a mix of uses, including public space to enhance their social and economic focus. Retail provision at Stubbington local centre will be increased, whilst the role of the local centres at Park Gate, Titchfield and Warsash will be maintained.

SO5

To ensure development provides and/or contributes to timely and appropriate transport infrastructure and mitigation measures to support the needs of development, and provide and/or contribute to public transport and quality pedestrian and cycle links to reduce dependence on the car.

SO6

To plan for housing growth of 3,729 dwellings (between 2006-2026) in a sustainable way, focussing on previously developed land and buildings within the existing urban area and to provide a range of dwelling sizes and tenures which take into account existing and future housing needs. To achieve a target of 100 affordable homes per year until 2016.

SO7

To create an enhanced public transport role for Fareham town centre through creating a new public transport interchange at Fareham Railway Station. To deliver a Bus Rapid Transit system which will link the SDA and associated business park, Fareham town centre and improve access to and from the Gosport peninsula.

SO8

To deliver a new sustainable settlement to the north of Fareham, creating 6,500-7,500 homes, up to 90,750 sq.m employment floorspace, a new district centre and other supporting retail and community provision.

SO9

To improve accessibility to and facilitate the development and expansion of leisure, recreation, community, education, open space and health facilities and services. Achieve better access to green spaces close to where people live and work, to encourage healthy active lifestyles.

SO10

To manage, maintain and improve the built and natural environment to deliver quality places, through high quality design sustainability and maintenance standards, taking into account the character and setting of existing settlements and neighbourhoods and seeking safe environments which help to reduce crime and the fear of crime.

SO11

To protect and enhance access to green infrastructure, the countryside, coast and historic environment whilst protecting sensitive habitats or historic features from recreational pressure, and protect the separate identity of settlements, including through the designation of strategic gaps.

SO12

To safeguard and ensure the prudent use and management of natural resources, increase energy and water efficiency and encourage and promote the use of renewable energy sources to help adapt to climate change, and manage pollution and natural hazards, avoid inappropriate development in areas at risk of flooding, secure improvements in air and water quality and ensure effective waste management.

4 Key Policies

INTRODUCTION

- 4.1 The following overarching policies address key issues which inform the place-shaping policies of the spatial strategy set out in Chapter 5.

FULFILLING THE BOROUGH'S ECONOMIC POTENTIAL

To meet Strategic Objectives SO1, SO2, SO3 and SO8

Policy Context

- 4.2 PPS4 stresses that priority should be attached to allocating office development in town centre or edge of centre locations. The South Hampshire Strategy¹⁶ recommends that within the sub region, office development be directed towards Portsmouth and Southampton city centres first, then to other town centre or edge of centre locations and finally other locations which have good access to public transport.
- 4.3 The South Hampshire Strategy sets out the overall employment floorspace targets for the sub-region, and further work by the PUSH authorities provided an apportionment between the individual PUSH authorities¹⁷. This work looked at past trends, existing commitments, and future identified potential and indicates that Fareham (outside of the SDA) will be expected to accommodate a minimum of 41,000 sq.m of additional floorspace by 2026. (The North of Fareham SDA is dealt with in policy CS13).

Employment Provision Targets 2006-2026

Fareham Borough (outside the SDA) sq.m	
B1 Offices	23,000
B2 Manufacturing	6,000
B8 Warehousing	12,000
Total	41,000

Policy Justification

- 4.4 Fareham has seen growth from a small market town into a thriving business area, partially driven by its location at the core of a two-city sub region. The Borough benefits from easy access to the M27 motorway, which in turn provides links to the cities of Southampton and Portsmouth, as well as Southampton airport and the city ferry terminals.
- 4.5 The Borough has a diverse economy in which smaller businesses predominate and the survival rate of local start-ups is high. Office businesses are in the majority, although there are a significant proportion of industrial employers. Evidence from the Business Needs

¹⁶ South Hampshire Sub-regional Strategy Final Advice to SEERA, PUSH (December 2005)

¹⁷ Policy Framework for Employment Floorspace, PUSH (December 2008)

Survey¹⁸ indicates that businesses in Fareham are largely home grown or from the South Hampshire area, with over half having been in Fareham for more than 10 years. Allowing them to continue and flourish, alongside appropriate new development, will be a key part of the success of the Borough over the plan period.

- 4.6 The Council is committed to contributing to the growth in GVA (Gross Value Added) across the Borough. GVA is a reflection of the total level of employment, levels of productivity and the provision of floorspace. In order to contribute to GVA growth it is therefore important to protect existing employment sites across the Borough, allocate appropriate levels of additional employment floorspace and to encourage skills improvement in line with the South Hampshire Strategy Policy SH10 Skills. Existing and new proposed employment sites not allocated in this document or in Area Action Plans will be identified through the Site Allocations and Development Management DPD.

Location of Employment Space

- 4.7 Areas which are identified as having potential for new employment opportunities (outside the SDA) are Fareham town centre for 10,000 sq.m of B1 floorspace and a strategic employment site at the Daedalus airfield to accommodate between 10,000-33,000 sq.m of net additional light industrial, general industrial or warehousing floorspace. Offices are a town centre use, and as such will be focussed towards Fareham Town Centre. The Fareham Town Centre Area Action Plan will identify details of the sites within the centre which will accommodate B1 office floorspace as part of mixed use development.
- 4.8 Over 22,000sq.m of employment floorspace has already been completed within the Borough since the start of the plan period. Added to this, there are a high number of existing commitments across the Borough, which will potentially contribute a further 35,000 sq.m towards the floorspace target. These include 23,000 sq.m at the Solent Business Park in Whiteley and around 8,000 sq.m in extensions to existing employment areas in the Western Wards.
- 4.9 The table below (taken from the 2010 Employment Land Review) shows the residual targets, for the Borough outside the SDA, taking account of completions and taking into account where employment land has been lost to other uses. The table shows that Fareham has the potential to far exceed its apportioned targets through a combination of existing commitments and other sites identified as having the potential to yield employment floorspace.

¹⁸ Business Needs Survey, Hughes Ellard (September 2004)

Employment Provision against Residual Targets¹⁹

	2010-16	2016-21	2021-26	Total
B1 Potential	27,028	11,879	11,820	50,727
Residual B1 Target	7,554	3,500	3,000	14,054
Potential Surplus	19,474	8,379	8,820	36,673
B2/B8 Potential	8,066	21,656	21,655	51,377
Residual B2/B8 Target	12,587	1,000	1,000	14,587
Potential Surplus	-4,521	20,656	20,655	36,790

Data source: Hampshire County Council Employment Land Monitoring (Data has a base date of 1st April 2010)

- 4.10 Fareham Borough Council acknowledges that economic development is not limited to the B use classes alone, and that employment in the non-B use classes play a significant part in the Borough's current and future economic profile. Whilst the projected increase in the non-B sector floorspace has not been included in the table below, the projected oversupply in the B1 and particularly B2/B8 is considered to offer ample opportunity to allow for flexibility on existing employment sites, subject to other policies in the Core Strategy.
- 4.11 Ensuring that Fareham meets this target will also rely on safeguarding existing employment areas from other forms of development and retaining them for uses that contribute towards economic development. All employment areas within the Borough play a part in making up Fareham's economic profile, and losing individual sites to other forms of development that do not contribute towards economic development would have a negative impact on the planned economic growth in the Borough. It is recognised that there will be cases in some existing employment sites where it can be proven that the permitted employment uses are no longer appropriate, and in these cases other uses will be considered. This may be where a particular unit has remained vacant for an extended period of time or where the existing use does not suit its immediate surroundings. Employment sites and areas will be reviewed through the Site Allocations and Development Management Development Plan Document, informed by the Employment Land Review. Policies which identify and protect existing employment sites will be included in the Site Allocations & Development Management Policies DPD.

Supporting Economic Growth

- 4.12 Supporting key business clusters is part of the PUSH Economic Development Strategy²⁰. Fareham Borough is home to a number of business clusters. Research by the University of Portsmouth identified aerospace and defence, processed food and transport and logistics as clusters performing well in Fareham. The marine industry has also been identified as an important sector within the Borough by the DTZ Economic Drivers and Growth Study²¹ and the Solent Waterfront Strategy²². As well as supporting the Borough's clusters, the Council will continue to encourage innovation and creativity in the

¹⁹ Policy Framework for Employment Floorspace, PUSH (December 2008)

²⁰ PUSH Economic Development Strategy, DTZ (June 2010),

²¹ South Hampshire Economic Drivers and Growth: Combined Report, DTZ (2007)

²² Solent Waterfront Strategy, SEEDA (December 2007)

Borough's economic profile by as set out in the PUSH Economic Development Strategy.

- 4.13 Ancillary services assisting and supporting the business function of the area are important to sustain and enhance the local economy, being both employment generators in their own right and also providing support services to businesses. However, it is important that these services are of an appropriate scale and do not compete with other centres. Such uses may include a: crèche; health club; sandwich shop; pub; business hotel or other similar uses; but not housing.
- 4.14 Fareham Borough falls in the upper quartile of all local authorities in Britain in terms of levels of qualifications of the workforce and proportion of residents who have no qualifications. The Employment Land Review (2010) shows that Fareham has higher averages of all levels of qualifications when compared to the averages of the South East and the UK as a whole. To maintain and improve this position Fareham Borough Council and its partners will support programmes of skills development, whilst facilitating local agencies to assist the local workforce in gaining the necessary qualifications and skills needed by employers in South Hampshire.

CS1 Employment Provision

Additional employment development will be permitted to meet a minimum floorspace target of 41,000 sq.m (excluding the SDA) and to contribute to GVA growth. This will be met through:

- **Completed floorspace between April 2006 and March 2010;**
- **Safeguarding existing employment areas;**
- **Implementing existing commitments;**
- **Requiring the inclusion of 10,000 sq.m of new B1 development as part of mixed use schemes within Fareham town centre;**
- **Daedalus Airfield Strategic Development Allocation to accommodate a minimum of 10,000 sq.m and up to 33,000 sq.m of net additional²³ general, or light industrial or warehousing employment floorspace (Policy CS12);**
- **Taking a flexible approach to the redevelopment of existing employment sites for different uses which contribute to economic development.**

Employment sites and areas will be reviewed through the Site Allocations and Development Management Development Plan Document, informed by the Employment Land Review.

To support economic and GVA growth, development will be permitted where it:

- **Supports the continuing use of an existing employment site for uses which contribute to economic development;**
- **Allows for diversification and modernisation;**
- **Supports the enhancement of identified local clusters;**
- **Supports advances in ICT, and the development of communications technology infrastructure.**

²³ This figure excludes existing floorspace and is subject to more detailed viability, design and impact assessments to be carried out for the Supplementary Planning Document

Development will be permitted where it provides a necessary ancillary service to support the primary business function of the employment area.

MEETING FAREHAM'S HOUSING NEEDS - HOUSING PROVISION

To meet Strategic Objectives SO1, SO3 and SO5

Policy Context

- 4.15 PPS3: Housing (June 2010) sets out the national planning policy context for delivering the Government's housing objectives. This includes a requirement for Local Authorities to ensure a rolling five - year supply of housing sites, a strong emphasis on the re-use of previously developed land, general guidance on housing density and the need to provide adequate levels of affordable housing.
- 4.16 The target provision set out in the South Hampshire Strategy for the level of housing development for Fareham Borough, outside the SDA, is a total of 3,729 dwellings between 2006 and 2026, and is divided into phases as shown below:

Housing Provision Targets

	2006-11	2011-16	2016-21	2021-2026	Total
Fareham (excluding SDA)	1,700	1,100	469	460	3,729
Annual Average	340	220	94*	92	

* Rounded up from 93.8

Policy Justification

- 4.17 One of the key issues that the Local Development Framework must address is the scale, distribution and types of new homes to be provided throughout the Borough up until 2026. PPS3 advocates that local planning authorities should plan for at least 15 years of housing supply from the adoption of a document, identifying sites for the first 10 years of land supply unless there are underlying local circumstances of a credible nature that prevent sites from being identified.
- 4.18 The Fareham Borough Strategic Housing Land Availability Assessment (SHLAA) offers details on the supply of land for housing within the Borough. The table below shows an identified supply (i.e. excludes windfalls) for a further 2,479 net additional dwellings across the Borough (excluding the SDA) within the remaining plan period up to 2026. There have been 1,637 housing completions from 2006 - 2010, which exceeds the target of 1,360 units during that 4 year period (4/5 of first five year requirement of 1,700). This reduces the residual phased requirements (shown in the table below), which have also been recalculated into 5 year supply periods (as per PPS3) starting from 2010.

Housing Supply (excluding SDA) against Residual Targets

	2006-2010	2010-2015	2015-2020	2020-2026	Totals
Housing Completions	1,637				1,637
Residual Requirement		943	596	553	2,092
Identified housing supply to meet residual requirement					
Fareham		239	136	301	676
Portchester		10	28	19	57
Stubbington & Hill Head		52	12	0	64
Titchfield		12	16	0	28
Western Wards		1,192	273	13	1,478
Whiteley		160	16	0	176
Total		1,665	481	333	2,479
Surplus/Deficit		+722	-115	-220	+387

Source: Hampshire County Council Housing Monitoring and SHLAA Update²⁴ analysis.
Data has a base date of 1st April 2010

- 4.19 Due to the significant amount of existing commitments, coupled with the high level of completions to date, the next five year period target can easily be exceeded. Although there is a small projected deficit in the 6-10 year and 11+ year time periods, this is considerably outweighed by the projected surplus from the earlier years of the plan period. It has not been necessary to include an allowance for windfalls, given that the housing target can be met without them.
- 4.20 In achieving the housing target for the Borough outside the SDA it is expected that no new greenfield sites will be required over and above existing commitments. In line with PPS3, priority has been given to the reuse of previously developed land within the urban area. Residential gardens are no longer defined as previously developed land within PPS3. However, the Council recognises that in recent years a proportion of new housing development has been on residential garden sites within the urban areas and that PPS3: Housing (June 2010) removed residential gardens from the definition of previously developed land. Proposals on residential garden sites will be considered against policy CS17 in particular.
- 4.21 The future distribution of housing provision will take place in accordance with the spatial strategy as set out within this document. Therefore provision of new homes in the Borough will be met through previously developed land, focussed mostly within Fareham town centre and the Western Wards of the Borough. Some residential development will take place at the strategic sites of Coldeast and the Fareham town centre, alongside employment and community facilities. Limited development is proposed for settlements in the rest of the Borough at Portchester, Titchfield and Stubbington & Hill Head. Detailed

²⁴ Strategic Housing Land Availability Assessment , Fareham Borough Council (November 2010)

site development briefs have been adopted for sites at Peters Road (307 dwellings) and Hunts Pond Road (345 dwellings). Both of these sites were identified for housing development in the Fareham Local Plan and planning permission was granted in 2008 for the Peters Road site and phases 1 & 2 of the Hunts Pond Road development.

- 4.22 Future housing must meet a variety of housing needs within the community including affordable housing and accommodation for gypsies and travelling showpeople. Policy CS18 covers the delivery of affordable housing and Policy CS19 covers the needs of the travelling population.
- 4.23 It is also a key objective of the Council to provide older people with a range of housing and support options, to meet their needs and to assist in them maintaining their independence, with the aim of keeping them in their own home, wherever possible. This is particularly important given that demographic trends in Fareham indicate that the population aged over 65 years is projected to increase from 19.2% in 2008 to 25.6% in 2025. Increasing life expectancies means that people are now living longer and that the aspirations of increasing numbers of older people are changing. They expect choice and opportunities so they can adopt a positive lifestyle in old age²⁵. All of this exerts pressure on the existing housing stock and will, in the longer term, result in a requirement for more housing options being available to meet their needs, this includes the provision of sheltered housing and residential care home accommodation. In addition there are approximately 400 Council tenants aged over 60 who live in family accommodation in the Borough²⁶.
- 4.24 The Borough Council's housing strategy is supported by the Supporting People Older Person's Strategic Review²⁷ which was completed in summer 2008. The strategy is being developed in accordance with the national context regarding the housing needs of older people highlighted in "Lifetime Homes Lifetime Neighbourhoods – National Strategy for an Ageing Society". In this respect Policy CS17 in Chapter 6 will facilitate the provision of Lifetime Homes. Further guidance on how the Council will accommodate the housing needs of older persons will be set out in the Older Person's Housing Strategy for Fareham.
- 4.25 The Council will carefully and continually monitor the progress in housing provision against requirements for a rolling five - year supply of housing and will publish the results in its Annual Monitoring Report. This will include information on completions and new permissions. The Council will also update the Strategic Housing Land Availability Assessment (SHLAA) in conjunction with local developers, other stakeholders and a Housing Market Partnership, to review longer term prospects for sites coming forward. The SHLAA Updates will provide early knowledge of emerging sites that offer potential to contribute to housing supply and of any changes to the likelihood or timing of development on sites previously identified. In addition, a Fareham Housing Implementation Strategy has been prepared in accordance with the requirements of PPS3 to describe the approach to managing the delivery of the housing and previously developed land targets and trajectories. This will enable the Council to take action and

²⁵ Housing Provision For Older People In Hampshire, Hampshire County Council (November 2009)

²⁶ Housing Strategy for the Borough of Fareham 2010-2015, Fareham Borough Council (April 2010).

²⁷ Hampshire Supporting People Older Person's Strategic Review 2007-2008 County Implementation Plan, Hampshire County Council (July 2008)

work with partners to address issues if performance and supply is not in accordance with expectations.

CS2 Housing Provision

3,729 dwellings will be provided within the Borough to meet the South Hampshire sub-regional strategy housing target between 2006 and 2026, excluding the SDA. Priority will be given to the reuse of previously developed land within the existing urban areas.

Housing will be provided through;

- **completions between April 2006 and March 2010 (1,637 units);**
- **sites that already have planning permission (1,434 units);**
- **dwellings on previously developed land;**
- **sites allocated in earlier local plans;**
- **the Strategic Development Allocation at the former Coldeast Hospital;**
- **the Strategic Development Location at Fareham Town Centre; and**
- **new allocations and redesignations to be identified through the Site Allocations and Development Management DPD**

The supply of sites will be kept up-to-date through a regular review of the Strategic Housing Land Availability Assessment which will identify sites. Those that are allocated will be done so through the Site Allocations and Development Management Development Plan Document. The Annual Monitoring Report will inform the pace of housing delivery and update the housing trajectory.

Development will achieve a mix of different housing sizes, types and tenures informed by the Housing Market Assessment and the Council's Housing Strategy.

THE VITALITY OF CENTRES

To meet Strategic Objectives SO1, SO2, SO4.

Policy Context

- 4.26 PPS4: Planning for Sustainable Economic Development sets out a number of policies to ensure vitality, viability and accessibility in town, district and local centres. The sequential test approach, along with the impact assessment tool, supports focussing development in central locations and gives priority to existing or new centres in attracting new business. PPS4 Policy EC3 emphasises the importance of creating a hierarchy of centres so that options considering the distribution of new development can be better assessed.
- 4.27 The South Hampshire Sub-regional Strategy identifies Fareham as a sub regional centre and as such is a location for public realm improvements and for major retail, leisure, and office and employment provision. The Policy "Strategy for Main Town Centre Uses" places even greater emphasis on development in centres and contains the following paragraph:

"In Fareham, limited expansion of the centre, with new mixed-use schemes in the

enlarged town centre to provide retail, leisure and office employment provision and support further development of the leisure and evening economy. Excellent access to the North of Fareham SDA is to be secured in advance of development, to ensure that Fareham town centre is the main sub-regional facility to serve the population of the SDA."

Policy Justification

- 4.28 There are a wide variety of retail opportunities throughout Fareham Borough which serve the population of the Borough and parts of the surrounding area. However, Fareham lies in close proximity to the major shopping destinations of Southampton, Portsmouth, Winchester and Chichester as well as comparable centres in Gosport and Waterlooville. Given the level of surrounding competition, it is important that the vitality and viability of Fareham's centres, which are easily accessible, are retained and enhanced to ensure existing and future residents have a wide range of services within easy reach.

Hierarchy of Centres

- 4.29 Fareham Borough is home to a variety of retail centres, each providing a different role and function and serving overlapping catchments. Fareham Town Centre is the largest and most accessible centre in the Borough, serving shoppers from across the Borough and beyond. Over the plan period its role will extend to provide for some of the needs of the new settlement to the north of Fareham. It has a good mix of uses within its primary and secondary shopping areas besides retail, including restaurants, pubs, gyms and a cinema, which ensure that the centre is used by a variety of residents at all times of the day and evening. To enhance its position as the major retail centre within the Borough it is considered that the majority of new retail development will be focussed within Fareham Town Centre, along with other supporting uses. The Fareham Town Centre Area Action Plan will identify the town centre boundary and the boundaries of the primary and secondary shopping frontages.
- 4.30 Locks Heath and Portchester district centres provide day to day services to a more local catchment area. Both have a good range of shops and contain some other complementary uses and the Council will look to ensure the nature of these centres is protected and enhanced in the future. Allowing appropriately scaled retail development in both Locks Heath and Portchester will support the hierarchy of centres within the Borough and ensure that both the district centres retain their vitality. The DTZ Retail and Centres Planning Study Update 2009²⁸ recommends that a new district centre, anchored by a new food superstore, should be developed to serve the needs of the North of Fareham Strategic Development Area (SDA). The Update proposes that there should be a limited supply of additional shops and stores to reduce the likelihood of the new centre becoming a direct competitor to Fareham Town Centre.
- 4.31 The Borough has a good number of local centres that fulfil the day to day shopping needs of their surrounding communities. Major expansion in these centres will be resisted to ensure there is no impact on the existing hierarchy of centres, though the need for an additional supermarket in Stubbington in the plan period has been identified in the Retail Study Update. Changes of use away from retail will also be resisted in these centres to

²⁸ Fareham Retail and Centres Planning Study Update. DTZ (June 2009)

ensure local services are retained.

Location of New Retail Floorspace

- 4.32 Development will be in accordance with PPS4: Planning for Sustainable Economic Growth. All retail development should be focussed within Fareham's network of centres. It is key to the vitality of the Borough's Centres that all new retail development be focussed appropriately to the different centres in the retail hierarchy. Allowing an inappropriate scale of development in some of the Borough's smaller centres could upset the balance of the hierarchy and adversely affect vitality and viability in neighbouring centres.
- 4.33 The DTZ Retail and Centres Planning Study Update 2009 makes recommendations for the appropriate scale of the new retail development in the Borough's various centres. The study recommends that all the centres in the Borough are capable of supporting some new convenience and comparison floorspace, however in the case of Locks Heath, Portchester and Stubbington this is likely to be relatively limited, especially in the short term. Whilst the DTZ Study recommends that new floorspace in Portchester and Stubbington could be accommodated in new "discount or neighbourhood supermarkets", Fareham Borough Council considers that this potential could potentially be met by alternative provision, such as small scale extensions to existing units or additional smaller units over the plan period.
- 4.34 Retail development outside of the Borough's centres can cause unsustainable shopping patterns and adversely impact on the health and vibrancy of nearby centres, by drawing away trade. Out of centre retail development will be required to demonstrate that a need exists and that no more central sites are available by way of a sequential test. This means looking at the availability, viability and suitability of sites within centres in the first instance, followed by edge of centre sites. Only where it can be proven that no more central sites are available, will out of centre sites be considered.

CS3 Vitality and Viability of Centres

Development proposals within the Borough's identified centres will be encouraged to promote competition and consumer choice, whilst maintaining and strengthening the individual character, vitality and viability of the centre. Development will be permitted provided it maintains the current hierarchy of the retail centres:

Town Centre - Fareham

District Centres - Locks Heath, Portchester, North of Fareham Strategic Development Area

Local Centres - Stubbington, Broadlaw Walk (Fareham), Highlands Road (Fareham), Gull Coppice (Whiteley), Titchfield, Warsash and Park Gate

Whilst each centre will be developed to promote its unique identity, the overall retail hierarchy should be adhered to.

THE NATURAL ENVIRONMENT

To meet Strategic Objectives SO10 and SO11

Policy Context

- 4.35 National planning policy on the natural environment, countryside and landscape is set out in PPSs 1, 7 and 9 and draft PPS on Planning for a Natural and Healthy Environment. The policies are aimed at sustainable development which protects the countryside, protects and enhances biodiversity, and provides for access to the countryside. PUSH adopted a Green Infrastructure Strategy in June 2010 which identifies existing green infrastructure (GI), considers what enhancements or new provision should be made, and recommends how the Strategy might be delivered.

Policy Justification

- 4.36 The remaining countryside in the Borough has a locally distinctive character which is described in the Fareham Landscape Character Assessment, the Hampshire Landscape Character Assessment and in Hampshire's Historic Landscape Report. The rivers Meon and Wallington flow through the Borough, the River Hamble forms the western boundary and Portsmouth Harbour part of the southern and eastern boundary. Many areas have biodiversity and historic landscape value and two are of national geological importance. Trees, woodlands and hedgerows contribute greatly to the local distinctiveness of the Borough providing ecological, amenity, recreational and economic value. Much of the Borough is high grade agricultural land.
- 4.37 Fareham Borough sustains a rich and varied biodiversity, ranging from the internationally important European sites, the Solent and Southampton Water and Portsmouth Harbour Special Protection Areas and Ramsar sites and the Solent Maritime Special Area of Conservation, and the nationally recognised Sites of Special Scientific Interest (SSSI) to the locally designated Sites of Importance for Nature Conservation and Sites of Nature Conservation Value. The Borough Council supports the ongoing survey of habitats and species and designation of Sites of Importance for Nature Conservation. The internationally and nationally important sites are shown on the Proposals Map.
- 4.38 The internationally important sites are already protected by European legislation, but are under pressure from climate change, the increasing demand for water, effluent discharge, agricultural runoff, increased recreational use and potentially from air pollution, primarily caused by traffic. The development proposed in the Borough and other parts of South Hampshire could potentially have a significant effect on these sites and Assessment in accordance with the Habitats Regulations (HRA) has been undertaken to ensure that any such effects are avoided or mitigated.
- 4.39 Fareham also contains Titchfield Haven National Nature Reserve and Hook-with-Warsash, Gull Coppice, and Kites Croft Local Nature Reserves and Swanwick nature reserve. There are many other habitats which are of local value for wildlife, for example, hedgerows, road verges, river valleys and farmland which act as wildlife corridors; and gardens and open spaces in built up areas form part of the overall wildlife diversity of the Borough. The Fareham Local Biodiversity Action Plan provides the basis for future action to preserve and enhance biodiversity. Future development should enhance habitats and

protect species to help to achieve biodiversity objectives as set out in the Hampshire and Fareham Biodiversity Action Plans and to enhance the identified Biodiversity Opportunity Areas at the Forest of Bere, Meon Valley, Hamble Valley, The Solent, Portsdown Hill and Portsmouth Harbour.

- 4.40 The terms 'greenspace' and 'green infrastructure' (GI) have been used in recent years to describe a range of green spaces and features ranging from play areas to national parks. They need to be planned and managed to deliver the widest range of linked environmental economic and social benefits including conserving and enhancing biodiversity as well as landscape, recreation, water management, social and cultural benefits to underpin individual and community health and 'well being' and to help communities to be more resilient to the effects of climate change. The South East Green Infrastructure Framework²⁹ has been prepared to provide guidance on how to deliver green infrastructure.
- 4.41 The PUSH Green Infrastructure Strategy³⁰ sets out a sub-regional spatial framework for green infrastructure that will inform a Fareham GI Strategy. It deals with the wide range of types of GI and identifies the sub-regional network for recreation, including access to the countryside, measures to avoid or mitigate any harm to biodiversity from development and measures to enhance biodiversity and mitigate the effects of climate change by creating habitat networks and flood protection/sustainable drainage systems. The strategy will be implemented in the Borough through the Site Allocations and Development Management DPD and the Fareham GI Strategy. The Borough Council will continue to work in partnership with government agencies, PUSH and others to develop a Green Infrastructure Strategy.
- 4.42 HRA reports at the regional and local level have identified that the development proposed in South Hampshire could have an impact on European and Ramsar sites. The Core Strategy HRA Screening Report identified that the emerging policies and proposals were likely to result in significant effects due to:
- Air pollution;
 - Disturbance from recreational pressure;
 - Displacement from wind turbines;
 - Habitat loss and/or degradation;
 - Water resources and abstraction; and
 - Waste water pollution.
- 4.43 An HRA of the Core Strategy has been carried out to ensure that its policies and proposals will not lead to any adverse effect on the integrity of any European sites. It has recommended various revisions to policies and other measures to avoid or mitigate the likely effects and concludes that provided these revisions and measures are adopted and implemented successfully, all negative effects of the Core Strategy in relation to the conservation objectives of European sites can be satisfactorily avoided and reduced and do not require further assessment in combination with effects of other plans and projects. The development of policies and proposals has taken the HRA conclusions into account and proposals to avoid or mitigate adverse effect on European sites are included in the

²⁹ South East Green Infrastructure Partnership, Natural England, Environment Agency et al (June 2009)

³⁰ PUSH Green Infrastructure Study, UE Associates (June 2010)

relevant sections of this Core Strategy.

