



URBAN EDGE
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Sustainability Appraisal and Strategic Environmental Assessment for the Fareham Borough Local Plan 2037

**Sustainability Report for the
Revised Publication Local Plan**

May 2021

Sustainability Appraisal and Strategic Environmental Assessment for the Fareham Borough Local Plan 2037

Sustainability Report for the Revised Publication Local Plan

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reasonable alternatives but had already been assessed at the high level stage, the results of which are presented for information.

- 4.5.6 The availability of reasonable alternatives for a preferred employment development strategy was more limited, partly due to existing policy priorities such as the new community at Welborne and the Solent Enterprise Zone at Daedalus, and partly in consideration of the marketability of potential sites to commercial developers. Six strategic alternatives were devised; however, three of these were not considered to be reasonable and are not considered in the appraisal. Strategic alternatives for employment development are summarised in Table 4.4, together with an outline of the reasons for their selection and, where relevant, eventual rejection at the Draft Plan stage.
- 4.5.7 An appraisal of the strategic alternatives for residential and employment land at the Draft Plan stage is presented at section 5.2.

Preferred development strategy

- 4.5.8 The preferred development strategy at the Draft Plan stage was comprised of residential option 2F and employment option 6. The reasons for selecting these as the preferred approach were:

Residential option 2F

- ▶ Maximises developable sites in the urban area;
- ▶ Focuses on regeneration and redevelopment opportunities in Fareham Town Centre;
- ▶ Focuses on larger developable housing sites (typically 400-700 homes in size) that are better placed (by virtue of their scale) to achieve place making and wider benefits whilst also being distributed in different areas of the Borough;
- ▶ A preference towards those sites that have lower landscape sensitivity;
- ▶ Provides a mix of site sizes; and
- ▶ A preference towards urban extension sites that provide a logical extension to the existing urban area and/or a defensible urban edge for the future.

Employment option 6

- ▶ Maximises developable sites in the urban area, in or adjacent to existing employment areas;
- ▶ A preference towards those sites that have lower landscape sensitivity; and
- ▶ Provides a mix of site sizes.

- 4.5.9 An appraisal of the preferred development strategy, ~~as enhanced~~ at the ~~Supplement to the Draft Plan Stage and the Publication~~[Revised Publication Local](#) Plan stage, is presented in Chapter 6.

High Level Assessment

Strategic Housing Option 2F

Option is based on a Welborne delivery trajectory that delivers approximately 4,000 homes by 2036. This allows for a much more realistic delivery scenario which is most likely to happen on balance of probability, given the evidence. This option delivers approximately 1000 houses fewer at Welborne over the plan period than Option 1. Assumes loss of appeal for Cranleigh Road.

Option aims to maximise brownfield development & the delivery of Welborne, with residual development taking place at 3 greenfield cluster areas, greenfield sites at Cranleigh Road (which is currently subject to a s78 appeal), Romsey Avenue and Portchester Downend, and a number of urban fringe sites around Swanwick Station, Titchfield Common, Funtley and Wallington which help to address the lack of a 5-year housing land supply.

With both cluster and early delivery sites, this Development Strategy:

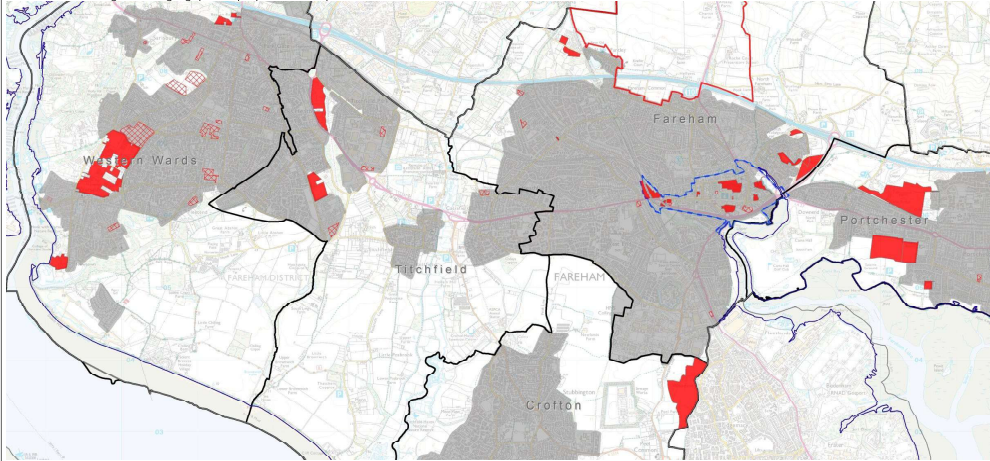
- Improves early and overall housing delivery by diversifying site supply;
- By allocating smaller sites, it improves the likelihood of early delivery and ensuring a 5-Year Housing Land Supply (5YHLS);
- By allocating cluster sites, it further assists the 5YHLS position and ensures continued development over the medium-term of the Plan period; and
- Welborne/Regeneration sites will aid delivery throughout the medium to long-term Plan period.