- 4.44 The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities, without appropriate management and mitigation, could lead to adverse effects upon the European Sites. It will continue to work with the other PUSH authorities to provide further certainty on likely impacts and the implementation of any necessary avoidance or mitigation measures. Initial work on likely changes in atmospheric pollution has been completed and further work on the impact of these changes on the sites will be carried out when the necessary traffic information is available later this year. The Borough Council will also support any further work that may be required on assessing impacts on the New Forest, in particular recreational disturbance, and air quality and proposing any necessary avoidance or mitigation measures. The Council has and will continue to support the Solent Disturbance and Mitigation Project and will work with partners in the sub-region to develop and implement a strategic approach to protecting European Sites. This approach will consider a suite of mitigation measures, with adequate provision of alternative recreational space and support via developer contributions for access management measures within and around the European sites. The Borough Council also supports the 2010 Solent Waders and Brent Goose Strategy and will continue to give suitable protection to identified important sites. The Borough Council will recognise the importance of the whole network of sites to maintain or enhance available feeding and roosting resources.
- 4.45 The work will include the development and implementation of green infrastructure strategies in order to improve local access to informal open spaces, the countryside and the coast in less sensitive areas which are easily accessible to the present and future populations living in the major conurbations in South Hampshire. New alternative natural greenspaces will be provided for people to enjoy a similar experience to that found at the European sites. The PUSH GI Strategy proposes a Forest of Bere Land Management Initiative and the identification and planning of green infrastructure to deal with a number of coastal issues. The implementation and effectiveness of this strategic approach will be monitored and reviewed concurrently with reviews of the delivery of housing provision and incorporated into Annual Monitoring Reports where appropriate.

Policy CS4 Green Infrastructure, Biodiversity and Geological Conservation

Habitats important to the biodiversity of the Borough, including Sites of Special Scientific Interest, Sites of Importance for Nature Conservation, areas of woodland, the coast and trees will be protected in accordance with the following hierarchy of nature conservation designations:

- (i) International - Special Protection Areas (SPA), Special Areas of Conservation (SAC) and RAMSAR;**
- (ii) National - Sites of Special Scientific Interest (SSSI) and National Nature Reserves;**
- (iii) Local - Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above;**
- (iv) Sites of Nature Conservation Value.**

Where possible, particularly within the identified Biodiversity Opportunity Areas, sites will be enhanced to contribute to the objectives and targets set out in UK,

Regional, County and Local Biodiversity Action Plans. Green Infrastructure networks, which buffer and link established sites, whilst also enabling species to disperse and adapt to climate change will be maintained and enhanced.

Networks of accessible multi-functional Green Infrastructure will be planned around existing green spaces in urban, urban fringe and rural areas and will be appropriate to the extent and distribution of the existing and proposed population.

Development Proposals will be permitted where Green Infrastructure provision in accordance with the Green Infrastructure Strategy has been integrated within the development where this is appropriate. Development proposals will provide for appropriate access to greenspace for informal recreation to avoid adverse impacts from recreation and other impacts on European³¹ and Ramsar sites and on nationally and locally important sites.

Green Infrastructure will be created and safeguarded through:

- **Investing in appropriate management, enhancement and restoration, and the creation of new resources including parks, woodland and trees, and wildlife habitats;**
- **Not permitting development that compromises its integrity and therefore that of the overall green infrastructure framework**

In order to prevent adverse effects upon sensitive European sites in and around the Borough, the Council will work with other local authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreational pressure and development. This will include a suite of mitigation measures, with adequate provision of alternative recreational space for access management measures within and around the European sites and mitigation for impacts on air quality due to road traffic, supported by developer contributions where appropriate. Development likely to have an individual or cumulative adverse impact will not be permitted unless the necessary mitigation measures have been secured.

The Council will, through its Annual Monitoring Report, Local Air Quality Management and ongoing visitor surveys and related activities, scrutinise the effectiveness of the joint strategic approach to avoidance and mitigation of effects on European sites. It will adjust the rate, scale and/or distribution of housing or employment development across the Borough to respond to the findings of new evidence where appropriate, including the Solent Disturbance and Mitigation Project in order to preserve the integrity of European sites.

Sites of geological importance will be protected and enhanced.

³¹ Sites of international importance for nature conservation known collectively as the Natura 2000 network of European sites

TRANSPORT, ACCESSIBILITY AND TACKLING CONGESTION

To meet Strategic Objectives SO1, SO5, and SO7.

Policy Context

- 4.46 The objectives of national planning policy guidance on transport³² are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable travel choices both for carrying people and for moving freight. This approach seeks to support national economic competitiveness and growth, by delivering reliable and efficient transport networks.
- 4.47 Ensuring that homes, jobs, shops and services are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. Satisfying travel needs for individuals and businesses whilst reducing the need to travel, particularly by car, and promoting less environmentally damaging forms of transport is also essential to sustainability. Increasing the proportion of journeys made by public transport, cycling, and walking benefits all sections of society. It provides a means of reducing delay, costs, greenhouse gas emissions, pollution and accidents, conserving resources and sustaining balanced communities that might otherwise become restricted to those with access to a car.

Policy Justification

- 4.48 The Borough of Fareham is located within an area which has a high level of accessibility. The M27 including the parallel rail line, is a key regional corridor which passes through the Borough and connects with the international transport gateways of Southampton, Southampton Airport and Portsmouth, as well as other inter-regional corridors. The M27 also connects with important employment, shopping and leisure destinations. There are three rail stations in the Borough which link to Portsmouth, Southampton and London. High frequency bus services are however limited to the A27 and A32 links from Fareham town centre to and from Portchester and Gosport. The Borough has a number, though at present largely disconnected, cycle and pedestrian friendly routes.
- 4.49 A number of studies³³ have been undertaken to ascertain the key transport issues currently affecting the Borough and how these will need to be addressed over the plan period particularly resulting from future increases in development and population. The main issue which increasingly affects the Borough is peak time congestion. This is focused along the key corridors of M27, A27 and A32/B3334/B3385 into and out of the Gosport Peninsula and their associated principal junctions. Congestion has resulted from high car based accessibility; historically low cost car operation; significant decentralisation of employment opportunities, loss of traditional industries and low density, car oriented housing development. Increased demand for travel and resultant congestion and delay at

³² Planning Policy Guidance Note 13: Transport, ODPM and DaSTS (March 2001); Delivering a sustainable transport system, DfT (November 2008).

³³ Transport Assessment - Assessing the Impact of the Harbour Authorities LDF Proposals on the Strategic Highway Network, Peter Brett Associates (August 2009); Strategic Access to Gosport Study(2010-2026), Hampshire County Council (February 2010); M27 Corridor Junctions 5-12 Transport Study, Transport for South Hampshire (September 2010); Emerging Transport Strategy for North Fareham Strategic Development Area, Transport for South Hampshire (September 2010)

peak time has been identified to worsen within the plan period resulting from the level of development identified to take place within the Borough. In particular, the forecast traffic flows will exceed design capacity at M27 and other key junctions and links.

Transport Strategy

4.50 Transport for South Hampshire (TfSH), supported by the County Council as Highway Authority and Fareham Borough Council, developed a transport strategy³⁴ to help integrate and accommodate development and deliver a sustainable transport system both locally and within the sub-region. This strategy has been informed by more detailed work and associated studies³⁵ and is illustrated in the Transport Diagram (see Maps & Diagrams section). Further detailed work will be undertaken to inform future LDD's to ensure that appropriate and timely mitigation measures will be put in place to compliment and offset the impact of new development.

4.51 The three principles of Reduce, Manage and Invest underpin the transport strategy:

Reduce:

4.52 Wherever practicable and relevant reduce the need to travel and reduce journey lengths; such as locating development sites where they are accessible by means other than the car so that people have choices about how they travel and improving public transport.

4.53 The reduce element of the strategy will examine a number of different measures which can be classified under three main headings:

- *Smarter Choices* – A range of generally “softer” measures that aim to influence travel behaviour, such as travel plans; travel awareness campaigns (e.g. walk to school; car share); travel information systems.
- *Land Use Planning* – A range of measures that can be applied to new developments to reduce the demand for travel, such as prioritising pedestrian and cycle movement and accessibility.
- *Demand Management* – Measures that aim to control the demand for travel such as workplace parking charges, visitor parking charges, parking space availability, road pricing and road space reallocation.

Manage:

4.54 To make the best use of existing infrastructure across all modes and introduce measures to influence travel choices; such as co-ordination of traffic control systems and the reallocation of road space in favour of buses and high occupancy vehicles (HOVs).

³⁴ Towards Delivery, Transport for South Hampshire Statement (April 2008)

³⁵ Transport Assessment - Assessing the Impact of the Harbour Authorities LDF Proposals on the Strategic Highway Network, Peter Brett Associates (August 2009); Strategic Access to Gosport Study(2010-2026), Hampshire County Council (February 2010); M27 Corridor Junctions 5-12 Transport Study, Transport for South Hampshire (September 2010); Emerging Transport Strategy for North Fareham Strategic Development Area, Transport for South Hampshire (September 2010)

- 4.55 Traffic management will examine measures that will improve the efficiency of the operation of key junctions and corridors, through for example signalisation. This will take account of the need to provide priority for sustainable modes of travel.

Invest:

- 4.56 To provide additional infrastructure in the most cost-effective and environmentally sustainable way; such measures include identifying schemes which have a realistic prospect of being funded through government or other funding mechanisms.
- 4.57 Within Fareham, investment includes access and link roads to the SDA. It is recognised however that certain elements of the invest strategy will also result in reduce and manage effects such as BRT infrastructure and signalisation.
- 4.58 Overall, the transport strategy's objective is to balance the transport system, in accordance with the reduce, manage and invest principles, to favour more sustainable modes of travel leading to a reduction in journey lengths and the need to travel, particularly by private car. This will help to improve journey time reliability, improve air quality and tackle climate change. The Council recognises that all three principles will need to be delivered if it is to be successful.
- 4.59 TfSH, in conjunction with the County Council and Fareham Borough Council identified a package of major schemes for the period 2014-2019, which formed the basis of the first Delivering a Sustainable Transport System (DaSTS) funding bid:
- Bus Rapid Transit (linking Gosport to Fareham Town, the SDA and Portsmouth) including Fareham station public transport interchange;
 - Access to the SDA from the M27 to enable bus priority and flow management;
 - Premium Bus network on key corridors (A27 and A32);
 - Rail corridor enhancement;
 - Smarter Choices;
 - Traffic Management measures.
- 4.60 Although the DaSTS programme has been curtailed under the current government, the bid will form part of the evidence base to inform future government funding processes. The Council recognises that the outcome of the bid will not be known until a new process has been developed by the current government. Up to 2014 delivering transport infrastructure will rely on existing funding streams such as developer contributions, Local Transport Plan (LTP) 2 and 3 and other government funding such as Community Infrastructure Fund bids. The first four years of anticipated investment is set out in the Infrastructure Delivery Plan and reflects known sources of funding identified by the County Council.
- 4.61 TfSH, working with the Hampshire County Council (HCC), Fareham Borough Council and the Highways Agency are developing the Reduce and Manage elements of the Transport Strategy. The potential effect of these measures will be modelled in due course to ascertain their level of impact at key junctions and along key corridors, in particular upon peak time congestion. Following assessment, a detailed implementation programme will be developed which will identify specific works, broad costs and associated timescale for provision, which will be agreed by relevant authorities following appropriate consultation.

- 4.62 The Council does however recognise that many measures designed to reduce congestion and energy use and which improve access to non car modes of transport, local jobs, services, facilities and shops are dependent on government funding and legislation, market pricing and new technology. Market pricing and new technology affects car use and carbon emissions. For example, petrol and public transport pricing, the use of more efficient engine systems and alternative less polluting fuels can have a significant impact on travel demand and modal split - all of which cannot be delivered directly through the Core Strategy.
- 4.63 The Council will, where appropriate, work with the Local Highways Authority, the Highways Agency, landowners, developers and transport operators to promote, develop and safeguard a high quality and sustainable integrated transport system for the Borough, which includes improved public transport, walking and cycling facilities and focuses on the strategic routes of the M27, A27 and A32/B3334/B3385, which link the existing and future main settlements in the Borough with other transport modes and higher level centres such as Portsmouth and Southampton, as well as employment, health, education, retail and leisure facilities.

M27 corridor, SDA and Whiteley

- 4.64 Within Fareham Borough there are connections at Junctions 9, 10 and 11 of the M27, all of which are identified to be above design capacity at peak periods in the medium and long term.
- 4.65 The SDA will connect initially with Junction 10 and in the longer term a link to Junction 11 may be required. The transport strategy for the SDA is detailed under policy CS13 and which includes the A32 northwards. Whiteley is planned for significant expansion of some 3,000 dwellings and a redeveloped retail centre within Winchester district. This will potentially affect the operation of Junction 9 and the internal circulation of Whiteley, notwithstanding the provision of a northern extension of Whiteley Way to connect with the local road network. The Council will work with the Highways Agency, TfSH, HCC and Winchester City Council to develop appropriate 'reduce and manage' measures to help alleviate any adverse impacts. There is potential to deliver a southern access and distributor link between Whiteley Way and Botley Road, via Rookery Avenue. However, although some land is safeguarded through an existing residential planning permission and extant development brief for Solent II business park, there is a gap in land provision to complete the link. Allocating further development land within the Borough to enable completion would be at variance with the spatial strategy. Completion of the link will need to be delivered through the North Whiteley and/or retail centre development or other funding mechanisms identified by Fareham, HCC and Winchester City Council.

A27 corridor, Park Gate, Fareham and Portchester

- 4.66 The strategy for the A27 and key junctions within the settlements of Park Gate, Fareham and Portchester is to focus upon 'reduce and manage' measures, rather than physical capacity investment. In particular signalling roundabouts, providing quality bus services and priority measures, walking and cycling improvements and delivering travel plans through new development. These are set out in the LTP3 and developed in more detail through the Fareham Town Access Plan and Segensworth Access Plan. A key priority will

be to deliver BRT into Fareham rail station, the town centre and to the SDA and Portchester, as identified in studies undertaken by TfSH.

A32 corridor and access to Gosport and Stubbington

- 4.67 The Council recognises that significant out commuting from Gosport and the absence of a rail connection or efficient strategic bus services leads to serious congestion for residents in Gosport accessing the strategic road network. The strategy for the A32 corridor and access to Gosport and Stubbington, will also focus upon reduce and management measures rather than physical capacity investment, as identified in the paragraph above. In particular, the key priorities in the short term (up to 2015) will be to complete the first phase of BRT up to Redlands Lane, which allows for cycling also, traffic control and priority measures at Peel Common roundabout, completion of Quay Street roundabout alterations, online widening and construction of a shared footway at Newgate Lane, replacement of Newgate Lane roundabouts with signals and priority measures and general improvements to walking and cycling infrastructure. However, it is recognised that, with the exception of BRT up to Redlands Lane and online widening of Newgate Lane, the presently known sources of funding are insufficient to fully implement the short term strategy.
- 4.68 In addition, the Council will work with Gosport Council to deliver a high level of employment at Daedalus, which could create local jobs and reduce out commuting. The potential for a bypass to Stubbington was assessed as part of the Strategic Access to Gosport Study. The Council recognises the output from the study which indicates that the issue of the Stubbington bypass would need to be reviewed in the medium and long term as in the short term, up to 2015, a positive cost benefit case in support of a bypass would be extremely difficult to substantiate, that there is little prospect of funding during the plan period, that a bypass is likely to worsen already congested junctions and links leading to Segensworth and M27 Junction 9, and is counter to the transport strategy of Reduce, Manage and Invest. Moreover, a bypass is contrary to the spatial strategy for the Borough and is likely to lead to pressure for additional development within the Stubbington/Fareham/Gosport Strategic Gap to aid delivery funding.
- 4.69 The 'reduce and manage' elements of the Transport Strategy will help to reduce the noise and air quality impacts of traffic. New highway schemes such as the access from the SDA to the M27 will include measures to reduce impacts from air and noise quality.
- 4.70 In addition to the former DaSTS funding bid and other possible government funds sought through specific bids or the Local Transport Plan, the Council will seek development contributions towards transport infrastructure. The detail and broad cost of schemes will be developed in conjunction with TfSH, the County Council and Highways Agency where necessary and set out in the Area Action Plans for the SDA and Fareham Town Centre, the Site Allocations and Development Management DPD and any other DPD or SPD where applicable. Appropriate mechanisms will be put in place to ensure that adequate and appropriate transport infrastructure is developed in response to the impact of new development.
- 4.71 The Infrastructure Delivery Plan identifies the currently known key transport infrastructure required to deliver the spatial strategy. Additional infrastructure will be identified in the SDA and Fareham Town Centre Area Action Plans and other DPD's.

Management of Development

- 4.72 The location and form of new development can make a significant contribution to tackling climate change through reducing the need to travel and prioritising movement by sustainable modes. Development principles are set out in more detail in Policies CS15 (Sustainable Development and Climate Change) and CS17 (High Quality Design).
- 4.73 The level and means by which parking is provided on development sites can also help to tackle climate change. For residential development the Council has developed a Supplementary Planning Document for parking, taking account of car ownership levels, and including design guidance to ensure successful integration. For non-residential development, the Council will consider each proposal on its merits having regard to Policies CS15, CS17, the factors set out in PPS4 policy EC8, accessibility, the capacity of the local road network, the need to support economic and centres development, safeguarding residential amenity and ensuring highway safety, until maximum standards are included in a Local Development Document.

CS5 TRANSPORT STRATEGY AND INFRASTRUCTURE

The Council will, where necessary, work with the Local Highways Authority, Highways Agency and transport operators to promote, permit, develop and/or safeguard a high quality and sustainable integrated transport system for the Borough. This will include the following measures:

1. Land will be identified and safeguarded in Local Development Documents where necessary for the following:

- **Bus Rapid Transit - Gosport to Fareham to SDA to Portsmouth and towards Southampton Premium Bus Network Corridors;**
- **Access to the Strategic Development Area north of Fareham, including land at Junction 10 and 11 of the M27 motorway and from Junction 11 to the A32(subject to the outcome of the sub regional transport modelling);**
- **Fareham railway station public transport interchange;**
- **Key junctions and links on the strategic and local road network;**
- **Pedestrian and cycle corridors and access points including access to the natural environment through Countryside Access Plans and Rights of Way Improvement Plans, to improve people's health and wellbeing;**
- **Wharves and depots associated with the extraction and delivery of aggregates and minerals by non road based transport;**
- **Works identified at Newgate Lane, Fareham;**
- **Potential for a rail station for the SDA.**

Development will not be permitted where this is prejudicial to the implementation of these schemes and associated land.

2. Development proposals which generate significant demand for travel and/or are of a high density, will be located in accessible* areas that are or will be well

served by good quality public transport, walking and cycling facilities.

3. The Council will permit development which:

- **contributes towards and/or provides necessary and appropriate transport infrastructure including reduce and manage measures** and traffic management measures in a timely way;**
- **does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes;**
- **is designed and implemented to prioritise and encourage safe and reliable journey's by walking, cycling and public transport.**

* Accessible includes access to shops, jobs, services and community facilities as well as public transport.

** Reduce management includes policies and strategies that can lead to a reduction in vehicle, principally car, use or to redistribute use in space or time. These include such measures as car parking availability and price, congestion charge or road tolls, redistribution of road space in favour of public transport, walking or cycling, introduction of car clubs and cycle hire at transport nodes.

5 The Spatial Strategy for Fareham Borough

INTRODUCTION

THE SOUTH HAMPSHIRE STRATEGY

- 5.1 The priority for the South Hampshire sub region is to improve economic performance in the period up to 2026, supported by approximately 80,000 dwellings. Up to 2016, development in the sub region is to be focussed on existing allocations, sites in existing urban areas, plus a number of urban extensions. Beyond this, development will be focussed on sites within existing urban areas and the Strategic Development Areas (SDAs).
- 5.2 Fareham town centre is identified for limited expansion for mixed uses. It will be the main sub-regional centre to serve the population of the North of Fareham SDA and the emphasis is on achieving excellent access between the two settlements. Outside the SDA, 3,729 dwellings need to be provided from 2006 to 2026.

THE SPATIAL STRATEGY AND LOCATION OF DEVELOPMENT

Strategic Objective SO1 Deliver the South Hampshire Strategy in a Sustainable Way

- 5.3 The Spatial Strategy for Fareham establishes the long-term planning framework for the Borough until 2026. The proposed distribution of development across the Borough is shown on the Key Diagram. The Plan area divides into three broad parts, focussed around the established settlements - Fareham, the Western Wards, Whiteley and the smaller settlements in the rest of the Borough. The strategy focuses development on previously developed land within the most sustainable and accessible settlements. Given the relative lack of facilities and poorer accessibility in the coastal settlements, the majority of development is proposed to take place in Fareham and the Western Wards.
- 5.4 This will be supplemented by development on four strategic sites, which have been identified around the Borough which are anticipated to accommodate the major growth and development opportunities over the plan period. These will deliver key aspects of the spatial vision. The sites are: Fareham Town Centre and the former Coldeast Hospital where housing, employment and community facilities will be accommodated and the former HMS Daedalus which is identified for employment provision. After 2016, these will be supplemented by development at a fourth strategic site, a new settlement to the north of Fareham. The strategy for each strategic site is set out in individual spatial policies in this chapter.
- 5.5 Two of the four strategic sites are identified as **Strategic Development Locations**; these are the North of Fareham SDA and Fareham Town Centre. Area Action Plans are being prepared for both these Locations (see Key Diagram). The two **Strategic Development Allocations** are: the former Coldeast Hospital and Daedalus Airfield sites. SPDs are being prepared for both these Allocations and detailed land uses are defined in Maps A1 - B2 of the Maps and Diagrams section.

- 5.6 Facilities and services are concentrated in Fareham and the Western Wards. Focussing new development here will maximise access to key facilities and help to maintain existing services. To support sustainability, development will be more concentrated in the accessible locations in these settlements. This approach will also protect the wider countryside and prevent further coalescence of the settlements.
- 5.7 Other settlements such as Portchester, Stubbington & Hill Head and Titchfield will therefore play a more limited role in accommodating development needs. The only significant development proposed at the edge of Stubbington is at the former HMS Daedalus site, for employment development. This allocation will help to address the poorer employment opportunities that exist in the south of the Borough. The priorities for these settlements are set out below:
- Portchester - to strengthen its district centre, protect its setting, its important historic heritage, its natural and built environment and its local economic role.
 - Stubbington & Hill Head - to protect the setting of the settlements, enhance retail provision in the local centre, focus on creating economic opportunities through the redevelopment of Daedalus and protect its natural and built environment.
 - Titchfield - to preserve and enhance its important historic heritage, natural environment and protect the setting of the settlement.

Economic Prosperity

- 5.8 Employment capacity will be enhanced, with existing employment floorspace protected, including at Fareham Town Centre, employment areas in north-east Fareham, south Fareham, Cams Estate, Castle Trading Estate Portchester, Park Gate/Segensworth and the Hamble River boatyards at Swanwick, Warsash and Crableck. Additional employment provision will be made at a new strategic employment development area located at the former HMS Daedalus site, in Fareham town centre and at the SDA, north of the M27. Development at Daedalus (some of which lies in Gosport Borough), currently led by SEEDA, will seek to reinforce the marine and aviation cluster that currently exists at the site. Outside of the SDA, the focus for new office provision will be in Fareham town centre. Across the Borough, provision will be made to accommodate 41,000 sq.m of employment floorspace, and up to 90,750 sq.m to be provided as part of the SDA.
- 5.9 Fareham town centre will provide the key employment and retail location in the Borough and will support the SDA. The Fareham Town Centre Area Action Plan will identify site allocations to accommodate retail needs, plus other supporting uses, including between 150 and 350 dwellings.

Housing Delivery

- 5.10 Housing provision will meet the South Hampshire Sub-regional Strategy target of delivering 3,729 dwellings in the Borough outside the SDA over the plan period. This includes existing significant commitments at Hunts Pond Road, Peters Road, North Whiteley and part of the former Coldeast Hospital site and utilising the potential within Fareham town centre (subject to more detailed work to be undertaken in the Fareham Town Centre Area Action Plan). The remainder will be achieved by primarily using previously developed land in existing built up areas, mainly within the Fareham and the Western Ward settlement areas.

- 5.11 The Strategic Housing Land Availability Assessment (SHLAA) indicates that, taking account of completions since the start of the plan period, the remaining housing requirement for the Borough (outside of the SDA) is 2,092 units. The SHLAA shows a net housing potential of 2,479 dwellings which could be delivered on land already identified, which exceeds the remaining target by 387 dwellings. The SHLAA does not include a windfall allowance for dwellings which come forward on unidentified sites.
- 5.12 The Council will seek to secure affordable housing on all new housing developments where there is a net gain of 5 dwellings or more (Policy CS18). Provision will be made to accommodate for gypsy, traveller and travelling showpeople's requirements, through the Site Allocations and Development Management DPD to meet the need for additional pitches.

Other Issues

Flooding and Flood Management

- 5.13 A Strategic Flood Risk Assessment³⁶ has been undertaken in consultation with the Environment Agency and provides information on levels of flood risk. It indicates that the majority of the Borough lies in an area at low risk of flooding, with less than 10% of the Borough within the higher risk flood zones 2 and 3. However, due to its coastal location adjacent to the Solent and Portsmouth Harbour, as well as the Hamble, Meon and Wallington rivers, the Strategic Flood Risk Assessment identifies a worsening risk of localised flooding in the long-term, due to climate change, along the coastal areas and the river valleys. In particular, Portchester district centre is identified as an area of higher risk of flooding.
- 5.14 The Council will adopt the sequential approach in accommodating development (as set out in PPS25: Development and Flood Risk) and will apply the exception test where necessary. It will work closely with the Environment Agency in considering any development proposals. The North Solent Shoreline Management Plan was completed in 2010 and covers Fareham's entire coastline. It aims to balance the management of coastal flooding and erosion risks with natural processes and the consequences of climate change and is likely to include policies to maintain and improve the coastal defences that protect the urban coastline within the Borough. There are a number of coastal defence schemes programmed particularly around Portchester, Town Quay, Eastern Parade and Cams Bay. The use of Sustainable Drainage Systems will be required by the Council where the ground conditions are technically appropriate.

Transport and Air Quality

- 5.15 Traffic congestion is generally a serious problem in the Borough and mitigation is needed to address issues associated with further growth, including impacts from air pollution on the natural environment, and encourage residents to use alternatives to the car. Particular concern centres on traffic through Fareham from Gosport and potentially from the SDA onto the M27 and the local road network. The SDA has the potential to worsen road traffic conditions and air quality issues in the area, particularly when viewed in combination with proposed development outside the Borough, to the west of Waterlooville, at Hedge End

³⁶Strategic Flood Risk Assessment Final Report, PUSH (December 2007)

and at Whiteley.

- 5.16 Two Air Quality Management Areas have been designated and both areas are subject to measures included in the Fareham Air Quality Action Plan i.e. at Gosport Road and Portland Street, Fareham.

Open Space

- 5.17 There are parts of the Borough with shortages of public open space, particularly in Fareham, Stubbington and Portchester. Existing open space will be protected and opportunities explored for improving provision in conjunction with new development. PUSH has prepared a Green Infrastructure Strategy which identifies existing green infrastructure (GI), considers what enhancements or new provision should be made, and recommends how the Strategy might be delivered.

Natural and Cultural Assets

- 5.18 The Borough has a high quality environment with many areas of historic interest. Many settlements are set within attractive landscapes and the environment around the coastline is of international importance for nature conservation. The quality of the environment will be maintained and improved by ensuring high quality design of new development. Any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects will be subject to assessment under the Habitats Regulations at the project application stage. Development likely to have an individual or cumulative adverse impact will not be permitted unless the necessary mitigation measures have been secured. This may result in adjustments to the distribution of additional housing in the Borough shown in policies CS7-CS11 which is based on the current SHLAA. The boundaries of the settlements will be reviewed within the Site Allocations and Development Management Development Plan Document.

OPPORTUNITIES IN THE SETTLEMENTS

Fareham

- 5.19 Within Fareham, the SHLAA identifies potential for around 680 dwellings, whilst employment floorspace potential is calculated at around 13,000 sq.m. There are potential opportunities for further employment and retail development, particularly in Fareham town centre, identified in the employment and retail studies. In particular, Fareham town centre has strategic potential to accommodate further development. The studies identify opportunities for retail expansion (including a new supermarket at the Foundry site of 3,900 sq.m (net) sales floorspace, plus up to 20,000 sq.m gross of comparison retail floorspace), for office (10,000 sq.m), community and residential use (around 350 dwellings). The Fareham Town Centre Area Action Plan, Issues and Options document identified areas of potential development opportunity around the station, West Street, the Civic Centre and Market Quay.

The Western Wards

- 5.20 There is significant potential in the settlements for development. Two major housing allocations at Hunts Pond Road, Titchfield Common and Peters Road, Locks Heath, have

planning permission subject to legal agreements (except for phase 1 of Hunts Pond Road). Each site will deliver over 300 dwellings (307 dwellings at Peters Road and 345 dwellings at Hunts Pond Road). Potential for around 1,480 dwellings (including these sites) is identified in the SHLAA within the existing urban areas. There is potential for 30,000 sq.m additional employment floorspace, mostly in Segensworth and through the redevelopment of the site at Little Park Farm.

- 5.21 The Retail Study Update³⁷ identifies potential to expand the district centre at Locks Heath with additional convenience floorspace of around 1,350 sq.m, alongside some limited comparison floorspace from 2016. The Western Wards each have their own range of local facilities and services and help to support current deficiencies in Whiteley particularly in school places. Development opportunities at the Coldeast hospital site have been identified for business, residential, health, leisure, open space and other community uses.

Whiteley

- 5.22 In Whiteley, limited opportunities for further residential development have been identified in the SHLAA (around 180 dwellings). A further 23,000 sq.m of employment floorspace has been identified at the Solent Business Park. Education facilities are well recognised as being over capacity, with a number of primary school children having to travel to Locks Heath, Sarisbury and Fareham. Winchester City Council's proposed urban extension, north of Whiteley (up to 3,000 dwellings) will justify improvements to facilities and infrastructure, including new education provision and improvements to the district centre. Joint working will be undertaken to establish green infrastructure needs.

Portchester

- 5.23 The Council does not expect Portchester to play a significant role in providing further housing provision over the plan period. The SHLAA identifies the settlement as capable of providing limited housing development (around 60 dwellings). Limited capacity for employment development on existing sites has been identified through the Employment Land Review³⁸ and includes Cams Estate (existing permission for development in the walled garden) and the Castle Trading Estate. The Retail Study Update identifies Portchester district centre as having some potential to expand its convenience shopping facilities with potential for around 1,350 sq.m of new convenience floorspace and some limited additional comparison floorspace from 2016.

Stubbington & Hill Head and Titchfield

- 5.24 The Council does not expect these settlements to play a significant role in providing further housing provision. The SHLAA identifies these settlements as capable of providing limited development (around 90 dwellings in total, around 60 of which are within Stubbington & Hill Head and around 30 within Titchfield). They are also identified as unlikely to make a significant contribution to employment land supply, except for redevelopment of the Daedalus Airfield which offers the potential to provide up to 33,000 sq.m of new employment floorspace, with a particular attraction for marine and aviation uses. Stubbington has been identified in the Retail Study Update as having the potential

³⁷ Fareham Retail and Centre Planning Study Update, DTZ (June 2009)

³⁸ Employment Land Review, Fareham Borough Council (October 2010)

for up to 1,350 sq.m gross of convenience floorspace, with some limited additional comparison floorspace from 2021.

CS6 The Development Strategy

Development will be focussed in:

Fareham (Policy CS7), the Western Wards & Whiteley (Policy CS9), Portchester, Stubbington & Hill Head and Titchfield (Policy CS11);

- **Land at the Strategic Development Locations to the North of Fareham (Policy CS13) and Fareham Town Centre; (Policy CS8);**
- **Land at the Strategic Development Allocations at the former Coldeast Hospital (Policy CS10) and Daedalus Airfield (Policy CS12).**

In identifying land for development, the priority will be for the reuse of previously developed land, within the defined urban settlement boundaries including their review through the Site Allocations and Development Management DPD, taking into consideration biodiversity / potential community value, the character, accessibility, infrastructure and services of the settlement and impacts on both the historic and natural environment. Opportunities will be taken to achieve environmental enhancement where possible.

Development which would have an adverse effect on the integrity of protected European conservation sites which cannot be avoided or adequately mitigated will not be permitted. This will be informed by the results of ongoing surveys and research, including the Solent Disturbance and Mitigation Project, which may result in adjustments to the scale and/or distribution of development set out in policies CS7-CS13 and could reduce the overall level of development

FAREHAM

To meet Strategic Objectives SO1 and SO7

- 5.25 Fareham is an established centre for civic uses, shopping, education and public transport provision, with good accessibility and access to a wide range of services and facilities. Provision can be further enhanced through redevelopment opportunities. Consequently, a high proportion of the identified housing, retail and employment needs, outside of the new settlement, will be met within Fareham. The town will provide supporting services to the new settlement, in particular a range of retail, service and employment uses, via good quality public transport links. Development of the new settlement provides important opportunities to achieve additional green infrastructure in and around the town, including at Fareham Common and links to the Meon and Wallington Valleys.
- 5.26 Fareham will develop a new role as a focus for public transport, including developing a new public transport hub at Fareham Station which will accommodate Phase 1 of the Bus Rapid Transit. The town centre will also provide additional opportunities for business development, which together with additional retail and housing will provide for mixed uses.

- 5.27 The Site Allocations and Development Management DPD will include details of proposed land use designations and review settlement boundaries in Fareham (outside the Town Centre Area Action plan area). The site allocations for development will include housing, employment, retail, leisure, sport, community facilities and open space and will be in line with the principles established in the Core Strategy for Fareham. Detailed development management policies will also be included.

CS7 Development in Fareham

Development will be permitted within the Fareham settlement boundary where it contributes to one or more of the following:

- **the provision of around 680 dwellings in the period 2010-26 (including around 350 within the Fareham Town Centre area);**
- **employment floorspace for B1 development, in the region of 13,000 sq.m;**
- **the expansion and strengthening of the role of the town centre, including a new supermarket on the Foundry site, of 3,900 sq.m net sales floorspace and additional comparison retail floorspace;**
- **sustainable transport measures;**
- **facilities for business, education, leisure, culture or community uses;**
- **provision of green infrastructure including additional parks and amenity open space, outdoor sport pitches and access to natural greenspace;**
- **the delivery of a high quality transport interchange facility at Fareham railway station;**
- **development of the Bus Rapid Transit South East Hampshire Harbour Link and improvements to air quality.**

Development will only be permitted where it does not significantly affect the setting and landscape character of the town or diminish the town's, community, historic, biodiversity and cultural resources nor have an adverse impact on air quality.

The Fareham Town Centre Area Action Plan (see Policy CS8) will identify development sites, transport and environmental improvements and define the town centre boundary.

FAREHAM TOWN CENTRE STRATEGIC DEVELOPMENT LOCATION

To meet Strategic Objectives SO1, SO2, SO4 and SO7.

- 5.28 Fareham town centre plays an important role in the local economy. Over the period to 2026 this location will be a focus for sustainable development for mixed use, to add to the vitality and viability of the centre, and will play a new role in meeting higher order needs of the new settlement to be developed to the north of Fareham. The following vision for the Town Centre has been developed through the Issues & Options stage of the Town Centre Area Action Plan, taking into account comments received during public consultation.

Fareham Town Centre Vision

- 5.29 *Fareham will build on its market town origins to create a distinctive town centre that is attractive to visitors, residents, developers and business operators. It will be a centre of*

'living streets' where people and cyclists have increased priority and where there is a vibrant mix of shops, cafes, restaurants, businesses, community uses and housing that give life and activity to the principal streets of High Street and West Street during the day and evening. High quality mixed use development will be encouraged that integrates and respects the 2 to 3.5 storey domestic scale and character which generally defines the town centre.

- 5.30 *The important natural and built environments of Portsmouth harbour, High Street, Osborn Road and Town Quay will be protected and enhanced together with the setting of the town and its public spaces. West Street will be the general focus of regeneration with enhancement of the street including trees and seating and fostering independent retailers to create a unique shopping and leisure destination.*
- 5.31 *The streets will be managed and enhanced to encourage safe walking and cycling with alterations to key junctions and links into the town centre from surrounding residential communities. Street activities in the form of markets and events will be further encouraged with new venues being considered.*
- 5.32 *A new bus based public transport system along the old railway to Gosport, with future links to the Strategic Development Area, will be developed together with a transport interchange at the railway station to improve access by public transport and reduce congestion.*
- 5.33 The broad level of development for the town centre is set out in the table below. The Retail Study Update (2009) identifies a need for additional shopping provision within Fareham town centre. The detailed proposals will be set out in the Fareham Town Centre Area Action Plan. The exact scale of potential comparison floorspace required within the Town Centre will depend on its proposed location and the progress of other planned large scale retail developments outside the Borough, such as Portsmouth Northern Quarter.

Residential development	Around 350 dwellings dependent upon the development strategy adopted
Employment development	10,000 sq.m B1 office floorspace
Retail development	A new supermarket of 3,900 sq.m net plus additional comparison shopping.*
Replacement health and community centre facilities	To be determined

**The exact scale of potential comparison floorspace required within the Town Centre will depend on its proposed location and the progress of other planned large scale retail developments outside the Borough, such as Portsmouth Northern Quarter.*

- 5.34 The Council will explore the potential on major development sites to introduce a Combined Heat and Power system which could provide a platform for compatible development and existing uses to connect with, helping to meet the Council's renewable energy requirements.
- 5.35 The majority of Fareham town centre is not affected by flooding. However, small areas lie within flood zones 2 and 3. These include along Wallington Way and the Delme roundabout, south of Eastern Way and south of Market Quay roundabout. A sequential approach will need to be followed with development being steered to the area of lowest

probability of flood risk, in line with PPS25: Development and Flood Risk.

CS8 Fareham Town Centre Strategic Development Location

The sub regional role of Fareham town centre will be strengthened through major proposals for retail, office, leisure and culture facilities which will be directed to this location. Development will be permitted where it is in accordance with the Fareham Town Centre Area Action Plan and makes provision for:

- a new supermarket on the Foundry site, of 3,900 sq.m net sales floorspace;
- additional comparison shopping floorspace;
- around 350 dwellings;
- approximately 10,000 sq.m B1 office floorspace;
- the replacement of healthcare facilities;
- the replacement of community centre facilities;
- other supporting town centre uses;
- the creation of mixed use buildings and spaces within specific development sites;
- improved transport links through the development of a public transport hub and priority measures for pedestrians, cyclists and public transport;
- a high quality public realm including green infrastructure and measures to support biodiversity, where practicable;
- parking facilities in accordance with adopted standards and ensuring the efficient use of space, particularly underground and multi-level arrangements;
- the protection and enhancement of conservation areas and historic buildings.

The Fareham Town Centre Area Action Plan will identify site specific proposals, which will take into account areas at risk to flooding. The Action Plan will define the town centre boundary, which will be expanded westwards to include the railway station

THE WESTERN WARDS & WHITELEY

To meet Strategic Objectives SO1 and SO4.

- 5.36 The Western Wards has the potential to accommodate a significant share of the development requirements, supported by a range of facilities and generally good public transport access. The main centre and facilities at Locks Heath district centre, is supported by smaller local facilities at Park Gate and Warsash. The Locks Heath district centre will provide additional shopping facilities. The Retail Study update identifies a need for about 1,350 sq.m (gross) convenience with some limited additional comparison floorspace from 2016 onwards. Other identified needs include additional health facilities, cemetery provision, playing fields and allotments. The development of a new community hospital at Coldeast will contribute in assisting access to health facilities and address Community Strategy priorities. A significant amount of residential development can be accommodated within the Western Wards, with the SHLAA identifying the potential for around 1,480 dwellings.

- 5.37 Additional limited development is proposed at Whiteley, with the SHLAA identifying the potential for around 180 dwellings. However, a major extension of up to 3,000 dwellings is proposed as a northern extension to Whiteley in the Winchester Core Strategy Preferred Options Paper (May 2009). The Council will work jointly with Winchester to ensure the provision of additional educational and other facilities, including green infrastructure.
- 5.38 The character of the Lower Hamble Valley and the Meon Valley is important in terms of their unspoilt and estuarine setting and the ecological importance of the rivers as a Special Area of Conservation and a Site of Special Scientific Interest. These waterside areas also have distinctive recreational uses. A careful balance needs to be struck between recreation pressures and this important ecological resource.
- 5.39 The Site Allocations and Development Management DPD will include details of proposed land use designations and review settlement boundaries in the Western Wards and Whiteley. The site allocations for development will include housing, employment, retail, leisure, sport, community facilities and open space and will be in line with the principles established in the Core Strategy for the Western Wards and Whiteley. Detailed development management policies will also be included.

CS9 Development in the Western Wards & Whiteley

Development will be permitted within the Western Wards and Whiteley settlement boundaries where it protects their setting and the natural, historic, biodiversity and cultural resources and contributes to one or more of the following:

- the provision of around 1,480 dwellings between 2010 and 2026 in the Western Ward settlements and around 180 dwellings at Whiteley;
- economic development through the provision of 1,000 sq.m of B1 and 29,000 sq.m of B2/B8 floorspace in the western ward settlements and around 23,000 sq.m of B1 floorspace at Whiteley;
- local facilities for business, leisure, culture or community facilities, including the provision of a community hospital, open space, sports pitches, allotments and cemetery provision at the former Coldeast Hospital site;
- supports sustainable transport and an enhanced pedestrian environment;
- supports the provision of additional access to and/or enhanced biodiversity at Chilling/Brownwich and in the Hamble Valley where possible contributing to the conservation or enhancement of the interest features of nearby sites of national or international importance;
- expansion of the district centre;
- a swimming pool in the Western Wards.

COLDEAST HOSPITAL STRATEGIC DEVELOPMENT ALLOCATION

To meet Strategic Objectives SO1, SO2, SO5, SO6 SO9, SO11 and SO12.

- 5.40 The Coldeast Hospital site is owned by the Homes and Communities Agency and the Primary Care Trust. A new community hospital has been built on the north-east part of the site, with land identified adjacent to it for a second phase. Planning permission for 250

dwelling has already been approved on the site of former hospital buildings, including the residential conversion of the Stables, Dairy Cottage and the Cart Shed, which are locally listed buildings associated with the Mansion House. This development is under construction. A Supplementary Planning Document is being prepared by the Council in partnership with the landowners and developers to ensure development is brought forward as a comprehensive package in a co-ordinated approach.

- 5.41 This previously largely undeveloped countryside site presents the best opportunity to provide improved health, leisure and community facilities to serve the local and wider area, as well as delivering public access to significant areas of formal and informal public open space. These can link the site with the wider countryside and footpath network including Holly Hill Woodland Park. In conjunction with the wider redevelopment proposals, the Council will require the repair, long term restoration and re-use of the Mansion House and all of the other locally listed buildings for economic and/or community uses, which will respect and relate to the historic parkland. The repair and restoration includes the walled garden to the Mansion House, and the gates, gate piers and wing walls at Brook Lane.
- 5.42 The mechanism for securing these benefits will be to allow appropriate limited levels of residential development (between 150 and 170 dwellings plus a sheltered housing complex, subject to detailed design and impact assessment) to take place on currently undeveloped parts of the site outside the urban area. The various land uses are defined on Maps A1 and A2 in the Maps & Diagrams section.
- 5.43 The Council needs to be confident that the proposal will deliver the community benefits that are set out in Policy CS10. As a result the Council will condition any planning permission for the housing component of the scheme, and negotiate legal agreements, to ensure the repair of the locally listed buildings and delivery of the open space and community facilities in a timely way, including appropriate financial contributions towards their provision. The Council will also negotiate to secure the transfer of the areas of proposed open space either to the Council or an appropriate management company, to ensure its management as publicly accessible open space in perpetuity.

CS10 Coldeast Hospital Strategic Development Allocation

The comprehensive development of the former Coldeast Hospital Site will be achieved through the implementation of the existing residential planning permissions for 250 dwellings and through the preparation and adoption of a Supplementary Planning Document. Development will be permitted where it delivers, or facilitates the delivery of high quality development:

Within the urban area

- **the development of a second phase of the community hospital on approximately 1.0 ha of land immediately north of the existing community hospital, or for other health, community, or residential institution uses (use Classes C2, D1 or D2) in the event it is declared surplus to foreseeable NHS requirements;**
- **the development of approximately 0.75 ha of land immediately west of the community hospital for up to 30 dwellings including affordable housing,**

with appropriate links to surrounding development and open space.

Development outside the urban area

- the repair, and long term restoration and re-use of the Mansion House, including the repair of the walled garden, Brook Lane Gate Lodge, with the repair and reinstatement of associated Lodge gates, gate piers and wing walls, as part of the complex of locally listed buildings on the site. The Mansion House and approximately 3.5 ha of grounds (an historic park and garden) would be suitable for use as an hotel with associated conference and leisure facilities or for employment or care use provided that the permitted use safeguards the integrity of the house and gardens, including the walled garden, whilst enabling some public access. Extensions to the Mansion house and/or satellite buildings in its grounds will be strictly limited in scale to that demonstrated to be necessary to secure the restoration and re-use of the Mansion. The Brook Lane Gate Lodge is suitable for residential re-use;
- improvements to pedestrian, cycle and public transport access to and through the site, together with appropriate traffic calming and safe routes to schools and links to the footpath network in the local area;
- the provision of sports pitches and informal public open space, including retention of the existing woodland, and conservation and enhancement of biodiversity and habitat interests on the site, linking with Holly Hill Woodland Park and the wider countryside;
- the provision of a new cemetery;
- the provision of new allotments;
- the provision of a sports pavilion with an integral community meeting room;
- the provision of a public swimming pool facility; and
- between 150 and 170 dwellings including affordable housing, of a mix of sizes, together with a sheltered housing scheme comprising private and affordable dwellings of up to 60 units of accommodation and associated communal facilities, will be permitted on approximately 6.0ha gross of the site to facilitate the delivery of the above listed social, environmental and repair/restoration benefits.

Planning Permission will not be granted for residential development outside the urban area in isolation of the repair/restoration of all of the locally listed buildings³⁹, and the provision of appropriate financial contributions towards delivery of the identified social and environmental benefits, together with the securing the of the publicly accessible open space through the transfer of the land to the Council or an appropriate management company.

The dwellings and sheltered housing accommodation, together with related open

³⁹ The locally listed buildings are: the Mansion House and walled garden, Cart Shed, Dairy Cottage, Stable Block, the Brook Lane Gate Lodge and associated gates, gate piers and wing walls

space would be built in the south-east of the site, to the north and south of the former Mansion House drive. The precise number of dwellings will be subject to detailed site analyses and design and the need to ensure that the integrity of the locally listed buildings, trees and the parkland setting is appropriately protected whilst ensuring the living environment of future occupiers is safeguarded. This development, together with the Mansion House will be accessed via Coldeast Way and Brook Lane. The sports pavilion and pitches, cemetery, allotments and site for the future provision of a public swimming pool facility will be provided in the southern and western parts of the site, accessed from Barnes Lane.

PORTCHESTER, STUBBINGTON & HILL HEAD AND TITCHFIELD

- 5.44 Portchester, Stubbington & Hill Head and Titchfield are settlements with their own individual character. However, each of these centres plays an important role in providing local facilities and services to their communities. The policy seeks to maintain the current role of these settlements and supports small scale proposals which will enhance the vitality of each community. Flood risk is a particular threat in parts of Portchester, including the district centre, and a sequential risk based approach will be required avoiding inappropriate development at current or future risk.
- 5.45 All three settlements contain either a district (in the case of Portchester) or a local centre. Both Portchester and Stubbington are identified in the Retail Study Update as having potential for additional convenience floorspace of up to 1,350 sq.m, as well as limited additional comparison floorspace over the plan period. The strategic employment allocation at Daedalus airfield lies outside the settlement boundary but will provide significant new employment opportunities (Policy CS12).
- 5.46 Titchfield is a small settlement, with a rich historic character and a thriving local centre. Few development opportunities have been identified, apart from small scale infilling proposals as protection of its historic character is a priority.
- 5.47 The Site Allocations and Development Management DPD will include details of proposed land use designations in Portchester, Stubbington & Hill Head and Titchfield. The site allocations for development will include housing, employment, retail, leisure, sport, community facilities and open space and will be in line with the principles established in the Core Strategy for Portchester, Stubbington & Hill Head and Titchfield. Detailed development management policies will also be included.

CS11 Development in Portchester, Stubbington & Hill Head and Titchfield

Small scale development will be permitted within the settlement boundaries of Portchester, Stubbington & Hill Head and Titchfield where it:

- **protects the setting of the settlement;**
- **protects their natural, historic, biodiversity and cultural resources;**
- **contributes to the provision of green infrastructure;**
- **maintains and strengthens the character, vitality and viability of district and local centres;**
- **contributes to the following levels of development.**

Settlement Area	Residential Development	Employment Development
Portchester	Around 60 dwellings	1,800 sq.m B1 300 sq.m B2/B8
Stubbington & Hill Head	Around 60 dwellings	
Titchfield	Around 30 dwellings	650 sq.m B1

The provision of new community, built sports and cultural facilities will be supported in Stubbington & Hill Head and Portchester through the expansion of existing facilities.

DAEDALUS AIRFIELD STRATEGIC DEVELOPMENT ALLOCATION

To meet Strategic Objectives SO1, SO2, SO3, SO5, SO9, SO10, SO11 and SO12.

- 5.48 The Daedalus site lies in the strategic gap separating Stubbington and Lee on the Solent, straddling the boundary between Fareham and Gosport Boroughs, occupying a coastal location. To the south-west of the site lies the Solent to Southampton Water Special Protection Area (SPA) and Ramsar site and the Lee-on-the-Solent Site of Special Scientific Interest (SSSI). Proposals must therefore ensure that there will be no adverse impacts on these designated sites as a result of the proposed development or during the construction phase.
- 5.49 The site has a significant military history. Up until 1917 the site was open farmland with a few buildings, some of which remain today. Then it was requisitioned by the Admiralty to provide a training school for seaplane pilots and associated hangars and slipways were built.
- 5.50 After World War 1 the site continued to grow into the 1930s when the base became the Fleet Air Arm Coastal Command Headquarters. At the outbreak of World War 2 and as a result of the transfer of Fleet Air Arm to Admiralty control, the facility became HMS Daedalus. During World War 2 the site became a crucial aviation base with an expanded camp and airfield used for air sorties. As a result of its military significance the site suffered two air raids at this time.
- 5.51 Daedalus continued in military use after 1945 although on a smaller scale focusing on technical training in particular helicopter and hovercraft testing. HMS Daedalus closed in 1996 and in 2004 the MoD declared it surplus to requirements.
- 5.52 As a result of its eventful military past the site contains historical buildings and possible areas of archaeological interest. Parts of the site may also be contaminated. These issues will need to be addressed as part of any proposals.
- 5.53 The central part of the airfield which incorporates the runways has been acquired by the Maritime and Coastguard Agency for its operational flying uses. The Council will

encourage the continued use of the airfield and ensure that the potential for general operational aviation use is not lost. However, due to the airfield's location and prominence within the countryside and the strategic gap, the Council will expect any associated built infrastructure to be sensitively designed and sited.

- 5.54 The remainder of the operational airfield, including the taxiways, aircraft parking areas, hangars and existing buildings, has been acquired by SEEDA who has prepared an informal Visionary Framework⁴⁰ for the site. This provides a starting point, as far as it was agreed by Fareham and Gosport Borough Councils, for two complementary Supplementary Planning Documents which are being prepared by the two Borough Councils in conjunction with SEEDA and the wider community to cover the whole site. The SPDs for Daedalus will identify the procedure by which phased development proposals can be taken forward and make relevant contributions to the comprehensive re-development of the site.
- 5.55 Daedalus is a strategic employment allocation. The site within Fareham Borough has two principal development parcels - Hangars East and Hangars West - and employment uses will be provided on both parcels. The land use allocations are identified on Maps B1 and B2 in the Maps & Diagrams section.
- 5.56 The key objective for the site is to provide local employment opportunities that take advantage of the unique characteristics of the site by exploiting its coastal location for marine uses and its airfield for aviation uses, whilst respecting the countryside location, maintaining the integrity of the strategic gap and ensuring that development and access arrangements do not cause a significant adverse impact on the settlement of Stubbington.
- 5.57 PUSH has identified the Daedalus site as a Strategic Employment Site. Daedalus is uniquely placed in South Hampshire to deliver employment floorspace with direct airfield access. The Council will work with SEEDA, or their successor bodies, the MCA and Gosport Borough Council to identify and facilitate the implementation of development proposals that protect the aviation assets on the site and maximise its potential for general aviation uses within the existing environmental constraints. PUSH has also identified a target for Daedalus of some 9,000 sq.m of additional warehouse or distribution floorspace.
- 5.58 In order to provide flexibility over the plan period the Council considers a figure of between 10,000 sq.m and 33,000 sq.m (gross) of additional employment (additional to the 16,820 sq.m of existing floorspace) as general or light industrial uses, and/or warehouse uses associated with aerospace or marine employment, arranged primarily to enable direct access from the airfield, is appropriate at Daedalus as a whole, subject to evidence. The Council considers that subject to the careful design, siting and landscaping of built development, it may be possible for this scale of development to be accommodated without unduly affecting the character of the landscape or the integrity of the strategic gap. Further work will therefore need to demonstrate the necessity and appropriateness of this scale of employment and aviation development, having regard to the impact upon the countryside, strategic gap, and traffic congestion, and taking account of scheme viability associated with retention and maintenance of the airfield. The Council will pay particular attention to the need to ensure that new employment uses, particularly those

⁴⁰ Daedalus Visionary Framework, South East England Development Agency (January 2009)

such as open storage do not give rise to unacceptable levels of goods vehicle movements through Stubbington Village. The proposals will involve the redevelopment of some of the existing buildings and retention of others, together with the provision of new built floorspace. Phasing and other conditions and or planning obligations will be negotiated to secure the removal of built structures that are not be retained, in tandem with the provision of new floorspace.

- 5.59 Existing businesses already occupy some of the hangars and other buildings on the site. The Maritime and Coastguard Agency (MCA) and Driving Standard Agency test centre occupy premises which straddle the southern site boundary with Gosport. A mix of employment uses will be encouraged to meet local needs, which will also assist in reducing out-commuting from Gosport and Stubbington & Hill Head. In accordance with PPS4 and the Spatial Strategy for the Borough, office development will be limited in scale to that of an ancillary nature. Maintaining the separation of Lee on the Solent/ Gosport and Stubbington is an important strategic objective, which will influence the design, siting, scale and precise balance of uses to be defined in the Supplementary Planning Document.

Hangars West

- 5.60 The area of Hangars West adjoins the existing settlement of Stubbington. It comprises a collection of indents of land to the settlement edge, occupied in part by existing hangars and hardstanding, which currently provide employment uses. In addition, there is an existing unused, non-standard access to Gosport Road and areas of wildlife habitat, together with boundary hedgerows and trees. The development strategy is to allow for additional and/or replacement employment floorspace of up to 20,000 sq.m gross, or 13,000 sq.m net, excluding existing floorspace. Development will be required to demonstrate that it does not undermine the integrity of the strategic gap, or the landscape character of the countryside, and responds to the needs of habitat and biodiversity protection and creation. The Council has also identified the need for additional allotment and possible open space provision for Stubbington and land at Hangars West has been identified as a suitable location. Suitable access and parking provision for the allotments will be required.
- 5.61 Development will also be required to be of a scale, location and use that does not adversely affect the amenity of existing residents to the west and provides adequate screening, noise attenuation and enhanced landscaping where necessary. Any landscaping will also be designed and maintained to contribute towards green infrastructure provision in the area. Primary access to Hangars West will be from Gosport Road. Any secondary access options will need to be considered through the SPD.

Hangars East

- 5.62 Hangars East is an area of land which projects north from the settlement of Lee-on-the-Solent. It comprises a variety of hangars, buildings and hardstandings randomly arranged within a landscape that is characterised by its openness and flat topography within the countryside. The land sits centrally between the settlement edges of Stubbington to the west and Gosport to the east, and forms an integral part of the strategic gap. In addition, there is an existing unused, non-standard access to Broom Way and significant woodland and hedgerows to the north and east.