This range of sites offers:

- Different sizes of site, in accordance with the Housing White Paper;
- A more diverse range of sites, and potentially a broader range of housing products;
- Both brown-field and green-field locations; and
- Contributes to the housing land supply within both the Portsmouth Housing Market Area and the Southampton Housing Market Area.

Overall the Development Strategy:

- Still prevents coalescence of settlements and uncontrolled urban sprawl;
- Contributes greatly to place-making and sustainability in line with national policy (recognising the need for early delivery and overall requirements until 2036); and
- Protects the Borough's strategic gaps and proposes development in the more sustainable locations.



Strategic Option 2F	Quantum
19: Welborne (central trajectory)	3,840
Existing Local Plan Allocations	215
21: Fareham Town Centre - Regeneration & Intensification	577
3088: Warsash Maritime Academy	100
3126: Greenfield Cluster 1 - Warsash Greenaway Lane	700
3128: Greenfield Cluster 2 - Segensworth	400
3133: Greenfield Cluster 3 - Newgate Lane South	475
3030: Land East of Downend Road, Portchester	350
3014: Cranleigh Road, Portchester	120
207: Romsey Avenue, Portchester	228
3032: Moraunt Drive, Portchester	49
3105: Funtley Road North, Fareham	23
3121: Funtley Road South, Fareham	55
1360: Beacon Bottom West, Park Gate	30
3049: Beacon Bottom East, Park Gate	5
3023: 69 Botley Road, Park Gate	24
3051: Land at Hunts Pond Road, Titchfield Common	38
1998: Land at Pinks Hill, Fareham	80
1352: Land at Pinks Hill, Fareham	17
27: Military Road, Fareham	26
324: North Wallington Rd and Standard Way	21
1056: Hampshire Rose Fareham	18
Sub-Total	7,391

SEA Objective												
ID	Fareham Town Centre & other brownfield sites	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
87	280-282 (UTP) West Street, Fareham	++	0	0	++	++	++	+/-	++	0	+	-
198	Civic Quarter, Fareham	++	+/-	0	++	++	++	+/-	++	0	+	+/-
211	Fareham Railway Station (East)	++	0	0	++	++	++	+/-	+/-	0	+	+
212	Station West (Fareham Railway Station)	++	0	0	++	++	++	0	+/-	0	+	+
1325	Crofton Conservatories, West Street, Fareham	++	0	0	++	++	++	+/-	++	0	+	+
1425	Market Quay Car Park, Fareham	++	+/-	0	++	++	+	+/-	++	0	+	++
2826	Lysses Car Park, Fareham	++	+/-	0	++	+/-	+	+/-	+	0	+	++
2942	Wykham House School, Fareham	++	-	0	++	++	++	+/-	++	0	+	+
2956	Delme Court, Fareham	++	0	0	++	++	++	+/-	++	0	+	+
3070	Magistrates Court, Trinity Street, Fareham	++	0	0	++	++	++	+/-	++	0	+	+
1056	The Hampshire Rose, Highlands Road	++	0	0	++	++	++	0	++	0	0	++
3088	Warsash Maritime Academy	++	+/-	--	+/-	--	++	-	+/-	0	0	+
	Warsash Greenaway Lane cluster	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
1263	Land North of Greenaway Lane	++	0	+	+/-	+	++	+/-	+/-	0	0	+
1382	Land at Brook Lane	++	0	+	+	++	++	+/-	+/-	0	0	-
2849	Land East of Brook Lane	++	0	+	+/-	+	++	+/-	+/-	0	0	-
3005	Land south of Greenaway Lane	++	0	+	+	++	++	+/-	+/-	0	0	-
3019	Land East of Brook Lane, Warsash	++	0	+	++	++	++	+/-	+/-	0	0	++
3046	Land adjacent to 79 Greenaway Lane	++	0	+	+	++	++	+/-	+/-	0	0	+
3056	Land South of Greenaway Lane Warsash	++	0	+	+	++	++	+/-	+/-	0	0	++
3122	Land to rear of 108-118 Brook Lane, Warsash	++	+/-	+	+/-	+	++	+/-	+/-	0	0	-
	Segensworth cluster	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
2976	237 Segensworth Road	++	0	-	+/-	+	++	0	+/-	0	0	+
3020	Robann Park, Southampton Road, Fareham	++	0	-	+/-	+	++	0	+/-	0	0	++
3044	Land to the East of Southampton Road, Titchfield	++	0	-	+/-	+	++	0	+/-	0	0	++
3125	Land at Segensworth Roundabout	+	0	-	+/-	+	++	0	+/-	0	0	+
	Newgate Lane South cluster	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
3002	Land East of Newgate Lane South (A), Fareham	++	0	--	-	+/-	++	0	-	0	0	-
3028	Copps Field, East of Newgate Lane, Fareham	++	0	--	+/-	+	++	+/-	+/-	0	0	+
3057	Land east of Newgate Lane, Fareham	++	0	--	+/-	+	++	+/-	+/-	0	0	+
	Site name	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
3030	Land East of Downend Road, Portchester	++	+/-	-	+	++	-	+/-	-	0	0	++
3014	Land at Cranleigh Road, Portchester	++	0	+	+	++	++	+/-	+/-	0	0	++
207	South of Romsey Avenue, Portchester	++	0	+	+	++	++	+/-	-	0	0	++
	Urban Fringe (5yr supply) sites	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11
3105	Land North of Funtley Road, Fareham	++	0	--	-	+/-	++	0	+/-	0	0	+
3121	Land South of Funtley Road, Fareham	++	0	--	-	+/-	++	-	+/-	0	0	+/-
3023	Land west of 69 Botley Road, Park Gate	++	0	-	+	++	++	+/-	+/-	0	0	+
3049	Land at 14 Beacon Bottom, Park Gate	+	0	-	+	++	++	0	++	0	0	+
1360	Land at Beacon Bottom, Park Gate	++	0	-	+	++	++	0	+/-	0	0	++
3051	Land at Hunts Pond Road, Titchfield Common	++	0	-	+	++	++	0	+/-	0	0	++
1998	Land at Pinks Hill (south-east part), Fareham	++	+/-	+	+	++	+/-	+/-	--	0	0	+
1352	Land at Pinks Hill, Wallington (north-west part), Fareham	++	+/-	+	+/-	+	+/-	+/-	--	0	0	-
27	Land at Military Road, Fareham	++	+/-	+	+	++	+/-	+/-	-	0	0	+
324	Land at North Wallington and Standard Way, Fareham	++	0	+	+	++	-	-	--	0	0	-
3032	Moraunt Drive (south of Tattershall Cresc.), Portchester	++	0	--	+/-	+	++	+/-	++	0	0	-