- 5.63 The Council recognises that in order to help ensure the long term operation of the airfield and to provide local employment opportunities, a level of commercial development within the strategic gap and countryside is necessary. Employment development comprising general or light industrial uses, and warehouse uses associated with aerospace or marine employment, will be acceptable and the Council will encourage such uses, particularly where they provide aviation related employment, taking advantage of the airfield location. However, given the sensitivity of the landscape character of the countryside and the integrity of the strategic gap, the intensity, scale and development form will need to be carefully located and designed.
- 5.64 The development strategy separates Hangars East into three zones; southern, central and northern. The southern area adjacent to the proposed access could accommodate up to 8,000 sq.m of general aviation floorspace on a single level, including ancillary office accommodation on 2 levels. This accommodation needs to take account of land within Gosport and allow for appropriate planting and parking space. The central area to the north will be redeveloped to allow for the existing hangar structures to be removed to create an undeveloped gap from the countryside to the east through to the open undeveloped airfield, retaining the openness of the strategic gap. As the hangars are demolished and replaced elsewhere on the site, this area will become increasingly open in character and managed for biodiversity and habitat creation. The northern area between the airfield and the woodland copse to the west and including the MARTSU⁴¹ building will be developed for operational general and leisure aviation and supporting or related uses of up to 22,000 sq.m (gross) of existing and new floorspace within buildings grouped around the existing hardstandings and new accesses.
- 5.65 To ensure that the buildings do not dominate the open landscape character, of the site as a whole, development will need to be integrated into the landscape and be appropriately sited and scaled. Copse planting will be required to help diffuse views and lessen the visual impact of areas of hardstanding, access and lighting. Access to Hangars East will be via an upgraded junction from Broom Way. The site has underlying deposits of sand and gravel and consideration must therefore be given to the potential for prior extraction to avoid sterilising these important minerals. Beyond the northern area up to Gosport road, the land will be managed and planted to enhance biodiversity and habitat creation.

The airfield, MCA and land to the north of Hangars East

- 5.66 Outside of Hangars East and West, the site comprises the airfield, the MCA and driving school operations, scrub and farming land. With the exception of land identified on the Proposals Map, this area will remain free of development. Development will be required to contribute towards biodiversity and habitat creation on existing scrub and farmland to the north of the airfield operation. The MCA or any successor will be encouraged to manage their land to benefit biodiversity and habitat creation, subject to the safe operation of the airfield.

⁴¹ MARTSU - Mobile Aircraft Repair Transport and Salvage Unit

CS12 Daedalus Airfield Strategic Development Allocation

The Daedalus Airfield is allocated for strategic employment development. Development will be permitted where:

- **it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield;**
- **it does not unacceptably diminish the integrity and function of the strategic gap between Stubbington/ Lee-on-the-Solent and Fareham/ Gosport;**
- **it does not adversely affect the integrity of the landscape character of the countryside;**
- **it can demonstrate that there will be no adverse impacts on European designated sites;**
- **primary access is from Broom Way (Hangars East) and Gosport Road (Hangars West);**
- **it does not have an adverse impact on air quality;**
- **prior consideration is given to the potential extraction of mineral deposits;**
- **it incorporates the site's heritage where feasible;**
- **both archaeological and contamination assessments and evaluations are carried out prior to the commencement of development;**
- **it delivers, or facilitates the delivery of high quality development including:**
 - a. **employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;**
 - b. **between 10,000 sq.m and 33,000 sq.m of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1;**
 - c. **the creation of local employment opportunities that take advantage of and develop local skills, including during construction;**
 - d. **open space accessible to residents particularly those of Stubbington and Hill Head;**
 - e. **landscaping and green infrastructure including allotments together with linkages to the existing footpath network and the Alver Valley;**
 - f. **environmental and biodiversity protection and enhancement;**
 - g. **minimising increases in traffic levels and congestion, through sustainable transport arrangements;**
 - h. **a reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and strategic gap, whilst having regard to the specific space and operational requirements of aviation related employment uses;**
 - i. **appropriate utility service provision (water, waste water, energy and communications).**

Replacement and new buildings will be energy efficient and be designed to reflect existing building heights and mass and take advantage of site topographical and built features that help to reduce adverse impacts upon residential amenity, landscape character and the integrity of the strategic gap.

Development must take account of the odour contour on the north of the site from the Peel Common waste treatment works.

NORTH OF FAREHAM STRATEGIC DEVELOPMENT LOCATION

To meet Strategic Objectives SO1 SO5 and SO8

Policy Context and Background

- 5.67 In December 2005 the Partnership for Urban South Hampshire (PUSH) submitted its advice to the South East of England Regional Assembly (SEERA) on the appropriate distribution of new housing across the South Hampshire sub-region⁴². The South Hampshire strategy was focused on the urban regeneration of the two cities (Portsmouth and Southampton), and the priority for delivering housing land was centred on bringing forward brown-field sites in the older urban areas. However it was recognised that some green-field land would be required particularly in the later part of the plan period. The strategy therefore proposed two Strategic Development Areas (SDAs), including one within Fareham Borough to the north of the M27 motorway, comprising up to 10,000 new homes, and 121,000 sq.m of employment floorspace, supporting facilities and quality public transport links to further job opportunities in the city and town centres. The strategy (policy SH2) recommended that the precise form and location of the SDA should be established in the Council's Local Development Documents, and that the Council should develop a masterplan for the area in partnership with developers.
- 5.68 This advice was subsequently taken up and included in the South East Plan (due to be revoked following Royal Assent of the Localism Bill) with the precise form and location of the SDA to be defined in a Development Plan Document (DPD). The DPD would also include areas of open land, defining the precise boundaries of land necessary to prevent the coalescence of the SDA with adjoining settlements.
- 5.69 The Core Strategy will therefore establish the overarching policy and high level development principles for the SDA, which will guide the preparation of an Area Action Plan (AAP) and masterplan to bring forward the development. The Core Strategy gives a broad indication of where the SDA will be located and an assessment of the development potential within that area. But the precise boundary and details of the development will be contained in the AAP.
- 5.70 The Council will develop the masterplan in partnership with the development interests at an early stage of the development process to provide further detail on the spatial distribution of the various land uses, and to refine the principles which will under-pin the future development of the site; and it is intended that the preparation of the masterplan will run in tandem with the preparation of the AAP.

⁴² South Hampshire Sub-regional Strategy- Final Advice to SEERA, PUSH (December 2005)

- 5.71 In the Spring of 2010 the SDA was included in the Government's Eco-towns programme; as such it was required to meet the criteria set out for Eco-towns in the supplement to PPS1⁴³. It is expected that the AAP will test the suitability and feasibility of achieving those standards for the SDA, and consider the potential to develop with the full participation of the local community and key service providers, a bespoke set of standards and guidelines that reflect the aspirations and needs of Fareham. The aim is to establish a distinctive Fareham model for creating an exemplar sustainable community, which realises the vision set out below.
- 5.72 This policy has been the subject of a Sustainability Appraisal and Habitats Regulations Screening Assessment⁴⁴, which has helped to inform this policy; further HRA work will be required to test emerging options in the AAP.

The Vision for the Strategic Development Area to the North of Fareham

- 5.73 *"The SDA will create a diverse and well integrated new community. It will have a high level of self-containment with a significant proportion of its inhabitants' life needs being accessible within a main centre and smaller neighbourhood centres. It will contain a mix of dwelling types which meet the needs of the increasing numbers of single person households, families, and the needs of an aging population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.*
- 5.74 *It will have an integrated movement system connecting it with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking and cycling, provides excellent public transport, and feels comfortable and safe to use.*
- 5.75 *The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a place that is distinctive whilst responding its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change.*
- 5.76 *It will have an integrated and linked green network of multi-functional open spaces, civic spaces, public open spaces, private outside space, and green routes. The green network will incorporate the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside.*
- 5.77 *It will be an exemplar of energy efficient design. It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation; incorporate Sustainable Drainage (SuDS); and provide opportunities for local food production. It will aim to meet its own renewable energy needs in a viable fashion, and deal effectively and sustainably with waste. Buildings will be thermally and water efficient. Access to services and a high quality public transport system all within easy walking distance of homes will reduce the need to travel by car.*

⁴³ Supplement Planning Policy Statement 1- Eco-towns, CLG (July 2009)

⁴⁴ Sustainability Appraisal and Habitats Regulations Screening Assessment, UE Associates (September 2010)

- 5.78 *Socially and economically the SDA will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."*
- 5.79 The vision represents the aspirations of Fareham Borough Council and a wide range of interests including the local community and key delivery agencies. It has been developed as a result of a number of visioning events and targeted consultations⁴⁵. The vision influenced the policy and high level development principles for the SDA as set out in the Core Strategy. It will also influence and guide the preparation of the Area Action Plan (AAP) and the masterplan.

Area of Search and Capacity

- 5.80 The South Hampshire Sub-regional Strategy recommended that Fareham Borough Council plans for the development of a Strategic Development Area of up to 10,000 dwellings to the north of Fareham, within the plan period up to 2026, to support the economic growth of the sub-region, and to meet the need for housing arising from the growing population, and increase in the number of households.
- 5.81 To inform this strategy PUSH published a Background Document setting out the rationale for the housing distribution⁴⁶. This document sets out a number of options for accommodating new development, which was then the subject of inclusive consultations. The option of developing the SDAs received widespread support.
- 5.82 The strategy considered that the optimal size for an SDA to be self contained and sustainable would be between 5-10,000 dwellings; and a number of potential sites to accommodate this level of development were assessed including two within the Fareham district, one to the north of Fareham (which was ultimately selected), and one south of Fareham, between Fareham and Stubbington. The latter was rejected because it was considered too small and it would fill the undeveloped gap between Stubbington and Fareham.
- 5.83 It should be noted that the original target of up to 10,000 dwellings in the South Hampshire Sub-regional Strategy was informed by preliminary studies into the potential capacity of the site⁴⁷, and does not represent some notional figure for a settlement below which there would be serious concerns regarding the ability to create a truly sustainable community.
- 5.84 PUSH commissioned a study to assist in identifying any constraints to the delivery of the two South Hampshire SDAs⁴⁸. While the Study concluded that there were no 'showstoppers' which would prevent the delivery of a SDA to the north of Fareham there were a number of significant risks to delivery which needed to be addressed at an early stage, including determining the actual capacity of the SDA.

⁴⁵ The results of the various Visioning Events and consultations, and the participants, can be found in Helping to Create a Vision for the North of Fareham Strategic Development Area; Summary Report, prepared for FBC, Urban Design & Mediation (August 2009)

⁴⁶ South Hampshire Sub-regional Strategy- Background Document; Rationale for the housing distribution, PUSH (November 2006)

⁴⁷ North of Fareham Feasibility Study, PUSH (November 2006)

⁴⁸ South Hampshire SDAs; Deliverability Study. David Lock Associates (August 2008)

- 5.85 The Council subsequently commissioned a study to assess the extent of land required for the SDA, taking account of a number of potential development constraints.⁴⁹ This assessed housing capacity within a broad area of search totalling around 900 hectares; the conclusion was that even within this area due to a number of significant constraints that delivering the full 10,000 dwellings would be 'very challenging'.
- 5.86 The Council then commissioned a further study⁵⁰, which assessed the capacity of a revised area of search which took into account the main visual and environmental constraints and totalled some 338 hectares. The area included some land to the east of the A32 but excluded land at junction 11. In refining the broad area of search the Council was aware of the need to protect the best and most versatile agricultural land, but this needed to be balanced against the other environmental constraints. It also took into account the potential for land within the Winchester district and land to the south of the M27 motorway to contribute towards the provision of the substantial areas of green infrastructure required to support the SDA.
- 5.87 The conclusion of this study was that the capacity of the SDA was likely to be between 6,500-7,500 dwellings depending on the approach to employment and green infrastructure. The lower figure of 6,500 dwellings was predicated on all the employment land (for 121,000 sq.m) being located within the revised area of search. The higher figure of 7,500 might be achievable depending on the quantum, type and location of the employment land within the revised area of search; the degree to which the constraints could be mitigated; and the extent of land that is made available for development.
- 5.88 The Council has been in continuous dialogue with the major landowners in the area to establish that the land identified within the revised area of search is available. However due to earlier uncertainty over the extent of land available to the east of the A32, together with other small pockets of land which might be required to support the SDA, the Council commissioned an audit⁵¹, to assess the risks and broad order of costs in preparing a Compulsory Purchase Order (CPO) to provide all the land necessary to develop up to 10,000 new dwellings. The conclusions of the study are that such a course of action would involve a number of risks which could militate against a CPO being successful and it would be a very costly exercise. The corollary is that the land assembly costs, together with the infrastructure and development costs, would make the viability and deliverability of the SDA questionable if a CPO were to be pursued.
- 5.89 The Council therefore reached the conclusion that it would not be feasible to acquire through Compulsory Purchase or negotiation sufficient unconstrained land to deliver the full 10,000 dwellings, although the land required to deliver at least 6,500-7,500 new dwellings is currently available. However the Council would not rule out using CPO powers to acquire smaller parcels of land required for the proper planning of the SDA.
- 5.90 Two workshops were held in July 2010 to help prepare a strategic masterplan in order to further test some of the earlier capacity assumptions, to comment on the emerging masterplan options and to help develop the high level development principles further.

⁴⁹ Fareham SDA Capacity Analysis Study. David Lock Associates (January 2009)

⁵⁰ Refining the Fareham SDA Capacity Analysis, David Lock Associates (August 2009)

⁵¹ North Fareham SDA Compulsory Purchase Audit, DTZ (August 2009)

Informed by the output from these workshops⁵² Scott Wilson, on behalf of the Joint Venture, carried out capacity testing on the options discussed at the workshops with the outcomes set out in a further Strategic Masterplanning report⁵³. The current area of search for the options includes the main land parcel located north of the M27 (Junction 10) and west of the A32, with a small part to the east of Knowle village within the boundary of Winchester district, also parcels of land south of the M27 (Fareham Common) and east of the A32 along to Junction 11 of the M27. The quantum of land within the current area of search is in the order of 457 hectares of which approximately 363 hectares lie to the west of the A32 and 94 hectares to the east. The conclusion is that the site is capable of delivering between 6,705 and 7,552 dwellings, depending on which option is chosen.

- 5.91 Policy CS13 therefore sets out a range of between 6,500-7,500 dwellings as the target for the SDA which studies indicate would be deliverable. The final number of dwellings provided will depend on:
- The extent to which the constraints present on the site can be mitigated;
 - The extent to which any significant impacts on designated European and nationally designated conservation sites can be fully mitigated;
 - The extent to which all the land identified within the revised area of search is made available;
 - The average density of the development.
- 5.92 However, while reaching the upper end of the range will be extremely challenging, it would be expected that in preparing the AAP every effort would be made to ensure the efficient use of the available land and to bring forward effective measures to mitigate the various constraints, whilst meeting appropriate development standards including the provision of infrastructure.

Housing

- 5.93 The SDA will provide a range of dwelling types and sizes to meet both the needs of the local housing market, and the need to ensure that the new community is both balanced and inclusive. The exact range of housing types and tenures will be clarified through the preparation of the AAP which will be informed by a bespoke Housing Market Assessment which will help identify the specific housing needs that the SDA will be required to address.
- 5.94 The development of the SDA is due to start on site during 2014/15 and to be completed by 2031. The estimated housing trajectory, set out in Appendix 3 predicts that around 5,350 dwellings will be completed within the Plan period, though the AAP will explore mechanisms to expedite this rate of delivery.
- 5.95 Given the increasing numbers of local people on the Housing Register⁵⁴ the provision of affordable housing is a key priority for the Council, and a crucial element in creating a sustainable community. The target is that between 30- 40% of the new dwellings should

⁵² North of Fareham SDA Strategic Masterplanning Workshops Report, URS/Scott Wilson (September 2010)

⁵³ North of Fareham SDA Strategic Masterplan Report, URS/ Scott Wilson (October 2010)

⁵⁴ A 30% increase in the past 12 months has been recorded

be affordable; however the tenure mix and the viability of this target together with an exploration of different and potentially innovative means of funding and bringing forward affordable housing will be explored through the AAP.

- 5.96 A study was commissioned by the Council to undertake initial viability testing in respect of affordable housing in the SDA⁵⁵. The conclusions were that at this stage it would not be unreasonable to expect that 35% might be achievable, but due to a number of uncertainties caution should be exercised and further viability testing will be required. The Council took the view that while the aspiration of achieving between 30-40% affordable housing is potentially viable, owing to a heavy reliance on assumptions regarding the SDA at the time of the study, a further more sophisticated and site specific viability study will be needed to support the AAP. This study will allow for a more informed policy recommendation on the range and quantum of affordable housing, which will be incorporated within the AAP. It will also consider how the affordable housing strategy for the SDA should be monitored and updated over the construction period which will be about 15 years, during which time affordable housing provision will evolve in response to changing needs and market conditions.
- 5.97 In order to assess the potential capacity of the site an average density of 40 dwellings per hectare was used. It would be inappropriate for the Core Strategy to set an average density as this will be the function of the AAP informed by the masterplan. It is expected that the final layout will include a range of densities which provide for a range of housing types, including family housing, to meet the needs of the new community, and which achieves a balance between the need to ensure the efficient use of land providing the maximum number of dwellings, with the objective of delivering a 'quality place'.
- 5.98 The new housing will be expected to meet high standards of sustainable design and achieve and possibly exceed the relevant level set out in the Code for Sustainable Homes, current at the time of construction. The Eco-towns criteria set out in PPS1 sets the target of every home achieving at least a Building for Life Silver Award for each phase of the development. They should also aspire to meet lifetime homes standards, and demonstrate high levels of energy efficiency. The masterplan and AAP will set out the design parameters and indicate how the development will achieve the required standards of sustainable design. The AAP will define a "Fareham model" for creating an exemplar sustainable community, reflecting local needs and aspirations of the community, taking into account long term viability of the SDA, and setting out exemplar standards for building design, construction and long term management, monitoring and updating of standards over the life of the project.

Employment

- 5.99 The South Hampshire Sub-regional Strategy identified that the South Hampshire's economy was underperforming compared with the rest of the South East Region, with significant pockets of deprivation. As a result, most of the area was designated as a Priority Area for Economic Regeneration. PUSH concluded that there was insufficient scope within urban areas to meet the long term housing and employment land needs of South Hampshire. The North Fareham SDA was identified as having an important role to play in supporting the economic growth objectives for the sub-region as well as providing

⁵⁵ Housing Needs & Affordable Housing Viability Study, Levvel Ltd (August 2009)

a wide range of employment opportunities for local residents which can be accessed by sustainable modes of transport.

- 5.100 Access to employment is an integral component of a balanced and sustainable community. The South Hampshire Sub-regional Strategy was to set the employment floorspace at a level where the number of jobs likely to be created would be the equivalent of the number of residents seeking work. It also recommended a target for self containment of 50%.
- 5.101 This reinforces the Eco-town criteria for employment set out in PPS1 which requires unsustainable commuter trips to be kept to a minimum, proposing that as a minimum each new dwelling should have access to an employment opportunity that is easily reached by walking, cycling and/or public transport.
- 5.102 South Hampshire Sub-regional Strategy set a target of 121,000 sq.m of employment floorspace for the SDA. This level of employment floorspace was required to meet the twin aims of ensuring that the new settlement (which was then expected to up to 10,000 dwellings) achieves high levels of self containment which minimises the need for out-commuting, while contributing towards the delivery of sub-regional economic development objectives, including helping to raise the rate of growth in GVA in the sub-region to 3.5% per annum by 2026.
- 5.103 PUSH background studies suggest that this should be broken down into approximately 60% B1, with the remainder split between B2 and B8⁵⁶, (although this was not a requirement of the South East Plan). The PUSH apportionment of employment floorspace⁵⁷ broke the floorspace down into 72,000 sq.m B1, 16,000 sq.m B2, and 33,000 sq.m B8.
- 5.104 The PUSH apportionment expects at least 27% of the total employment floorspace to be for B8 distribution and warehousing uses⁵⁸.
- 5.105 The nature and extent of the employment floorspace provided within the SDA will have to balance the need to create a range of employment opportunities to help with the aim of maximising self containment and creating a quality place.
- 5.106 PUSH⁵⁹ also recommended that the quantum of employment floorspace should be reduced commensurate with any reduction in dwelling numbers; so with the dwelling capacity reduced to 7,500 then on a pro-rata basis the employment floorspace should be reduced to 90,750 sq.m.
- 5.107 An Economic Development Strategy for the SDA will be progressed through the AAP to ensure that a wide range of employment opportunities are created, and provide opportunities for employment that meet the needs of local communities and businesses, combined with a skills and training programme to provide access to jobs for people entering the labour market for the first time, and for under-employed and unemployed

⁵⁶ See for example the North of Fareham SDA Initial Feasibility Study, PUSH (November 2006)

⁵⁷ Policy for employment Floorspace, PUSH (December 2008)

⁵⁸ Property Requirements for Distribution and Logistics, PUSH (September 2008)

⁵⁹ Final Report of the PUSH Task and Finish Group (July 2010)

people within the area. The economic development strategy will also address the need to foster innovation and entrepreneurial skills and activity within the sustainable community. Opportunities to create jobs and develop construction skills in low carbon and sustainable building techniques will be optimised. Links with local higher and further education institutions and schools will be researched and defined as a key part of the economic strategy. Broadband and Information Communication Technology (ICT) infrastructure requirements to support a wide range of knowledge based businesses will be defined in the strategy.

- 5.108 The policy promotes a range of employment uses to provide jobs to meet the needs of the new and diverse community to help achieve a realistic level of self containment within the SDA. This would include measures to encourage home working. The policy therefore recognises the importance of employment as an integral part of creating an exemplar sustainable community.
- 5.109 The form, quantum and balance of employment development to the east and west of the A32 will be determined by the economic development strategy and further master planning studies prepared at the AAP stage.

Access and Movement

- 5.110 The Strategy takes into account the current constraints on the local and strategic transport networks, and builds on and develops previous transport studies. The Emerging Transport Strategy forms the basis of the approach set out below and provides a list of interventions based on the Reduce, Manage and Invest approach which aims to mitigate the potential transport impacts. The Strategy is based on the following key principles:
- The SDA will have high levels of self containment;
 - The SDA will address a significant proportion of trips through the development of robust reduce and manage policies;
 - Bus Rapid Transit (BRT) will form a key component of the access strategy;
 - Access will initially be via the A32 and Junction 10 of the M27;
 - At a later stage a link road will be required from the A32 to Junction 11 of the M27.
- 5.111 A phasing plan will be agreed to sit alongside the strategy in the AAP, setting out how the rate of development will be linked to the funding and provision of the necessary transport infrastructure.
- 5.112 Until the AAP is finalised the Strategy will remain a live document developing further throughout the planning process with options to be ratified and tested as the Sub Regional Transport Model (SRTM) multi modal transport evidence base becomes available in mid 2011. The options to be tested by the model will be undertaken to the satisfaction of the local Highway Authority, and the Highways Agency in order to ensure that the outputs will identify the likely impact on the local and strategic transport networks and that suitable mitigation measures can be delivered in order that there will be no unacceptable impact upon nearby local communities.
- 5.113 The Emerging Transport Strategy seeks to align with local and national policy but also challenge and seek innovative ways in which transport demand is managed, and infrastructure services are provided. The key principles of the Strategy have been

developed to reduce the need to travel both within and outside of the development area, whilst recognising the current transport issues and challenges in the surrounding area. The key elements of the Emerging Transport Strategy are:

- High levels of trip containment within the site and surrounding area, including Fareham Town Centre will be achieved through considered spatial planning and policy direction. This will ensure that employment, retail and community facilities are all within walking distance of the new dwellings. The layout will therefore be based on the principle of 'walkable neighbourhoods', so that every house is within walking distance of both local facilities to sustain day to day life, public transport and accessible green space.
- Priority will be given to 'smarter travel choices'. This will result in a reduction in the need to travel by non sustainable modes of transport, giving priority to cycling, walking and public transport. The SDA will provide a network of safe and accessible internal routes and external linkages for non-car modes of travel. An area wide travel plan will be required to demonstrate how modal share will be achieved. To help deliver a radical shift in modal share the SDA economic development strategy will need to be closely aligned to the Emerging Transport Strategy to ensure quality access to a wide range of local employment opportunities.
- Bus Rapid Transit (BRT) is a high specification scheme which will link Gosport, Fareham and Portsmouth, Havant and Waterlooville. A direct BRT link from the SDA to Fareham town centre, Fareham railway station and Portsmouth will form a key component of the Strategy. BRT will be developed to offer a frequent and reliable service with design features to ensure that it has priority over other road users in the SDA. The layout of the SDA will be designed to give all new households easy walking access to a BRT stop, which should be attractive and feature real time information on bus services.
- Local buses will supplement the BRT system, and will provide links to other key destinations. The combination of local services and BRT will provide effective links to employment, education and retail facilities, as an attractive alternative to the car. Local buses will play an important role in the sustainable transport strategy and will require support from the outset, backed by effective marketing and promotion to ensure that this role is developed efficiently.
- A walking and cycling strategy will be developed linking to existing networks. Design features will encourage walking and cycling, including safe and well located cycle parking and storage in the home and key destinations including Fareham railway station and town centre.
- A car parking strategy will be developed, which will provide the basis for managing car demand at the home, workplace and district centre. Radical and attractive alternatives to car ownership will be developed including car sharing, and car clubs. The parking strategy will ensure that places and spaces are not unduly dominated by parked cars. The strategy will need to balance the need to restrain the use of the private car with the need to ensure that the new district centre is vibrant and commercially viable.
- Connection to the rail network will be provided through the BRT link to Fareham Station. Smart ticketing will be investigated to provide a seamless journey for rail

and BRT passengers, and offer incentives to use public transport. In the longer term the potential to create a rail halt directly linking the SDA with the Fareham to Eastleigh line together with possible improvements to the track will be explored.

- Highways interventions will also be required to mitigate the impact of those trips generated by the SDA which are not catered for by more sustainable modes. Even after manage and reduce measures are implemented there will still be significant trips generated by the private car, which will impact on an already congested strategic and local road network. It is critical that the demand for travel does not compromise the safety and operation of the local and strategic transport network, in particular the M27, A27, and A32.

- 5.114 There have been a number of studies which have informed the development of the Emerging Transport Strategy. A study was commissioned by Transport for South Hampshire (TfSH) to assist in developing a multi-modal strategy to provide access to the SDA and adjoining area⁶⁰. It identified the fact that the traffic generation associated with the SDA would be 'very significant'. The Study recommended a range of measures including the promotion of a Bus Rapid Transit system, and radical site design criteria to help facilitate smarter choices in transport options, i.e. walkable neighbourhoods. It also concluded that the emerging preferred option for highways access would be via a realigned A32 to Junction 11 of the motorway, while recognising the significant environmental constraints and high costs this would entail. It recommended a further appraisal of the options.
- 5.115 TfSH subsequently commissioned a further study to consider access arrangements in more detail including an examination of the various options⁶¹. The study considered a number of options including effectively a 'do the minimum' option, three options which looked at the feasibility of increasing capacity at Junction 10 by providing west bound slip roads, and the option to realign the A32 to Junction 11 with no major infrastructure changes at Junction 10, but with possible restrictions on access to this junction for motorcars.
- 5.116 A study was commissioned by TfSH to assess the options for realigning the A32⁶². This looked at the topography, underlying soil conditions, potential land take, potential environmental impacts and the indicative comparative costs of alternative routes from the current line of the A32 to Junction 11.
- 5.117 The study recognised that one option could follow the outer extent of the current area of search and help define the eastern boundary of the SDA. This would have significant environmental impacts and high costs attached. However at this stage the route and the junction arrangements including any improvements to increase capacity or improve bus access at Junction 11 have yet to be determined.
- 5.118 The studies recommended a range of measures to address the 'significant' levels of traffic generated by the SDA; this includes the promotion of BRT and radical site design criteria to help facilitate 'smarter choices' transport options. BRT is seen as the key component

⁶⁰ The North Fareham SDA; Setting Strategic Direction Study, MVA and Mott Gifford for Transport for South Hampshire (TfSH) (February 2008)

⁶¹ Fareham SDA Access Study, Mott Gifford for TfSH (January 2009)

⁶² Fareham SDA A 32 Realignment Options Identification Study, Mott Gifford for TfSH (January 2009)

in the strategy to reduce car traffic on the strategic highways network and to deliver quality public transport connections with Portsmouth, Fareham, and Gosport. Work is currently underway led by TfSH to determine how the SDA can be most effectively served by BRT.

- 5.119 A further study was commissioned by TfSH in October 2009⁶³ to identify the cumulative impacts of planned growth along the M27 corridor, and to assist in preparing an interim transport strategy for the sub-region. The study was seen as a key tool in supporting the LDF process. Two options were tested in respect of the SDA, the realignment of the A32 to Junction 11; or making Junction 10 all moves. Three parallel studies were commissioned in December 2009⁶⁴ based on the trip generation and distributions identified in the wider M27 Corridor Study after a package of reduce and manage measures have been introduced. It focused on specific access issues and tested various potential transport interventions against a range of environmental and land-use issues. While the M27 Corridor Study and the earlier studies helped to inform the transport options for the SDA, the development of the preferred option will be reliant on the outcomes of the sub regional transport model and will be advanced through the AAP.
- 5.120 The full testing of mitigation measures within the Emerging Transport Strategy will be necessary together with the identification of any additional mitigation measures that might be required. In order to help achieve this, the Sub Regional Transport Model (SRTM) is currently being prepared and is expected to be available for detailed modelling in 2011.
- 5.121 This will provide vital evidence to help develop and evaluate the transport strategy through the AAP and masterplanning process. Outputs and proposed mitigation measures will need to be agreed to the satisfaction of both the local Highway Authority and the Highways Agency. A number of scenarios will be tested to assess the potential impacts of the development taking into account the effectiveness of the 'reduce, manage and invest strategy' during the 15 year period that the SDA is likely to be built over. It will be necessary to fully test the case for capacity and safety improvements on the M27, and at Junction 11, to the satisfaction of the Highways Agency. The model will also need to satisfy the Highway Authority that the safety and operation of the local road network have been properly assessed and are capable of being adequately mitigated.
- 5.122 It is anticipated that the timing and outputs of this comprehensive modelling process will underpin a more detailed transport strategy and phasing plan to be progressed through the AAP and subsequent planning application. A Technical Note⁶⁵, prepared on behalf of the Consortium, was submitted to the Highways Agency and TfSH in September 2010, this document defines a potential programme of highway improvements, and the forecast timing of the interventions, sufficient to mitigate the impacts of the SDA on the immediate junctions with the M27, and will assist in defining the work programme in respect of the transport strategy required to support the AAP.⁶⁶ The Technical Note was prepared at the behest of the Highways Agency to provide them with a more detailed assessment of the impacts of the SDA, and development close to Junction 9 at Whiteley, upon the

⁶³ M27 Corridor Junctions 5-12 Transport Study, TfSH (March 2010)

⁶⁴ M27 Corridor Fareham SDA Parallel Study, TfSH (June 2010)

⁶⁵ Fareham North SDA Technical Note 2: Junctions 10 and 11 Capacity Analysis and Phased Mitigation (2010)

⁶⁶ Highways Agency Technical Response to Fareham North SDA Technical Note 2: Junctions 10 and 11 Capacity Analysis and Phased Mitigation (2010)

strategic highway network. The purpose of this Technical Note was to give the HA added confidence that an appropriate mitigation package was achievable and deliverable (funded by the developer). The Highways Agency subsequently provided comments on this technical note⁶⁷.

5.123 The AAP will therefore provide detail of:

- How the impacts of the SDA will be assessed, agreed and tested;
- How the SDA will achieve high levels of self containment by providing a wide range of employment, education, community, recreation & sport, and retail uses as an integral part of the new sustainable community;
- How the SDA will achieve a significant reduction in vehicular trips, and reduce reliance on the car, with the emphasis on smarter choices, in particular walking, cycling, public transport, car sharing, and home working;
- How the SDA will encourage walking and cycling and the use of public transport through the creation of walkable neighbourhoods, and an internal movement network focussed upon sustainable modes, viable and attractive district and local centres, safe and direct routes for walking;
- The car parking strategy which provides restraint in areas of high accessibility, and encourages trips by non car means;
- The public transport strategy focusing on BRT including detail on how the masterplan will give priority to public transport, and deliver efficient BRT routes across the SDA;
- A full package of mitigation measures to demonstrate how the impact of the SDA on the local and strategic road network will be managed and mitigated, including the necessary measures on the A32 for access and safety reasons, in the vicinity of Junction 10;
- The case for, and alignment of, a link road to connect the A32 to Junction 11 and interventions at Junction 11;
- The delivery mechanisms including cost, funding, the delivery agency, and timing (including phasing);
- How the actual travel impacts of the development will be monitored and the Transport Strategy will be revised to deal with changes in circumstances and new opportunities which emerge over the lifetime of the construction period, without compromising the deliverability of the development.

Green Infrastructure and Open Space

5.124 A Green Infrastructure Strategy and Implementation Plan will be prepared to inform the AAP. It will take into account and develop a locally distinctive set of standards and criteria which will guide the masterplanning and provision of Green Infrastructure (GI) for the new community. The strategy will focus on the quality of the green spaces, its accessibility and links to the adjoining countryside, and measurable improvements to biodiversity. The strategy will draw heavily on the following:

- Government Advice including the Eco-town criteria set out in PPS1;
- Natural England publications and advice including the Accessible Natural Greenspace Standard (ANGSt);

⁶⁷ Highways Agency Technical Response to Fareham North SDA Technical Note 2: Junctions 10 and 11 Capacity Analysis and Phased Mitigation (2010)

- Town and Country Planning Association's Eco-towns Green Infrastructure Guidance;
- The PUSH GI Strategy;
- The Forest of Bere Land Management Initiative;
- The County Landscape Character Assessment;
- Historic Landscape Characterisation;
- County and district Biodiversity Action Plans;
- The County Landscape Sensitivity Analyses for the SDA;
- The outcomes of the Sustainability Appraisal and Habitats Regulations Assessment Scoping studies.

- 5.125 The guidelines for Eco-towns set out in PPS1 puts a great emphasis on the need to provide multi-functional, accessible green space, and the recommendation is that 40% of the Eco-towns total area is allocated to green space. It also emphasises the opportunity it offers to provide local food production, including the provision of community allotments. In this respect the Council will ensure as far as is practical that the best and most versatile agricultural land within the site is either protected or used for local food production. This fits in with another strand in the guidance that of promoting healthy life-styles.
- 5.126 It is anticipated that, in addition to providing for on-site ecological mitigation and enhancement, GI will also contribute to the avoidance and mitigation of any potential adverse effects of the SDA, on sites of national or International Nature Conservation Importance. This will potentially relate to the assumed increase in visitor pressures on these sites caused by the population of the SDA. Further detail of how the Green Infrastructure network maybe developed as mitigation will be informed by the Habitat Regulation Assessment (HRA) commissioned by Fareham Borough Council. This will assess the nature and extent of the on- site GI required for avoidance and mitigation together with the potential requirement for any off-site mitigation measures.
- 5.127 Green infrastructure will also be required to protect the amenity and distinct characteristics of existing communities, and to prevent the coalescence of the SDA with adjoining settlements. The Green Infrastructure will also function as Accessible Natural Green Space (ANGS), and will be expected to contribute towards achieving a net gain in biodiversity across the site. FBC will work in partnership with the promoters of the SDA and other land owners to identity pedestrian/cycle links for new and existing residents to access the surrounding GI assets identified in the PUSH Strategy.
- 5.128 PUSH commissioned a Green Infrastructure Strategy⁶⁸ to establish a sub-regional spatial framework for green infrastructure. The main aims of the strategy are to:
- Identify sub-regional strategic initiatives and project proposals to provide a high quality of life;
 - Seek to maximise multifunctional use of open space and natural spaces for a range of benefits including, biodiversity, climate change, economic investment, and activity, health, landscape, recreation and well-being;
 - Promote connectivity of all types of green-space at a range of scales;
 - Provide a key element of the sub-region's mitigation strategy in relation to the Habitats Regulations.

⁶⁸ Green Infrastructure Strategy for PUSH, UE Associates (October 2009)

- 5.129 One of the main sub-regional initiatives proposed in the strategy is the Forest of Bere Land Management Initiative. This seeks to improve opportunities for open air recreation and biodiversity, in what is potentially the nearest and most accessible countryside for many residents in South Hampshire including future residents of the new settlement. The AAP Green Infrastructure Strategy and Implementation Plan will need to demonstrate how the proposals for the SDA will contribute towards implementing this initiative.
- 5.130 A structural landscape strategy will be prepared, to sit alongside the Green Infrastructure Strategy and Implementation Plan. This will seek to conserve and enhance as far as is practical the landscape of the SDA, and its ecological value, and use them to develop a structural landscaping framework to enhance the setting of the SDA and the internal spaces. The strategy will be required to undertake an assessment of the site and surrounding area using Landscape Character, and Historic Landscape characterisation. In doing so special care will be needed to ensure the sensitive treatment of the relationship of the SDA with Portsdown Hill and the setting of the neighbouring settlements.
- 5.131 The Council will continue to work closely with Winchester City Council and other key partners to ensure the effective delivery of the SDA Green Infrastructure Strategy.

Infrastructure Delivery and Phasing

- 5.132 The Core Strategy is accompanied by a separate infrastructure delivery plan which sets out the main items of social and physical infrastructure, and identifies in broad terms who will be expected to deliver it and by when. However the AAP will include a more detailed infrastructure delivery strategy which sets out the full extent of the physical and social infrastructure required to support the new community, the phasing and potential sources of funding. The AAP will also need to set out the management principles and demonstrate how all the social assets including green infrastructure will be maintained and managed.
- 5.133 Contributions will be required from the developers to mitigate the impacts of the development including the increases in population. The nature and level of any contributions will be determined through the AAP which will test the viability and approaches to infrastructure funding in more detail.
- 5.134 The phasing of the housing development will need to be coordinated with progress on better transport demand and operational management, and with the rate of infrastructure delivery.
- 5.135 The focus of the new community will be the new district centre which will provide a range of employment opportunities, community, health, retail, and leisure facilities, civic space, and housing. Up to three local centres will also be needed to provide local facilities and to help provide a focus for a network of distinct neighbourhoods. The Council commissioned a retail study for the Borough, which also undertook a retail capacity forecast for the SDA.⁶⁹ The Study concluded that the new district centre could accommodate a large anchor food store with about 3,000 sq.m net convenience goods and a range of supporting shops and services of not more than 6,000 sq.m gross. The level of

⁶⁹ The Fareham Retail Centres Planning Study, DTZ (June 2009)

floorspace, balance of uses and their location will be determined through the AAP and masterplan.

- 5.136 The SDA will be required to make a significant contribution towards meeting the sub-region's targets in respect of reducing carbon emissions and generating renewable energy. The Eco-town criteria set out in PPS1 Would require the new settlement to be carbon and water neutral, the extent to which this is achievable and viable together with the options for reducing the carbon footprint and water consumption will be developed through the AAP. The AAP will also include a sustainability strategy to demonstrate how renewable energy might be provided together with an indication of how the development will contribute towards meeting other key sustainability objectives, such as sustainable waste management, recycling, and sustainable construction.
- 5.137 In line with good practice the AAP will need to be supported by a sustainable waste and resources plan, which covers both domestic and non-domestic waste; and which treats waste as a resource and potential source of energy. It will also need to demonstrate how demolition and construction waste will be managed in a sustainable way. Discussions will also need to be held with the waste authorities to identify any requirements for waste and recycling facilities on the site.
- 5.138 It is expected that the SDA will meet all the required pre-school and primary educational needs on site. The former is likely to be provided through private sector funding, whilst the primary schools would be funded primarily through developer contributions. It is also likely that the SDA will require at least one children's centre.
- 5.139 The scale of the development supports the provision of a secondary school which should be located within the SDA. The provision of a new secondary school is likely to be funded through primarily developer contributions together with Education Authority funding.
- 5.140 The development is capable of providing for all potential primary health care needs, in at least one centrally located GPs surgery and health centre, providing a range of other health care facilities, including a dentist's surgery.
- 5.141 Discussions with the various utility companies suggest that it will be possible to meet the infrastructure needs of the SDA in respect of power, telecommunications, and water supply and waste water treatment. However in the case of water abstraction there are currently limits on the supply of water, and there are also potential constraints with regards to the capacity of the waste water treatment plant and inadequate capacity in the sewerage system leading to the plant.
- 5.142 The issue of water supply and treatment facilities goes beyond meeting the requirements of the SDA, and the Council together with the other PUSH authorities are working with both the water and sewerage companies to resolve any outstanding issues and to ensure that the delivery of the SDA is not unduly delayed. A statement on the preferred option for water supply and waste water treatment will need to be incorporated into the Infrastructure Delivery Strategy which will accompany the AAP. In meeting the required standards set out in the Code for Sustainable Homes or any successor document, it would be expected that the SDA will provide a range of cost effective water saving measures.

- 5.143 In order to create an inclusive and coherent community a range of social infrastructure will be required including community centres/meeting halls. Provision will also need to be made for young people and a range of youth facilities will be provided. Meeting the needs of an aging population through this development will also be addressed at the initial planning stages. Given the diverse nature of the new community it is essential that a community development strategy is put in place at the earliest opportunity.
- 5.144 In order to demonstrate that the scheme is both viable and deliverable, a high level viability assessment has been undertaken for the Council⁷⁰. This has tested a number of scenarios and has concluded that there are not likely to be any 'showstoppers' in respect of meeting the level of infrastructure required, and as a consequence there is a reasonable prospect of the scheme being delivered. The viability of the SDA is essential and the AAP will need to ensure that standards and infrastructure requirements are set at levels which enable this to be achieved, and create the conditions for long term investment in the construction and management of the sustainable new community.
- 5.145 The Council has put in place a series of measures to ensure the timely delivery of the SDA, including establishing a Project Board that brings together representatives of the Council, the development interests, PUSH, TfSH, and Winchester City Council. The Project Board will help to manage the process of producing a sound policy framework for the delivery of the SDA, and will advise on the preparation of the relevant planning applications. The Council has also established a Community Liaison Group with representatives from Fareham, Winchester City Council and Hampshire County Council, local community groups, the business sector, and Wickham Parish Council. This group is central in developing and delivering a community engagement strategy. The Advisory Team for Large Applications (ATLAS) is closely involved in helping to develop and implement a project plan to ensure that all the key milestones along the route to delivery are met.

CS13 North of Fareham Strategic Development Area

Permission will be granted for the development of a Strategic Development Area to the north of Fareham following the adoption of an Area Action Plan and the preparation of a comprehensive masterplan for the development. The development will include provision for between 6,500- 7,500 dwellings, unless it is found that this level of housing cannot be delivered without adversely affecting the integrity of protected European conservation sites. If any potential adverse effects cannot be avoided or adequately mitigated, the level and scale of development would need to be reduced accordingly to ensure that there are no adverse effects on the integrity of any European sites. The development will also provide supporting environmental, social and physical infrastructure, retail and employment floorspace to both support the development and to contribute towards meeting the development objectives of the South Hampshire Sub-Region. The new community will aim to be as self-contained as possible, whilst complementing and supporting the established town centre of Fareham and adjoining settlements.

⁷⁰ North Fareham SDA High Level Viability Assessment - Core Strategy Stage, BPS Chartered Surveyors (October 2010)

The high level development principles are:

- the new development will create an inclusive and cohesive community, built upon the principles of sustainability;
- the development will be an exemplar of sustainable design, and resource efficiency, and will minimise water consumption and carbon emissions arising from operational energy use in new and existing buildings and infrastructure within the SDA;
- the development will provide up to 90,750 sq.m of employment floorspace, in a range of employment opportunities which contribute to sub-regional economic development objectives and contribute towards creating a high level of self containment and accessibility to reduce the need for commuting;
- the layout will create a connected network of Strategic Green Infrastructure, open spaces and recreational facilities that respects and enhances the landscape qualities of the area and meets the needs of the new community; and avoids or mitigates the potential ecological impacts of the development, and provides a net gain in biodiversity in the area. The basis for developing a Green Infrastructure Strategy will be to conserve and enhance the existing landscape, historic and ecological features on the site and adjacent areas, whilst linking new and established green spaces within the built environment and connecting the urban area to its wider rural hinterland;
- the provision of Green Infrastructure to meet the recreational needs of additional residents, to contribute to the access networks to the natural environment and BAP targets to achieve a net gain for biodiversity, to make a positive contribution towards implementing the Partnership for Urban South Hampshire Sub-Regional Green Infrastructure Strategy, and to ensure that any potential adverse effects on nationally and internationally protected sites identified through the SA/ HRA work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure a financial contribution will be sought to provide off-site mitigation measures such as managing access to nationally or internationally important sites or the provision of off-site Green Infrastructure;
- green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham;
- the AAP and masterplan will be developed in accordance with the Emerging Transport Strategy, which is based on the following key principles;
 - The SDA will have high levels of self containment;
 - The SDA will address a significant proportion of trips through the development of robust reduce and manage policies;
 - Bus Rapid Transit (BRT) will form a key component of the access strategy;
 - Access will initially be via the A32 and junction 10 of the M27;

- At a later stage a link road may be required from the A32 to junction 11 of the M27;
 - A phasing plan will be agreed, setting out how the rate of development will be linked to the funding and provision of the necessary transport infrastructure.
- the longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. It will also need to help facilitate an effective Bus Rapid Transit system;
- a balanced package of measures will be introduced to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network;
- the development will provide supporting social and physical infrastructure; including a range of convenience and comparison shopping, local employment, health, community and leisure facilities centred around a new district centre, together with provision for pre-school, primary and secondary education. Up to three local centres will be provided to act as neighbourhood hubs for the provision of social infrastructure and local employment opportunities;
- the layout will provide for a range of housing types, sizes and tenures to meet the needs of the new community and aim to provide between 30-40% affordable housing;
- a Sustainable Drainage System will be fully integrated into the network of open spaces, to mitigate potential flood risk, allowing the SDA to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide sewerage infrastructure.

The detailed framework setting the nature, form and boundary of the new community will be set out in an Area Action Plan. Other locations in the Borough will not be developed in lieu of development at the Strategic Development Area regardless of the eventual capacity or the phasing of the development.

An infrastructure phasing plan will be prepared and agreed by the Council, setting out how the rate of development will be linked to the funding and provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The masterplan will be produced in partnership with the development interests and

will provide an indicative layout showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning application; together with a phasing and implementation strategy.

The masterplan will be accompanied by or incorporate a sustainability strategy which clearly demonstrates how the principles of sustainable development will be incorporated into the proposals and implemented to achieve the aim of an exemplar of a sustainable community.

A management plan will be produced as part of the masterplanning process to demonstrate how infrastructure and community assets will be maintained and managed.

All the above documents will need to be clear on the expected outcomes, and be sufficiently flexible to respond to changing opportunities and circumstances. They will also need to demonstrate how the National Air Quality Standards will be met.

DEVELOPMENT OUTSIDE THE SETTLEMENTS

To meet Strategic Objectives SO1 and SO11.

- 5.146 The strategy concentrates development into the existing urban areas and strategic sites. To support this approach, development in the countryside, outside the settlement boundaries will be strictly controlled and will focus on meeting agricultural, farm diversification, countryside recreation, leisure and tourism needs i.e. needs that can only be met in this type of location. Where such development is necessary, the priority is to protect and enhance landscape character, the setting of settlements and biodiversity. A review of the settlement boundaries will be undertaken in the Site Allocations and Development Management Development Plan Document.
- 5.147 The area is covered by the East Solent Shoreline Management Plan (SMP) and the Western Solent and Southampton Water Shoreline Management Plan. A North Solent SMP is also being prepared. The preparation of an Integrated Coastal Zone Management Plan to deal with a number of coastal issues, including the provision and management of Green Infrastructure is being considered as part of the work on the Partnership for Urban South Hampshire Green Infrastructure Strategy.

CS14 Development Outside Settlements

Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure. The conversion of existing buildings will be favoured. Replacement buildings must reduce the impact of development and be grouped with other existing buildings, where possible. In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from the land or water.

6 Delivery Policies

INTRODUCTION

- 6.1 This chapter sets out the main delivery policies which will be taken into account when the Council considers relevant development proposals. More detailed development management policies will be included in the subsequent Site Allocations and Development Management DPD.

SUSTAINABLE DEVELOPMENT, CLIMATE CHANGE, NATURAL RESOURCES AND RENEWABLE ENERGY

To meet Strategic Objectives SO1, SO2, SO10 and SO12.

Policy Context

- 6.2 The principal objectives of national planning policies for sustainable development are to reduce greenhouse gas emissions and to adapt to the potential effects of climate change. This is set out in detail in PPS1 and the draft PPS supplement on planning for a low carbon future in a changing climate. PPS25 provides the national planning principles for the location of new development in relation to flood risk and this has been taken into consideration when formulating the spatial strategy for Fareham.
- 6.3 PPS22 states that development plans should contain policies which promote the development of renewable energy resources and set out the key criteria to judge applications. Plans may also include policies that require a percentage of energy used in new residential, commercial or industrial developments to come from on-site renewable sources. The Council will consider setting local targets within a future DPD, subject to there being a robust evidence base.
- 6.4 PUSH has developed a common policy framework⁷¹ for the South Hampshire sub-region to help progress the creation and maintenance of sustainable communities and address the effects of climate change.

Policy Justification

- 6.5 Sustainable development and high quality design are key elements in tackling carbon emissions and the effects of climate change within Fareham. Ensuring sustainable development and high quality design is also important in creating and shaping places that enhance the quality of life, now and in the future, for people who live, work and visit within the Borough.
- 6.6 To ensure development is sustainable and of a high quality of design the Council has developed policies to ensure that development:

⁷¹ Partnership for Urban South Hampshire: Report to Joint Committee (18th March 2008)

- Is located to reduce the need to travel, allows for greater use of sustainable travel measures and offers greater protection from climate change impacts;
- Reduces energy use and emissions;
- Utilises renewable energy sources;
- Uses and re-uses land and other resources efficiently;
- Is durable, adaptable and flexible;
- Maximises sustainable flood management (where appropriate);
- Follows the principles of urban design.

6.7 Policy CS15 is consistent with the PUSH Sustainability Policy Framework⁷² and is based upon the following principles:

Location, density and accessibility

6.8 Sustainable development requires there to be a good relationship between development and access to a range of social, environmental and economic services and facilities, reducing the need to travel. The Council will ensure that new development is focussed towards the Borough's urban settlements to foster this relationship. Particularly intensive uses and those that attract significant traffic will be directed to Fareham town and where appropriate, district and local centres or areas of demonstrable high accessibility, with frequent public transport services. This approach can reduce carbon emissions and improve air quality and health.

6.9 The implementation of the South Hampshire Policy Framework seeks a minimum target of 60dph in high accessibility areas. These areas, which are likely to be very limited in extent, such as Fareham town centre, will be identified separately in another DPD and will be subject to a character impact assessment, and take account of the need to ensure adequate internal and external space standards and parking.

Energy use, resource efficiency and sustainable construction

6.10 Sustainable development requires new buildings and spaces to be constructed to maximise the reduction in the use of resources and energy and to maximise the use of renewable or low carbon energy sources. In order to achieve this, the Council will seek and in certain circumstances require development to meet prescribed standards and levels identified within the Code for Sustainable Homes, the Building Research Establishment Environmental Assessment Method (BREEAM); Building for Life and Lifetime Homes. In addition, the Council will seek a proportion of energy use to be from renewable or low carbon sources, particularly for large schemes to help meet the PUSH target prior to their requirement through building regulations or government prescribed Code for Sustainable Homes levels. This will be subject to viability testing and if necessary the Council will require developers to demonstrate that this prescribed standard cannot be achieved.

6.11 A small area in Fareham to the north of Junction 11 has been identified⁷³ as having onshore wind potential. The Council will work with relevant energy providers and landowners to explore this potential, particularly with reference to the need to safeguard

⁷² Partnership for Urban South Hampshire: Report to Joint Committee (18th March 2008)

⁷³ Feasibility of an Energy and Climate Change Strategy for Urban South Hampshire, Ove Arup (2008)

the sensitive landscape character and environmental constraints in this location.

- 6.12 Fareham has areas which are made up of high quality soil, which is an important finite resource that has helped to shape the character of the Borough's landscape. As well as being essential for agriculture, it also aids biodiversity habitats and stores a large quantity of carbon. The rising costs of buying food and the environmental impact of importing food over long distances, reinforces the need to protect land and soils for agricultural use, now and for future generations.

CS15 Sustainable Development and Climate Change

The Borough Council will promote and secure sustainable development by directing development to locations with sustainable transport options, access to local services, where there is a minimum negative impact on the environment or opportunities for environmental enhancement. Development must not prejudice the development of a larger site.

This will be achieved by:

- Ensuring that the scale and density of the proposal makes an efficient use of land. With a minimum of 60dph within areas with high multi-modal transport accessibility and good access to a range of social, environmental and economic infrastructure, taking account of the character of the location.
- Seeking to achieve the following timescale and levels for the Code for Sustainable Homes and the equivalent for non residential development unless it can be demonstrated to be unviable:

All residential development achieves at least the following level of the Code for Sustainable Homes		All multi-residential and non-residential developments with a floor space of over 500 m ² must achieve at least the following BREEAM standards
Until the end of 2011	3	BREEAM 'very good'
from 2012	4	BREEAM 'excellent'
from 2016	6	BREEAM 'excellent'

- Ensuring that there is sufficient capacity available, or will be made available, in existing infrastructure to meet the needs of the new development including adequate land and funding for waste management.
- Avoiding unacceptable levels of flood risk and proactively managing surface water through the promotion of sustainable drainage techniques.

CS16 Natural Resources and Renewable Energy

New development will be expected to safeguard the use of natural resources by:

- Demonstrating the latest best practice for energy efficiency, passive solar design and water conservation in the construction and use of the buildings;
- Taking measures to reduce carbon emissions, pollution and waste during the construction and operation of new developments through orientation, layout, design and material selection;
- Reducing, reusing and recycling waste on-site;
- Preventing the loss of the best and most versatile agricultural land (Grades 1, 2 or 3a of the Natural England Agricultural Land Classifications System);
- Protecting mineral resources from permanent development, without first allowing for extraction, which would lead to the sterilisation of the deposit.

Development (1 dwelling or more and 500m² or more of non-residential floorspace) will be encouraged to contribute to the Fareham target of 12MW of renewable energy by 2020. Major developments (250 dwellings or more or 5,000 sq.m or more of non-residential floorspace) should aim to maximise on-site renewable energy production and resource efficiency. In such cases, the extent of contribution should be demonstrated, taking account of viability. The generation of energy from renewable or low carbon sources will be permitted unless there are judged to be unacceptable social, environmental or economic impacts.

HIGH QUALITY DESIGN

Policy Context

- 6.13 National planning policy and guidance, particularly PPS1⁷⁴, stresses the importance of creating quality places and ensuring new development is of a high quality of design.

Policy Justification

- 6.14 High quality design is at the forefront of creating sustainable and high quality buildings, spaces and places where people live, work and visit. Good quality places add economic, environmental and social value to an area, which is widely recognised and supported by research.⁷⁵ The principles of urban design and sustainability⁷⁶ have been identified as

⁷⁴ In addition to PPS1, further guidance is contained in 'World Class Places', Dept of Communities and Local Government (May 2009)

⁷⁵ CABE research (September 2009) and The Value Handbook (2006)

⁷⁶ Further guidance can be found in:

- By Design – Urban Design in the Planning System, DETR (May 2000)
- Urban Design Compendium 2, English Partnerships et al (September 2007)
- Manual for Streets, DfT (2007)
- Sustainable Settlements – A guide, University of West of England (April 1995)
- Biodiversity by design, TCPA (September 2004)

key components of high quality design and the Council will require that new development is undertaken in accordance with the principles. Adherence to the principles will form an important component by which development proposals will be assessed. In the two Strategic Development Locations which will be the areas of greatest change (the North of Fareham SDA and Fareham Town Centre) the Area Action Plans will also address design quality. In order to inform the design process to ensure that new development successfully integrates with the existing form and density of the Borough, the Council will undertake character assessments of the existing urban settlements, defining key distinctive elements. To assist in implementing the Core Strategy more detailed design policies will be included in another DPD. Further consideration will be given to the need and appropriateness of producing a Supplementary Planning Document for the design of residential development and including internal and external space standards.

- 6.15 Land within Fareham is a finite resource and the Council will seek to ensure that it is developed efficiently to meet demand and local community needs. However, in the absence of a national minimum density, the Council will engage with the local community to ensure that new development also responds to the prevailing character of an area.
- 6.16 The Council recognises that using density as a measurement does not adequately address issues of character and context. The Council will also have regard to plot ratio, development mix, scale and form to help identify spaciousness as a reflection of character.
- 6.17 The future application of development densities also needs to be informed by securing adequate internal and external space, parking, privacy, sunlight and daylight, which becomes increasingly important as densities increase. The Council will require new developments to demonstrate that all housing has acceptable private space, parking, privacy, daylight and sunlight having regard to the requirements of future occupiers, site specific circumstances and the character of the locality.

Landscape and Historic environment

- 6.18 Fareham Borough has a rich and varied landscape and benefits from many heritage assets which are of national, regional and local importance. These include scheduled ancient monuments, listed buildings, conservation areas, historic parks and gardens, sites of archaeological importance and locally listed buildings. Together they help to define a local character and sense of place in the Borough that is highly valued by the community and the Council. The Council will ensure the effective protection of the historic environment in accordance with the Government's stated aim in Planning Policy Statement 5: Planning for the Historic Environment which is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. The Council has also published and adopted Conservation Area Character Appraisals for all of its thirteen conservation areas. These will be a material consideration in the determination of proposals within or affecting conservation areas.