DETAILED ASSESSMENT MATRIX

ID3121 Funtley Road South, Fareham
 Key Development Quantas: c.5.7ha mainly greenfield site proposed for 55 dwellings

SEA Objectives	No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Scale of significance	Positive or negative	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SEA Objectives	1	To provide good quality and sustainable housing for all	55 dwellings of mixed type/tenure to be provided. Moderate positive effects are predicted.		+	+	Ongoing	Operation	Local	High	High	Moderate	Positive	No	
	2	To conserve and enhance built and cultural heritage	A grade II listed building, the Church of St Francis, is located c.450m to the east. Impacts to setting are unlikely due to intervening vegetation and development. No other known heritage or archaeological features are located on site or nearby and therefore no effects are predicted.									Neutral		No	
	3	To conserve and enhance the character of the landscape	The site is within the Meon Valley LLCA 6.2b and is typified by mixed farmland and woodland (small scale). The LCA concludes that the area is of high sensitivity, but perhaps less sensitive than the Meon Valley south of the M27, being formed pastures and horse paddocks with somewhat scrubby, fringe character, bordered by woodland and the anomalous area of residential development north of Funtley Road adjacent to the railway line. There is scope to accommodate development on the site provided that it is of a similar character and scale as nearby development and sensitively integrated within the landscape. Minor negative effects are predicted over the long term.	-	-	-	Ongoing	Construction & Operation	Local	Medium	Medium	Minor	Negative	Yes	An LVIA should be carried out to assess and mitigate impacts to sensitive landscape features. In order to protect and enhance the character and quality of landscape resources, views and visual amenity, site proposals should (refer to LCA Part 2, LLCA 6.2): - Avoid damage or disturbance to features of recognised landscape/ecological value - Protect and enhance the extensive cover of woodland, trees, hedgerows to maximise its screening, landscape and wildlife potential - Maintain the sequestered, rural and unspoilt character of the valley landscape - Avoid significant encroachment beyond existing urban edges and reinforce tight settlement boundaries - Be of small scale and carefully integrated within the existing field pattern, strongly enclosed by vegetation - Maintain/enhance the function/quality of the existing GI network, taking opportunities to strengthen and extend access and habitat links
	4	To promote accessibility and encourage travel by sustainable means	The site falls wholly or partly within 5 of the 12 key accessibility distances mapped by the Council, but is not particularly well located in relation to local shops (>800m), cafes (>1000m), primary schools or GP surgeries (>1200m), and major employment areas, secondary schools and train stations (<1600m). It is close to existing accessible green and play space, bus stops, community and leisure facilities, play equipment, and local centres. Overall the site has relatively poor accessibility and future travel patterns are likely to be car-oriented, especially given proximity to the M27. Negligible negative effects are predicted over the long term.		-	-	Ongoing	Operation	Local	Low	Medium	Negligible	Negative	Yes	Sustainable transport measures should be maximised (e.g. onsite cycle facilities, strengthened links to public transport). A Travel Plan would help to increase use of sustainable modes and could focus on enhancing bus/cycle access to Fareham station.