• Safer places: Planning and Design, ODPM (2004)

CS17 High Quality Design

All development, buildings and spaces will be of a high quality of design and be safe and easily accessed by all members of the community. Proposals will need to demonstrate adherence to the principles of urban design and sustainability to help create quality places. In particular development will be designed to:

- **respond positively to and be respectful of the key characteristics of the area, including heritage assets, landscape, scale, form, spaciousness and use of external materials,**
- **provide continuity of built form, a sense of enclosure with active frontages to the street and safety of the public realm,**
- **ensure permeable movement patterns and connections to local services, community facilities, jobs and shops,**
- **create a sense of identity and distinctiveness and one that is legible,**
- **enable and/or encourage a mix of uses and diversity in an area,**
- **ensure that the public realm has pedestrian priority⁷⁷, is safe, secure, functional and accessible, and is constructed of quality materials and well maintained,**
- **enable buildings to provide flexible accommodation, which can be adapted to suit all members of a community throughout their lifetime,**
- **provide green infrastructure, including landscaping, open spaces, greenways and trees within the public realm, and**
- **provide appropriate parking for intended uses taking account of the accessibility and context of a development and tackling climate change.**

In addition new housing will be required to:

- **secure adequate internal and external space, dwelling mix, privacy, and sunlight and daylight to meet the requirements of future occupiers.**

Demonstration of adherence to the principles must be set out within design and access statements, and/or where relevant, design codes, briefs, frameworks or masterplans and to include a contextual analysis. Where relevant, a report by a licensed assessor which sets out compliance with the BREEAM and/or Code for Sustainable Homes level operating at the time of any application for planning permission.

New housing should seek to achieve the Lifetime Home standard from 2013. Prior to 2013, the Council will encourage developers to meet the lifetime home standard having regard to the viability of the proposal

⁷⁷ For the purposes of this policy, public realm includes carriageways, footways and other highway land and land that may be managed by private arrangements

PROVISION OF AFFORDABLE HOUSING

Policy Context

- 6.19 Affordable Housing is defined by the Government as, *housing that is, "provided, with subsidy, for people who are unable to resolve their housing requirements in the general housing market because of the relationship between local housing costs and incomes". Affordable housing can be defined as, "housing provided with a subsidy to enable the asking price or rent to be substantially lower than the prevailing market prices or rents in the locality".*
- 6.20 PPS3 requires Local Authorities to set an overall target for the provision of affordable housing, within Local Development Documents. Such targets should reflect the likely economic viability of housing sites, taking account of risks to delivery and drawing on informed assessments of the likely levels of finance available, including public subsidy and the level of developer contributions that can be reasonably secured.
- 6.21 The South Hampshire Strategy sets a target to increase affordable housing through effective planning policies that favour on-site provision. Policy SH14 states that on average 30-40% of housing on new development sites should be affordable.

Policy Justification

- 6.22 In 2009 Levvel Ltd were commissioned to undertake a Housing Need and Affordable Housing Viability Study⁷⁸. In 2010 Levvel Ltd was commissioned to assess the viability of small sites⁷⁹ i.e. where there is a net gain of between 5 and 9 units. The Levvel studies were commissioned in the light of the recent recession, and the need for the Council to understand how this has influenced the housing market and what impact it has had on the Council's ability to meet the need for more affordable housing. The 2009 study confirmed a high level of housing need with a total of 1,668⁸⁰ on the Council's housing waiting list. This has increased to 1,901 in June 2010, and mortgage repossessions and households approaching the Council for housing advice during this time have increased as well. This reflects the challenges to first time buyers due to the recession, where the availability of mortgage finance has fallen whilst required levels of deposits have increased.
- 6.23 Both of the Levvel studies conclude that achieving a minimum of 30% affordable housing provision appears to be viable in the majority of cases. In some scenarios such as high density, flatted schemes and/or schemes in lower value areas achieving 30% did not prove to be viable in the short term. In any case, due to the current economic downturn achieving viability at the 30% level will be challenging in the early years of the Plan. This will require flexibility of tenure and/ or consideration of grant funding. Only where these approaches have been exhausted and it has been demonstrated that viability remains an issue, will the Council consider a reduction in the overall percentage

⁷⁸ Fareham Housing Needs and Affordable Housing Viability Study, Levvel Ltd (July 2009)

⁷⁹ Fareham Affordable Housing Viability Study Small Sites, Levvel Ltd (2010)

⁸⁰ As of 27th April 2009 there were 1,668 applicants on the Fareham Borough Council Housing Waiting List. Of those, 74% should be given reasonable preference as per the Housing Act 1996 and 3% were accepted as being homeless and in priority need. As of June 2010 the number of households on the Housing Register had increased to 1901.

target.

- 6.24 Whilst a 40% affordable housing target has been achieved in the past on schemes⁸¹, this was prior to the global recession. However the Council has reaffirmed⁸² the need to continue to deliver at least 100 affordable homes per year in order to avoid significant homelessness and housing supply problems in future years. It is therefore considered necessary to aim for the target of 40% on larger sites. It is also recognised that the economic downturn has resulted in the housing market currently being at its lowest point in decades and the Council will work with landowners and developers to try and mitigate against this by reviewing a scheme's viability in the current market. The amount and level of affordable housing will be determined taking into account scheme viability as well as other planning contributions associated with the development such as transport and green infrastructure provision.
- 6.25 The type and size of any affordable housing provision will be based on the affordable housing need at the time a planning application is submitted. Information on the type and level of local need will be provided by Fareham Borough Council. This approach will be achieved by the Council either imposing appropriate planning conditions, or seeking to negotiate a planning obligation, where appropriate.
- 6.26 Policy CS18 will be applied taking into account the viability of a development proposal at the time of a planning application being determined. Developers will be expected to prove that any proposal below the percentages indicated is justified through the use of an appropriate audited viability assessment. The Council will use the tenure mix of 65:35 affordable rent and intermediate housing respectively as the starting point for negotiations on affordable housing but will allow for flexibility where there are viability and other site specific issues, or where circumstances change over time.
- 6.27 Whilst the Policy is based on a percentage of number of units, the Council's preferred method for calculating the affordable housing requirement is based on the number of bedrooms in the development rather than units of accommodation. For example on a scheme producing 200 bedrooms, the Council will seek 40% (80 bedrooms) to be within affordable units. The Affordable Housing Supplementary Planning Document will use this model to determine the type of affordable housing provision.
- 6.28 PPS3 allows for a lower threshold than the national minimum of 15 units in cases where it is "viable and practicable". Given the high level of established need in the Borough⁸³, the number of sites likely to come forward within the 5 - 14 unit range and the evidence from the Affordable Housing Viability Studies, the Council will seek some contribution to affordable housing on sites where there is a net gain of 5 units and above. On sites yielding between 5 - 9 units⁸⁴, it is considered appropriate that the affordable housing contribution either be provided on-site, or if this is not practicable by way of a commuted sum in lieu of achieving the affordable housing on site. Where an affordable housing

⁸¹ Affordable Housing Supplementary Planning Document (December 2005), targets: site size 25-49 at 35% and site size 50+ at 40%

⁸² Housing Strategy for the Borough of Fareham 2010-2015 approved and adopted by Fareham Borough Council 22 April 2010

⁸³ Housing Needs Survey (2004) and Fareham Housing Needs and Affordable Housing Viability Study, Levvel Ltd (2009) confirm for 495 affordable units to be delivered per annum.

⁸⁴ in accordance with Paragraph B14 of Circular 05/2005

contribution is sought as an off-site payment, this must be in accordance with the principle of broad equivalence. The off-site contribution must equal the value of the scheme with no affordable provision less the value of the scheme with the proposed level of affordable provision included.

- 6.29 It should be noted that where an application relates to a small site that forms part of a larger development the whole site capacity will be taken into account when determining the affordable housing requirement. For example, if an application is made to accommodate 10 dwellings on a site that is clearly part of a larger site allocation that could accommodate 300 dwellings, the affordable housing proportion sought would be based on the overall larger site capacity.
- 6.30 The requirements set out in Policy CS18 have potential to be exceeded where land values and grant availability allow it. Regular monitoring will take place through the Annual Monitoring Report and if market circumstances suggest that a higher requirement for affordable housing could be maintained, over a period of a number of years, then a policy review (through a subsequent DPD) will consider a revised requirement based on evidence.
- 6.31 Policy CS18 does not apply to the SDA. Owing to a heavy reliance on assumptions regarding the SDA at the time of the Levvel Ltd 2009 study, a further, more sophisticated and site specific viability study will be needed to support the SDA AAP⁸⁵. This study will allow for a more informed policy recommendation, which can then be incorporated into policy within the AAP.
- 6.32 Whilst densities may vary across sites, depending on their characteristics and constraints, an average of 30 dwellings per hectare has been assumed for purposes of formulating the policy.

CS18 Provision of Affordable Housing

The Council will require the provision of affordable housing on all schemes that can deliver a net gain of 5 or more dwellings.

- **On sites that can accommodate between 5 and 9 dwellings developers will be expected to provide 30% affordable units OR the equivalent financial contribution towards off-site provision.**
- **On sites that can accommodate between 10 and 14 dwellings developers will be expected to provide 30% affordable units.**
- **On sites that can accommodate 15 or more dwellings developers will be expected to provide 40% affordable units.**

Development proposals will be required to provide a mixture of dwelling types, sizes and tenures reflecting the identified housing needs of the local population.

Where development viability is an issue, developers will be expected to produce a financial assessment in which it is clearly demonstrated the maximum number of

⁸⁵ Policy CS13 covers the SDA

affordable dwellings which can be achieved on the site.

Should a site fall below the above identified thresholds but is demonstrably part of a potentially larger developable site, the Council will seek to achieve affordable housing on a pro rata basis.

The level of affordable housing provision will also be subject to other planning objectives to be met from the development of the site.

GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

Policy Context

- 6.33 The Housing Act 2004⁸⁶ requires local authorities to assess the accommodation needs of Gypsies and Travellers (and travelling showpeople) alongside the housing needs of the rest of the population. Local authorities must then develop a strategy to address those needs, through public or private provision. Following the revocation of Regional Spatial Strategies, which were to set out requirements for pitch numbers, the Circulars⁸⁷, which currently require local planning authorities to identify and allocate sites to meet the assessed needs of Gypsies and Travellers and Travelling Showpeople, are to be replaced with new guidance. As a result, local authorities will be responsible for determining the right level of site provision, reflecting local need and historic demand, and for bringing forward land in DPDs.

Policy Justification

- 6.34 Local Authorities in Hampshire commissioned the Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment (GTAA) in 2006 and carried out an assessment of travelling showpeople's accommodation needs in 2007/8. Fareham is in the south of Hampshire sub-area for purposes of the GTAA and its outcomes. The study identified a need for 18 permanent pitches for Gypsies and Travellers in the sub-area in the period 2006-2011, including one permanent Gypsy pitch in Fareham Borough. The GTAA also identified the need for four managed 'transit' sites for Gypsies and Travellers in the period to 2011 across Hampshire. The assessment of travelling showpeople's accommodation needs identified an existing need for an additional 106 accommodation units in Hampshire and a need for a further 26 units between 2006 and 2011 to cater for additional family formation.
- 6.35 In the absence of allocated sites and in the light of the assessed need, Hampshire Local Authorities are working together to identify potential suitable transit sites, including the possibility of joint sites, and undertaking an audit to identify potential suitable sites. Potential permanent or transit sites may also be identified by Gypsies and Travellers or by Travelling Showpeople, possibly through the submission of planning applications. Any suitable and viable sites within the Borough will be identified within the Fareham Site Allocations and Development Management DPD. Sites need to meet the working and living patterns of Gypsies and Travellers and this may include locations in the countryside. Such needs may incorporate a mixed business and residential use, to

⁸⁶ Section 225

⁸⁷ 01/2006 Planning for Gypsy and Traveller Caravan Sites & 04/2007 Planning for Travelling Showpeople

enable the effective storage and repair of significant amounts of equipment, particularly in the case of Travelling Showpeople.

- 6.36 It is also important to ensure that locations for pitches allow for access to essential services including schools, medical services and shops; are responsive to the character of the area, and foster good community relations. When considering applications or proposing allocations, particular attention will be paid to the need to protect the environment, especially within or adjacent to areas of landscape or nature conservation importance and the edge of the urban area. Attention will also need to be paid to the impact of the proposal on the amenity of the surrounding area, including noise and disturbance, especially from vehicle movements and on-site business activities.
- 6.37 Sites may be provided privately by Gypsies and Travellers or by Travelling Showpeople or, if necessary, by the local authority. The policy therefore applies in either circumstance.

CS19 Gypsies, Travellers and Travelling Showpeople Population

Gypsy and Traveller and Travelling Showpeople pitches will be permitted or allocated in accordance with current government policy to meet the needs identified in the Gypsies and Travellers and Travelling Showpeople Accommodation Assessments updated as necessary. Any specific sites identified within the Borough will be allocated in the Site Allocations and Development Management Development Plan Document.

In identifying sites through the Site Allocations and Development Management Development Plan Document for Gypsies and Travellers and Travelling Showpeople, previously developed land within or on the edge of urban areas will be considered before sites in rural locations. The site must be suitable for this type of accommodation in that it meets the criteria below and there is a realistic likelihood it will come forward during the plan period, taking into account site constraints such as flood risk, access to the highway network and infrastructure.

Planning permission will be granted where the following criteria can be met:

- The site is accessible to shops, schools and health facilities by public transport, on foot or by cycle;**
- In the case of Travelling Showpeople sites, the site includes sufficient space for storage and maintenance of equipment and the parking and manoeuvring of all vehicles associated with the occupiers;**
- The site is capable of being provided with adequate on - site services for water supply, power, drainage, sewage disposal and waste disposal facilities.**

INFRASTRUCTURE AND DEVELOPMENT CONTRIBUTIONS

Policy Context

- 6.38 The Council will seek contributions or measures in line with government regulations and

guidance. Currently this is provided by DCLG Circular 05/2005 and Community Infrastructure Levy (CIL) regulations.

Policy Justification

6.39 The timely provision of infrastructure is necessary to ensure the successful implementation of the spatial strategy for the Borough. The Council will require new development to provide relevant and necessary infrastructure directly or through a financial contribution. Such infrastructure can include:

- Schools and education facilities
- Health facilities
- Affordable housing
- Sport and recreation facilities
- Green infrastructure including open space and biodiversity habitat networks and management of recreational uses of sensitive sites;
- Roads, foot and cycle ways,
- public transport facilities and services including the Bus Rapid Transit
- Community facilities including leisure facilities and CCTV
- Drainage and utility infrastructure
- Play equipment
- Public art
- Renewable energy infrastructure
- Historic environment
- Public realm space
- Flood defence and erosion mitigation works
- Public access
- Landscape and planting
- water supply and wastewater infrastructure
- air quality monitoring

6.40 The Infrastructure Delivery Plan identifies the known key infrastructure required to deliver the spatial strategy. Additional infrastructure will be identified in the SDA and Town Centre Area Action Plans and other DPD's.

6.41 The Council will also work with the service and infrastructure providers to ensure that relevant infrastructure is provided in a timely way, in conjunction with development. The Council will require such infrastructure to be secured by planning condition and/or a legal agreement. The Council has published guidance on the provision and/or contributions for affordable housing and open space and, in conjunction with the Hampshire County Council, for transport and education. The Council will consider introducing a tariff (a standard charge that applies to all new development and applied as a set amount per dwelling or square metre of development). SPD guidance on arrangements to secure infrastructure through CIL, or its replacement, is being considered.

CS20 Infrastructure and Development Contributions

Development will be required to provide or contribute towards the provision of infrastructure through planning conditions, legal agreement or directly through the service provider. Contributions or provision may also be required to mitigate the impact of development upon infrastructure. Detailed guidance on provision or contributions is or will be set out in Supplementary Planning Document(s) including any standard charges introduced through the Community Infrastructure Levy.

Provision or financial contributions will be required to include arrangements for on-going maintenance where necessary and appropriate.

Phasing of development will be related to the provision of infrastructure. Consideration will be given to pooling of contributions towards the cost of facilities.

OPEN SPACE AND ACCESSIBLE NATURAL GREENSPACE

Policy Context

- 6.42 National Planning Policy on open space, sport and recreation is currently set out in PPG Note 17 and its companion guide and the draft Planning Policy Statement: Planning for a Natural and Healthy Environment. The objective is to deliver safe and attractive places to live, which respect the character of the area, promote health and wellbeing, and reduce social inequalities by ensuring that people have access to high quality open spaces, green infrastructure and sports, recreational and play spaces and facilities which are safely and easily accessible by walking, cycling or public transport. The PUSH Green Infrastructure Strategy was adopted in early 2010 and an implementation plan is to be prepared.

Policy Justification

- 6.43 There is a wide range of recreational and amenity open spaces and sports pitches in the Borough. The Fareham Greenspace Study (May 2007) describes the quantity and quality of open spaces in the urban area of the Borough, including: parks; amenity open space; young persons' provision (including both children's play areas and youth related provision); allotments; and 'accessible natural green spaces' such as woodlands and natural grasslands. After assessing existing open space and the community's views on the adequacy of this provision, it proposed a standard for parks and amenity open space of 1.5 ha/1,000 population, and standards for the provision of children's play equipment and facilities for young people. The quantitative data from the study has been updated and, where necessary corrected, in a 2010 addendum. It identifies that there are significant shortfalls in open space provision in Fareham, and Stubbington & Hill Head and surpluses in the Western Wards, Portchester and Whiteley. The Borough Council will seek to address the identified deficiencies in Fareham, Stubbington & Hill Head as opportunities arise and resources are available and, where appropriate, sites will be identified in the Site Allocations and Development Management DPD.

2010 Surplus/Shortfall in Open Space Provision (Hectares)			
Settlement Area⁸⁸	Natural Greenspace	Parks and Amenity	Total Provision
Cams Alders	-2.8	-0.4	-3.2
Catisfield and Heathfield	-10.5	-5.3	-15.8
Hill Park	1.7	-0.1	1.6
Fareham North and Wallington	-5.7	4.9	-0.8
Fareham South West	-9.5	-3.7	-13.2
Fareham	-26.8	-4.6	-31.4
Portchester North	6.1	0.2	6.3
Portchester South	-2.5	7.6	5.1
Portchester West	4.9	-2.1	2.8
Portchester	+8.5	+5.7	+14.2
Hill Head	-7.5	0.5	-7.0
Stubbington	-13.5	2.2	-11.3
Stubbington/ Hill Head	-21	+2.7	-18.3
Locks Heath	16.2	0.5	16.7
Park Gate	-7.5	-0.8	-8.3
Sarisbury	11.8	-1.5	10.3
Titchfield	-8.4	0.2	-8.2
Titchfield Common	5.9	-2.0	3.9
Warsash	8.9	0.4	9.3
Western Wards	+26.9	-3.2	+23.7
Whiteley	+27.9	+2.9	+30.8
Borough Total	+15.5	+ 3.5	+ 19.0

- 6.44 The Greenspace Study referred to the findings of the Playing Pitch Assessment & Strategy and recommended local standards for the provision of playing pitches and other outdoor sports equivalent to 1ha per 1,000 population. The proposed standard did not include space for ancillary facilities, the size assumed for junior football had not been approved by the Football Association and other pitch sizes differed from the National Playing Fields Association assumptions. The Borough Council therefore proposes to retain the standard of 1.2 ha/1,000 population for outdoor sports.
- 6.45 A draft Fareham Allotment Strategy was prepared in early 2010 which show that there are currently 330 people on the waiting list for allotments. To reduce waiting lists to an acceptable level approximately 4 hectares of additional allotment land would be required, ideally split over two or more locations. Specific sites identified as suitable and viable for allotments will be allocated in the Site Allocations and Development Management Development Plan Document.
- 6.46 The 2010 Greenspace Study addendum identifies that there is approximately 2.1

⁸⁸ NB settlement areas for the Green Space Study are not the same as the Settlement Profiles.

hectares of accessible natural greenspace per 1,000 population in the Borough. When considering new housing development, the Borough Council will seek to maintain the current provision of approximately 2ha per 1,000 population. The table below shows the current provision of Natural Greenspace and Parks and Amenity open space in relation to the proposed standards.

- 6.47 The Borough Council will use the following established Natural England standards for access to accessible natural greenspace from the South East Green Infrastructure Framework produced by a partnership of key governmental and non-governmental bodies in the South East:
- Sub regional provision (sites or habitats over 500 hectares): Within 10km
 - County scale provision (sites or habitats over 100 hectares): Within 5km
 - District scale provision (sites or habitats over 20 hectares): Within 2km
 - Neighbourhood scale sites (sites or habitats over 2 hectares): Within 300 metres
- 6.48 Existing accessible natural greenspace in or close to the Borough does not meet these standards, particularly in relation to the 2ha and 500ha sites. The PUSH Green Infrastructure Strategy recommends two projects, Chilling Farmland and the Forest of Bere Land Management Initiative, which could improve accessibility to the larger sites. It also recommends several other projects, including the Meon and Hamble Valleys, creating and enhancing links around Portsmouth Harbour Northern Shore, the enhancing the River Wallington Corridor, creating and enhancing links around Portsdown Hill to improve accessibility to natural greenspace.
- 6.49 The Strategy specifically relates the projects for the Forest of Bere, the River Wallington Corridor, Portsdown Hill, and the Meon Valley to the development of the Strategic Development Area. The projects will be considered in more detail in the PUSH Green Infrastructure Strategy Implementation Plan and in the Borough Council's work on the SDA and on green infrastructure and where appropriate sites will be identified in the Site Allocations DPD. Whilst policy CS21 may provide a starting point, other guidance will be used to inform the Green Infrastructure Strategy and Implementation Plan to be prepared for the SDA AAP.
- 6.50 The Natural England standards, now included in 'Nature Nearby' Accessible Natural Greenspace Standards March 2010, also include the provision of 1ha of statutory Local Nature Reserves per thousand population. The current provision in the Borough, 413ha, is approximately 3.8ha per 1,000 population.

Policy CS21 Protection and Provision of Open Space

The Borough Council will safeguard and enhance existing open spaces and establish networks of Green Infrastructure to add value to their wildlife and recreational functions. Development which would result in the loss of or reduce the recreational value of open space, including public and private playing fields, allotments and informal open space will not be permitted, unless it is of poor quality, under-used, or has low potential for open space and a better quality replacement site is provided which is equivalent in terms of accessibility and size.

Proposals for new residential development will be permitted provided that, where existing provision is insufficient to provide for the additional population, public open space is provided as follows:

- **Parks and Amenity Open Space 1.5 ha / 1,000 population**
- **Outdoor Sport – 1.2 ha / 1,000 population**
- **Children’s Play Equipment – 14 pieces of equipment per 1,000 1-12 year olds**
- **Youth Facilities – 1 youth facility/MUGA per settlement area**

In addition to these types of open spaces, where existing provision is insufficient to provide for the additional population, the Borough Council will seek the provision of accessible greenspace which meets the standards set out in the South East Green Infrastructure Framework including Accessible Natural Green Space standards.

STRATEGIC GAPS

Policy Context

- 6.51 The PUSH authorities have agreed a joint policy framework which underpins the designation of settlement gaps in South Hampshire.⁸⁹ The PUSH settlement gap designations within Fareham are known as Strategic Gaps.

Policy Justification

- 6.52 Gaps between settlements particularly between Fareham and the Western Wards and Fareham and Stubbington, help define and maintain the separate identity of individual settlements and have strong local support. Strategic gaps do not have intrinsic landscape value but are important in maintaining the settlement pattern, keeping individual settlements separate and providing opportunities for green infrastructure/green corridors. Continuing pressure for high levels of development mean that maintaining gaps continues to be justified.
- 6.53 Maintaining separation between Fareham and Titchfield Common/Segensworth and Fareham and Stubbington will prevent coalescence of the settlements in this densely settled part of South Hampshire. The countryside separating the settlements is narrow in places and under pressure for development, but it provides opportunities for additional public access. A review of the detailed boundaries will be undertaken as part of the Site Allocations and Development Management DPD to identify the land essential to perform this role and that which cannot be protected by other designations.

⁸⁹ Policy Framework for Gaps (December 2008)

Policy CS22 Development in Strategic Gaps

Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements.

Strategic Gaps have been identified between Fareham/Stubbington and Western Wards/Whiteley (the Meon gap); and Stubbington/Lee on the Solent and Fareham/Gosport.

Their boundaries will be reviewed in accordance with the following criteria:

- a) The open nature/sense of separation between settlements cannot be retained by other policy designations;**
- b) The land to be included within the gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence;**
- c) In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.**

7 The Implementation and Monitoring Framework

INTRODUCTION

- 7.1 This chapter sets out how the Core Strategy will be implemented and monitored. Implementing the policies in the Plan depends upon the actions of different departments within the Council as well as other agencies and organisations. This framework identifies the delivery agencies for each policy within this document.
- 7.2 The monitoring of the policies will establish the extent to which the Core Strategy vision and objectives are being achieved. This will help to identify areas where further action is required from the Council or other agencies.
- 7.3 The Local Development Scheme sets out the timetable for preparing other Local Development Framework documents. In particular, the Site Allocations and Development Management DPD and Area Action Plans for Fareham Town Centre and the North of Fareham SDA will identify the sites to deliver the Core Strategy vision and development policies. Supplementary Planning Documents for the Coldeast and Daedalus sites will assist in the provision and delivery of housing, employment and community facilities. Further SPDs may come forward, including guidance covering developer contributions. Much of the policy framework will be implemented through planning applications and the development management process.

MONITORING

- 7.4 The implementation and monitoring framework sets out targets and indicators for each of the policies in the Core Strategy and identifies the main delivery agencies. An annual assessment of progress will be undertaken each year through the Annual Monitoring Report. For each policy, indicators are identified against which the targets will be assessed. These indicators are divided into Core and Local indicators. The Core indicators are those local authorities are required to monitor and are set out in the government guidance on Local Development Framework Monitoring. Local indicators supplement the core indicators, to address the local issues.
- 7.5 A review of the Core Strategy will take place if the plan becomes inconsistent with the requirements of national policy. The need for this review will be identified through the Annual Monitoring Report.

Policy No.		Target	Indicator	Indicator Type	Source
CS1	Employment Provision	Achieve 41,000 sq.m of employment floorspace by 2026 Achieve GVA of 3.5% growth per annum by 2026 Minimise loss of existing employment floorspace	Total amount of additional employment floorspace - by type Total amount of floorspace on PDL Employment land available - by type Loss of employment floorspace by type	Core Core Core Local	Planning applications and decisions
CS2	Housing Provision	Achieve 3,729 dwellings in the Borough outside the SDA	Plan period housing targets Net additional dwellings New and converted dwellings on previously developed land Managed delivery target	Core Core Core Core	Planning applications and decisions
CS3	Vitality and Viability of Centres	Contribute towards 20,000 sq.m of retail floorspace in Fareham town centre Contribute towards 10,000 sq.m B1 office floorspace in Fareham town centre	Total amount of floorspace for "town centre uses" Total number of vacant units in centres	Core Local	FBC Monitoring

Policy No.		Target	Indicator	Indicator Type	Source
CS4	Green Infrastructure, Biodiversity and Geological Conservation	Provide Green Infrastructure in accordance with PUSH GI Infrastructure Strategy 95% of SSSIs in favourable or recovering condition by 2010.	Amount , quality and function of green infrastructure delivered: additional BAP habitat delivered, including buffering and linkages of established sites; contribution to Biodiversity Opportunity Areas and named PUSH GI projects Condition of SSSIs	Local Local	Planning permissions and decisions Natural England
CS5	Transport Strategy and Infrastructure	Implementation of phase 1 of the Bus Rapid Transit system Identify road access route linking the SDA and M27 Prepare the Fareham Town Centre Area Action Plan to identify development sites and key transport infrastructure	Amount transport infrastructure delivered on identified safeguarded land Footpath, cycleway and bridleway routes provided (km)	Local	Planning permissions and decisions
CS6	The Development Strategy	To contribute to the PUSH employment apportionment figure of 138,000 sq.m to	Total amount of additional employment floorspace-by type and settlement	Core	HCC Monitoring

Policy No.		Target	Indicator	Indicator Type	Source
		<p>2026</p> <p>To increase the amount of employment floorspace by 10,000 sq.m in Fareham town centre</p> <p>Increase Gross Value Added of 3.5% per annum by 2026</p> <p>60% of new dwellings on pdl</p> <p>Minimise the loss of existing employment floorspace</p> <p>To provide 20,000 sq.m retail floorspace in Fareham town centre</p>	<p>Total amount of floorspace for "town centre uses" by settlement</p> <p>Plan Period and housing targets</p> <p>Net additional dwellings by settlement</p>	<p>Core</p> <p>Core</p> <p>Core</p>	<p>HCC Monitoring</p> <p>HCC Monitoring</p> <p>FBC Monitoring</p>
CS7	Development in Fareham	<p>Contribute towards 700 dwellings, 13,000 sq.m of employment floorspace and 20,000 sq.m of retail floorspace</p> <p>Prepare an Area Action Plan</p>	<p>Amount of employment, retail and residential development permitted in Fareham</p> <p>Progress towards the delivery of major sites</p>	<p>Local</p> <p>Local</p>	<p>Planning applications and decisions</p> <p>Planning applications</p>

Policy No.		Target	Indicator	Indicator Type	Source
		to identify development sites and key transport locations in the town centre.			
CS8	Fareham Town Centre Strategic Site	To increase the amount of retail (20,000 sq.m) employment (10,000 sq.m) and residential (350 dwellings) development in Fareham town centre	Amount of retail, employment and residential development permitted and completed in the Town Centre	Local	Planning applications and decisions
CS9	Development in the Western Wards & Whiteley	Contribute towards 1,480 dwellings, 53,500 sq.m employment floorspace and 1,350 sq.m retail floorspace.	Amount of employment, retail and residential development permitted in the Western Wards and Whiteley	Local	Planning applications and decisions
		Prepare SPD on the Coldeast strategic site	Progress towards the delivery of major sites	Local	Planning applications
CS10	Coldeast Hospital Strategic Site	To provide the following community facilities - a community hospital, sport pitches, cemetery extension, allotments and improved built community facilities.	Progress towards the delivery of the site and infrastructure	Local	Planning applications
		To secure a long term use	Amount of development permitted and completed at the Coldeast Site	Local	Planning applications and decisions

Policy No.		Target	Indicator	Indicator Type	Source
		for the Mansion House. Provide between 150-170 additional dwellings, including affordable housing. Delivery of a sheltered housing scheme.			
CS11	Development in Stubbington, Portchester and Titchfield	New convenience floorspace of 1,350 sq.m in Stubbington by 2021	Amount of retail floorspace permitted in Stubbington		
CS12	Daedalus Strategic Site	To provide between 10,000-33,000 sq.m of industrial and warehousing employment development. Contribute towards provision for recreation and open space accessible to new and existing residents.	Progress towards the delivery of the site Amount of employment development permitted and completed at the Daedalus Site	Local Local	Planning applications Planning applications and decisions
CS13	North of Fareham Strategic Development	Provide 6,500-7,500 dwellings in the SDA Provide up to 90,750 sq.m of employment floorspace	Progress towards the delivery of the SDA and infrastructure	Local	Planning applications

Policy No.		Target	Indicator	Indicator Type	Source
	Area	Provision of road access to the M27 Provision of a Bus Rapid Transit link to Fareham town centre Prepare an Area Action Plan and masterplan for the SDA.			
CS14	Development on Land outside Settlements	To minimise the level of development outside the settlement boundaries.	No significant development on land outside settlements that is contrary to policy	Local	Planning applications and decisions
CS15	Sustainable Development and Climate Change	To stabilise the ecological footprint by 2016 and reducing it thereafter. All new dwellings to meet the Sustainable Buildings Code Level 6 by 2016 and commercial buildings the BREEAM Excellent rating by 2012 To minimise the level of development outside the	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds Water consumption efficiencies and air quality improvements achieved at designated sites Changes in area of biodiversity importance Renewable energy generation	Core Core Core Local	Planning applications and decisions

Policy No.		Target	Indicator	Indicator Type	Source
		<p>settlement boundaries.</p> <p>To achieve compliance with Environment Agency river quality targets.</p> <p>By 2012, ensure 95% of SSSI's are in favourable or recovering condition.</p> <p>To maximise the level of development in Flood Zone 1.</p>	No significant development on land outside settlements and identified gaps	<p>Core</p> <p>Local</p> <p>Local</p>	
CS15	Sustainable Development and Climate Change	<p>Minimise loss of the best and most versatile land</p> <p>Achieve an average recycling rate of 50% by 2012.</p> <p>To stabilise and then reduce the per capita consumption of water to 135 litres per day by 2016.</p> <p>Reduction of between 8-</p>	Amount of development in accordance with the policy	Local	Planning applications and decisions

Policy No.		Target	Indicator	Indicator Type	Source
		22% in water use for new development.			
CS16	Renewable Energy	Contribute to the PUSH target for Fareham of 12Mw by 2026.	Renewable energy generation	Core	Planning applications and decisions
CS17	High Quality Design	All new dwellings to meet the Sustainable Buildings Code Level 6 by 2016 and commercial buildings the BREEAM Excellent rating by 2012	<p>Amount of development permitted following design principles</p> <p>Number of completions conforming to Code for Sustainable Homes and BREEAM levels applicable at time</p> <p>Building for Life standard achieved; number and proportion of new build completions on housing sites</p>	<p>Local</p> <p>Local</p> <p>Core</p>	<p>Design and access statements</p> <p>Planning applications and decisions</p> <p>Planning applications and decisions</p>
CS18	Provision of Affordable Housing	Contribute towards 100 affordable dwellings per annum	Gross affordable housing completions	Core	Planning applications and decisions; Strategic Housing data
CS19	Gypsies, Travellers and Travelling Showpeople Population	Provide pitches identified in the Gypsies, Travellers and Travelling Showpeople Assessment and any subsequent revisions	Net additional pitches (Gypsy and Traveller)	Core	Planning applications and decisions

Policy No.		Target	Indicator	Indicator Type	Source
CS20	Infrastructure and Developer Contributions	To increase the proportion of the population with easy access to health and education facilities	Amount of development permitted making infrastructure obligations	Local	Planning applications and decisions
CS21	Protection and Provision of Open Space	Achieve greenspace standards of 4.7ha per 1,000 population (1.5ha parks and amenity; 2ha accessible natural greenspace; and 1.2 ha of outdoor sport)	Amount of public open space achieved by development ANGSt standards achieved, by reference to scale and accessibility of green space	Local	Planning permissions and decisions
CS22	Development in Strategic Gaps	To minimise the coalescence of settlements	No significant development permitted on land in strategic gaps	Local	Planning permissions and decisions

APPENDICES

1. List of Saved Local Plan Policies Replaced by the Core Strategy
2. Studies and Strategies comprising the Evidence Base
3. Housing Trajectories
4. Glossary

Appendix 1**List of Saved Local Plan Policies Replaced by the Core Strategy**

Local Plan Policy		Replacement Policy	
C1	Development in the Countryside	CS14	Development Outside Settlements
C2	Conversion of Existing Buildings in the Countryside	CS14	Development Outside Settlements
C3	New Buildings in the Countryside	CS14	Development Outside Settlements
C4	Farm-Based Diversification	CS14	Development Outside Settlements
		PPS7	Sustainable Development in Rural Areas
C5	Coastal Zone	CS14	Development Outside Settlements
C6	River Hamble and Fareham Lake	CS14	Development Outside Settlements
C9	Areas of Special Landscape Character	CS6	The Development Strategy
		CS14	Development Outside Settlements
C10	Protection of the Setting of Settlements	CS6	The Development Strategy
		CS14	Development Outside Settlements
C11	Strategic Gaps	CS22	Development in Strategic Gaps
C14	Statutory National and Local Nature Conservation Designations	CS4	Green Infrastructure, Biodiversity and Geological Conservation
C16	Sites of Importance for Nature Conservation	CS4	Green Infrastructure, Biodiversity and Geological Conservation
DG1	Environmental Impact	CS15	Sustainable Development and Climate Change
		CS16	Renewable Energy
DG2	Prejudice to Other Development	CS15	Sustainable Development and Climate Change
		CS17	High Quality Design
DG3	Impact on the Surrounding Area	CS15	Sustainable Development and Climate Change
DG5	Design	CS15	Sustainable Development and Climate Change
		CS17	High Quality Design
DG6	Landscape Design	CS17	High Quality Design
DG9	Infrastructure Requirements	CS20	Infrastructure and Development Contributions
DG10	Coldeast Hospital	CS10	Coldeast Hospital (Strategic Development Allocation)
DG12	Daedalus Airfield	CS12	Daedalus Airfield (Strategic Development Allocation)
E6	Employment Development in the Urban Area	CS6	The Development Strategy
E7	Business Development in Fareham Town Centre	CS8	Fareham Town Centre (Strategic Development Location)
		CS1	Employment Provision
E10	Employment in the Countryside	CS14	Development Outside Settlements
FS1 (D)	Community Facility Allocations	CS10	Coldeast Hospital Strategic Development Allocation

Local Plan Policy		Replacement Policy	
FS6	Renewable Energy	CS16	Renewable Energy
H2	Residential Development in the Urban Area	CS2	Housing Provision
		CS6	The Development Strategy
		CS15	Sustainable Development and Climate Change
H3	Areas of Special Residential Character	CS15	Sustainable Development and Climate Change
H7	Elderly Persons' Housing, Rest Homes and Nursing Homes	CS2	Housing Provision
		CS15	Sustainable Development and Climate Change
H10	Affordable Housing	CS18	Provision of Affordable Housing
H11	Residential Development in the Countryside	CS14	Development Outside Settlements
H12	Conversion of Existing Buildings in the Countryside to Residential Use	CS14	Development Outside Settlements
H15	Sites for Gypsies and Travelling Showpeople	CS19	Gypsies, Travellers & Travelling Showpeople Population
HE1	Archaeology	CS6	The Development Strategy
HE2	Listed Buildings	CS6	The Development Strategy
HE3	Conservations Areas Setting	CS6	The Development Strategy
HE4	Conservations Areas - New Development	CS6	The Development Strategy
R3	Protection of Existing Open Space	CS21	Protection and Provision of Open Space
R4	Public Open Space Allocations (D)	CS10	Coldeast Hospital (Strategic Development Allocation)
R5	Open Space in New Residential Development	CS21	Protection and Provision of Open Space
R6	Recreation, Leisure and Tourism in the Countryside	CS14	Development Outside Settlements
S2	Shopping in the Retail Core, Fareham Town Centre	CS8	Fareham Town Centre (Strategic Development Location)
S3	Non Retail Uses in the Retail Core, Fareham Town Centre	CS8	Fareham Town Centre (Strategic Development Location)
S5	Quay Street, Fareham	CS8	Fareham Town Centre (Strategic Development Location)
S6	Shopping Development in District and Local Centres	CS3	The Vitality and Viability of Centres
		CS9	Development in the Western Wards and Whiteley
		CS11	Development In Portchester, Stubbington and Whiteley
S10	Out-of-Centre Shopping	CS3	The Vitality and Viability of Centres
S11	Retail Warehouses	CS3	The Vitality and Viability of Centres
S13	Garden Centres	CS14	Development Outside Settlements
T1	Location of New Development	CS5	Transport Strategy and Infrastructure
		CS6	The Development Strategy
		CS15	Sustainable Development and Climate Change
		CS17	High Quality Design

Local Plan Policy		Replacement Policy	
T2	Public Transport	CS15	Sustainable Development and Climate Change
		CS17	High Quality Design
T4	Walking, Cycling and Mobility Impairment	CS5	Transport Strategy and Infrastructure
T5	Transport Development	CS15	Sustainable Development and Climate Change
		CS17	High Quality Design
T6	New or Improved Highway Access	CS5	Transport Strategy and Infrastructure

Appendix 2

Studies and Strategies comprising the Evidence Base

- Affordable Housing Supplementary Planning Document, (Fareham Borough Council), December 2005
- Allotment Strategy for Fareham (Fareham Borough Council)
- Biodiversity by Design (TCPA), September 2004
- By Design - Urban Design in the Planning System (DETR), May 2000
- Business Needs Survey Report (Hughes Ellard), September 2004
- Circular 01 / 2006 Planning for Gypsy and Traveller Caravan Sites, 2006
- Circular 04/07: Planning for Travelling Showpeople
- Circular 05/2005: Planning Obligations
- Daedelus Visionary Framework (SEEDA), January 2009
- East Solent Shoreline Management Plan (HR Wallingford), June 1997
- Economic Development Role of the North Fareham SDA (DTZ), August 2009
- Employment Land Review, October 2010
- Fareham Borough Greenspace Study (Fareham Borough Council), May 2007
- Fareham Greenspace Study Addendum, 2010
- Fareham North SDA Technical Note 2: Junctions 10 and 11 Capacity Analysis and Phased Mitigation, 2010
- Fareham SDA A32 Realignment Options - Options Sensitivity Appraisal (David Lock Associates), January 2009
- Fareham SDA A32 Realignment Options Identification Study (Mott Gifford), January 2009 and Appendices
- Fareham SDA Access Study - (Mott Gifford) - January 2009
- Feasibility of an Energy and Climate Change for Urban South Hampshire (Ove Arup), September 2008
- Green Infrastructure Strategy for PUSH (UE Associates), June 2010
- Fareham Affordable Housing Viability Study; Small Sites (LEVVEL Ltd), 2010
- Fareham Air Quality Action Plan - Gosport Road and Portland Street
- Fareham Housing Implementation Strategy (March 2011)
- Fareham Housing Needs Survey (DCA) - 2004
- Fareham Local Biodiversity Action Plan (Fareham Borough Council) August 2008
- Fareham Retail and Centres Planning Study Update (DTZ) - June 2009
- Fareham SDA Capacity Analysis - Appraisal of Potential Employment Land North of J11, M27 (David Lock Associates), August 2009
- Fareham SDA Capacity Analysis Study (David Lock Associates) - January 2009
- Final Report of the PUSH Task and Finish Group (PUSH), July 2010
- Hampshire Biodiversity Action Plan - (Hampshire Biodiversity Partnership) - 1998
- Hampshire Supporting People Older Persons Strategic Review 2007-2008 County Implementation Plan (Hampshire County Council), July 2008
- Helping to Create a Vision for the North of Fareham Strategic Development Area: Part 1 and Part 2 (Urban Design & Mediation), August 2009
- Highways Agency Technical Response to Fareham North SDA Technical Note 2, 2010)
- Housing Needs and Affordable Housing Viability Study (LEVVEL Ltd) August 2009

- Housing Provision for Older People in Hampshire (Hampshire County Council), November 2009
- Housing Strategy for the Borough of Fareham 2010-2015 (Fareham Borough Council), April 2010
- Manual for Streets (DfT), 2007
- M27 Corridor Interim Study (Hampshire County Council) June 2010
- M27 Corridor Junctions 5-12 Transport Study (Transport for South Hampshire), September 2010 (contact TfSH to view document)
- M27 Corridor Fareham SDA Parallel Study (TfSH), June 2010 (contact TfSH to view document)
- Nature Nearby' Accessible Natural Greenspace Standards, March 2010
- North Fareham SDA Compulsory Purchase Audit; DTZ August 2009
- North Fareham Strategic Development Area Emerging Transport Strategy, September 2010
- North of Fareham SDA Initial Feasibility Study (PUSH), November 2006
- North of Fareham Strategic Development Area Strategic Masterplan Report (Scott Wilson), October 2010
- North of Fareham Strategic Masterplanning Workshops Report (Scott Wilson), September 2010
- North of Fareham SDA High Level Viability Assessment - Core Strategy Stage (BPS Chartered Surveyors), November 2010
- Planning Policy Guidance 13: Transport
- Planning Policy Statement 1 - Eco Town Supplement, July 2009
- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 12: Local Spatial Planning, June 2008 PUSH Economic Development Strategy Supporting Document - Economic Development (DTZ), June 2010
- Planning Policy Statement 25: Development and Flood Risk
- Planning Policy Statement 3: Housing, June 2010 (Revision)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth, December 2009
- Planning Policy Statement 7: Sustainable Development in Rural Areas, August 2004
- Planning Policy Statement 9: Biodiversity and Geological Conservation, August 2005
- Playing Pitch Assessment and Strategy (Strategic Leisure Ltd), October 2005
- Policy Framework for Employment Floorspace (PUSH), December 2008
- Property Requirements for Distribution and Logistics (PUSH), September 2008
- PUSH Report to Joint Committee, 18th March 2008
- PUSH Economic Development Strategy Supporting Document - Headline Sustainability Appraisal (PUSH), August 2010
- PUSH Economic Development Strategy Supporting Document - Preferred Growth Scenario (DTZ), June 2010
- PUSH Economic Drivers and Growth (DTZ), 2005
- PUSH Green Infrastructure Strategy for South Hampshire (TEP Consultants for PUSH), June 2010
- PUSH Policy Framework for Gaps (PUSH), December 2008
- PUSH South Hampshire Sub-Regional Strategy - Final Advice to SEERA (PUSH),

2005

- Refining the Fareham SDA Capacity Study (David Lock Associates), August 2009
- Report to the Executive Committee (Fareham's Sustainable Community Strategy), 11 January 2010
- Safer Places: Planning and Design (ODPM), 2004
- Setting Strategic Direction: North Fareham Strategic Development Area (PUSH/TfSH; Mott Gifford/MVA), December 2007
- Solent Waders and Brent Goose Strategy (Hampshire and Isle of Wight Wildlife Trust), Nov 2010
- Solent Waterfront Strategy (SEEDA), December 2007
- South East Green Infrastructure Framework (Natural England) June 2009
- South Hampshire SDAs: Deliverability Study (David Lock Associates) August 2008
- South Hampshire Sub-regional Strategy Background Document; Rationale for the Housing Distribution (PUSH), November 2006
- Strategic Access to Gosport Study 2010-2026 (Hampshire County Council), February 2010
- Strategic Flood Risk Assessment (PUSH), 2007
- Strategic Housing Land Availability Assessment (Fareham Borough Council), November 2010
- The South East Plan (May 2009)
- The Housing Act, 2004
- The Value Handbook, (CABE), 2006
- Towards Delivery: Transport for South Hampshire Statement, April 2008
- Transport Assessment: Assessing the impact of the Harbour Authorities LDF proposals on the Strategic Highway Network (PBA) September 2009
- Urban Design Compendium 2 (English Partnerships et al), September 2007
- Western Solent and Southampton Water Shoreline Management Plan, 2006 (Contact Council to view document)
- World Class Places (Department for Communities and Local Government), May 2009

Historical Evidence Studies

- A Strategy for Older People in Fareham 2008 - 2013
- Accommodation Needs Study (Harbour Economic Development Forum) 2006
- Affordable Housing Study - 2009 Update (Hampshire County Council) - February 2009
- Code for Sustainable Homes: Technical Guide (Communities and Local Government) - April 2008
- Brent Goose Strategy (Hampshire Wildlife Trusts) July 2002
- Community Infrastructure Study (Ampersand) - April 2005
- Corporate Vision and Objectives (Fareham Borough Council) - September 2004
- Draft Hook Lake to Portsmouth Harbour Entrance Coastal Defence Strategy (this is not yet available)
- Draft River Itchen, Weston Shore, Netley and River Hamble Coastal Defence Strategy (Mouchel Parkman) - June 2006

- Evaluating Housing Proposals Step by Step (Housing Corporation/CABE) - 2008
- Fareham Affordable Housing Strategy 2006-2009 Final Document - December 2005
- Fareham Conservation Character Assessments (Various)- September 1999 to October 2008
- Fareham Contaminated Land Inspection Strategy (Fareham Borough Council) - July 2001
- Fareham Landscape Character Assessment (Scott Wilson Resource Consultants)- May 1996
- Fareham SDA A32 Access Study Options Sensitivity Appraisal (David Lock Associates) - January 2009
- Fareham Strategic Housing Land Assessment: Update - March 2010
- Greenspace Review Strategy Final Report (Fareham Borough Council) May 2007
- Guidance on Biodiversity Policies in LDFs in Hampshire (David Tyldesley and Associates) - May 2008
- Hampshire Gypsy and Traveller Accommodation Assessment (DCA) - 2006
- Hampshire Hotel Trends Survey (Hotel Solutions) - April 2005
- Hampshire Joint Municipal Waste Strategy (Project Integra) - April 2006
- Hampshire Material Resources Strategy (Hampshire County Council) - July 2007
- Hampshire Minerals and Waste Development Framework: Core Strategy (Hampshire County Council)
- Hampshire Schools Places Plan (Hampshire County Council) - July 2008
- Hampshire Travelling Showpeople Accommodation Assessment (Hampshire Strategic Housing Officers Group) - 2006
- Housing Sites Position Statement 2004 Review - November 2004
- Indoor Sport and Recreation Study - October 2005
- Local Air Quality Management Air Quality Progress Report 2008 (Fareham Borough Council) - March 2008
- Local Countryside and Green Space Guidance (South Hampshire) (Hampshire County Council) - April 2007
- Local Transport Plan 2 (Hampshire County Council) - July 2005
- Partial Review of Gypsies, Travellers and Travelling Show People (SEERA) - 2008
- Portchester Castle to Emsworth draft coastal flood and erosion risk management Strategy Environment Agency 2009
- Portchester Castle to Hoeford Lake Shoreline Defence Strategy - 2006
- PUSH Integrated Water Management Study - December 2008
- PUSH Strategic Flood Risk Assessment 2008
- PUSH Sustainability Policy Framework 2008
- River Hamble Estuary Management Plan 2003-2008 (Hampshire County Council) River Itchen, Weston Shore, Netley and Hamble Coastal Defence Strategy - Southampton City Council and FBC with Eastleigh Borough Council Due for completion Dec 2010 to Feb 2011
- Settlement Profiles (Fareham Borough Council) - February 2008
- Solent European Maritime Sites Management Scheme (Solent Forum) - April 2004
- South East River Basin Management Plan (Environment Agency) - December 2008
- South Hampshire Housing Market Assessment (DTZ) - April 2005
- Strategic Housing Land Availability Assessment - October 2010
- Strategic Principles to Guide Development on the River Hamble (River Hamble Harbour Board & Hampshire County Council) - June 2004

- Sustainability Baseline Data Report -March 2008
- TBR report - Businesses in Growth Sectors in South Hampshire (PUSH) March 2008
- West Street Vision - October 2004

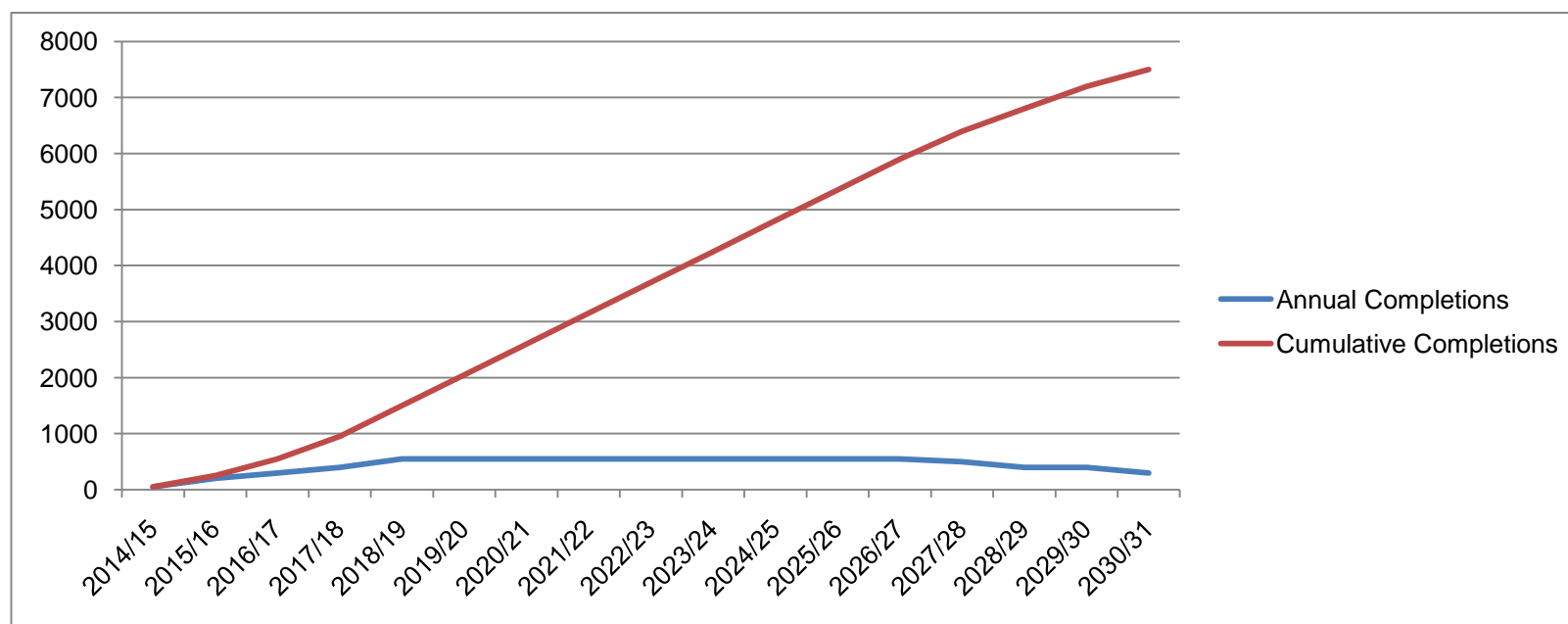
Appendix 3

Fareham Housing Trajectory for the Borough (excluding North of Fareham Strategic Development Area)

Plan Year	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2006/26
Past Completions	581	548	320	188																	1637
Projected Completions					262	333	464	371	235	353	67	36	0	25	56	56	56	55	55	55	2479
PLAN - Phased Strategic Allocation	340	340	340	340	340	220	220	220	220	220	94	94	94	94	93	92	92	92	92	92	3729
MONITOR - No. dwellings above or below cumulative requirement	241	449	429	277	199	312	556	707	722	855	828	770	676	607	570	534	498	461	424	387	-
PLAN - Annualised Strategic Allocation	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	3720
MANAGE - Annual requirement taking account of past and projected completions	186	166	144	134	131	122	107	79	55	39	7	0	-4	-4	-9	-22	-42	-74	-139	-322	-387

Housing Trajectory for the Strategic Development Area

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Annual Completions	50	200	300	400	550	550	550	550	550	550	550	550	550	500	400	400	300
Cumulative Completions	50	250	550	950	1500	2050	2600	3150	3700	4250	4800	5350	5900	6400	6800	7200	7500



Appendix 4

Glossary

Affordable Housing – Generally defined as mean low-cost housing for rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open market. It can be delivered through affordable renting, shared ownership. Affordable housing usually involves some form of subsidy. In the case of affordable housing provided through planning obligations, much of the subsidy is provided by the developer. This is understood in terms of dwellings that have to be sold at a rate lower than what the developer would achieve on the open market.

Annual Monitoring Report (AMR) – a report on how the authority is performing in regards to the delivery of the LDS (Local Development Plan Scheme) and relevant targets set out in development plan documents, and indicating any remedial action to be taken if required.

Biodiversity - the variety of life in all its forms, the diversity within species, between species and of ecosystems.

Brownfield Land - Previously developed land, or land that contains or contained a permanent structure and associated infrastructure.

Comparison Goods – Retail items that tend to be purchased at infrequent intervals, whereby purchasers will ‘compare’ similar products on the basis of price and quality before making a purchase. Includes, for example, clothing, household goods, leisure goods and personal goods. Sometimes termed ‘durable’ or ‘non-food’ goods.

Conservation Area - An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1991, whose character and appearance it is desirable to preserve and enhance. There are special rules on some development in conservation areas.

Convenience Goods – Retail items that tend to be purchased frequently and regularly. Primarily foodstuffs and food products, but also includes day-to-day purchases such as cigarettes or newspapers. Excludes food and drink for consumption on the premises and hot food for consumption off the premises.

Core Strategy – sets out the vision, spatial strategy and core policies for the spatial development of the Local Planning Authority area.

County Council - The local authority that is responsible for waste and minerals planning functions in non-unitary, and non-national park, local authority areas. A county council may provide advice and proposals on strategic planning issues to the Regional Planning Body.

Development Plan – this consists of the relevant Development Plan Documents affecting the area.

Development Plan Document (DPD) – spatial planning documents that have development plan status. They cover a range of policy areas that will undergo a process of consultation and are

subject to revision following independent examination.

Employment Areas - A combination of adjacent employment sites that together form a larger area that significantly contributes towards economic development. Individual employment areas will be identified and mapped in the Site Allocations and Development Management DPD.

Employment Sites - Individual buildings or plots that contribute towards economic development. This may be an office block; an open storage yard; an industrial unit; a warehouse etc. A number of adjacent employment sites combined may form an employment area.

Evidence Base - The information gathered by a planning authority to support the preparation of development documents. It includes quantitative (numerical values) and qualitative (feelings and opinions) data.

Geological Conservation – this relates to sites that are designated for their geology and/or geomorphological importance. This term is used throughout Planning Policy Statement 9: Biodiversity and Geological Conservation.

Greenfield Development – Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.

Green Infrastructure - The following green areas can form part of networks of green infrastructure: parks and gardens - including urban parks, country parks and formal gardens; natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (eg cliffs, quarries and pits); green corridors - including river and canal banks, cycleways, and rights of way; outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) including tennis courts, bowling greens, sports pitches, golf courses; athletics tracks, school and other institutional playing fields, and other outdoor sports areas; amenity greenspace (most commonly, but not exclusively, in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens; provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters); allotments, community gardens, and city (urban) farms; cemeteries and churchyards; accessible countryside in urban fringe areas; river and canal corridors and green roofs and walls.

GVA – Gross Value Added - This is the difference between output and intermediate consumption for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in production.

Key Diagram – This is a diagram illustrating the spatial strategy for the area. It identifies broad locations for future development and existing linkages and constraints.

Knowledge Economy – an economy characterised by the increasing importance of science, research, technology and innovation in knowledge creation, and the use of computers and the Internet to generate, share and apply knowledge.

Local Development Framework (LDF) – the framework for delivering the spatial planning strategy for the area and comprised of local development documents, Annual Monitoring Report, Local Development Scheme and Statement of Community Involvement.

Local Development Scheme (LDS) – local planning authorities will submit a local development scheme to the First Secretary of State for approval within six months of the commencement of the Act. The LDS will set out the preparation programme and timetable of the local development documents over a three year period.

Local Transport Plan - Plans that set out a local highways authority's policies and strategy on transport on a five-yearly basis. They are submitted to central Government, which approves and provides funding for the measures contained in the plan.

Mixed Use - Development that combines two or more types of development, such as residential, office, industrial, retail, service, community facilities or leisure.

Partnership for Urban South Hampshire (PUSH) - The South East England Regional Assembly commissioned Hampshire County Council, Portsmouth City Council and Southampton City Council to provide this Advice to the Regional Assembly. These three authorities have decided to undertake the work through the aegis of the Partnership for Urban South Hampshire (PUSH) which includes all eleven councils which comprise the strategy area: East Hampshire District Council, Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, New Forest District Council, Portsmouth City Council, Southampton City Council, Test Valley Borough Council and Winchester City Council.

Planning Inspectorate (PINS) - The Planning Inspectorate is an independent Government agency that processes planning and enforcement appeals and holds inquiries into local development plans. It also deals with a wide variety of other planning-related casework, including listed building consent appeals, advertisement appeals and reporting on planning applications.

Planning Policy Guidance Notes (PPGs) - Subject specific Government guidance, advice and policies, on national land use in England which are gradually being replaced by Planning Policy Statements (PPSs).

Planning Policy Statements (PPS) – Subject specific Government guidance, advice and policies, on national land use in England which replace Planning Policy Guidance (PPGs) notes. Produced by the Communities and Local Government department, these focus on stating Government policy, whilst good practice guidance for local authorities is set out in separate documents accompanying the PPSs.

Previously Developed Land (PDL) - Land which is or was occupied by a permanent structure and any associated fixed surface infrastructure.

The definition includes defence buildings, but excludes:

- Land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures.
- Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed.

– Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Proposals Map - An obligatory part of a local plan or local development framework which shows the whole area covered by the plan, which parts of it particular policies relate to and the site-specific allocations and location of proposals.

Ramsar Sites - These are internationally designated sites, identified under the Ramsar Convention. They are identified in order to protect the ecological interest of wetlands.

SDA – Strategic Development Area – New settlements that will have a variety of types, sizes and tenures of new housing together with a range of shopping, local facilities and employment opportunities.

Sequential Test - A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites or town centre retail sites before out-of-centre sites.

Site of Special Scientific Interest (SSSI) A site of special scientific interest is identified by English Nature under section 28 of the Wildlife & Countryside Act 1981 as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.

Special Protection Area (SPA) - These sites are internationally designated through the European Habitats Directive. They are identified as being of international conservation importance to birds.

Special Areas of Conservation (SAC) - These sites are internationally designated through the European Habitats Directive. They are identified in order to maintain or restore priority natural and wild species identified in the Directive and are also afforded statutory protection through the Habitat Regulations.

Sites of Importance for Nature Conservation (SINC) – These are sites that have high nature conservation importance but are not covered by statutory national and international designations. These sites are identified by Hampshire County Council.

Statement of Community Involvement (SCI) – sets out the standards to which the local planning authority will involve and consult with the community in the preparation, alteration and continuing review of local development documents and also on policy applications and how these standards will be achieved. All local development documents must reflect upon how, in their preparation, they have complied with the SCI.

Strategic Environmental Assessment (SEA) – an internationally used term to describe the environmental assessment to be applied to plans, policies and programmes.

Strategic Gap - areas of open land/countryside between existing settlements, with the aim to

protect the setting and separate identity of settlements, and to avoid coalescence; retain the existing settlement pattern by maintaining the openness of the land.

Supplementary Planning Document (SPD) – issues and sites for which the local planning authority wishes to provide detailed policy guidance, which will supplement policies and proposals in the Development Plan Documents.

Sustainable Community Strategy – a vision for Fareham Borough formed through key organisations working in partnership with local business, community groups and organisations, and Fareham Borough Council.

Sustainability Appraisal (SA) – assessment of the impact of policies from environmental, economic and social perspectives, to ensure that all policies and proposals reflect sustainable development policies.

Sustainable Development – development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Planning and Compulsory Purchase Act 2004 – The Act has fundamentally reformed the planning system, by introducing LDFs to replace the system of local, structure and unitary development plans. The reform aims to speed up plan preparation, enhance community involvement in planning, strengthen policy content, and achieve a better focus on implementation.

Urban Extension – Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.

Urban Renaissance - As set out in the Government's Urban White Paper (2000), urban renaissance is the process of improving the quality of life in all our towns and cities and ensuring they are places that people choose to live, work and play. Promoting and delivering an urban renaissance is an essential part of ensuring the sustainable development of the South East region.

Use Classes Order - The Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. In practice changes between use classes are likely to require planning permission.

MAPS & DIAGRAMS

Key Diagram

Transport Diagram

Core Strategy Site Allocations Location Map

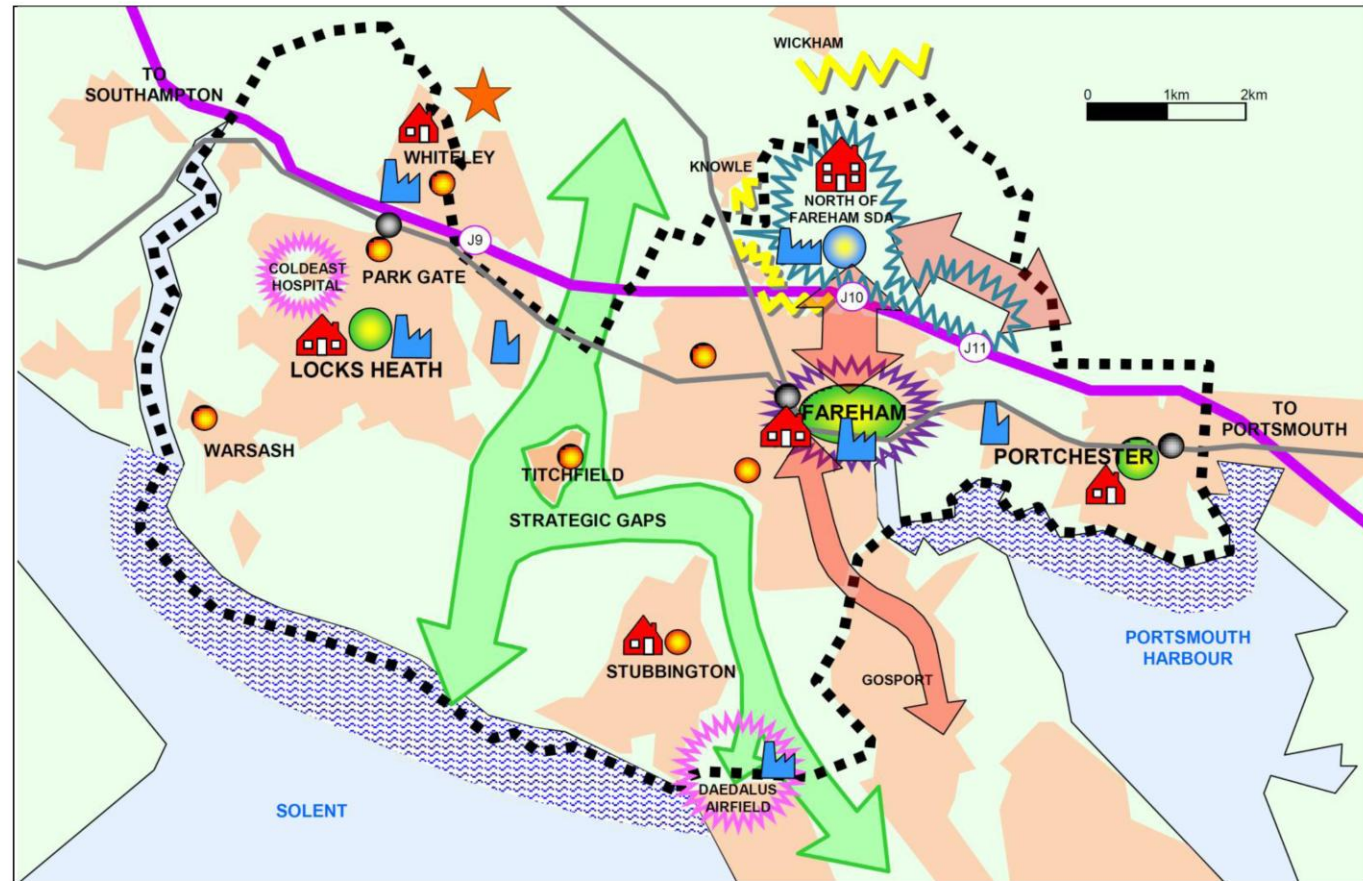
Proposals Map A1 - Deleted Allocations and Designations - CS10 Coldeast Hosptial

Proposals Map A2 - Added Allocations and Designations - CS10 Coldeast Hospital

Proposals Map B1 - Deleted Allocations and Designations - CS12 Daedalus Airfield

Proposals Map B2 - Added Allocations and Designations - CS12 Daedalus Airfield

KEY DIAGRAM

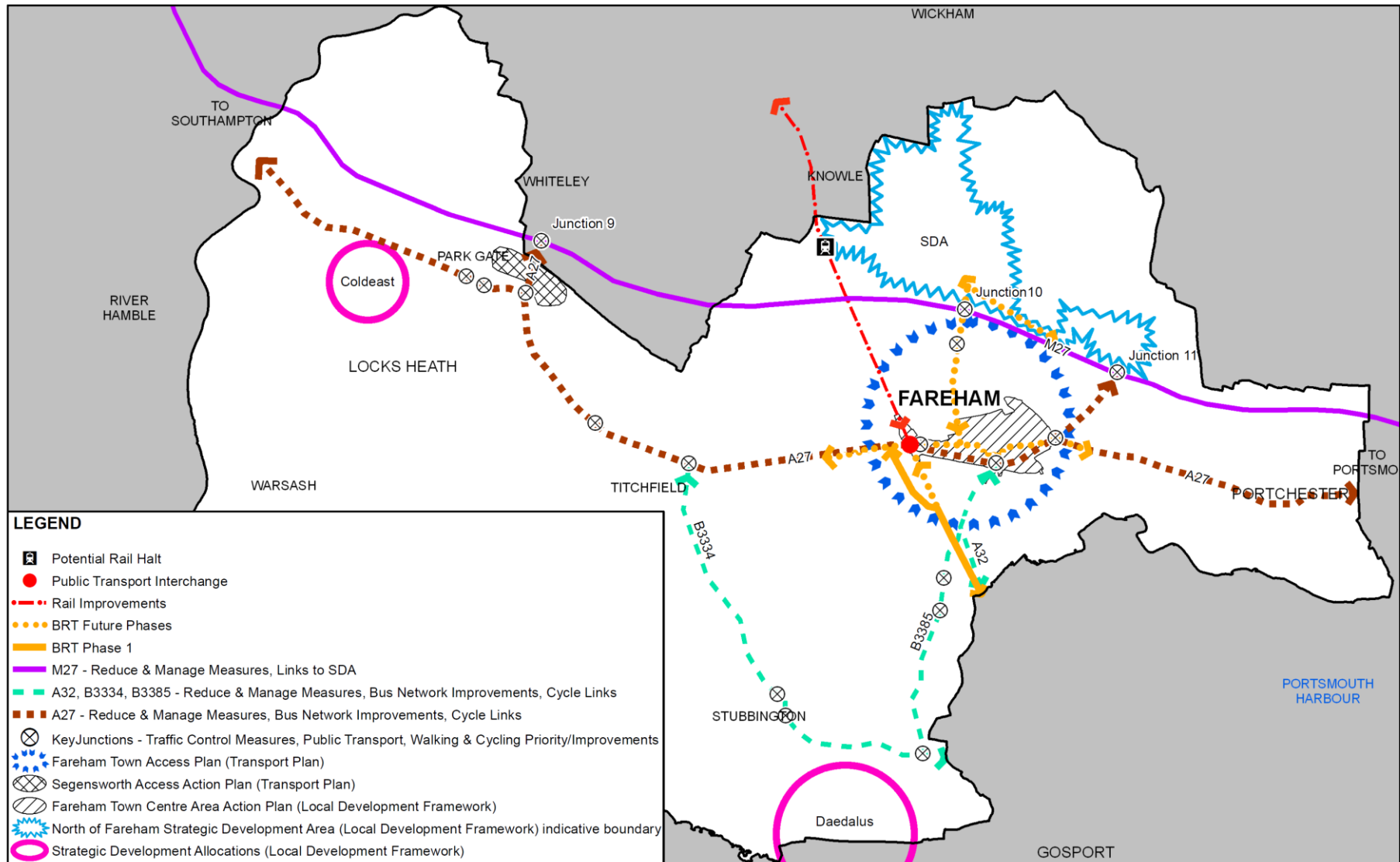


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TRANSPORT DIAGRAM

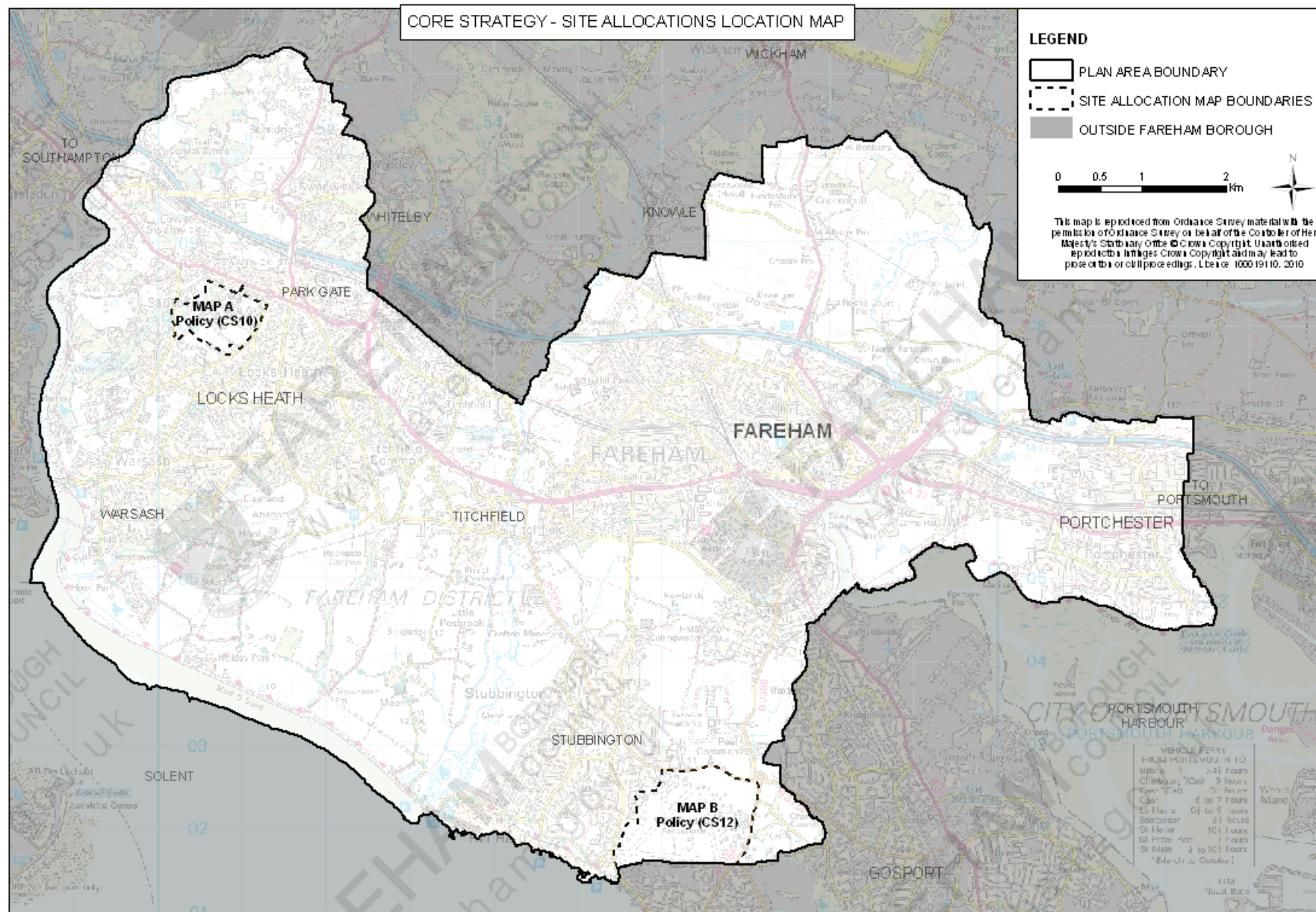


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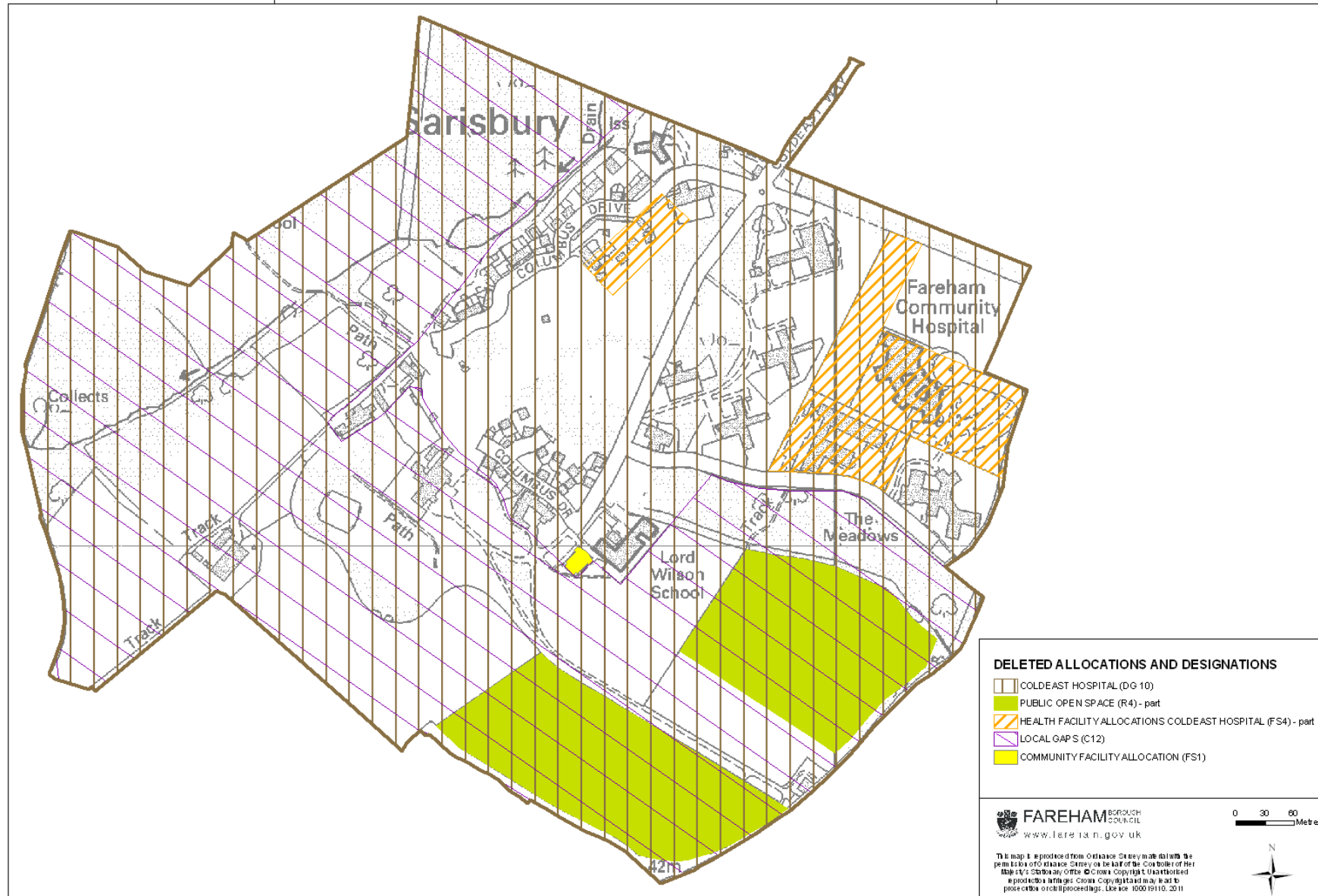


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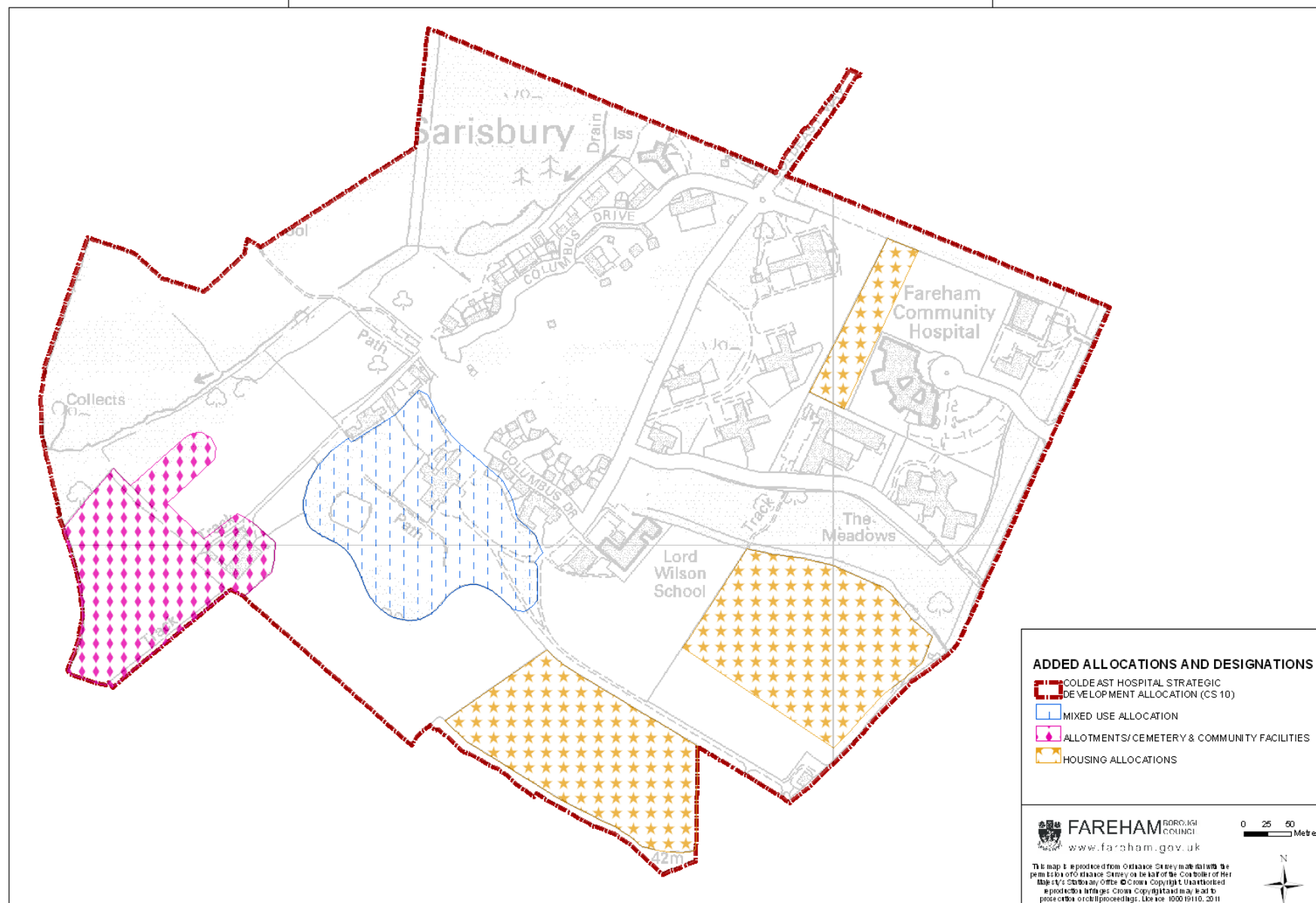
For further information please contact planningpolicy@fareham.gov.uk



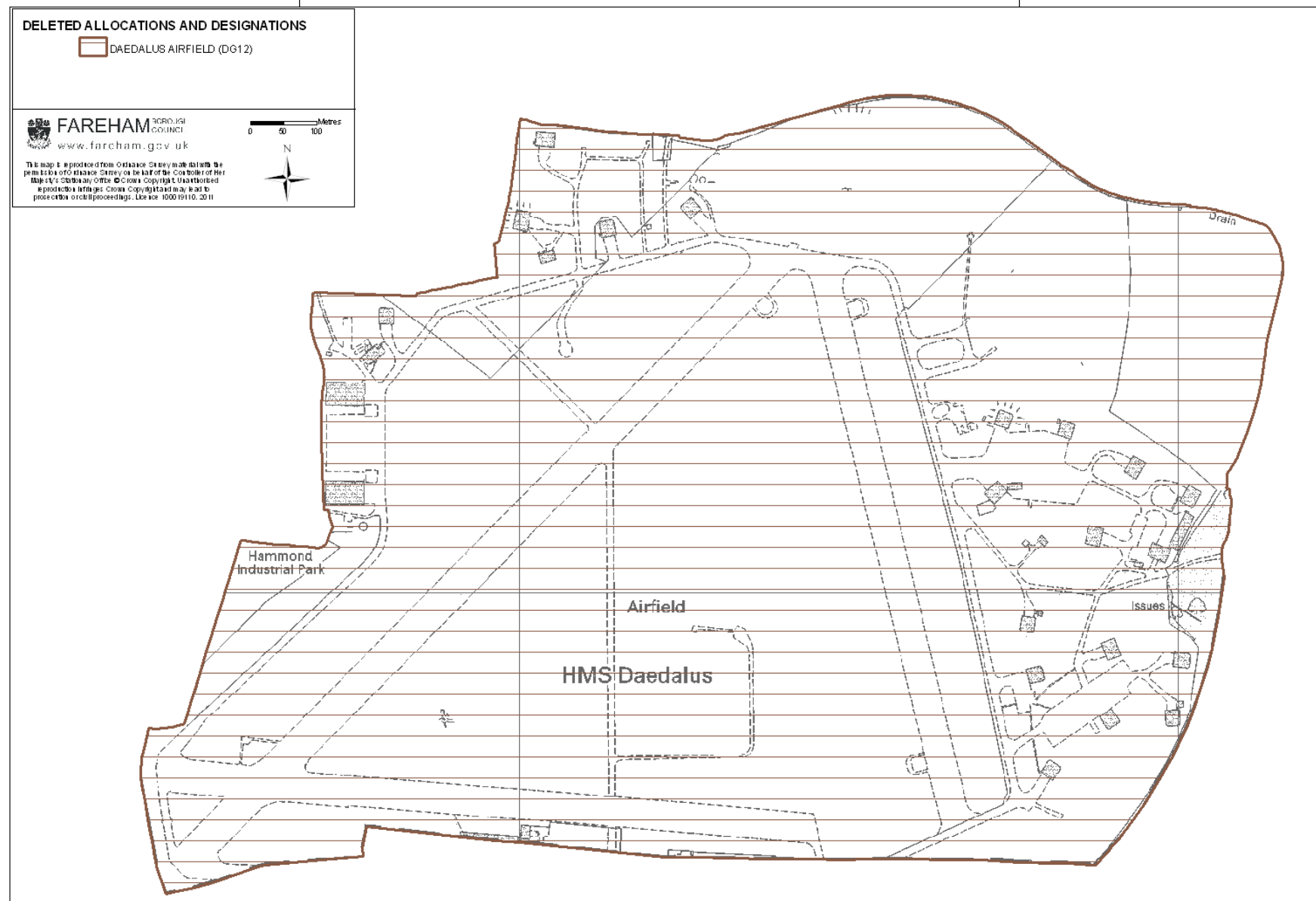
CORE STRATEGY - PROPOSALS MAP A1: DELETED ALLOCATIONS & DESIGNATIONS



CORE STRATEGY - PROPOSALS MAP A2: ADDED ALLOCATIONS & DESIGNATIONS



CORE STRATEGY - PROPOSALS MAP B1: DELETED ALLOCATIONS & DESIGNATIONS



CORE STRATEGY - PROPOSALS MAP B2: ADDED ALLOCATIONS & DESIGNATIONS

